



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, February 24, 2016; 6:00 p.m.
Location: Transportation Authority Hearing Room, 1455 Market Street, Floor 22
Members: Christopher Waddling (Chair), Peter Sachs (Vice Chair), Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, John Morrison, Jacqueline Sachs and Peter Tannen

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| 6:00 | 1. | Committee Meeting Call to Order | |
| 6:02 | 2. | Chair's Report – INFORMATION | |
| 6:05 | | Consent Calendar | |
| | 3. | Approve the Minutes of the January 27, 2016 Meeting – ACTION* | 5 |
| | 4. | State and Federal Legislative Update – INFORMATION* | 11 |

Every month, we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. The attached matrix tracks the latest activity on state bills and the positions previously adopted by the Transportation Authority. At its February 9 meeting, the Finance Committee recommended the following new positions: support on Assembly Bill (AB) 1574 (Chiu), AB 1591 (Frazier), Senate Bill 812 (Hill) and SB 824 (Beall); and oppose on AB 1550 (Gomez), AB 1641 (Allen), Assembly First Extraordinary Session (ABX1) 18 (Linder) and ABX1 25 (Allen).

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 March 15 meeting. The vacancies are the result of the resignation of Wells Whitney and the term expiration of John Larson, who 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

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| 6:10 | 6. | Adopt a Motion of Support for the Approval of the 2016 Prop AA Call for Projects Programming Recommendations Totaling \$2,192,934 for Five Projects and Amendment of the Prop AA Strategic Plan – ACTION* | 39 |
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Prop AA generates revenues from a \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund transportation improvements consistent with a 2012 voter-approved expenditure plan. One of the features of Prop AA is a focus on quick-to-deliver projects that bring tangible benefits to neighborhoods citywide. Correspondingly, the 2012 Strategic Plan policies allow for periodic calls for projects to reprogram cost savings or funds from programmed projects that failed to request funds in a timely manner. In November we issued a call for projects to program \$1,193,197 in Prop AA revenues available from cost savings from recently completed projects. By the January 13, 2016 deadline we received five applications requesting about \$2.6 million in Prop AA funds. In order to fund more projects, we updated the Prop AA revenue assumptions for the first five years of the Strategic Plan (Fiscal Years 2012/13–2016/17) based on actual revenues collected to date, which are about 3.9% higher than

was assumed in the Strategic Plan. Revising the revenue estimates, after netting out 5% program administration costs, increases the capital reserve by \$999,737, which is now available for programming. We evaluated projects using the Board-adopted screening and prioritization criteria. Our recommendation is to program \$2,192,934 in Prop AA funds (comprised of \$1,193,197 in cost savings and \$999,737 from the capital reserve) to fully fund 3 projects and partially fund 1 project (Attachment 3). This includes full funding for San Francisco Public Works' construction requests for Broadway Chinatown (\$1,029,839) and Mansell (\$163,358) streetscape improvement projects, which are both One Bay Area Grant projects with funding shortfalls; and \$507,980 for construction of a Muni bus layover area at the BART Daly City Station to accommodate planned service increases for the 14R-Mission Rapid route; and partial funding (\$491,757) of the design phase of SFMTA's Bulb-outs at WalkFirst Locations project which would upgrade up to 25 existing painted safety zones with concrete bulb-outs on pedestrian high injury corridors throughout the city. Our recommendation holds the capital reserve at \$240,000 (about 5% of annual revenues), as approved by the Board in May 2014.

6:15 7. Adopt a Motion of Support for the Allocation of \$10,975,410 in Prop K Funds and \$794,980 in Prop AA Funds, with Conditions, for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION* 49

As summarized in Attachments 1 and 2, we have six requests totaling \$11,770,390 in Prop K and AA funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested funding for three projects, including \$706,397 in Prop K funds for construction of fall protection systems at SFMTA's Presidio Division trolleybus maintenance facility; \$28,000 in District 6 Neighborhood Transportation Improvement Program capital funds for a new mid-block crosswalk on Sherman Street at Bessie Carmichael elementary school; and, \$287,000 in Prop AA funds for major system overhauls of twelve elevators at Van Ness, Church, Castro and Forest Hill Muni Metro stations. San Francisco Public Works has requested a total of \$10,241,000 in Prop K funds for the construction phases of two street resurfacing projects that will improve more than 70 city blocks, including new curb ramps. Bay Area Rapid Transit (BART) has requested \$507,980 in Prop AA funds to construct a bus layover area at BART's Daly City station for SFMTA's 14R-Mission Rapid line to accommodate planned service increases for the route. Our recommendation to fund the BART project is contingent upon Board approval of the proposed 2016 Prop AA programming recommendations, which is a separate item on this agenda.

6:25 8. Adopt a Motion of Support for Approval of the Improving West Side Access Strategic Analysis Report – ACTION* 57

At the November 18, 2014 meeting of the Finance Committee, Commissioner Tang requested that we initiate a Strategic Analysis Report (SAR) to investigate options for improving access to transit on the west side of San Francisco. The purpose of the study is to recommend options for improving access to major West Side transit hubs, especially the West Portal Muni station and Daly City BART station, with the ultimate goal of encouraging alternatives to driving alone to access transit hubs or downtown. As called for in the Transportation Authority's adopted procedures governing the development of SARs, the draft SAR is brought directly to the committee on which the requestor sits for comments and guidance. In this case, we brought the draft SAR to the February Plans and Programs Committee meeting which Commissioner Tang chairs and subsequently, have been seeking input from relevant city agencies and other interested parties. We will present the SAR findings to the Citizens Advisory Committee on February 24 and anticipate seeking a recommendation to approve the final SAR from the Plans and Programs Committee in March.

6:45 9. Rail Capacity Strategy Update – INFORMATION* 61

The San Francisco Municipal Transportation Authority (SFMTA) has developed a Rail Capacity Strategy that identifies and prioritizes improvements to existing infrastructure and system expansion needed to help meet future ridership demand. Strategies include alleviating bottlenecks, improving the vehicle fleet, expanding or extending the light rail and metro systems, and building system resiliency. Initial engineering was conducted for near term improvements that can be delivered in the next five years. Long term improvements identified in the strategy will inform the Metropolitan Transportation Commission-led San Francisco Bay Area Core Capacity Transit Study, and updates of the San Francisco Transportation Plan as part of the Long Range Transportation Planning Program and Plan Bay Area (the Regional Transportation Plan/Sustainable Communities Strategy). SFMTA staff will provide an overview of the Rail Capacity Strategy at the February CAC meeting. The Strategy can be found on SFMTA's February 19 Policy and Governance Committee meeting page or we can provide a hard copy upon request.

- 7:00 10. Update on 19th Avenue/M-Ocean View Project – INFORMATION* 73**
- The San Francisco Municipal Transportation Agency (SFMTA) is leading the 19th Avenue/M-Ocean View Project which proposes a major capital investment to address crowding and reliability on Muni Metro and re-build 19th Avenue as a safer street for everyone. The project builds off a Transportation Authority-led Feasibility Study that was completed in mid-2014. The Transportation Authority is still an important project partner supporting the Caltrans process and the contracting of this phase of work. SFMTA is hosting a round of community meetings this month to share project progress. At the CAC meeting, SFMTA staff will provide a brief update on the new content being shared at these meetings. This update includes describing the new “Full Subway” alternative that would construct a new subway tunnel under West Portal and 19th Avenue to Parkmerced. More information is available on the project page at www.sfmta.com/19thave.
- 7:15 11. Update on the Railyard Alternatives and I-280 Boulevard Feasibility Study – INFORMATION**
- The Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) is a multi-agency program studying transportation and land use alternatives in the most rapidly growing areas of the City, including South of Market, Mission Bay, and Showplace Square/Lower Potrero Hill. In anticipation of the Downtown Rail Extension, the electrification of Caltrain, and High-Speed Rail, the City is studying how best to coordinate these projects in a unified vision for the area rather than building each project independently. The first phase of the RAB has prepared conceptual design alternatives for four different project components, in addition to a study of overall land use considerations and opportunities for placemaking. At the September 30, 2015 Citizens Advisory Committee meeting, Chair Waddling requested a presentation on RAB from the San Francisco Planning Department as part of the next round of public outreach. That outreach is now happening, with a public workshop at 6 p.m. on February 23 at the Potrero Hill Recreation Center. The following day, Planning Department staff will discuss findings from the first phase of the study at the February 24 Citizens Advisory Committee.
- 7:45 12. 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 13. Public Comment**
- 8:00 14. Adjournment**

* Additional materials

Next Meeting: March 23, 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, 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.

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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,

CAC Meeting Agenda

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

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, January 27, 2016

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:08 p.m.

CAC members present were Becky Hogue, Brian Larkin, John Larson, Jacqualine Sachs, Peter Sachs and Peter Tannen.

Transportation Authority staff members present were Michelle Beaulieu, Amber Crabbe, Ryan Green-Roesel, Anna LaForte, Maria Lombardo, Mike Pickford and Steve Rehn.

2. Chair's Report – INFORMATION

Chair Waddling introduced new CAC member Becky Hogue, who would be representing District 6 and resides on Treasure Island. Mr. Waddling also announced the resignation of Wells Whitney from the CAC and thanked him in absentia for his service.

There was no public comment.

3. Election of Chair and Vice Chair – ACTION

Chair Waddling announced that at the December 2 CAC meeting the positions of CAC Chair and Vice Chair had been open for nominations for the 2016 term. He said that for the Chair seat, he was the only member nominated and therefore eligible to be elected.

There was no public comment.

The motion to elect Chris Waddling as Chair was approved by the following vote.

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

Chair Waddling said that for the Vice Chair seat, Peter Sachs was the only member nominated and therefore eligible to be elected.

There was no public comment.

The motion to elect Peter Sachs as Vice Chair was approved by the following vote:

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

Consent Calendar

4. Approve the Minutes of the December 2, 2015 Meeting – ACTION

5. Internal Accounting and Investment Report for the Six Months Ended December 31, 2015 – INFORMATION

6. Adopt a Motion of Support for the Adoption of the Fiscal Year 2016/17 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION

There was no public comment on the Consent Calendar.

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

The Consent Calendar was approved by the following vote:

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

Abstain: CAC Member Hogue

End of Consent Calendar

7. **Adopt a Motion of Support for the Allocation of \$49,171,000 in Prop K Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule – ACTION**

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

John Larson asked why Prop K fund leveraging for the Muni buses was listed as below the expected level in Attachment 1. Anna LaForte, Deputy Director for Policy and Programming, replied that the cost of vehicles that meet the San Francisco Municipal Transportation Agency's (SFMTA's) specifications was higher than when the Prop K expenditure plan was developed and thus, more local funding was required as federal funding did not adequately cover the higher costs.

John Larson asked what happened to old MUNI buses that were taken out of service. Ariel Espiritu-Santo, Capital Project Manager at SFMTA, replied that SFMTA would sell out of service MUNI buses at auctions, but that they generally sold for very small amounts. She said that most of the buses were salvaged for materials, and that the revenue generated was not sufficient to offset the cost of acquiring new buses. Ms. LaForte added that a condition of Prop K grant agreements was that Prop K be reimbursed proportionately for any revenues resulting from the sale of capital assets purchased with sales tax funds.

Jacqueline Sachs said that new MUNI hybrid buses only had 3 seats for seniors and disabled persons, and that many did not have back windows, which she said drivers preferred to have. She asked why SFMTA purchased buses with this configuration. Ms. Espiritu-Santo said that SFMTA went through a process during the design phase to look at those components and would be happy to have a project manager follow up.

Peter Sachs said that the New Flyer buses purchased by SFMTA were similar to buses purchased by the City of Chicago. He said that from a passenger standpoint these were great buses, but said that he had heard there were issues with the hybrid drive systems breaking down early. He asked what kind of warranty was included in the contract. Ms. Espiritu-Santo said that there was a five-year warranty and that under the contract SFMTA could proactively revise the design of buses if new issues arose.

Peter Sachs asked why the design proposed for the Golden Gate Avenue buffered bike lane was not a parking buffered bike lane. Craig Raphael, Transportation Planner at SFMTA, said that he would follow up.

Peter Tannen asked whether the bike lane on Golden Gate Avenue would be in addition to existing bike lanes on Grove and McAllister Streets. Mr. Raphael said that it would be an additional route and that over the next fiscal year the SFMTA would be advancing additional routes from the Bike Strategy for implementation.

Brian Larkin asked which community based organizations (CBOs) the SFMTA would work with on Taylor Street and suggested the Southeast Asian Community Center as a candidate. Mr. Raphael said that SFMTA was working with multiple CBOs and that he would pass Mr. Larkin's

suggestion along to the project manager.

During public comment, Ed Mason said that interior LED lights that turn on when the doors open on SFMTA's new buses were blinding for passengers in the front seats. He said they should illuminate the floor rather than shine in passengers' eyes. Peter Tannen said that he agreed with Mr. Mason. Chair Waddling said that the headlights of the buses were also too bright.

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

The item was approved by the following vote:

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

Abstain: CAC Member Hogue

8. **Equity Strategy for the San Francisco Municipal Transportation Agency – INFORMATION**

Julie Kirschbaum, Operations Planning and Scheduling Manager at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Chair Waddling said that CAC member Myla Ablog had requested he relay her concern that increased service on the 38R had not alleviated overcrowding on the line. She also requested a presentation on overcrowding at a future meeting. Ms. Kirschbaum responded that when SFMTA reduced a 6 minute headway to a 4 minute headway on a route, it was a significant investment that resulted in a reduction in crowding. She said that as shown in the results from the Geary Corridor Bus Rapid Transit project modeling, improved service could attract new riders, which might be happening now, and therefore offsetting the initial crowding reduction when the 38R came on-line. Chair Waddling asked if SFMTA methodologies that compared MUNI travel times to automobile travel times took into account MUNI wait times, automobile parking times, and how MUNI travel times compared to bicycle travel times. Ms. Kirschbaum responded that the methodology incorporated randomized arrival MUNI wait times and automobile parking times. She added that the methodology did not compare MUNI travel times to bicycle travel times because this was considered a complimentary option for commuters.

Brian Larkin asked for clarification on transit signal priority for the 38R and whether it meant holding the signal or preempting the signal. Ms. Kirschbaum described the signals as a green extension with GPS technology that anticipated bus arrival. Mr. Larkin asked if transit signal priority had been implemented or if it was working correctly, because he had experienced the eastbound 38R hitting three consecutive red lights on a small stretch of Geary Boulevard. Mr. Larkin also asked why an area near Lake Street in the Richmond District had been displayed as a low-income area in the presentation. Ms. Kirschbaum responded that it may be due to a concentration of students or elderly households. Mr. Larkin asked for greater information on improvements to the overhead contact system. Ms. Kirschbaum responded that the SFMTA had done segmentation of the overhead contact system, so that if there was a problem in one area it would not propagate to other areas.

Peter Sachs requested a tour for the CAC of the SFMTA Transportation Management Center. Mr. Sachs asked if there were potential situations where transit signal priority could interfere with signal timing between buses travelling in opposite directions. Ms. Kirschbaum responded that this could happen, as the current transit signal priority system allowed any bus to receive signal priority. Ms. Kirschbaum explained that this could become problematic when expanding to hundreds of intersections, and said that SFMTA would continue to improve the system with logic rules that had preferences based on particular routes and other factors, such as typical passenger loads.

John Larson asked if the needs of some neighborhoods, such as Park Merced that had high densities and unique-need populations, including students, were being met through transportation efforts outside of SFMTA's Equity Strategy. Ms. Kirschbaum responded that SFMTA had initiated both incremental and large projects to improve service to the Park Merced/San Francisco State University area, as well as Treasure Island, such as improving OWL service.

Peter Sachs asked what SFMTA's policy was on bus bunching, and whether there was a policy to alleviate severe bus bunching. Ms. Kirschbaum responded that all MUNI drivers were trained to maintain a one block spacing between their bus and the bus in front of them, that the position of routes were monitored through the Transportation Management Center, and that interventions and adjustments were made when appropriate. Ms. Kirschbaum added that SFMTA tried to make route adjustments at terminals whenever possible to minimize disruption to passengers, and that the SFMTA Radio System Replacement Project would improve service and service adjustments, as operators would be able to communicate directly with the Transportation Management Center and see how they were performing against schedules.

Becky Hogue recommended that there should be additional service improvements to Treasure Island beyond only OWL service improvements. She noted that residents would ask what the SFMTA was doing about service during the day as well, where there was only one very crowded bus or back to back buses (bus bunching).

Maria Lombardo, Chief Deputy Director, said that staff would present an update on the Radio System Replacement Project at the next CAC meeting.

There was no public comment.

9. Neighborhood Transportation Improvement Program Update – INFORMATION

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

Peter Tannen asked if there were any aspects of the Cesar Chavez/Bayshore/Potrero Intersection Improvement Project that addressed pedestrian path safety issues associated with the current homeless encampment. Ms. LaForte stated that she would follow up on this, but noted that there were some simple lighting improvements that could increase the perception of safety, although it was not considered a comprehensive lighting plan.

During public comment, Edward Mason asked how Golden Gate Transit would respond to the 19 new curb bulb-outs proposed as part of the Lombard Street/US-101 Corridor Pedestrian Safety Project, as this would reduce the traffic lanes from three to two. Mr. Mason also asked if the proposed curb bulb-outs would result in congestion and pedestrian safety issues, citing the intersection of 24th and Church Streets as an example where other buses and drivers went around commuter shuttles because they tend take a long time to load or disembark passengers. Craig Raphael, Transportation Planner at SFMTA, responded that SFMTA had studied the issue of traffic congestion associated with curb bulb-outs, and that because Lombard Street was also a state highway, the California Department of Transportation (Caltrans) would need to approve any proposed treatments. Mr. Raphael added that Caltrans was quick to point out issues in terms of traffic impacts.

10. Bay Area Rapid Transit Travel Incentives Program – INFORMATION RGR

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

Chair Waddling asked if there were peak usage pattern charts for BART similar to the chart for Singapore shown during the presentation. Ms. Greene-Roesel responded that there were charts showing BART tracks ridership by time of day and that this information would be used to inform the design of the program.

There was no public comment.

11. Road Charge Pilot Program Update – INFORMATION

Michelle Beaulieu, Transportation Planner, presented the item per the staff memorandum.

John Larson commented that he liked the revenue model and its potential, as it was more equitable than the prior gasoline tax, and that it allowed for greater choice of payment methods. He noted that he signed up to participate in the pilot.

Peter Tannen asked how drivers who reported mileage would avoid paying the gas tax when purchasing gas. Ms. Beaulieu responded that the same program in Oregon was rebate-based, meaning a driver that enrolled in the system would be reimbursed for purchased gas.

Brian Larkin asked if there were an estimate on the cost of implementing an automatic system that reported mileage, and asked how this related to the next agenda item which included proposed gas tax increases. Ms. Beaulieu responded that she would have to follow up on the cost of implementing such a system. Ms. Beaulieu added that the gas tax was difficult to increase politically, and that if the process for increasing it was not fundamentally changed (e.g. index to inflation), the current gas tax would not be a viable long-term revenue source. Mr. Larkin stated that electric vehicle recharge stations should be subjected to a tax, as gasoline was often used to generate electricity.

Becky Hogue asked how data privacy would be addressed in the program. Ms. Beaulieu responded that the program allowed customers to request that their data not be collected.

There was no public comment.

12. State and Federal Legislative Update – INFORMATION

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

Peter Sachs stated that he believed the proposed vehicle registration fee increases were too aggressive and would amount to a regressive tax, which underscored the importance of a different road usage charge.

There was no public comment.

13. Introduction of New Business – INFORMATION

Jacqueline Sachs commented that she had recently attended a Late Night Transportation Working Group meeting that Supervisor Wiener also attended and listened to suggestions.

Peter Sachs stated that he was interested in learning more about the feasibility of new pedestrian block phases and the implementation of “zebra stripping” on high speed roads approaching crosswalks, similar to those implemented by the Virginia Department of Transportation.

There was no public comment.

14. Public Comment

Edward Mason described how he had observed two commuter shuttles in Noe Valley committing traffic violations, and said that one of the buses did not have California license

plates or a proper decal. He said that Parking Control Officers cited this shuttle and found that it was registered in Florida. Mr. Mason expressed frustration at the lack of enforcement of commuter shuttles, citing issues of commuter shuttles double parking at MUNI stops and travelling along weight restricted streets in Noe Valley.

Santiago Lerma stated that he had observed commuter shuttles double-parked in the travel lane in Glen Park, and agreed that more enforcement was needed.

John Larson stated that one shuttle service company no longer stopped at Glen Park because of size issues, which could have been a result of neighborhood complaints.

15. Adjournment

The meeting was adjourned at 8:05 p.m.

San Francisco County Transportation Authority
February 2016
Bills of Interest

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

The Finance Committee is recommending **new support positions** on Assembly Bill (AB) 1574 (Chiu), AB 1591 (Frazier), Senate Bill (SB) 812 (Hill) and SB 824 (Beall); and **new oppose positions** on AB 1550 (Gomez), AB 1641 (Allen, Travis), Assembly Bill First Extraordinary Session (ABX1) 18 (Linder) and ABX1 25 (Allen, Travis).

Bill #	Author	Description	Status	Position	Comments
AB 6 Introduced: 12/1/2014 pdf html	Wilk R (Dist 38)	Bonds: transportation: school facilities. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	Assembly Transportation	Oppose	Prohibits sale of bonds to support High-Speed Rail program. Directs unspent bond funds to retire debt from Prop 1A and would authorize use of bond proceeds for K-12 building purposes.
AB 23 Introduced: 12/1/2014 pdf html	Patterson R (Dist 23)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Assembly Natural Resources	Oppose	This bill would postpone the effective date of the imposition of Cap and Trade emission regulations on fuel from 2015 to 2020 scheduled for the transportation fuels system. The author is concerned that the public will be subject to a spike in fuel prices. However, the effect of the deferral will be to reduce Cap and Trade auction revenues.

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Bill #	Author	Description	Status	Position	Comments
AB 318 Amended: 6/11/2015 pdf html	Chau D (Dist 49)	Lost money and goods: bicycles: restoration to owner. Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.	Senate 2 year	Watch	This bill establishes a pilot program, until, 2021, under which a public transit agency may donate to charity a portion of lost or unclaimed bicycles after 45 days. LA Metro is sponsoring this bill because holding bicycles for 90 days is impartial and costly.
AB 516 Amended: 7/16/2015 pdf html	Mullin D (Dist 22)	Vehicles: temporary license plates. Would require the Department of Motor Vehicles (DMV) to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws.	Senate 2 year	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.
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 Rules	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.

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Bill #	Author	Description	Status	Position	Comments
AB 779 Amended: 8/19/2015 pdf_html	Garcia, Cristina D (Dist 58)	Transportation: congestion management program. Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service (LOS) standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways.	Senate Appropriations	Support and Work with Author	Latest amendment eliminates LOS as an element of a congestion management plan.
AB 828 Amended: 7/14/2015 pdf_html	Low D (Dist 28)	Vehicles: transportation services. Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Senate 2 year	Watch	Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions.
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).

**San Francisco County Transportation Authority
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Bill #	Author	Description	Status	Position	Comments
AB 945 Amended: 5/20/2015 pdf html	Ting D (Dist 19)	Sales and use taxes: exemption: low-emission vehicles. Would, on and after January 1, 2016, until January 1, 2021, provide a partial exemption from sales and use taxes with respect to the sale of specified low-emission vehicles, as provided. This bill contains other related provisions and other existing laws.	Assembly Appropriations Suspense File	Watch	The bill is intended to encourage out-of-state electric vehicle buyers to come to the factory and visit the state as part of their experience. Recent amendments apply the exemption only on state, not local, sales taxes. The Bay Area Air Quality Management District has adopted a support position. Requires priority for cap and trade - funded projects by state grant agencies for projects with partnerships with training entities with proven record of placing disadvantaged workers.
AB 1030 Amended: 7/7/2015 pdf html	Ridley-Thom as D (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would require priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.	Senate 2 year	Watch	
AB 1176 Amended: 8/18/2015 pdf html	Pera D (Dist 0)	Vehicular air pollution. Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, for the purpose of reducing the greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified. This bill contains other related provisions.	Senate Appropriations	Watch	Creates the Advanced Low-Carbon Diesel Fuels Access Program, administered by the Energy Commission to fund advanced low-carbon diesel fueling infrastructure projects in disadvantaged communities.

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Bill #	Author	Description	Status	Position	Comments
AB 1335 Amended: 6/3/2015 pdf html	Atkins D (Dist 78)	Building Homes and Jobs Act. Would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. This bill contains other related provisions and other existing laws.	Assembly Third Reading	Support	This bill, which is similar to SB 391 (DeSaulnier) which we supported last year would impose a fee of \$75 on real property transactions. The bill is supported by the City and County of San Francisco, as a means to fulfill affordable housing needs in existing, developed communities.
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 (CTC). Current law vests the CTC with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the CTC from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Senate Rules	Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.

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Bill #	Author	Description	Status	Position	Comments
AB 1550 Introduced: 1/4/2016 pdf html	Gomez D (Dist 51)	Greenhouse gases: investment plan: disadvantaged communities. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund (GGRF). This bill would require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.	Assembly Print	New - Recommend Oppose	Increases requirement from 10% to 25% of GGRF to benefit disadvantaged communities (DAC); also adds new requirement that 25% also must benefit low-income households. We have previously opposed similar legislation because the state's definition of DAC does not adequately reflect the disadvantaged communities of San Francisco. We are working with the state to amend the DAC definition.
AB 1555 Introduced: 1/4/2016 pdf html	Gomez D (Dist 51)	Greenhouse Gas Reduction Fund (GGRF). Would state the intent of the Legislature to enact future legislation that would appropriate \$1,700,000,000 from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration.	Assembly Print	New - Recommend Watch	This bill is intended to be a vehicle for negotiating GGRF funds expenditures left over from 2015.
AB 1569 Introduced: 1/4/2016 pdf html	Steinorth R (Dist 40)	California Environmental Quality Act (CEQA): exemption: existing transportation infrastructure. Would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.	Assembly Print	New - Recommend Watch	Would exempt minor road repair projects from CEQA if carried out within existing right-of-way.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 1574 Introduced: 2/1/2016 pdf html</p>	<p>Chiu D (Dist 17)</p>	<p>Vehicles of charter-party carriers of passengers and passenger stage corporations. This bill 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>Referred to Utilities & Commerce and Transportation</p>	<p>New – Recommend Support</p>	<p>The bill seeks to ensure that buses are inspected under safety criteria by requiring DMV to notify the PUC when a bus company first registers the vehicle. In the event there is not a satisfactory rating, the bill prohibits the use of the bus.</p>
<p>AB 1591 Introduced: 1/6/2016 pdf html</p>	<p>Frazier D (Dist 11)</p>	<p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.</p>	<p>Assembly Print</p>	<p>New - Recommend Support</p>	<p>New major revenue bill (\$7.3 billion in new taxes and loan repayments over 10 years) for road repair and trade corridors. Also commits new cap and trade revenues to the Transit Inter-city Rail Capacity Program which the SFMTA and BART are targeting for significant core capacity investments such as vehicles and train control.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 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 Print	New - Recommend Oppose	This bill replaces AB 61 by same author to address the shuttle services' use of transit stops.
AB 1659 Introduced: 1/13/2016 pdf html	Rodriguez D (Dist 52)	Vehicles: prima facie speed limits: schools. Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Watch	This bill expands limited speed (15 mph) zone to 1/4 mile of a school.
AB 1677 Introduced: 1/19/2016 pdf html	Ting D (Dist 19)	Vehicles: tour buses: safety inspections. This bill would require the department to develop protocols, in consultation with representatives of local government, to allow for the inspection of tour buses by a designated local agency of the local jurisdiction in which the tour bus operates, and would require these protocols to include, at a minimum, a requirement that, upon completion of an inspection of a tour bus, the designated local agency report its findings to the Public Utilities Commission. The bill would provide that any inspection conducted by a designated local agency pursuant to these protocols shall be in addition to, and not in lieu of, any other inspection requirements imposed under law.	Assembly Print	New - Recommend Watch	Expands on present California Highway Patrol (CHP) authority for regulating safe operation of tour buses by permitting local agency inspection under guidance provided by CHP.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 1725 Introduced: 1/28/2016 pdf html</p>	<p>Wagner R (Dist 68)</p>	<p>Vehicles: automated traffic enforcement systems. Would require a driver facing a steady circular red signal alone at a freeway or highway onramp signal, to stop at a marked limit line, but if none, before the signal, and to remain stopped until an indication to proceed is shown. The bill would make a violation of this requirement an infraction punishable by a fine of \$50. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Assembly Print</p>	<p>New - Recommend Watch</p>	<p>Adds new requirement for drivers to stop at freeway or highway onramp signal until authorized to proceed.</p>
<p>ABX1.1 Introduced: 6/23/2015 pdf html</p>	<p>Alejo D (Dist 30)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Support</p>	<p>This bill mandates that State General Fund loans from transportation revenues be repaid.</p>
<p>ABX1.2 Introduced: 6/25/2015 pdf html</p>	<p>Perea D (Dist 31)</p>	<p>Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. 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.</p>	<p>Assembly Print</p>	<p>Support</p>	<p>Extends public-private partnership law indefinitely. Similar to AB 1265 (Perea) and SBX1 14 (Cannella).</p>

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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
<p>ABX17 Introduced: 7/16/2015 pdf html</p>	<p>Nazarian D (Dist 46)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Support</p>	<p>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).</p>
<p>ABX1 8 Introduced: 7/16/2015 pdf html</p>	<p>Chiu D (Dist 17)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>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).</p>
<p>ABX1 9 Introduced: 8/17/2015 pdf html</p>	<p>Levine D (Dist 10)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>This author is addressing a congestion issue afflicting Marin and Contra Costa Counties by mandatory Caltrans to restore a 3rd lane on Richmond bridge.</p>

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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 megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure 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	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 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	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
<p>ABX1 15 Introduced: 8/31/2015 pdf html</p>	<p>Patterson R</p>	<p>State Highway Operation and Protection Program (SHOPP): local streets and roads: appropriation. Would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the SHOPP, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>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.</p>
<p>ABX1 16 Introduced: 8/31/2015 pdf html</p>	<p>Patterson R</p>	<p>State highways: transfer to local agencies: pilot program. Would require the Department of Transportation (Caltrans) to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>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.</p>
<p>ABX1 17 Introduced: 8/31/2015 pdf html</p>	<p>Achadjian R</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Oppose</p>	<p>This measure would seek to supplement state rehabilitation program with 25% of cap and trade resources.</p>

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Bill #	Author	Description	Status	Position	Comments
ABX1 18 Introduced: 8/31/2015 pdf html	Linder R	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	New - Recommend 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	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.
ABX1 20 Introduced: 8/31/2015 pdf html	Gaines, Beth R	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 the freed to be dedicated to road repairs.
ABX1 21 Introduced: 8/31/2015 pdf html	Obernalte R	Environmental quality: highway projects. Would prohibit a court in a judicial action or proceeding under California Environmental Quality Act (CEQA) from staying or enjoining the construction or improvement of a highway unless it makes specified findings.	Assembly Print	Watch	Extends to highway projects judicial relief from a CEQA challenge in certain cases.

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Bill #	Author	Description	Status	Position	Comments
<p>ABX1 25 Introduced: 1/11/2016 pdf html</p>	<p>Allen, Travis R (Dist 72)</p>	<p>Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.</p>	<p>Assembly Print</p>	<p>New - Recommend Oppose</p>	<p>A 2nd bill by the author to replace AB 61 related to shuttle service buses. Bill is also same as AB 1641 (Allen, Travis).</p>
<p>ACA 4 Amended: 8/17/2015 pdf html</p>	<p>Frazier D (Dist 11)</p>	<p>Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Assembly Appropriations Suspense File</p>	<p>Support</p>	<p>This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.</p>

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

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Bill #	Author	Description	Status	Position	Comments
<p>SB 16 Amended: 6/1/2015 pdf html</p>	<p>Beall D (Dist 15)</p>	<p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.</p>	<p>Senate Inactive File</p>	<p>Support and Seek Amendment</p>	<p>Latest amendments reflect a major new state/local transportation funding bill. It would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. Raises gas tax .10 cents per gal., diesel .12 cents per gal., VRF by \$35 and VLF by .35%. We are working with the Mayor's Office and partner agencies to seek amendments that would provide flexibility to use funds for transit and to make the revenue measures permanent. We are also concerned that the VLF increase would decrease funding available if San Francisco passes its own VLF increase, which is currently planned to be placed on the ballot in November 2016. Similar bill introduced in Special Session: SBX1-1 (Beall). This bill is likely dead.</p>
<p>SB 39 Amended: 4/8/2015 pdf html</p>	<p>Pavley D (Dist 27)</p>	<p>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.</p>	<p>Assembly Transportation</p>	<p>Oppose</p>	<p>The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000. Budget trailer bill was approved to accomplish this.</p>

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Bill #	Author	Description	Status	Position	Comments
SB 254 Amended: 6/2/2015 pdf_html	Allen D (Dist 26)	State highways: relinquishment. Current law provides for the California Transportation Commission (CTC) to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.	Assembly 2 year	Watch	This bill authorizes the CTC to relinquish portions of the state highway system to a county or city without legislative action. This process would not apply to route segments on the interregional road system in statute. A budget trailer bill was approved to accomplish the goals of this bill.
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.
SB 433 Amended: 5/7/2015 pdf_html	Berryhill R (Dist 8)	Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	Assembly 2 year	Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.

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Bill #	Author	Description	Status	Position	Comments
<p>SB 564 Introduced: 2/26/2015 pdf html</p>	<p>Cannella R (Dist 12)</p>	<p>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.</p>	<p>Assembly 2 year</p>	<p>Support</p>	<p>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.</p>

San Francisco County Transportation Authority
February 2016

Bill #	Author	Description	Status	Position	Comments
<p>SB 812 Introduced: 1/4/2016 pdf html</p>	<p>Hill D (Dist 13)</p>	<p>Tour bus inspection fees: charter-party carriers of passengers and passenger stage corporations. This bill would require the Department of the California Highway Patrol (CHP), by regulation, to develop and adopt bus terminal inspection fees applicable to charter-party carriers of passengers and passenger stage corporations that operate one or more tour buses, to replace existing fees, in an amount sufficient to offset the costs to administer the inspection program for these companies, as specified. The bill would require the fees to be collected by the Public Utilities Commission in the case of charter-party carriers of passengers or as otherwise required by the regulations. The bill would make other conforming changes. This bill would require the CHP, by regulation, to modify its existing tour bus terminal inspection program to ensure that the program is performance-based, with parameters to evaluate and target on-site inspections tour of buses operated by or for charter-party carriers of passengers and passenger stage corporations. The bill would require the tour bus terminal inspection program to prioritize newly acquired tour buses operated by charter-party carriers of passengers and passenger stage corporations, as well as affected companies that are noncompliant or have a history of noncompliance with safety laws or regulations. The bill would also require no fewer than 25% of the total number of tour bus carrier inspections conducted by the CHP to be unannounced surprise inspections. This bill would require a charter-party carrier of passengers or a passenger stage corporation, prior to operating a newly acquired tour bus, to first schedule an inspection of the tour bus with, and obtain a satisfactory rating for the tour bus from, the department.</p>	<p>Senate Print</p>	<p>New – Recommend Support</p>	<p>This is a major overhaul of the statutes that govern tour bus safety. The bill imposes more direct fee-setting authority based on costs to administer the safety program; gives new priority to inspections to prioritize new buses at companies with history of noncompliance and requires 25% of bus inspection to be unannounced. The SFMTA has taken a support position on this bill.</p>

**San Francisco County Transportation Authority
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Bill #	Author	Description	Status	Position	Comments
<p>SB 824 Introduced: 1/7/2016 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 a project 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, in that regard, require the Department of Transportation to annually calculate a funding share for each eligible recipient transit agency. This bill contains other existing laws.</p>	<p>Senate Transportation and Housing</p>	<p>New - Recommend Support</p>	<p>The bill is intended to permit transit agencies more flexible use of formula transit funds from GGRF.</p>
<p>SB 874 Introduced: 1/14/2016 pdf html</p>	<p>Gaines R (Dist 1)</p>	<p>Transportation network companies (TNCs). The Passenger Charter-party Carriers' Act provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission and includes requirements for liability insurance coverage for transportation network companies, as defined, and their participating drivers, as defined. This bill would make nonsubstantive changes to the definitions applicable to transportation network companies.</p>	<p>Senate Rules</p>	<p>New - Recommend Watch</p>	<p>Spot bill related to transportation network companies.</p>
<p>SB 882 Introduced: 1/15/2016 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 the minor from being charged with an infraction or a misdemeanor for those acts.</p>	<p>Senate Public Safety</p>	<p>New - Recommend Watch</p>	<p>This bill would prohibit minors from being charged with either an infraction or misdemeanor for a transit fare violation.</p>
<p>SB 901 Introduced: 1/21/2016 pdf html</p>	<p>Bates R (Dist 36)</p>	<p>Transportation projects: Advanced Mitigation Program. Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose.</p>	<p>Senate Print</p>	<p>New - Recommend Watch</p>	<p>Provides direction to Caltrans to expand advanced mitigation for transportation projects.</p>

San Francisco County Transportation Authority
February 2016

Bill #	Author	Description	Status	Position	Comments
SBX1.1 Amended: 9/1/2015 pdf html	Beall D (Dist 15)	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system 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.	Senate Appropriations	Support and Seek Amendments	Latest amendments reflect a major new state/local transportation funding bill. It would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. Raises gas tax .10 cents per gal., diesel .12 cents per gal., VRF by \$70. Bill is similar but not identical to SB 16 (Beall).
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	The bill seeks to transfer from current cap and trade permanent allocations for High Speed Rail, rail and transit programs the amount of revenues attributable to the transportation fuels sector and make them available for public streets and highways. The fuels sector is estimated to provide an amount of auction revenues estimated to be equal to a fuel tax of 10 cents per gallon. The effect of this would be to greatly reduce the amount of revenues available for programs like the Transit Intercity Rail Capital program in which SFMTA was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project.

**San Francisco County Transportation Authority
February 2016**

Bill #	Author	Description	Status	Position	Comments
SBX13 Amended: 8/17/2015 pdf_html	Vidak R (Dist 14)	Transportation bonds: highway, street, and road projects. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Senate	Oppose	Prohibits new bond sales for High Speed Rail, except for funding of bookend projects and Connectivity Program projects. Further, unspent bonds already sold would be used to retire existing Prop 1A high speed bond debt. The effect of this bill would be to halt the High Speed Rail project, even though desirable regional projects would be left untouched.
SBX14 Amended: 9/4/2015 pdf_html	Beall D (Dist 15)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Senate Conference Committee	Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
SBX15 Introduced: 7/7/2015 pdf_html	Beall D (Dist 15)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to 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.

San Francisco County Transportation Authority
February 2016

Bill #	Author	Description	Status	Position	Comments
SBX16 Introduced: 7/13/2015 pdf html	Runner R (Dist 21)	Greenhouse Gas Reduction Fund: transportation expenditures. Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.	Senate	Oppose	Redirects cap and trade funds from high speed rail and other transit programs to the CTC for state highways and local roads.
SBX17 Amended: 9/3/2015 pdf html	Allen D (Dist 26)	Diesel sales and use tax. Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.	Senate Appropriations	Support	The bill seeks to increase transit funds by increasing the diesel sales tax rate. Bill is the same as ABX1 8 (Chiu).
SBX18 Introduced: 7/16/2015 pdf html	Hill D (Dist 13)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Senate Appropriations	Support	The bill would increase cap and trade funding dedicated to (1)transit capitol (2) transit operation. Bill is the same as ABX1 7 (Nazarian).

**San Francisco County Transportation Authority
February 2016**

Bill #	Author	Description	Status	Position	Comments
<p>SBX1 9 Introduced: 7/16/2015 pdf html</p>	<p>Moorlach R (Dist 37)</p>	<p>Department of Transportation. Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.</p>	Senate	Watch	<p>The most prominent element of this bill would be to mandate that Caltrans contract with qualified private entities for architectural and engineering services for a minimum of 50% of the total annual value of these services with respect to public works of improvements undertaken by Caltrans.</p>
<p>SBX1 10 Introduced: 7/16/2015 pdf html</p>	<p>Bates R (Dist 36)</p>	<p>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.</p>	Senate Transportation and Infrastructure Development	Watch	<p>This bill would transfer regional State Transportation Improvement Program (STIP) funds directly to Metropolitan Planning Organizations (MPOs) for allocation to county projects.</p>
<p>SBX1 11 Amended: 9/4/2015 pdf html</p>	<p>Berryhill R (Dist 8)</p>	<p>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.</p>	Senate Transportation and Infrastructure Development	Watch	<p>Broadens current law to provide CEQA exemption for safety and repairs on roadways that is within the road "footprint".</p>

**San Francisco County Transportation Authority
February 2016**

Bill #	Author	Description	Status	Position	Comments
SBX112 Amended: 8/20/2015 pdf html	Runner R (Dist 21)	California Transportation Commission (CTC). Would exclude the CTC from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Senate Appropriations	Watch	Re-establishes independence of CTC from the Transportation Agency.
SBX113 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.
SBX114 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.
SCA5 Amended: 7/16/2015 pdf html	Hancock D (Dist 9)	Local government finance. Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.	Senate Governance and Finance	Support	Would specify that the voter approval requirement is 55% for local government special taxes.

San Francisco County Transportation Authority
February 2016

Bill #	Author	Description	Status	Position	Comments
SCAX11 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: 72

Total Tracking Forms: 72



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Memorandum

Date: 02.18.16 **RE:** Citizens Advisory Committee
February 24, 2016

To: Citizens Advisory Committee

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

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

Summary

Prop AA generates revenues from a \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund transportation improvements consistent with a 2012 voter-approved expenditure plan. One of the features of Prop AA is a focus on quick-to-deliver projects that bring tangible benefits to neighborhoods citywide. Correspondingly, the 2012 Strategic Plan policies allow for periodic calls for projects to reprogram cost savings or funds from programmed projects that failed to request funds in a timely manner. In November we issued a call for projects to program \$1,193,197 in Prop AA revenues available mainly from cost savings from recently completed projects. By the January 13, 2016 deadline we received five applications requesting about \$2.6 million in Prop AA funds. In order to fund more projects, we updated the Prop AA revenue assumptions for the first five years of the Strategic Plan (Fiscal Years 2012/13–2016/17) based on actual revenues collected to date, which are about 3.9% higher than was assumed in the Strategic Plan. Revising the revenue estimates, after netting out 5% program administration costs, increases the capital reserve by \$999,737, which is now available for programming. We evaluated projects using the Board-adopted screening and prioritization criteria. Our recommendation is to program \$2,192,934 in Prop AA funds (comprised of \$1,193,197 in cost savings and \$999,737 from the capital reserve) to fully fund 3 projects and partially fund 1 project (Attachment 3). This includes full funding for San Francisco Public Works' construction requests for Broadway Chinatown (\$1,029,839) and Mansell (\$163,358) streetscape improvement projects, which are both One Bay Area Grant projects with funding shortfalls; and \$507,980 for construction of a Muni bus layover area at the BART Daly City Station to accommodate planned service increases for the 14R-Mission Rapid route; and partial funding (\$491,757) of the design phase of SFMTA's Bulb-outs at WalkFirst Locations project which would upgrade up to 25 existing painted safety zones with concrete bulb-outs on pedestrian high injury corridors throughout the city. Our recommendation holds the capital reserve at \$240,000 (about 5% of annual revenues), as approved by the Board in May 2014.

BACKGROUND

San Francisco voters approved Proposition AA (Prop AA) on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the Prop AA Expenditure Plan. Given its small size – less than \$5 million in annual revenues – one of Prop AA's guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and

construction phases of projects and places a strong emphasis on timely use of funds.

In 2012 the Transportation Authority approved the first Prop AA Strategic Plan, which included programming of \$26.4 million in Prop AA funds for 19 projects in the first five years of Prop AA (Fiscal Years 2012/13 to 2016/17). We are pleased to report that allocations are on-track with the Strategic Plan: to date approximately \$21 million in Prop AA funds have been allocated and most of the projects eligible for funds through Fiscal Year 2015/16 have received allocations.

By fall 2015, we had confirmed that six projects in the Strategic Plan would not need the full amount of Prop AA funds to reach completion, resulting in \$1.193 million available for programming to new projects. Consistent with Prop AA policies to deliver tangible benefits quickly to neighborhoods citywide, we issued a competitive call for projects in November 2015.

DISCUSSION

The purpose of this memorandum is to present the 2016 Prop AA call for projects draft programming recommendations to the Citizens Advisory Committee (CAC), and to seek a motion of support for the approval of these recommendations and a corresponding amendment of the Prop AA Strategic Plan.

Call for Projects: On November 25, 2015, we issued a call for projects to program \$1,193,197 in Prop AA vehicle registration fee revenues available primarily from cost savings from recently completed projects, largely from the Pedestrian Safety and Transit Reliability and Mobility categories (\$680,800 and \$507,980, respectively). By the January 13, 2016 deadline we had received five applications requesting approximately \$2.6 million in Prop AA funds. Attachment 1 summarizes the applications received. Additional detail is provided in the project information forms included in the enclosure.

Funds Available: The call for projects was based on just over \$1.1 million in Prop AA funds available from costs savings and other un-needed funds as detailed in Table 1 on the next page. Given that the call for projects generated requests for more than twice that amount of funds and that we are in the last year of the 5-years of programming included in the 2012 Prop K Strategic Plan, we decided to revisit revenue assumptions to see if more funds could be available to program at this time.

Prop AA revenue collection began in May 2011. The 2012 Strategic Plan was the first one ever adopted for Prop AA. As shown in Attachment 2, at the time, Prop AA revenues were projected to average \$387,000 per month, or about \$4.64 million annually, based on the number of vehicles registered in San Francisco – a number which was expected to remain relatively flat over time. Based on actual revenues collected between March 2011 and November 2015, we are revising our revenue assumptions by about 3.9% to \$402,800 per month or about \$4.83 million annually. The Strategic Plan programs funds to projects in the 5-year period spanning Fiscal Years 2012/13 to 2016/17. Over that 5-year, the revised revenue assumptions makes an additional \$1,052,355 million available.

Table 1. Funds Available for Reprogramming (e.g. cost savings, unneeded funds)

Project (Phase)	Amount	Prop AA Expenditure Plan Category	Reason Funds Available
Franklin and Divisadero Signal Upgrades (Design)	\$564,730	Pedestrian Safety	Project costs were lower than anticipated due to efficiencies realized from best practices based on prior, similar projects. Design phase also benefitted from coordination with San Francisco Public Work's repaving project along the same corridor.
24th Street/Mission BART SW Plaza and Pedestrian Improvements (Construction)	\$503,980	Transit Reliability and Mobility Improvements	Costs were lower than anticipated because of a favorable bid environment.
Franklin Street Pedestrian Signals (Design and Construction)	\$88,520	Pedestrian Safety	Cost savings. Combined with Franklin and Divisadero project. See above.
Ellis/Eddy Traffic Calming (Design)	\$27,550	Pedestrian Safety	Project funded via Prop K.
28th Avenue Pavement Renovation (Construction)	\$4,417	Street Repair and Reconstruction	Project costs were lower than anticipated. Project completed under budget.
City College Pedestrian Connector (Construction)	\$4,000	Transit Reliability and Mobility Improvements	Funds not needed. Project budget lower than anticipated at programming.
Total Funds Available	\$1,193,197		

The table below details how the revised revenue assumptions result in increased capital reserve funds that could be available for programming to new projects now or programmed as part of next year's Strategic Plan update. It should be noted that Prop AA is a pay as you go program so the capital reserve is helpful as a buffer against fluctuations in revenues.

Table 2. Increased Prop AA Capital Reserve

Revised estimated revenues (Fiscal Year 2010/11 – Fiscal Year 2016/17)	\$29,696,044
Funds programmed in the 2012 Strategic Plan	(\$26,658,463)
5% Program administration costs (including one-time startup costs*)	(\$1,797,845)
Existing Capital Reserve (~5% of annual revenue)	(\$240,000)
Increased Capital Reserve – currently available for programming	(\$999,737)

*One-time startup costs of \$314,000.

Draft Programming Recommendations: We developed the draft programming recommendations based upon the project information submitted in response to the Prop AA call for projects, application of the Board-adopted prioritization criteria, and follow-up communications with sponsors to clarify and seek additional project information as needed. We first screened project submissions for eligibility and determined that all six projects were eligible for Prop AA funding. We then evaluated the projects using program-wide prioritization criteria (such as project readiness, community support, and construction coordination opportunities) and category specific criteria (such as whether projects seeking funds from the Pedestrian Safety category are located on a WalkFirst corridor or directly improve access to transit or schools). Descriptions of the evaluation criteria and the resulting project scores are detailed in the Project Evaluation table in the enclosure with one table for the Pedestrian Safety category and a second table for the Transit Reliability and Mobility Improvement category. For the latter category, we also took into consideration the special condition included in the Prop AA Strategic Plan that gives priority to San Francisco Municipal Transportation Agency (SFMTA)'s Rapid Network projects for receiving any Prop AA funds in the Transit Reliability and Mobility Improvements category that arise from cost savings, cancelled projects, etc. – provided that they meet all other requirements in the call for projects, including project readiness standards.

Attachment 3 shows our draft programming recommendations along with the evaluation score for each project as reference. Our recommendation is to program \$2,192,934 in Prop AA funds (comprised of \$1,193,197 in cost savings and \$999,737 from the capital reserve) to fully fund 3 projects and partially fund 1 project. Only the lowest scoring project is not recommended for any funding. This includes full funding for San Francisco Public Works' construction requests for Broadway Chinatown (\$1,029,839) and Mansell (\$163,358) streetscape improvement projects, which are both One Bay Area Grant projects with funding shortfalls; and \$507,980 for construction of a Muni bus layover area at the BART Daly City Station to accommodate planned service increases for the 14R-Mission Rapid route; and partial funding (\$491,757) of the design phase of SFMTA's Bulb-outs at WalkFirst Locations project which would upgrade up to 25 existing painted safety zones with concrete bulb-outs on pedestrian high injury corridors throughout the city. The SFMTA is able to scale the number of locations to be designed based on the amount of funds available. Our recommendation holds the capital reserve at \$240,000 (about 5% of annual revenues), as approved by the Board in May 2014.

We are not recommending funding for the Presidio Trust's Greenwich Gate project, which would create a new 12-foot gate for pedestrians and cyclists at the Presidio boundary wall at the intersection of Greenwich and Lyon Streets, and a multi-use trail to connect the new gate at the intersection of Lombard and Letterman Streets. The primary reasons are related to project readiness and lack of additional funding after funding higher scoring projects. The project is at 10 percent design, and will need additional public outreach prior to advancing into the final design and construction phases, which are the eligible phases for Prop AA funding.

Strategic Plan Amendment: The recommended draft programming for these projects would require an amendment to the Prop AA Strategic Plan to program \$999,737 from the increased Prop AA capital reserve (as described above) in addition to the funds available from recently completed projects (\$1,193,197); and to add the four new recommended projects with \$2,192,934 in Prop AA funds. Attachment 4 shows the proposed amendment Strategic Plan programming.

ALTERNATIVES

1. Adopt a motion of support for the approval of the 2016 Prop AA call for projects programming recommendations and amendment of the Prop AA Strategic Plan, as requested.

2. Adopt a motion of support for the approval of the 2016 Prop AA call for projects programming recommendations and amendment of the Prop AA Strategic Plan, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

Approval of the programming recommendations and Strategic Plan amendment does not allocate any funds to projects. Allocation approvals are the subject of separate actions by the Transportation Authority Board. Sufficient funds are included in the adopted Fiscal Year 2015/16 budget to accommodate the recommended cash flows should the Transportation Authority Board approve the Prop AA Strategic Plan amendment and subsequent allocation requests.

RECOMMENDATION

Adopt a motion of support for the approval of the 2016 Prop AA call for projects programming recommendations and amendment of the Prop AA Strategic Plan.

Attachments (4):

1. Prop AA Summary of Project Submissions
2. Prop AA Revised Revenue Projections
3. Prop AA Draft Programming Recommendations
4. Proposed Amended Prop AA Strategic Plan

Enclosure:

1. Prop AA Project Evaluation and Project Information Forms (6 documents total)

Attachment 1.
Prop AA Summary of Project Submissions

Pedestrian Safety Category:		Project Name	Brief Project Description	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	First Fiscal Year	District(s)	Notes
1	Greenwich Gate	The project would recreate an historic opening in the Presidio boundary wall at the intersection of Greenwich and Lyon Streets, and create a new narrow (~12ft) gate for pedestrians and cyclists. The project also includes construction of 535 linear feet of multi-use trail to connect the Greenwich Gate to the Lombard/Letterman intersection, completing one of the two remaining gaps in the Presidio Promenade multi-use trail. The project was identified in Presidio Trails and Bikeways Master Plan (July 2003).	Presidio Trust	Design, Construction	\$ 905,097	\$ 250,000	15/16	2		
2	Bulb-outs at WalkFirst Locations	This project funds the design phase to upgrade up to 25 existing Painted Safety Zones (PSZ) to permanent concrete bulb-outs on Pedestrian High Injury Corridors throughout the city. The SFMTA will select the highest-priority PSZs with collision patterns that warrant upgrade. Design would begin in Spring 2016 and start construction in Spring 2018. Locations were identified through WalkFirst planning process.	SFMTA	Design	\$ 6,600,000	\$ 600,000	15/16	Citywide	Construction phase to be funded with SFMTA Revenue Bonds.	
3	Broadway Chinatown Streetscape Improvements	This project would make improvements to Broadway between Columbus and the Broadway Tunnel, including new pedestrian crossings; roadway reconfiguration and repaving; sharrow to improve cyclist visibility; and pedestrian amenities such as pedestrian lighting, tree planting, and bus shelter and seating improvements. Project includes a focus on safety improvements around Jean Parker Elementary School. Caltrans Environmental Justice Transportation Planning grant funded a community engagement process for the project in 2011 and 2012. Construction is expected to be completed by Spring 2017.	SFPW	Construction	\$ 8,199,591	\$ 1,029,839	15/16	3	Prop AA would leverage One Bay Area Grant (OBAG) funds programmed by the Transportation Authority in 2013, prior Prop AA and Prop K allocations, SFMTA Revenue Bonds, and state Safe Routes to School grant to fully fund the project. Project was originally advertised for bid in September 2015. Only one bid was received at 30% over engineer's estimate, which SFPW largely attributes to a very competitive bid climate. Due to lack of funds and interest in attracting additional bidders, SFPW did not accept this bid. SFPW has reworked the bid package by reducing the Water Department's scope and identifying alternate bid items such as sidewalk waterproofing, bronze alleyways name plaques, street tree irrigation, and 24 months of plant establishment. Additional Prop AA funds would fully fund project scope.	
4	Mansell Streetscape Improvements	The project will reconfigure Mansell Street through McClaren Park by reducing the number of vehicular lanes from four to two (one lane each way), separating vehicular traffic and moving it to the south side of the median between Visitation and Brazil Avenues, and creating a multi-use path on the north side of the median. Project will provide improved connections between adjacent neighborhoods, park trail systems, and three public schools located immediately adjacent to the park. Improvements were prioritized through public outreach in 2010 and 2013. Construction is expected to be completed by September 2016.	SFPW	Construction	\$ 6,955,141	\$ 163,358	15/16	9, 10, 11	Prop AA would leverage OBAG funds, prior Prop AA and Prop K allocations, Urban Greening grant, and Recreation and Park Department (RPD) funds to fully fund the project. SFPW awarded the construction contract in August 2015 and construction is underway. SFPW is requesting additional Prop AA funds to cover the cost of higher than anticipated bids primarily for the street lights bid item (low bid was ~\$120,000 above the engineer's estimate), less RPD bond funds available than predicted (~\$50,000), and for guardrail repair that was not included in the base contract. Prop AA funds would replenish the contingency budget used to award the contract.	
TOTAL						\$ 22,659,829	\$ 2,043,197			

¹ Projects are not listed in priority order. Projects are sorted by Sponsor, then by Project Name.

² Sponsor abbreviations include: San Francisco Public Works (SFPW) and the San Francisco Municipal Transportation Agency (SFMTA).

**Attachment 1.
Prop AA Summary of Project Submissions**

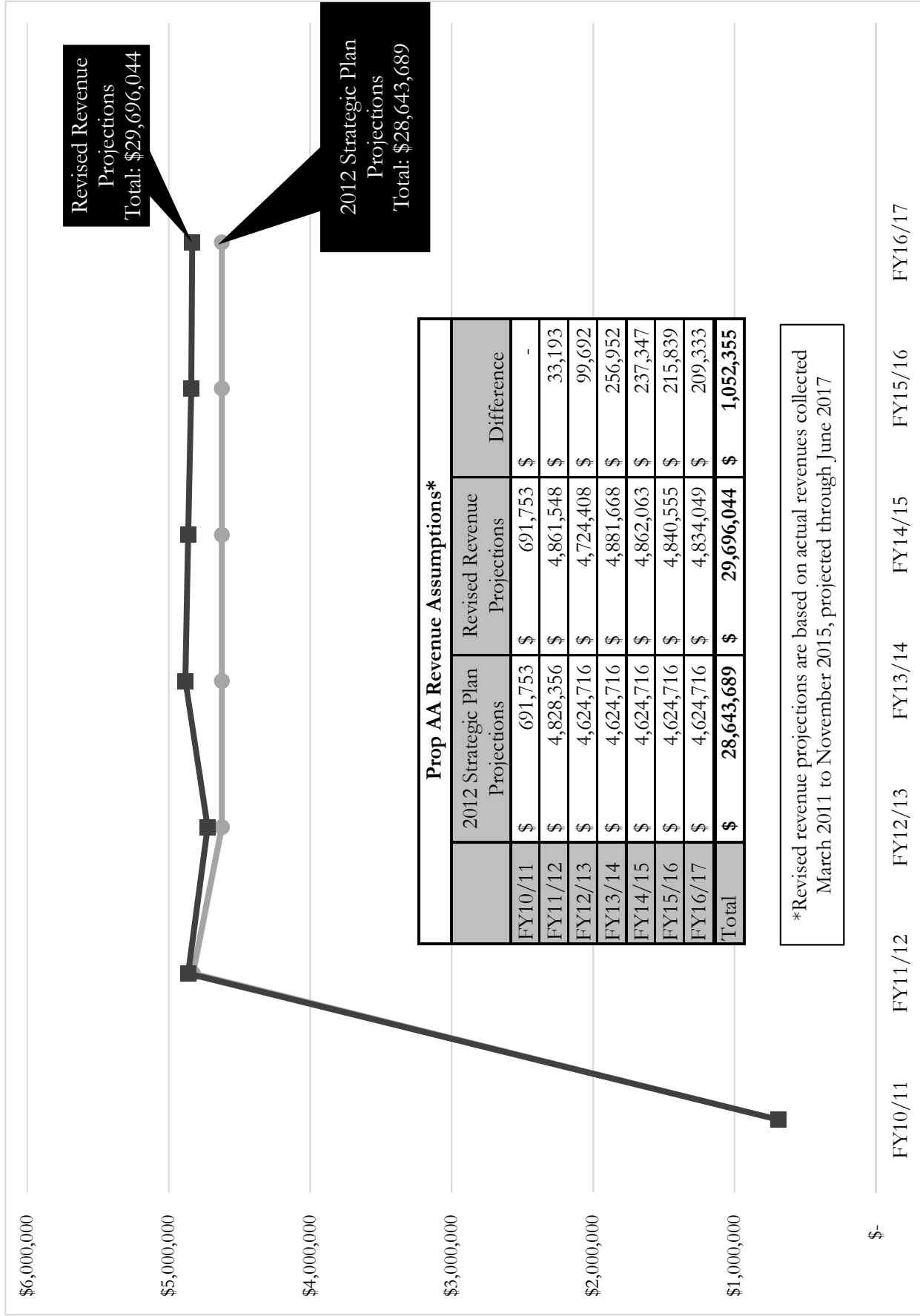
Transit Reliability and Mobility Improvement Category.

Number	Project Name	Brief Project Description	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year	District(s)	Notes
1	Muni Bus Layover Area at BART Daily City Station	This project would convert up to 30 paid parking spaces within the Daily City BART parking lot into a new bus layover area to accommodate planned service increases on the Muni 14 Rapid-Mission Rapid route. The Daily City BART Station serves as the terminal of the Muni 14R. Due to existing space constraints, Muni buses are directed to layover outside the station on De Long Street. In Spring 2016, service will increase from weekday peak-only to all day weekday and weekend services, resulting in 950 additional passengers per day. Project would be completed by December 2016. Loss of BART parking revenue would be offset by increased fare revenue associated with the additional trips on the Muni 14R.	BART	Construction	\$ 550,000	\$ 550,000	15/16	N/A	Letter of support received from the SFMTA.
TOTAL					\$ 550,000	\$ 550,000			

¹ Projects are not listed in priority order. Projects are sorted by Sponsor, then by Project Name.

² Sponsor abbreviations include: Bay Area Rapid Transit District (BART)

Attachment 2.
Prop AA Revised Revenue Projections



**Attachment 3.
2016 Prop AA Call for Projects
Draft Programming Recommendations**

Pedestrian Safety Category.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
15	Broadway Chinatown Streetscape Improvements	SFPW	Construction	\$ 8,199,591	\$ 1,029,839	\$ 1,029,839	Construction contract ready to re-advertise. Prop AA would leverage One Bay Area Grant (OBAG) funds programmed by the Transportation Authority in 2013, prior Prop AA and Prop K allocations, SFMTA Revenue Bonds, and a state Safe Routes to School grant to fully fund the project.
12	Mansell Streetscape Improvements	SFPW	Construction	\$ 6,955,141	\$ 163,358	\$ 163,358	Project is under construction. Prop AA would leverage OBAG, prior Prop AA and Prop K allocations, Urban Greening grant, and Rec Park funds to fully fund the project.
12	Bull-outs at WalkFirst Locations	SFMTA	Design	\$ 6,600,000	\$ 600,000	\$ 491,757	Recommend partial funding since number of project locations designed can be scaled to funds available. Construction phase to be funded with SFMTA Revenue Bonds. Can apply for future Prop AA or Prop K.
8	Greenwich Gate	Presidio Trust	Design, Construction	\$ 905,097	\$ 250,000	\$ -	No funds available after funding higher scoring projects. Design is 10% complete; additional public outreach is needed before project advances to final design and construction. Potential candidate for future Prop AA or Transportation Fund for Clean Air funds.
Pedestrian Safety Category Sub-Total				\$ 22,659,829	\$ 2,043,197	\$ 1,684,954	Uses all funds available for reprogramming in this category (\$680,800) and Street Repair (\$4,417), plus \$999,737 from capital reserve.

Transit Reliability and Mobility Improvement Category.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
9.5	Muni Bus Layover Area at BART Daily City Station	BART	Construction	\$ 550,000	\$ 550,000	\$ 507,980	Project is ready to advertise for construction. Prop AA will leverage funds from BART and San Mateo County. San Mateo County will fund the difference between the requested amount and the amount available in this Prop AA category. BART has submitted a concurrent Prop AA funding request.
Transit Reliability and Mobility Improvement Category Sub-Total				\$ 550,000	\$ 550,000	\$ 507,980	Uses all funds available for reprogramming in this category.

TOTAL \$ 23,209,829 \$ 2,593,197 \$ 2,192,934

Amount Available for Programming	Available from deobligations and reprogramming	\$ 1,193,197
	Available from (increased) Prop AA Capital Reserve	\$ 999,737
TOTAL AVAILABLE		\$ 2,192,934
REMAINING CAPITAL RESERVE		\$ 240,000

(~5% of annual revenues net of 5% for program administration)

¹ Projects are sorted by evaluation score from highest ranked to lowest.

² Sponsor abbreviations include: Bay Area Rapid Transit District (BART); the San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW).

**Attachment 4.
Prop AA Strategic Plan
Programming and Allocations (Pending Board Approval 3.22.16)**

Project Name	Phase	Sponsor	Fiscal Year 2012/13	Fiscal Year 2013/14	Fiscal Year 2014/15	Fiscal Year 2015/16	Fiscal Year 2016/17	5-Year Total
Street Repair and Reconstruction								
Funds Available in Category			\$ 4,358,888	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 2,210,086	\$ 13,199,232
9th Street Pavement Renovation	CON	SFPW	\$ 2,216,627					\$ 2,216,627
28th Ave Pavement Renovation	CON	SFPW	\$ 1,174,260					\$ 1,174,260
	Deobligation	SFPW	\$ (4,417)					\$ (4,417)
Chinatown Broadway St	DES	SFPW		\$ 650,000				\$ 650,000
Mansell Corridor Improvement Project	DES	SFMTA		\$ 202,228				\$ 202,228
	CON	SFMTA			\$ 2,325,624			\$ 2,325,624
McAllister St Pavement Renovation	CON	SFPW		\$ 2,210,000				\$ 2,210,000
Dolores St Pavement Renovation	CON	SFPW			\$ 2,210,000			\$ 2,210,000
Brannan St Pavement Renovation	CON	SFPW					\$ 2,210,000	\$ 2,210,000
Subtotal Programmed (48%)			\$ 3,386,470	\$ 3,062,228	\$ 4,535,624	\$ -	\$ 2,210,000	\$ 13,194,322

Pedestrian Safety								
Funds Available in Category			\$ 2,179,444	\$ 1,365,043	\$ 1,105,043	\$ 2,104,780	\$ 1,105,043	\$ 7,859,353
Arguello Gap Closure	CON	Presidio		\$ 350,000				\$ 350,000
Mid-Block Crossing on Natoma/8th	DES	SFMTA		\$ 55,000				\$ 55,000
	CON	SFMTA			\$ 310,000			\$ 310,000
Ellis/Eddy Traffic Calming Improvement	DES	SFMTA		\$ 337,450	\$ -			\$ 337,450
Franklin and Divisadero Signal Upgrades	DES	SFMTA		\$ 825,000				\$ 825,000
	Deobligation	SFMTA		\$ (564,730)				\$ (564,730)
	CON	SFMTA			\$ 636,480			\$ 636,480
Franklin St Pedestrian Signals	DES	SFMTA		\$ -				\$ -
	CON	SFMTA			\$ -			\$ -
Pedestrian Countdown Signals	CON	SFMTA	\$ 1,683,000					\$ 1,683,000
McAllister St Campus Streetscape	DES	UC Hastings		\$ 83,000				\$ 83,000
	CON	UC Hastings			\$ 1,762,206			\$ 1,762,206
Webster St Pedestrian Signals	DES	SFMTA			\$ 260,000			\$ 260,000
	CON	SFMTA				\$ 104,794		\$ 104,794
Gough St Pedestrian Signals	DES	SFMTA				\$ 300,000		\$ 300,000
	DES/CON	SFMTA				\$ 37,000		\$ 37,000
Broadway Chinatown Streetscape Improvements	CON	SFPW				\$ 1,029,839		\$ 1,029,839
Mansell Streetscape Improvements	CON	SFPW				\$ 163,358		\$ 163,358
Bulb-outs at WalkFirst Locations	DES	SFMTA				\$ 491,757		\$ 491,757
Subtotal Programmed (28%)			\$ 1,683,000	\$ 1,085,720	\$ 2,968,686	\$ 2,126,748	\$ -	\$ 7,864,154

Transit Reliability and Mobility Improvements								
Funds Available in Category			\$ 2,179,444	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 1,105,043	\$ 6,599,616
Civic Center BART/Muni Bike Station	CON	BART		\$ 248,000				\$ 248,000
City College Pedestrian Connector	DES	SFMTA		\$ 42,000				\$ 42,000
	CON	SFMTA			\$ 891,000			\$ 891,000
	CON	SFMTA			\$ -			\$ -
Hunters View Transit Connection	DES	MOH		\$ 195,000				\$ 195,000
	CON	MOH		\$ 1,649,994				\$ 1,649,994
24th St Mission SW BART Plaza and Pedestrian Improvements	CON	BART	\$ 1,217,811					\$ 1,217,811
	Deobligation	BART	\$ (503,980)					\$ (503,980)
Rapid Network Placeholder	DES/CON	SFMTA			\$ -	\$ 965,000	\$ 1,099,919	\$ 2,064,919
Elevator Safety and Reliability Upgrades	CON	SFMTA				\$ 287,000		\$ 287,000
Muni Bus Layover Area at BART Daly City Station	CON	BART				\$ 507,980		\$ 507,980
Subtotal Programmed (24%)			\$ 713,831	\$ 2,134,994	\$ 891,000	\$ 1,759,980	\$ 1,099,919	\$ 6,599,724

Total Programmed	\$ 5,783,301	\$ 6,282,942	\$ 8,395,310	\$ 3,886,728	\$ 3,309,919	\$ 27,658,200
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Total Available Funds	\$ 8,717,775	\$ 4,680,172	\$ 4,420,172	\$ 5,419,909	\$ 4,420,172	\$ 27,658,200
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	Allocated
	Pending
	Proposed New Programming



Memorandum

Date: 02.18.16

RE: Citizens Advisory Committee
February 24, 2016

To: Citizens Advisory Committee

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

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

Summary

As summarized in Attachments 1 and 2, we have six requests totaling \$11,770,390 in Prop K and AA funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested funding for three projects, including \$706,397 in Prop K funds for construction of fall protection systems at SFMTA's Presidio Division trolleybus maintenance facility; \$28,000 in District 6 Neighborhood Transportation Improvement Program capital funds for a new mid-block crosswalk on Sherman Street at Bessie Carmichael elementary school; and, \$287,000 in Prop AA funds for major system overhauls of twelve elevators at Van Ness, Church, Castro and Forest Hill Muni Metro stations. San Francisco Public Works has requested a total of \$10,241,000 in Prop K funds for the construction phases of two street resurfacing projects that will improve more than 70 city blocks, including new curb ramps. Bay Area Rapid Transit (BART) has requested \$507,980 in Prop AA funds to construct a bus layover area at BART's Daly City station for SFMTA's 14R-Mission Rapid line to accommodate planned service increases for the route. Our recommendation to fund the BART project is contingent upon Board approval of the proposed 2016 Prop AA programming recommendations, which is a separate item on this agenda.

BACKGROUND

We have received six requests for a combined total of \$10,975,410 in Prop K funds and \$794,980 in Prop AA funds to present to the Citizens Advisory Committee (CAC) at its February 24, 2016 meeting, for potential Board approval on March 22, 2016. As shown in Attachment 1, the requests come from the following Prop K and Prop AA categories:

- Prop K Rehabilitate/Upgrade Existing Facilities – MUNI
- Prop K Street Resurfacing, Rehab and Maintenance
- Prop K Pedestrian Circulation/Safety
- Prop AA Transit Reliability and Mobility Improvements

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

DISCUSSION

The purpose of this memorandum is to present four Prop K requests totaling \$10,975,410 and two Prop

AA requests totaling \$794,980 to the CAC and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the six requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendments and other items of interest. Our recommendation to fund the BART project is contingent upon Board approval of the proposed 2016 Prop AA programming recommendations, which is a separate item on this agenda.

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 \$10,975,410 in Prop K funds and \$794,980 in Prop AA funds, with conditions, for six requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for the allocation of \$10,975,410 in Prop K funds and \$794,980 in Prop AA funds, with conditions, for six requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

This action would allocate \$10,975,410 in Fiscal Year (FY) 2015/16 Prop K sales tax funds, with conditions, and \$794,980 in FY 2015/16 Prop AA funds, with conditions, for six 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 2015/16, shows the total approved FY 2015/16 allocations to date for both programs, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the adopted FY 2015/16 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Adopt a motion of support for the allocation of \$10,975,410 in Prop K funds and \$794,980 in Prop AA funds, with conditions, for six requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K/Prop AA Allocation Summaries – FY 2015/16

Enclosure:

Prop K/Prop AA Allocation Request Forms (6)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District	
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴			
Prop K	20M	SFMTA	Fall Protection Systems - Presidio Division	\$706,397		\$706,397	90%	0%	Construction	5	
Prop K	34	SFPW	Clayton St, Clipper St, and Portola Dr Pavement Renovation	\$5,455,263		\$5,455,263	79%	0% for request; 86% for SFPW's FY 15-16 paving program	Construction	8	
Prop K	34	SFPW	Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation	\$4,785,750		\$4,785,750	79%	0% for request; 86% for SFPW's FY 15-16 paving program	Construction	7, 8	
Prop K	40	SFMTA	Bessie Carmichael Crosswalk [NTIP Capital]	\$28,000		\$28,000	25%	0%	Planning, Design, Construction	6	
Prop AA	Transit	SFMTA	Elevator Safety and Reliability Upgrades		\$ 287,000	\$2,734,500	NA	90%	Construction	5, 6, 7, 8	
Prop AA	Transit	BART	Muni Bus Layover Area at BART Daly City Station		\$ 507,980	\$550,000	NA	53%	Construction	n/a	
TOTAL							\$ 10,975,410	\$ 794,980	\$ 14,259,910		

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: BART (Bay Area Rapid Transit District); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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

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

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
20M	SFMFTA	Fall Protection Systems - Presidio Division	\$ 706,397	\$ -	The SFMTA is requesting funding for the construction phase for fall protection systems at the SFMTA's Presidio Division trolleybus maintenance facility. The project will increase the productivity of the facility by equipping each of the eight bus maintenance lanes with protection systems for what has become commonly performed roof-top repairs; currently only one lane has a fall protection system. The SFMTA plans to begin construction in Spring 2016 and complete the project by December 2016.
34	SFPW	Clayton St, Clipper St, and Portola Dr Pavement Renovation	\$ 5,455,263	\$ -	Funds will be used for the construction phase of pavement renovation for 24 blocks of Clipper Street, Clayton Street, Portola Drive and Twin Peaks Boulevard. The project scope also includes approximately 70 new curb ramps as well as sidewalk and curb repairs. SFPW plans to begin construction in October 2016 and complete the project by July 2017. See page X of the enclosure for the list of locations for SFPW's FY 15/16 paving program.
34	SFPW	Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation	\$ 4,785,750	\$ -	The SFPW is requesting funding for the construction phase for pavement renovation on approximately 47 blocks of Cesar Chavez Street, Corwin Street, Diamond Street, Douglass Street, Eureka Street, Grandview Avenue, Hilitas Avenue, Mangels Avenue, Moreland Street and Romain Street. The project scope also includes approximately 107 new curb ramps as well as sidewalk and curb repairs. SFPW plans to begin construction in September 2016 and complete the project by October 2017. See page X of the enclosure for the list of locations for SFPW's FY 15/16 paving program.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
40	SFMTA	Bessie Carmichael Crosswalk [NTIP Capital]	\$ 28,000	\$ -	Requested funds will be used to open a mid-block crosswalk across Sherman Street, connecting the Bessie Carmichael Elementary school yard entrance to the pathway through the Victoria Manalo Draves Park. This project emerged from a site visit with school administrators and community members. Improvements include two new curb ramps, a painted crosswalk, and school crossing signage. The SFMTA expects to secure legislative and environmental clearances by December 2016, and complete design by June 2017. The project is expected to be open for use by December 2017. Construction would be performed by city crews.
Transit	SFMTA	Elevator Safety and Reliability Upgrades	\$ -	\$ 287,000	Funds will be used for the construction phase of comprehensive upgrades to 12 elevators at the Van Ness (2), Castro (3), Church (3), and Forest Hill (4) Muni Metro Stations. The project will improve access to light rail stations which are a critical component of Muni's Rapid Network. Construction would begin in Summer 2016 and continue through Spring 2020.
Transit	BART	Muni Bus Layover Area at BART Daly City Station	\$ -	\$ 507,980	Requested funds will be used for construction of a bus layover area for the Muni 14R-Mission Rapid at the BART Daly City Station to accommodate planned service increases for the route. The station serves as the terminal of the 14R-Mission and due to existing space constraints, Muni buses currently layover outside the station on De Long Street where they sometimes block the street and are subject to citation. This project would convert approximately 30 paid parking spaces within the BART parking lot into a new bus layover area. Loss of parking revenue would be offset by increased BART fare revenues from additional riders arriving via the 14R-Mission. The project would start construction in October and be open for use by December 2016.
TOTAL			\$ 10,975,410	\$ 794,980	

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
20M	SFMTA	Fall Protection Systems - Presidio Division	\$ 706,397	-	5-Year Prioritization Program (5YPP) amendment: The recommendation is contingent upon a concurrent amendment to the Muni Facilities 5YPP to reprogram \$706,397 in Fiscal Year 2014/15 planning funds from the Woods Renovation Hoists and Bays project to the subject project. The SFMTA is prioritizing planned facility improvements as part of its Capital Improvements Program update, anticipated to be complete in Spring 2016, and the Woods Division project is not expected to move forward. See attached 5YPP amendment for details.
34	SFPW	Clayton St, Clipper St, and Portola Dr Pavement Renovation	\$ 5,455,263	-	5YPP amendment: The recommendation is contingent upon a concurrent 5YPP amendment to the Street Resurfacing, Rehabilitation and Maintenance 5YPP to program \$90,033 in cumulative remaining programming capacity to the subject project. See attached 5YPP amendment for details.
34	SFPW	Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation	\$ 4,785,750	-	5YPP amendment: The recommendation is contingent upon a concurrent 5YPP amendment to the Street Resurfacing, Rehabilitation and Maintenance 5YPP to program \$4,785,750 in cumulative remaining programming capacity to the subject project. See attached 5YPP amendment for details.
40	SFMTA	Bessie Carmichael Crosswalk [NTIP Capital]	\$ 28,000	-	We are recommending a multi-phase allocation given the straightforward and non-controversial nature of the scope, and the small amount of funding requested.
Transit	SFMTA	Elevator Safety and Reliability Upgrades	\$ -	287,000	Prop AA Strategic Plan Amendment: The recommendation is contingent upon a concurrent Prop AA Strategic Plan amendment to reprogram \$287,000 in Fiscal Year 2014/15 funds programmed to Rapid Network Placeholder to the subject project. See attached amendment for details.
Transit	BART	Muni Bus Layover Area at BART Daly City Station	\$ -	507,980	Recommendation is contingent upon approval of a prior item on this meeting agenda to amend the Prop AA Strategic Plan to program funds to the subject project.
TOTAL			\$ 10,975,410	\$ 794,980	

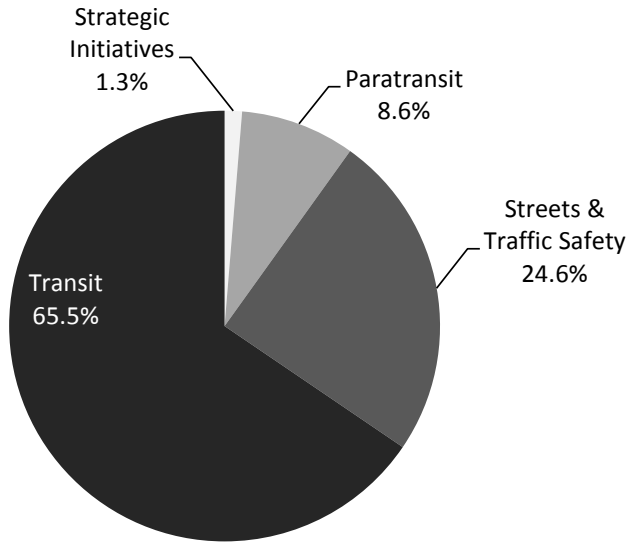
¹ See Attachment 1 for footnotes.

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

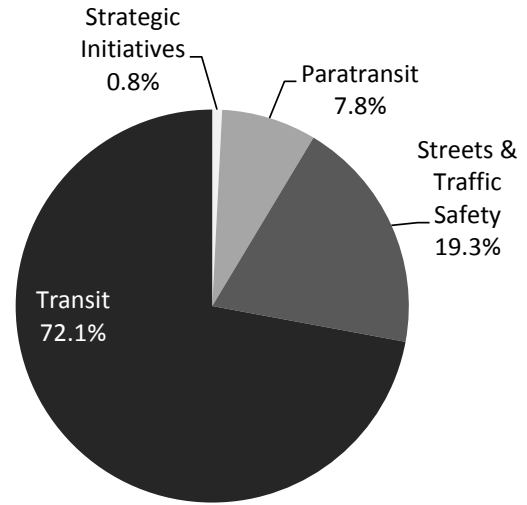
PROP K SALES TAX						
	Total	CASH FLOW				
		FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 177,921,117	\$ 96,473,275	\$ 71,239,568	\$ 9,927,720	\$ 150,577	\$ 32,495
Current Request(s)	\$ 10,975,410	\$ -	\$ 8,142,944	\$ 2,832,466	\$ -	\$ -
New Total Allocations	\$ 188,896,527	\$ 96,473,275	\$ 79,382,512	\$ 12,760,186	\$ 150,577	\$ 32,495

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

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date

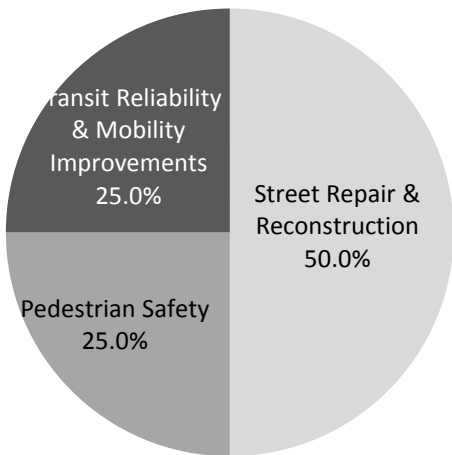


PROP AA VEHICLE REGISTRATION FEE

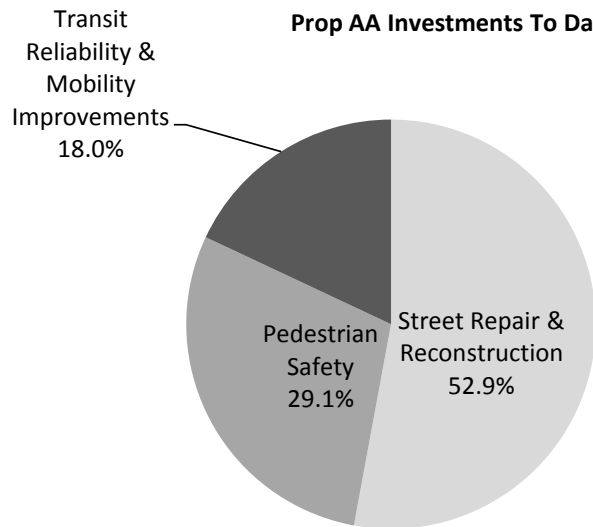
	Total	FY 2015/16	FY 2016/17	FY 2017/18
Prior Allocations	\$ 300,000	\$ 150,000	\$ 150,000	\$ -
Current Request(s)	\$ 794,980	\$ -	\$ 579,730	\$ 71,750
New Total Allocations	\$ 1,094,980	\$ 150,000	\$ 729,730	\$ 71,750

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

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date





Memorandum

Date: 02.17.2016 **RE:** Citizens Advisory Committee
February 24, 2016

To: Citizens Advisory Committee

From: Rachel Hiatt – Acting Deputy Director for Planning *RH*

Subject: **ACTION** – Adopt a Motion of Support for Approval of the Improving West Side Transit Access Strategic Analysis Report

Summary

At the November 18, 2014 meeting of the Finance Committee, Commissioner Tang requested that we initiate a Strategic Analysis Report (SAR) to investigate options for improving access to transit on the west side of San Francisco. The purpose of the study is to recommend options for improving access to major West Side transit hubs, especially the West Portal Muni station and Daly City BART station, with the ultimate goal of encouraging alternatives to driving alone to access transit hubs or downtown. As called for in the Transportation Authority's adopted procedures governing the development of SARs, the draft SAR is brought directly to the committee on which the requestor sits for comments and guidance. In this case, we brought the draft SAR to the February Plans and Programs Committee meeting which Commissioner Tang chairs and subsequently, have been seeking input from relevant city agencies and other interested parties. We will present the SAR findings to the Citizens Advisory Committee on February 24 and anticipate seeking a recommendation to approve the final SAR from the Plans and Programs Committee in March.

BACKGROUND

Strategic Analysis Reports (SARs) are prepared periodically by Transportation Authority staff to advise the Transportation Authority (TA) on policy issues or topics of interest to Board members. This SAR, initiated at the request of Transportation Authority Commissioner Tang, analyzes options for improving access to West Side transit hubs, particularly Daly City BART and West Portal Muni stations, primarily via bicycling, public transit or carpooling to hubs. This study uses the term "West Side" to refer to the area south of Golden Gate Park, West of the hill districts, and north of the county line.

Supporting alternatives to driving is particularly critical for West Side residents, who drive more for their daily trips than residents of most other San Francisco neighborhoods. About 62 percent of daily person-trips from the West Side are made by driving, higher than all neighborhoods except the Hill Districts, Outer Mission, and Bayshore areas. Multiple factors contribute to West Side residents' relatively higher car use. One likely factor is the lack of grade-separated transit access to major job centers, which exists only at the periphery of the area, at the Muni rail Forest Hill and West Portal Stations, and at the BART Daly City and Balboa Bark Stations. West side residents must therefore rely primarily on surface-running transit, which can be slower and subject to delays from cross traffic at intersections. Extending subways into to the West Side, or providing other forms of transit grade-separation would help address the problem, but these kinds of improvements take many years to plan and deliver. This study provides near term recommendations for improving access to existing transit hubs while longer-term solutions are being developed.

DISCUSSION

Purpose of the SAR: The purpose of the SAR was to analyze options for improving access to West Side transit hubs, especially the West Portal Muni Station and the Daly City BART Station, with the ultimate goal of encouraging greater access by transit, bicycling, and carpooling.

Analysis Approach: We approached the study questions in three steps:

- **Existing conditions review.** We developed an inventory of known transportation challenges that may be inhibiting access to West Side transit hubs, based on reviewing previous studies and planned projects, interviewing relevant agency staff, analyzing the quality of available access modes (focusing on bicycling, pickup/drop-off, and transit), and holding a community focus group.
- **Prioritization of access improvement concepts.** To help prioritize access improvement concepts, we surveyed West Side households and intercepted transit riders at West Portal, Daly City, and Balboa Park stations to ask them about which types of investments would be most likely to encourage them to take transit or bike to West Side transit hubs rather than driving alone to the hubs or their final destination.
- **Recommendations.** Using the survey results, we prioritized improvement concepts according to what would appeal to the largest number of West Side drivers. We then prepared recommendations linking the general access challenges identified in the survey with the more specific access challenges identified as part of the existing conditions review. These recommendations reflect agency input from both BART and the San Francisco Municipal Transportation Agency. Draft recommendations have also been shared with the Transportation Authority's Plans and Programs Committee and West Portal community groups.

Near Term Recommendations:

- **Improve the travel time and reliability of West Side transit routes.** Surveys of West Side residents and transit users collected for this study indicated that faster transit service (e.g. shorter travel times) and improved reliability are most likely to encourage drivers to take transit to access West Side hubs. Multiple projects are underway to improve travel time and on many of the routes serving West Side transit hubs, such as the ongoing project to speed service on the L-Taraval, which connects to West Portal and directly downtown. Implementing these projects is critical to improving access to transit hubs. Beyond these efforts, the 29-Sunset stands out as a promising opportunity for additional improvement. This route serves a major West Side transit hub (Balboa Park BART), but travel times are long for most West Side residents. Ridership has grown by about 40 percent since 2007, and vehicles are experiencing crowding in some locations. All these factors suggest that additional investment is justified. Additional work is also needed to address reliability problems affecting access to transit hubs. We recommend continuing and augmenting ongoing efforts to address reliability at the West Portal Station by addressing circulation issues affecting all modes of travel and identifying strategies to reduce transit delay. A final recommendation is to develop a plan for accommodating more frequent bus service to the Daly City BART station. Our analysis found that Daly City BART station as currently configured lacks space to absorb more frequent connecting bus service.
- **Leverage Underutilized Routes to Strengthen Connections to Hubs.** Survey responses suggest that lack of nearby transit routes is not a top barrier to taking transit. However, there are opportunities to reconfigure existing, lower-performing routes to improve performance and

strengthen connections to transit hubs. Several routes on the West Side are underutilized but the 66-Quintara stands out as the least utilized route in the study area and one that lacks connections to major destinations or transit hubs. We recommend studying options to improve the 66-Quintara or other lower performing routes.

- **Pilot methods of encouraging carpooling and ridesharing to transit hubs.** Our survey found that about a third of drivers would consider taking a shared ride service to access West Side transit hubs; drivers appeared to be more interested in these services than non-drivers. Shared ride services have the potential to expand the options available to drivers interested in taking transit from a major hub, especially for those who live outside walking distance of their preferred transit route. We recommend developing a scope of work and seeking funding for a pilot project to encourage carpooling and ridesharing to hubs.
- **Increase bicyclist' safety and comfort to encourage bicycling to hubs.** Survey results suggest that improving bicycle safety, addressing challenges associated with hilly terrain, and reducing the incidence of bicycle theft should be top priorities for encouraging more bicycling by residents in the Southwest part of the city. Based on this, top recommendations include implementing planned projects to improve bicycle safety in the Geneva Corridor and on Ocean Avenue (or on parallel routes), which provide connections to the Balboa Park BART station; implementing secure bicycle parking in the West Portal area to allow commuters to leave bikes securely while they travel downtown; and identifying funding for a study to develop a plan for improved bicycle connections to the Daly City BART station.

Long Term Recommendations:

- **Explore subway extensions and creating freeway high occupancy vehicle lanes for express buses.** Expanding direct access to underground rail or other grade-separated transit has the potential to significantly improve travel times to downtown for West Side residents, especially those not currently living near a hub. Plans are already underway to underground portions of the M-Line through the M-Ocean View/19th Avenue Project, and the potential for additional subway expansions could be considered as part of the Transit Modal Concept Study in the next Long Range Transportation Planning Process. Another strategy for reducing travel times between the West Side and downtown would be to dedicate a lane to transit buses on I-280, which would allow buses from the West Side to express downtown within 20 minutes or less once on the freeway. The viability of this idea could be explored as part of developing the Freeway and Street Traffic Management Strategy in the upcoming Long Range Transportation Planning Process (LRTPP).
- **Develop a strategy for reducing reliance on single occupant vehicle driving for travel between the West Side and South Bay.** Our analysis focused on travel between the West Side and downtown San Francisco, which is the second most common commute destination. Future studies should also examine how best to reduce driving dependence for West Side workers destined for the South Bay, which is the top commute destination but more difficult to serve by transit given low employment densities and an abundance of parking relative to downtown San Francisco. Approximately 90 percent of morning peak period trips between the Sunset and South Bay are currently made by driving, compared to about 28 percent of trips between the Sunset and downtown. Future studies could examine options such as providing direct express bus services between the West Side and top South Bay commute destinations; providing more continuous dedicated high occupancy vehicle/transit lanes on US 101 or I-280; providing direct incentives for carpooling/ridesharing; or strengthening connections to Caltrain. These ideas could be

considered as part of developing the Freeway and Street Traffic Management Strategy in the upcoming LRTPP.

ALTERNATIVES

1. Adopt a motion of support for approval of the Improving West Side Transit Access SAR, as requested.
2. Adopt a motion of support for approval of the Improving West Side Transit Access SAR with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

None.

RECOMMENDATION

Adopt a motion of support for the adoption of the Improving West Side Transit Access SAR.

Enclosure:

1. Draft Improving West Side Transit Access Strategic Analysis Report



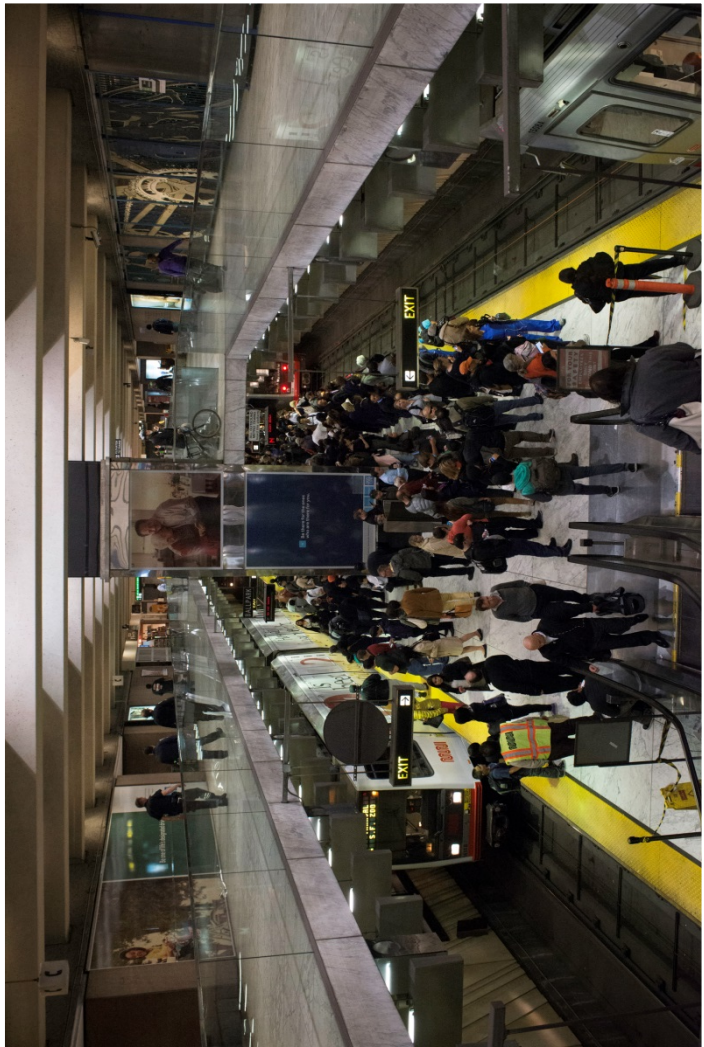
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SFMTA Rail Capacity Strategy

February 24, 2016

SFCTA Citizens Advisory Committee

- Rail Capacity Strategy
 - Purpose & Need
 - Scope
- Methodology
- System-wide Investments
- Near-Term Investments
- Workshops & Outreach
- Medium/Long-Term Investments
- Next Steps & Discussion



- Prioritized over next two CIP cycles (0-10 year)
 - Specific projects (scope, schedule, budget) that leverage SOGR opportunities and can be added to CIP
- Prioritized Mid & Long Term (10-20+ year)
Capacity Improvement and Expansion Corridor Concepts
 - Order of Magnitude/Unit Cost Based Cost Estimates

Assess

- Identify capacity constraints of existing system
- Quantify capacity shortfall at most crowded points

Develop

- Brainstorm potential capacity enhancing solutions
- Develop concept descriptions

Screen

- Screen concepts for high level feasibility
- Group concepts into tiers for further analysis





Vetag switches/crossovers



Switches/crossovers



Terminal/Tail track



Transit "Red Carpet" /
Raised Trackway



Station/Platform
Enhancement



Transit Signal Priority

NAME / PROJECT DESCRIPTION	BENEFITS	TIMELINE	COST
West Portal Conflict Reduction: <ul style="list-style-type: none"> Restrict conflicting turn movements Replace magnetized rail segments 	<ul style="list-style-type: none"> Improved Reliability Improved Travel Time 	<3 Years	\$1.5m (Pilot only)
Muni Metro Extension Turnback Track: <ul style="list-style-type: none"> Construct pocket track east of Harrison Street 	<ul style="list-style-type: none"> Improve Passenger Comfort Improve Reliability Improve Travel Time 	4-5 Years	\$8.5m
Muni Metro Extension Surface Train Control System: <ul style="list-style-type: none"> Upgrade existing Transit Signal Priority along Embarcadero from Ferry Portal to 4th and King and south along 3rd Street to 16th Street 	<ul style="list-style-type: none"> Improved Passenger Comfort Improved Reliability Improved Travel Time 	3-5 Years	\$10.5m
Church & Duboce Portal Conflict Reduction: <ul style="list-style-type: none"> Analyze vehicle or turn prohibition and improved pedestrian and bicycle circulation 	<ul style="list-style-type: none"> Improved Reliability Improved Travel Time 	2-5 Years	\$0.5m (Planning only)



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Systemwide & Near-term Investments

RAIL CAPACITY STRATEGY

- West Portal Conflict Reduction
 - Muni Metro Extension Turnback Track
 - Muni Metro Extension Transit Signal Enhancements/Embarcadero Tramways
 - Church and Duboce Portal Conflict Reduction
- \$20M

MUNI FORWARD

- 22 Fillmore: 16th St Transit Priority Project
 - 14 Mission: Downtown Mission Transit Priority Project
 - L Taraval: Transit and Streetscape Enhancements
 - See Muni Forward Implementation Plan for additional projects
- \$225M

MAJOR CORRIDORS

- Van Ness Bus Rapid Transit
 - Geary Bus Rapid Transit
 - Better Market Street
 - M-Line/19th Avenue Core Capacity Project
- \$475M

SPOT IMPROVEMENTS

- Transit Spot Improvements & Red Lanes
 - Overhead Catenary System
- \$115M

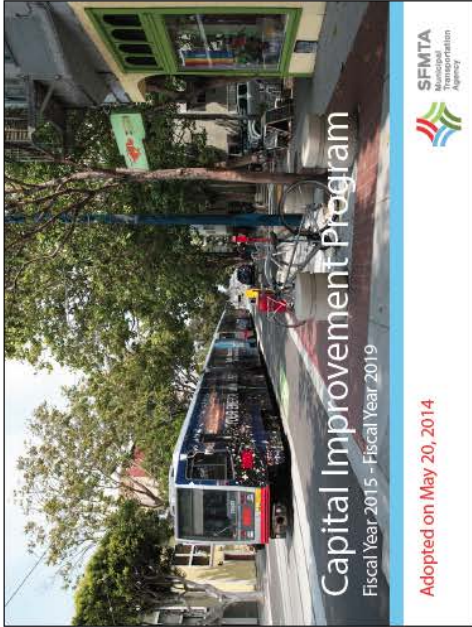
Total Need: \$835M

Funding Gap: \$144M

Estimated Revenue: \$691M



FY 2022-2026

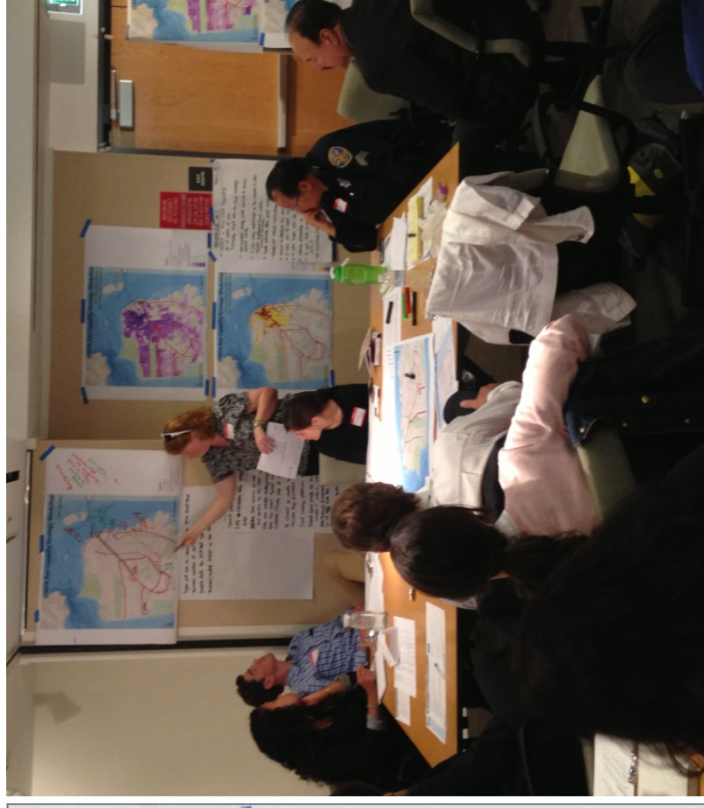


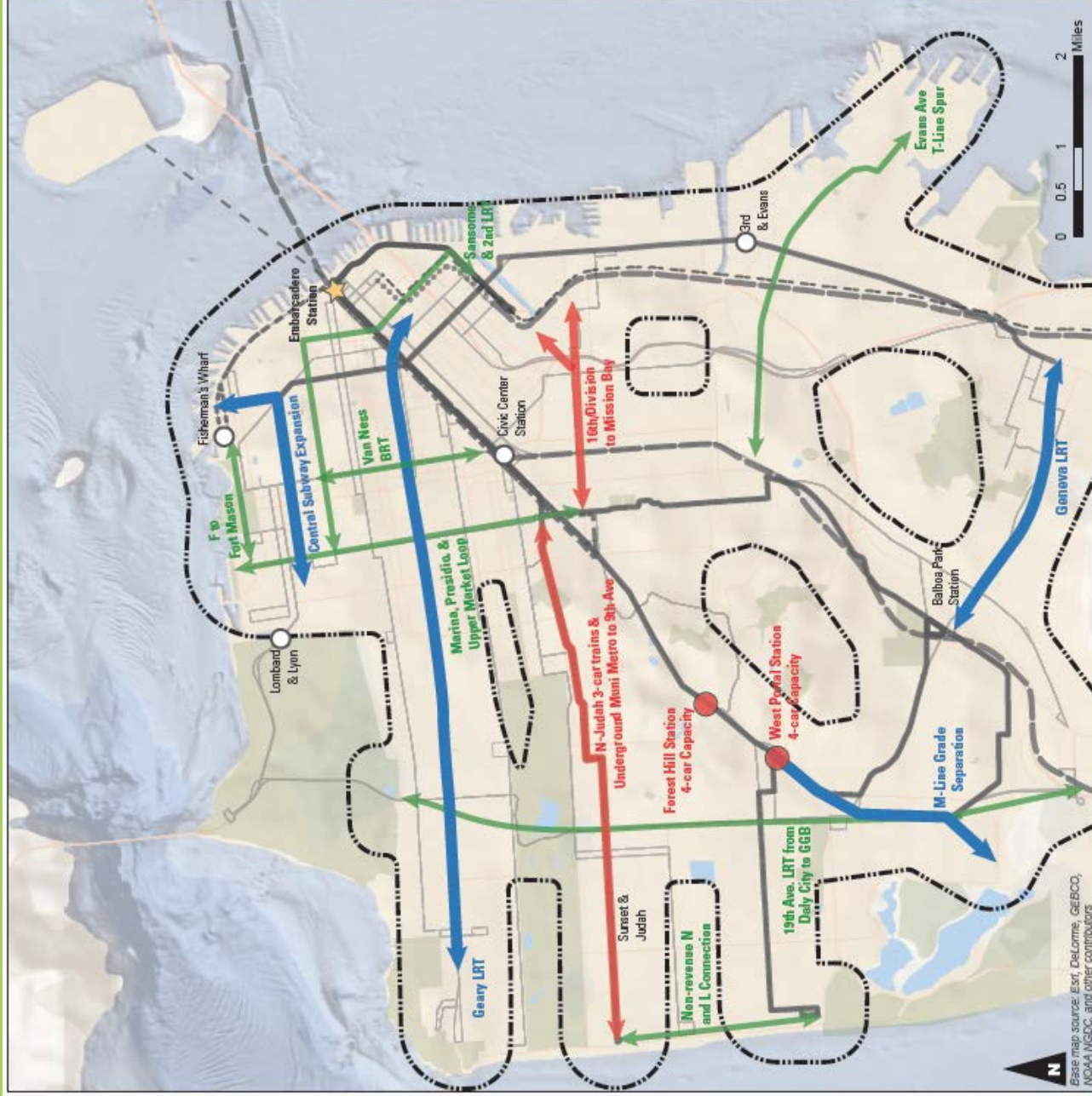
FY 2017-2021

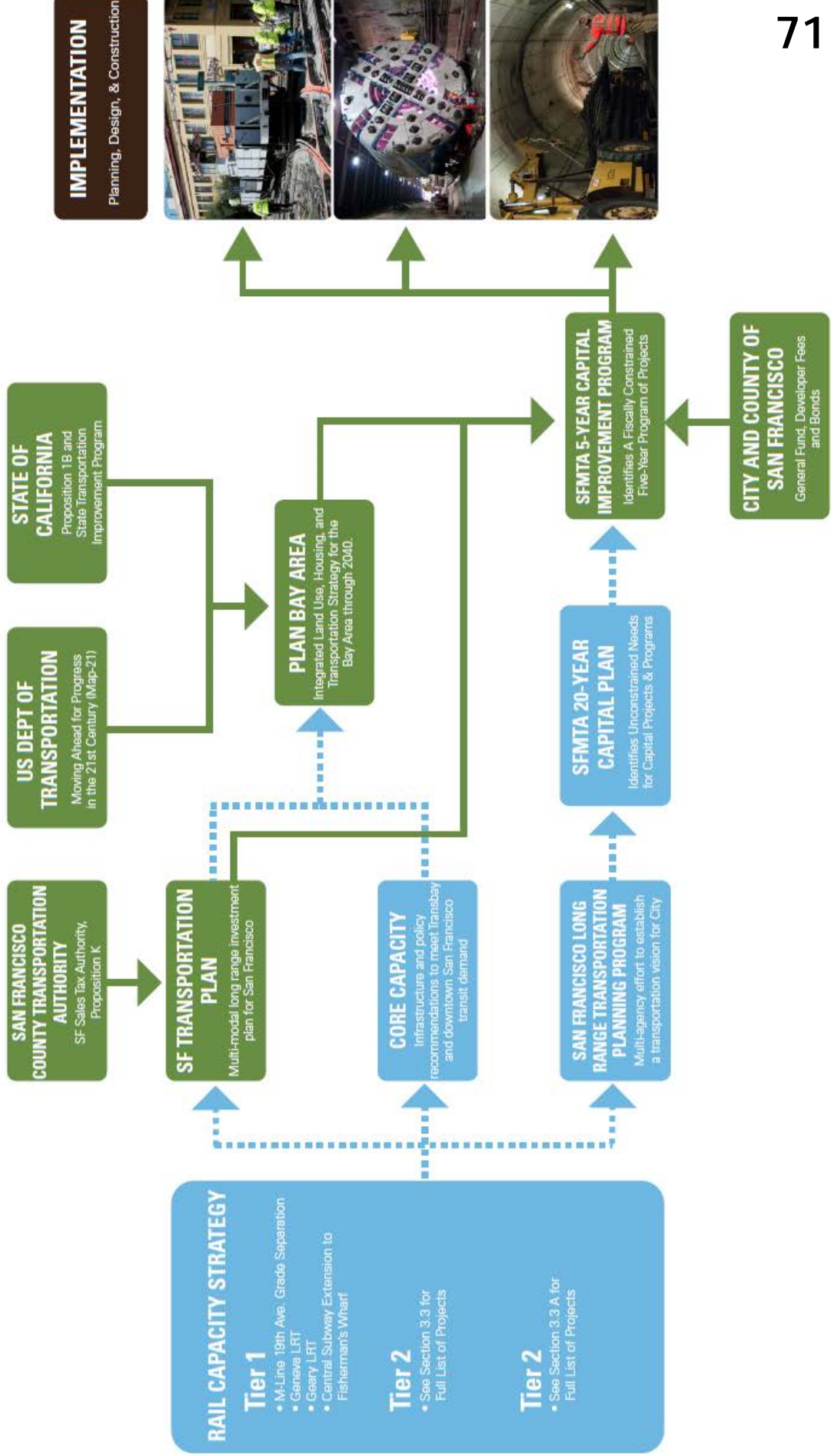


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Workshops & Online Feedback







IMPLEMENTATION
Planning, Design, & Construction



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Questions



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19th Ave/M-Line project

Presentation to SFCTA CAC

February 24, 2016



Parkmerced



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Rail has been part of SF history for generations: M-line began operation in 1925 when 19th Ave was a country road

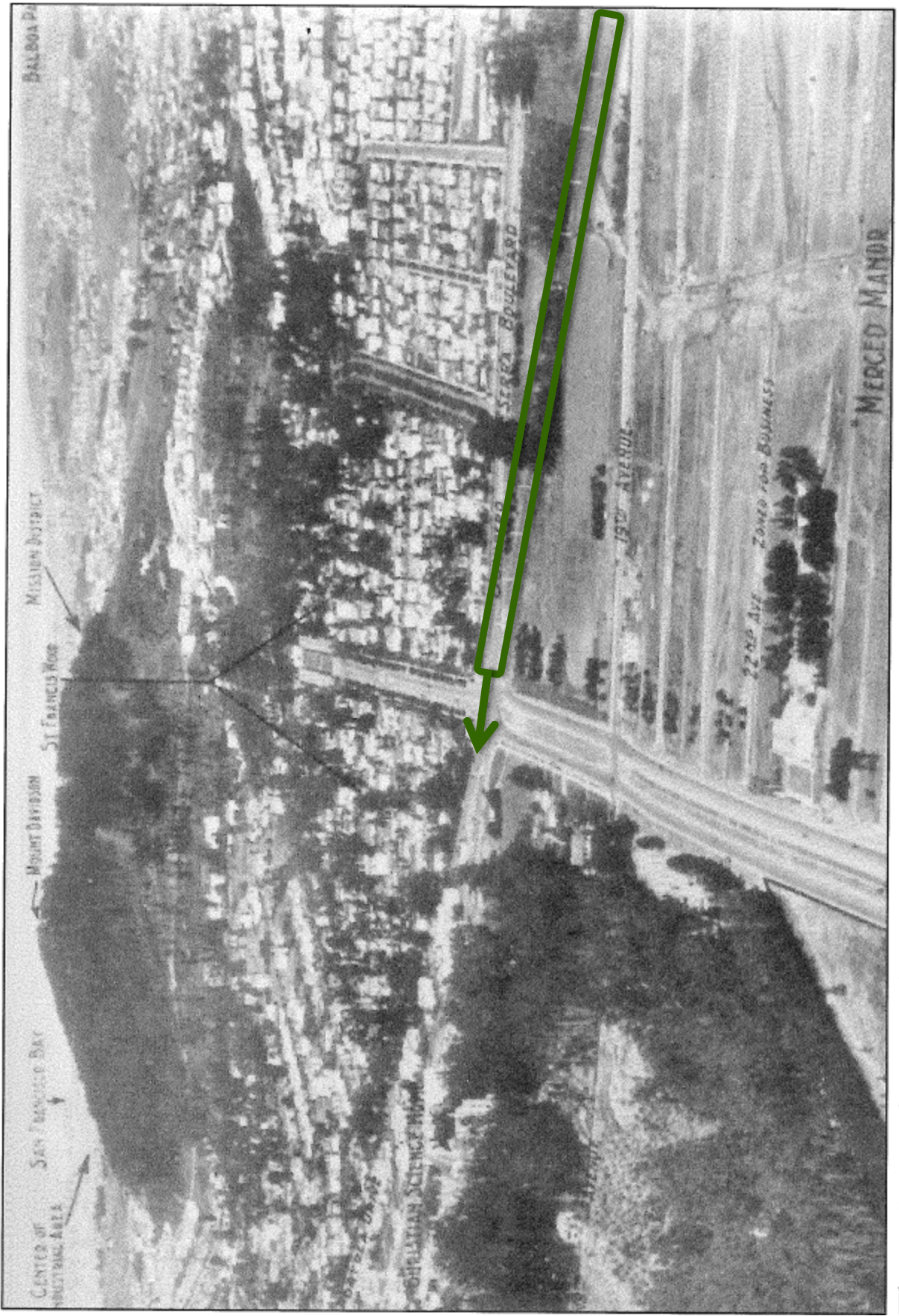


Image Credit: San Francisco's West of Twin Peaks; Arcadia, 2006, p. 61



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Fast forward to 1970s, introduction of BART and Muni Metro



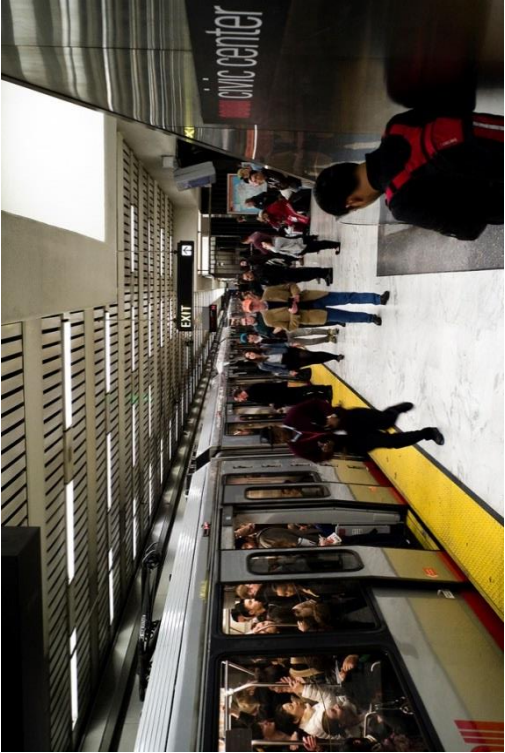
THE NEW MUNI METRO

The Muni Metro is a subway-surface system. In the subway the Metro cars are rapid transit; on the surface they are street-cars.



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Fast forward to 2016: now we are bursting at the seams!



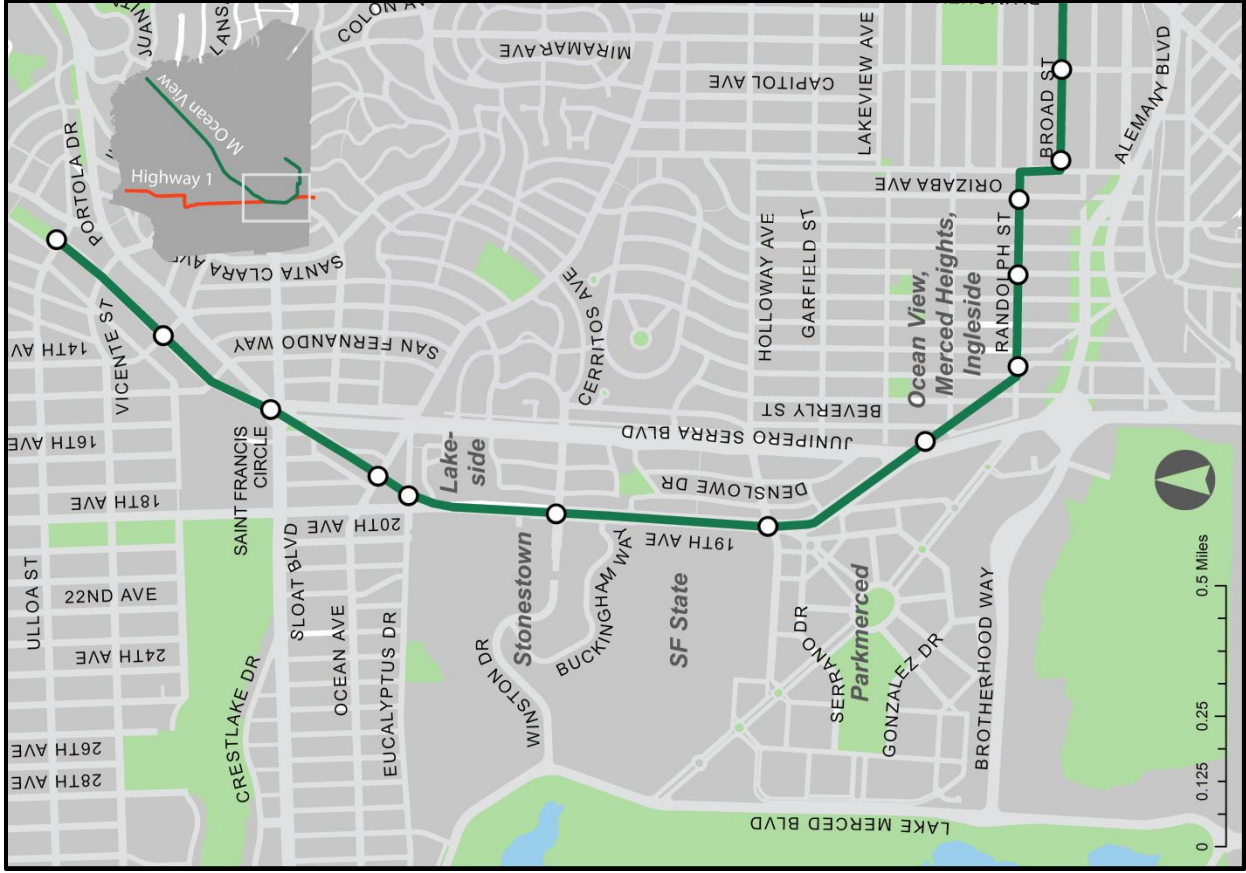
And 19th Avenue is not working for anyone





- **Upgrade the Muni Metro to provide fast, reliable, un-crowded service**
- **Re-design 19th Avenue as a safer street for everyone**

We are in very early stages. No approved decisions have been made. If approved, construction would be 8+ years away.



Faster, more reliable,
address crowding

Safer transit access

Safer, more pleasant
experience for people
walking, cycling

Support planned
development with travel
choices

Reduce bottleneck points
that affect reliability for
people driving

Faster, more reliable,
address crowding





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Purpose and need

82

Faster, more reliable,
address crowding

MUNI ALERT

ATTN: Northbound #moceanview delay @ Junipero Serra/19th due a non Muni vehicle blocking.

Update: Northbound #moceanview is blocked by a non Muni vehicle at Junipero Serra/19th. Shuttles supplementing service.

11/25/2014

Faster, more reliable,
address crowding



Muni ALE

ATTN: Northbound #mocean

Update: Northbound
Muni vehicle at J
supplementing se

11/25/2014



Safer transit access

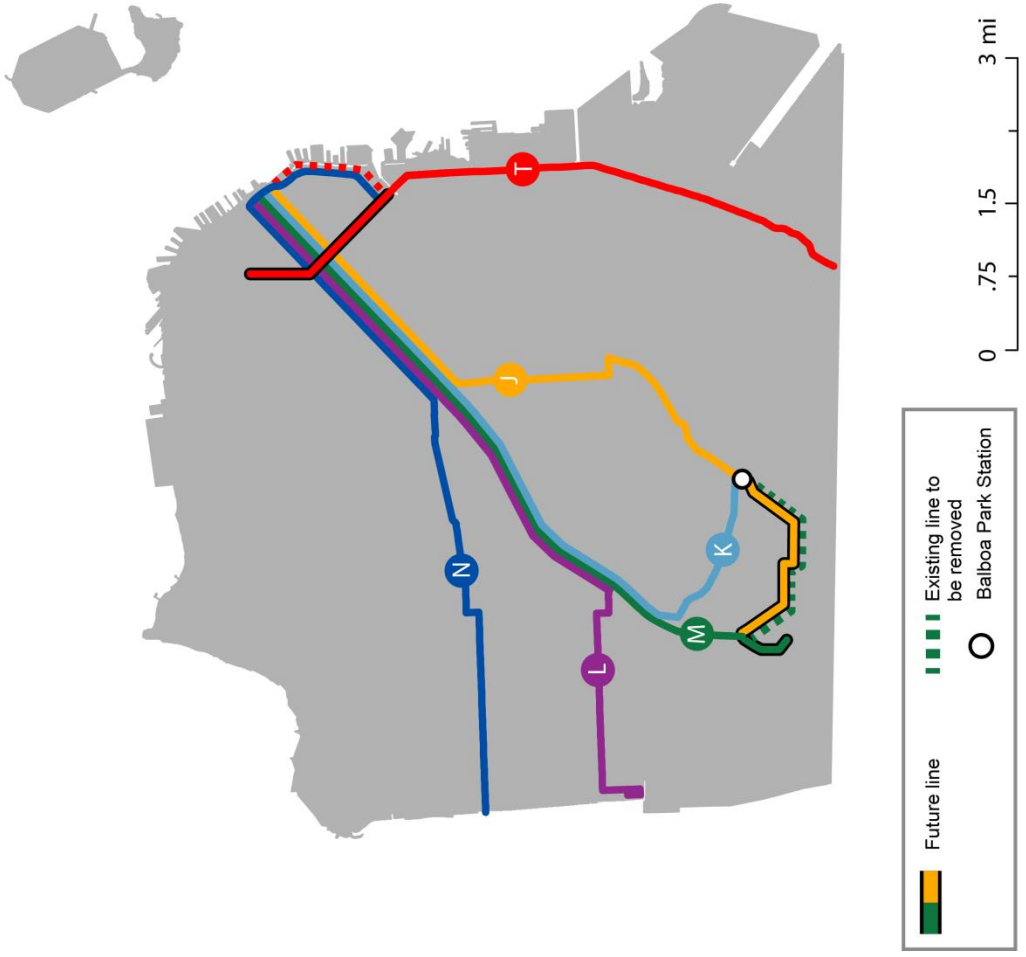
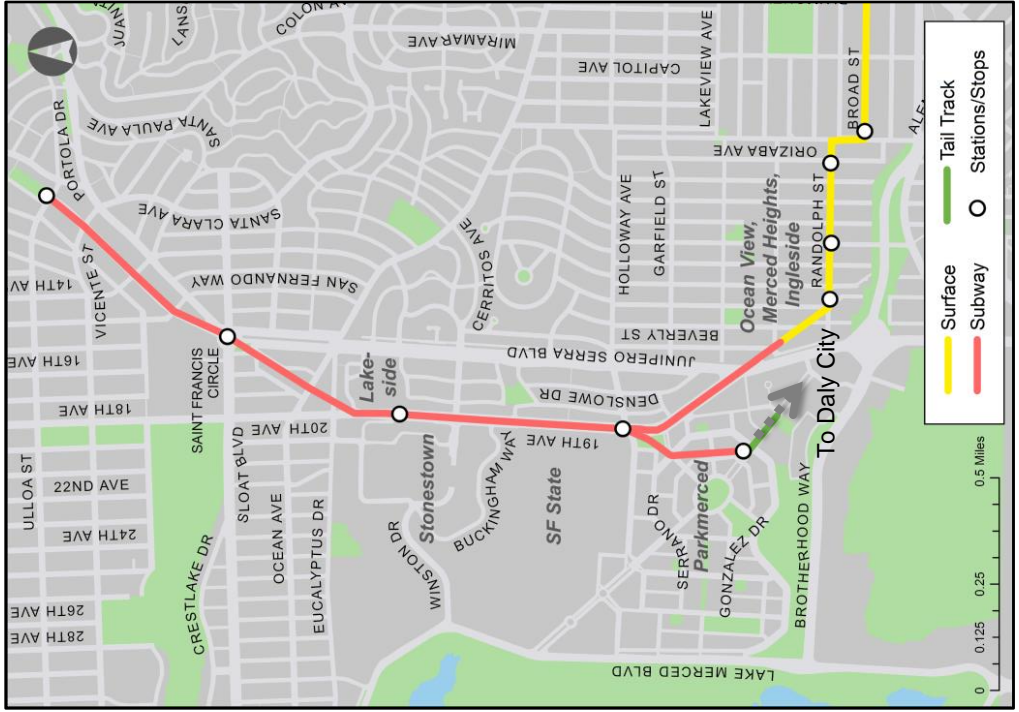


Safer transit access



19th Avenue is part of
12% of miles of street
where **70% of all severe**
and fatal collisions in San
Francisco occur

What we're proposing

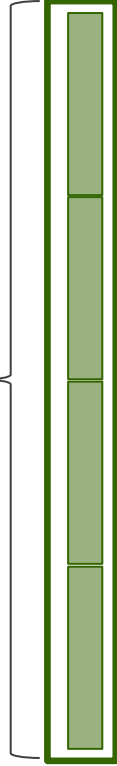




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This concept would turn “half” a rapid transit line into a “whole” one

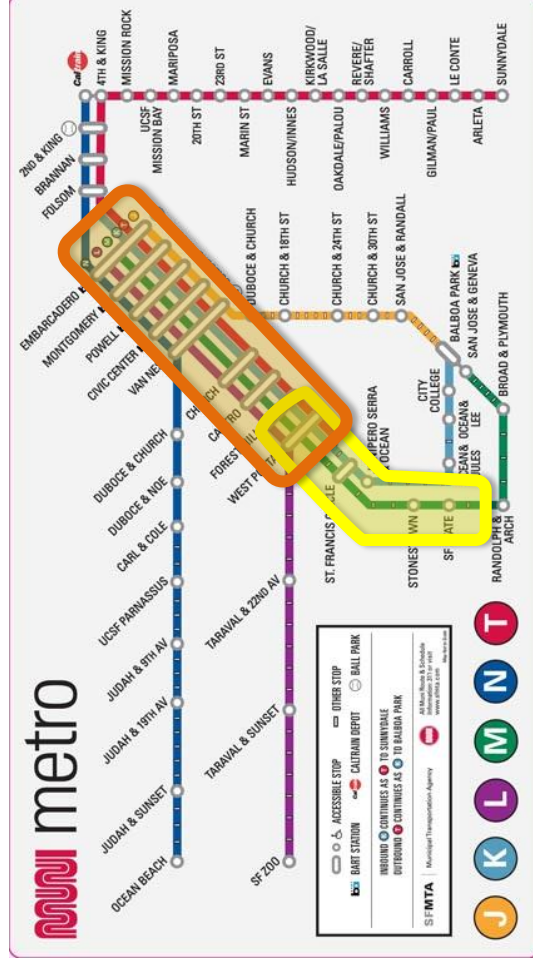
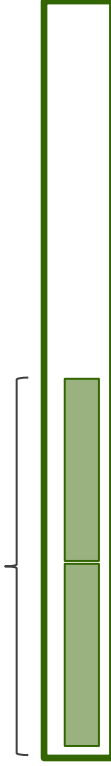
Potential: Carry 4-car light-rail trains



Today: 1-car



Today: 2-car

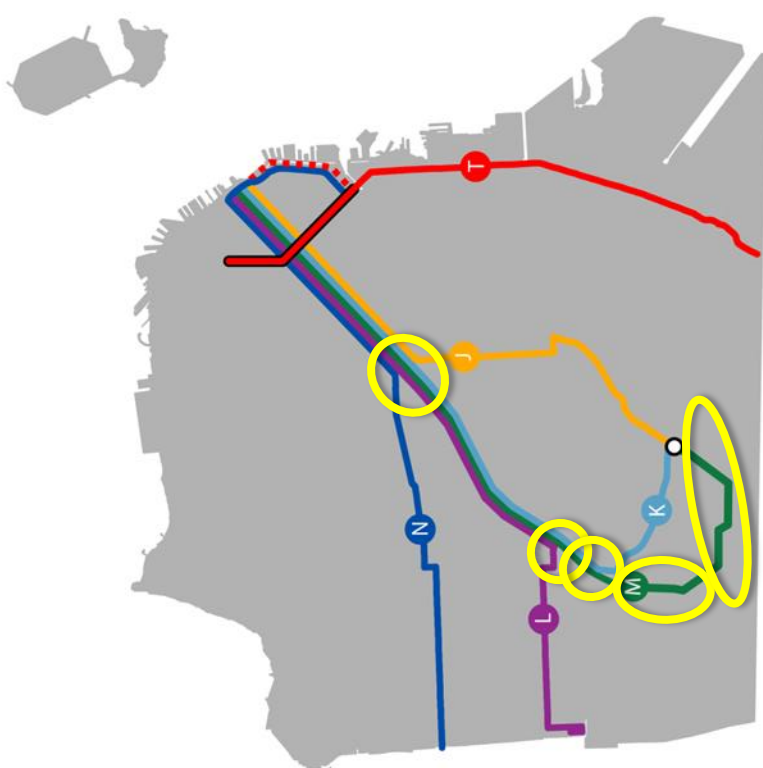


= Study Area



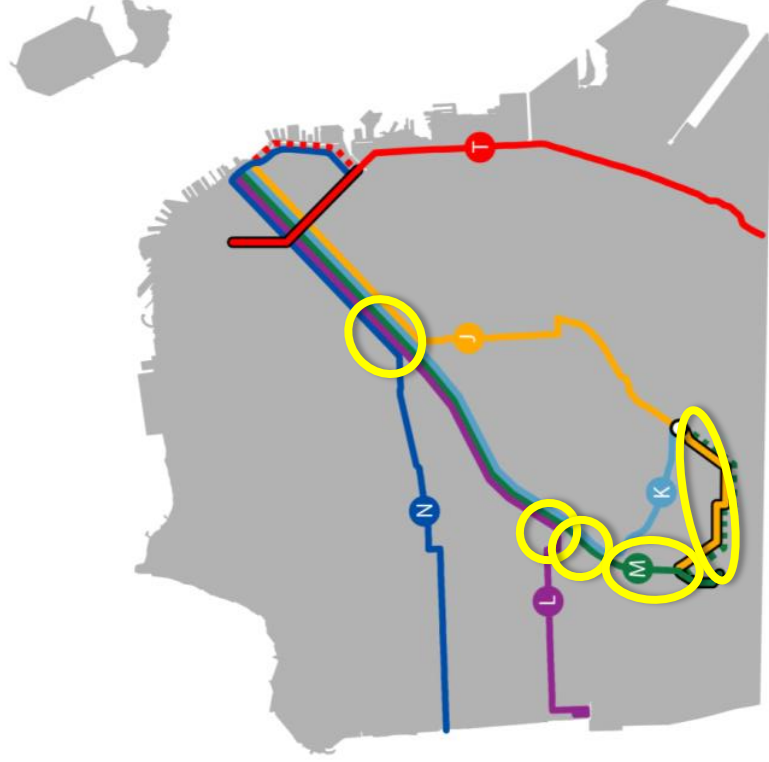
= System Benefits

**Eliminates many factors that
create memorable bad
commute days**



1. **Van Ness Station** – Packed trains
2. **West Portal** – Bottleneck
3. **St. Francis Circle** – Bottleneck
4. **19th Avenue** -- (Conflicts
Rossmoor, Winston, Holloway,
Junipero Serra)
5. **Gaps and Bunches** due to 1-4

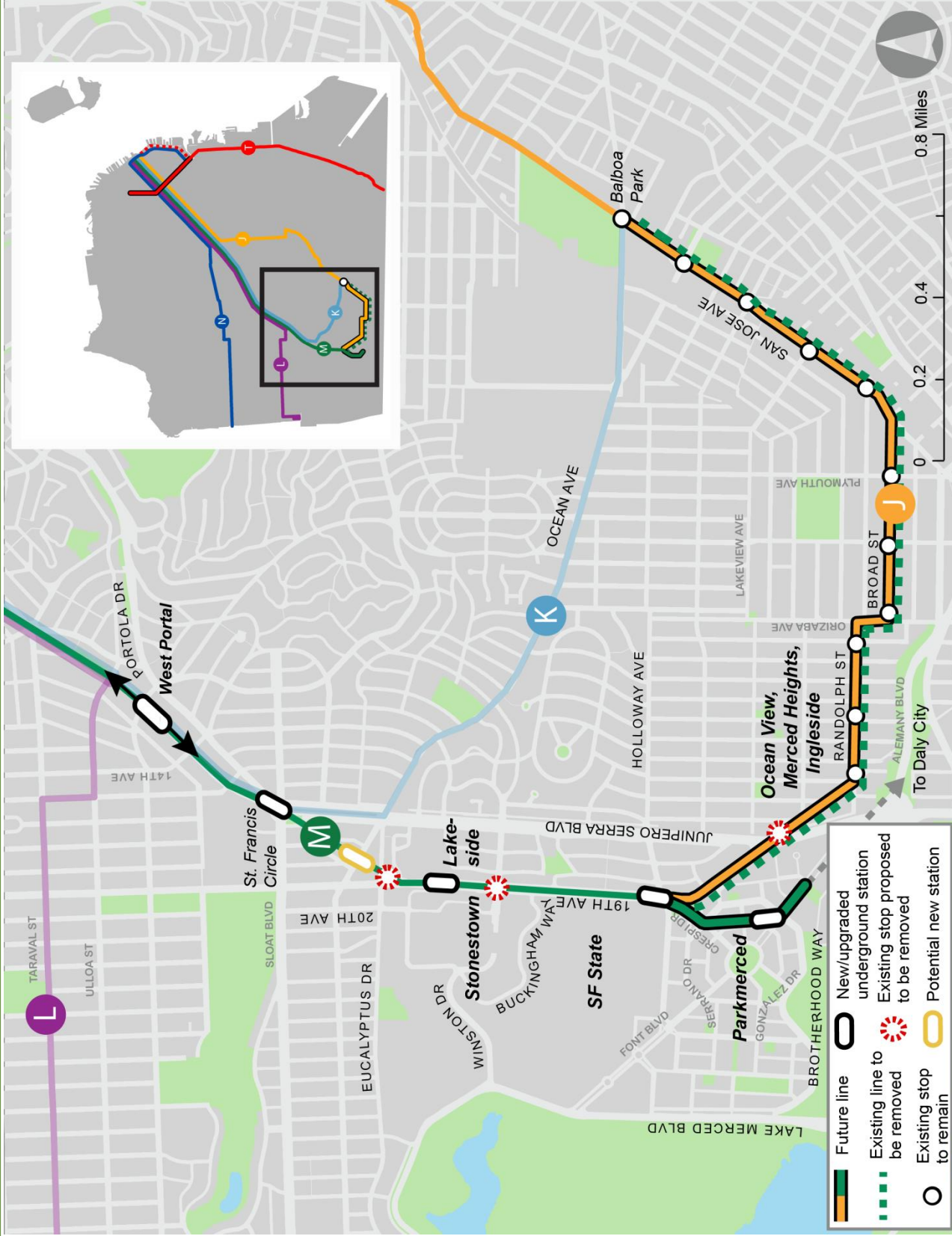
1. **Van Ness Station** – Long trains flush out all the riders just trying to get to Church/Castro and don't pass-up riders needing to get all the way to westside
2. **West Portal** – L comes out at surface, KM stay underground, alleviating bottleneck
3. **St. Francis Circle** – K and M go under this intersection and avoid the 2.5-3 minute signal cycle.
4. **19th Avenue** – No waiting at intersections or potential for vehicles blocking tracks at Rossmoor, Winston, Holloway, Junipero Serra
5. **Between SF State and BP** – Cross-platform transfer to J-line





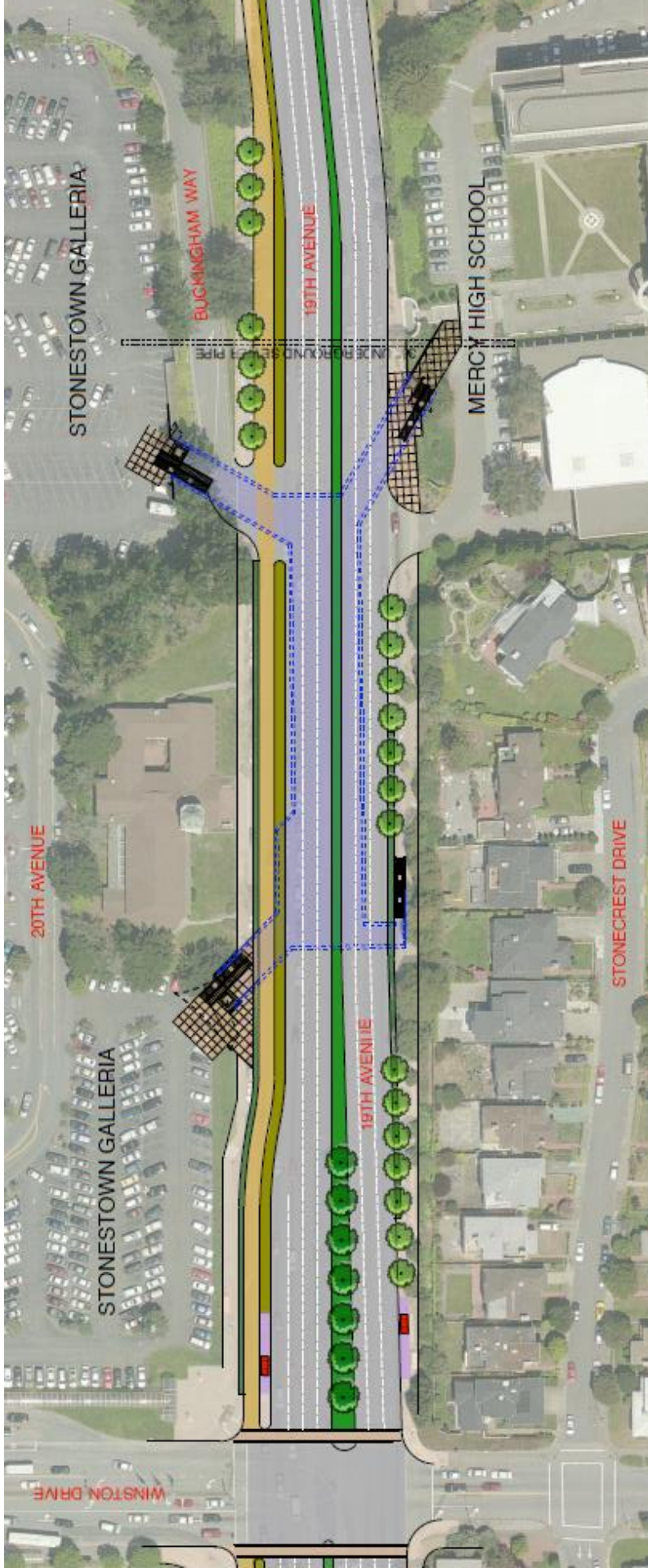
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Proposed station locations





Proposed station entrances – Stonestown Galleria

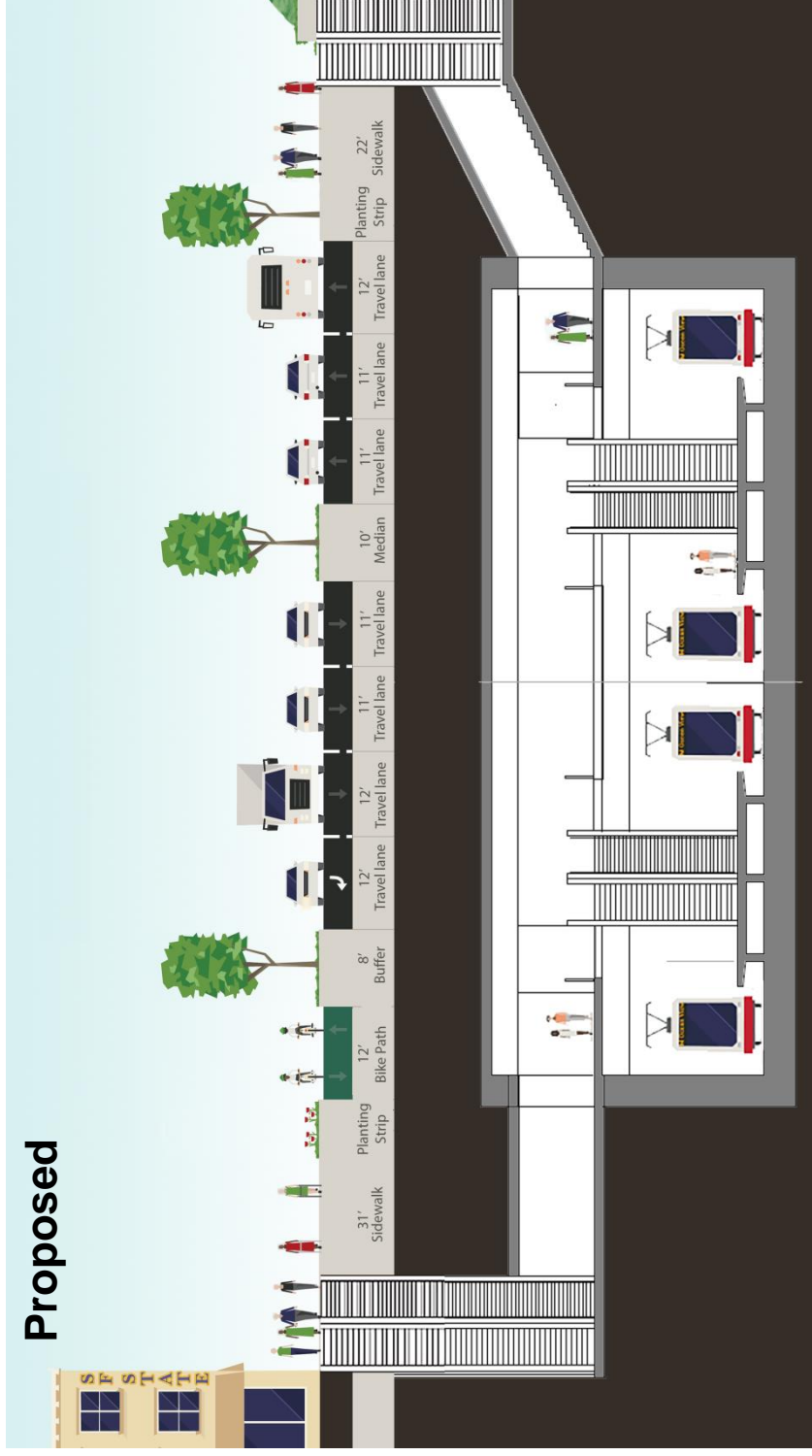
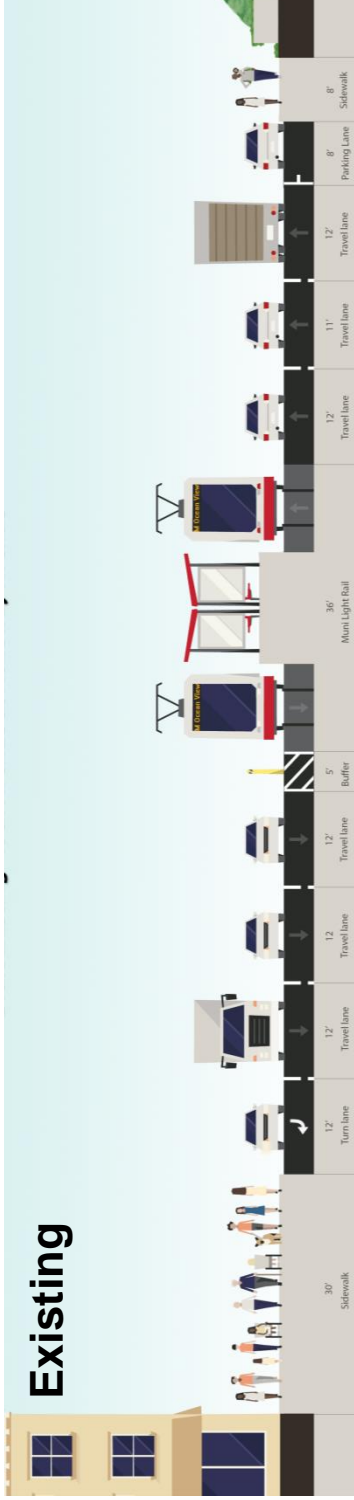


**Representative design. Project materials include additional locations*



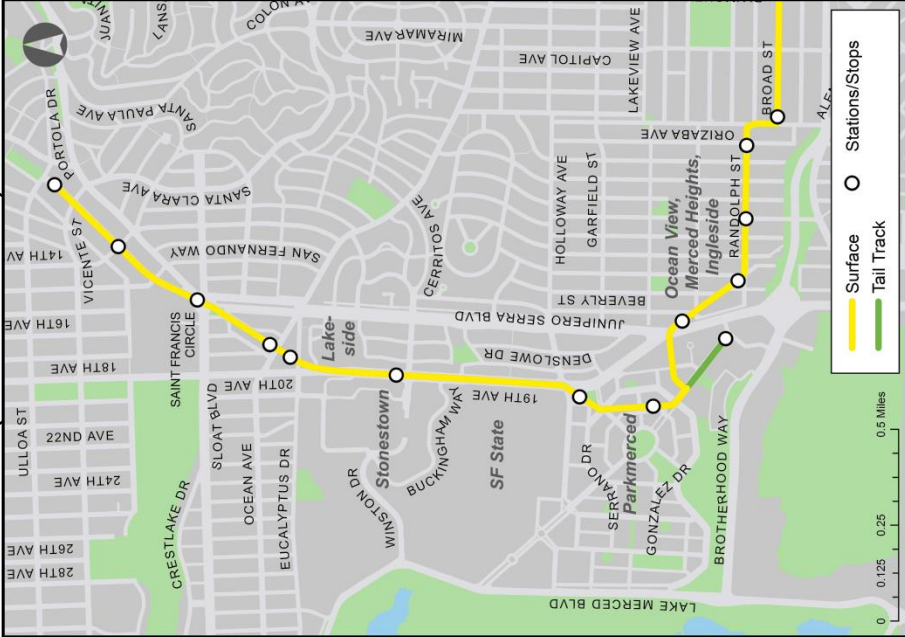
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Proposed street re-design for safety and beautification, Holloway

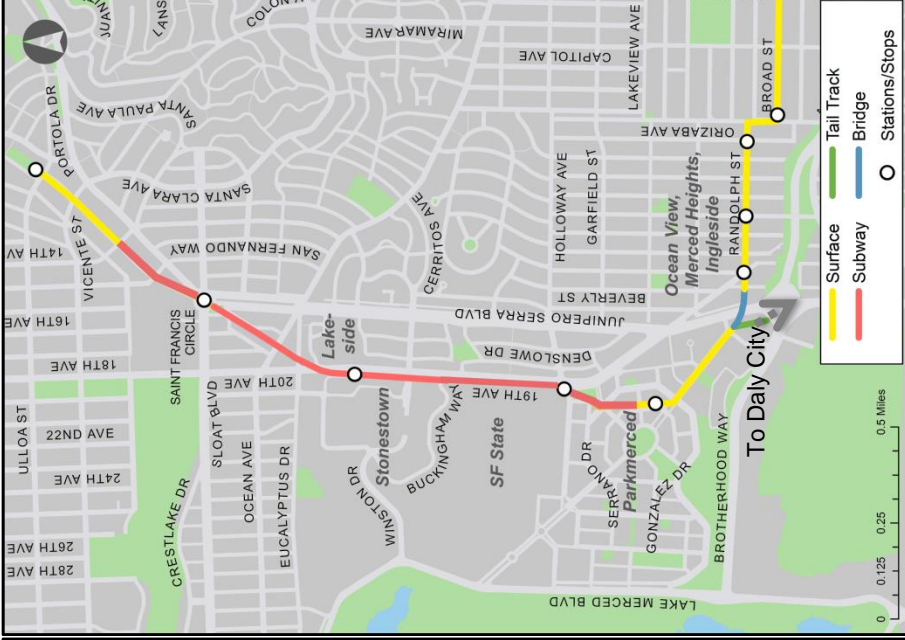


***Representative design. Project materials include additional locations**

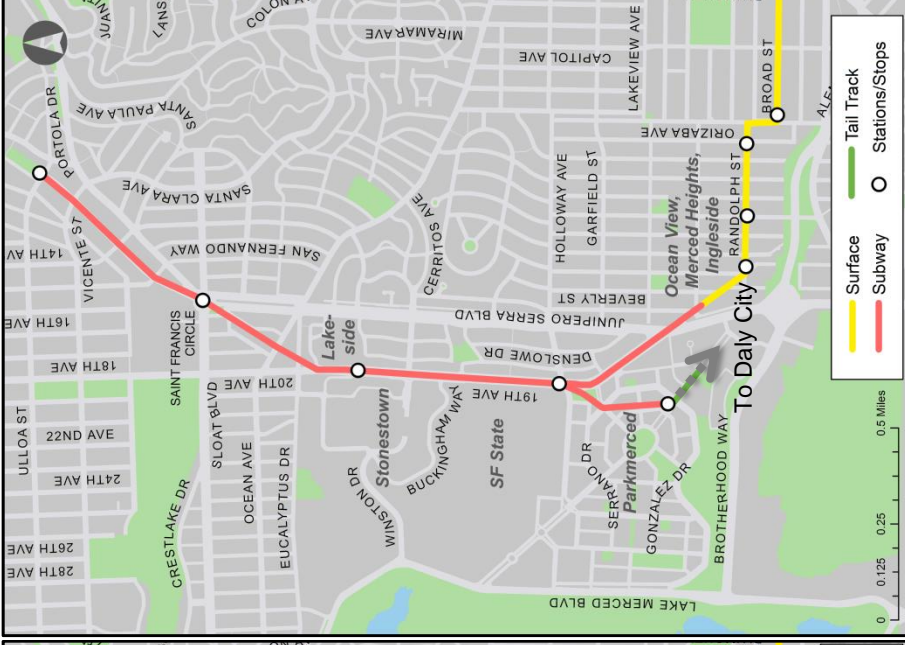
Alternative 1
“Default Parkmerced Plan”
(All Surface)

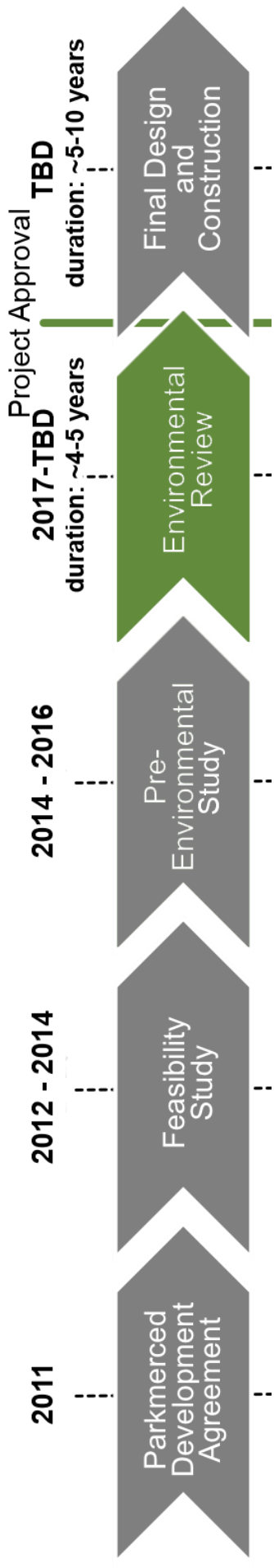


Alternative 2
“Partial Subway and Bridge”



Alternative 3
“Full Subway”





Environmental review is the stage when questions about impacts and mitigations are answered. E.g. construction impacts, traffic, noise, visual, etc.

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