



AGENDA

FINANCE COMMITTEE Meeting Notice

Date: 11:00 a.m., Tuesday, March 10, 2015
Location: Room 263, City Hall
Commissioners: Commissioners Avalos (Chair), Mar (Vice Chair), Campos, Cohen, Kim and Wiener (Ex Officio)

CLERK: Steve Stamos

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1.	Roll Call	
2.	Approve the Minutes of the February 10, 2015 Meeting – ACTION*	3
3.	State and Federal Legislative Update – ACTION*	7

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. February 27 was the last day to introduce a bill to be considered this session, so there are a lot of additions to the matrix this month. At the meeting, we will also provide an overview of proposed express lanes legislative changes that were published by the California State Transportation Agency (attached) and are expected to be incorporated into a budget trailer bill. **We are recommending the following new positions this month: support on Assembly Bill (AB) 227 (Alejo), AB 378 (Mullin), AB 464 (Mullin), AB 516 (Mullin), AB 1265 (Perea), AB 1287 (Chiu), Assembly Constitutional Amendment 4, Senate Bill (SB) 321 (Beall), and SB 564 (Cannella), and oppose on AB 1138 (Patterson) and AB 1160 (Harper). This is an action item.**

4.	Recommend Amending the Adopted Fiscal Year 2014/15 Budget to Increase Revenues by \$2,959,881 and Decrease Expenditures by \$29,750,654 for a Total Net Increase in Fund Balance of \$32,710,535 – ACTION*	35
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Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2014, through Resolution 14-74, the Transportation Authority adopted the Fiscal Year (FY) 2014/15 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2014/15 Budget. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2014/15 Budget be amended as shown in Attachment A. **We are seeking a recommendation to amend the adopted FY 2014/15 budget to increase revenues by \$2,959,881 and decrease expenditures by \$29,750,654 for a total net increase in fund balance of \$32,710,535.**

5.	Introduction of New Items – INFORMATION	
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6. Public Comment**7. Adjournment**

* Additional materials

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DRAFT MINUTES

FINANCE COMMITTEE

Tuesday, February 10, 2015

1. Roll Call

Chair Avalos called the meeting to order at 11:34 a.m.

Present at Roll Call: Commissioners Avalos, Campos, Cohen and Kim (4)

Absent at Roll Call: Commissioner Mar (entered during Item 4) (1)

Consent Calendar

2. Approve the Minutes of the January 13, 2015 Meeting – ACTION

3. Internal Accounting and Investment Report for the Six Months Ended December 31, 2014 – INFORMATION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Avalos, Campos, Cohen and Kim (4)

Absent: Commissioner Mar (1)

End of Consent Calendar

4. State and Federal Legislative Update – ACTION

Mark Watts, State Legislative Advocate for the Transportation Authority, presented the item.

Mr. Watts reported that Assembly Bill (AB) 194 (Frazier) was introduced at the request of the Self-Help Counties Coalition to restore authority for state and regional transportation agencies (the Metropolitan Transportation Commission (MTC) for the Bay Area) to implement high-occupancy toll (HOT) lanes. He said that a similar bill failed last year because the Chair of the Transportation Committee disliked tolling. He stated that he was working with staff to play a role in supporting the bill while seeking amendments to strengthen the role of the Transportation Authority in implementation.

Commissioner Kim asked how the bill would impact HOT lanes in the Bay Area. Mr. Watts responded that the bill authorized MTC to be able to request that the California Transportation Commission grant permission for it to implement toll lanes.

Commissioner Kim asked if the proposal was for new HOT lanes or increased tolls. Mr. Watts replied that the bill authorized conversion of high-occupancy vehicle lanes (e.g. carpool lanes with no tolls) to HOT lanes. Tilly Chang, Executive Director, commented that there were already HOT lanes in the South Bay. She stated that in San Francisco there were no carpool lanes so that would have to happen prior to implementing HOT lanes. She said the

Transportation Authority's Freeway Corridor Management Study would look at carpool lanes on the Bay Bridge, US 101, and I-280.

Commissioner Kim suggested that HOT lanes could pair with congestion pricing in the downtown. She asked if discretion to implement priced facilities would increase through MTC. Ms. Chang responded that implementing HOT lanes would require strong partnership among the California Department of Transportation, MTC, and local stakeholders. Commissioner Kim remarked that the proposal should be looked at through the lens of South of Market congestion. Ms. Chang added that San Mateo and Santa Clara counties had expressed interest in continuous High-Occupancy Vehicle (HOV) corridors.

Mr. Watts stated that Assembly Speaker Toni Atkins released a plan to supplement state highway repair funding with redirected weight fees and a new user fee. He reported that the proposal would raise approximately two billion per year for transportation and that the General Fund would be held harmless with respect to debt service on transportation bonds.

Commissioner Campos noted that AB 61 would allow private shuttles to use bus stops like school buses do, and said he was very concerned about the bill. He asked if the bill would supersede the pilot San Francisco was already doing. Mr. Watts replied that the bill would not replace the pilot and that the use of bus stops for shuttles would only happen on a voluntary basis.

Commissioner Campos moved to amend the item to change the position on AB 61 from watch to oppose, seconded by Commissioner Mar.

Chair Avalos asked if the proposed language would prevent local control over whether or not to charge a fee for use. Mr. Watts responded that the bill provided no direction on fees. He said he had been talking with the author's office and the bill would probably have a hearing in late March.

Commissioner Campos stated that his main problem was with the privatization of public space without payment. He commented that he had the same problem with the pilot in San Francisco.

Mr. Watts continued with his presentation, noting that the Governor's budget highlighted the need for transportation infrastructure funding and he was participating in a working group that was looking at the issue.

Commissioner Avalos noted that he was waiting for the federal government to follow the state in its support of infrastructure.

Commissioner Kim asked for more information on AB 24, a bill that would establish liability requirements for transportation network companies (TNCs). Mr. Watts responded that the bill was still in its preliminary phase and there would be new language soon. Commissioner Kim said she was very interested in the topic since a TNC driver killed a resident last year and insurance issues were important.

Ms. Chang noted that two other items on the legislative horizon were driverless vehicle regulations and statewide California Environmental Quality Act reform. She reported that Secretary of Transportation Anthony Foxx spoke at Google about the state of the nation's transportation system which was facing a crisis due to underinvestment. She said that he put out a call to begin a national dialogue since the Federal Highway Trust Fund was in the red. She stated that 70 percent of the nation's population in 2030 would be in urban areas, where the transportation systems were oldest and most in need of repair. She proposed that state revenue

efforts, including cap and trade and the proposed road usage charge, were not enough to cover the demand. She mentioned that Secretary Foxx wanted to partner on transit and active transportation projects but did not reference his intent to provide additional funding.

There was no public comment.

The amendment to the item was approved by the following vote:

Ayes: Commissioners Avalos, Campos, Cohen, Kim and Mar (5)

The amended item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Campos, Cohen, Kim and Mar (5)

5. State Road Usage Charge Pilot Program Update – INFORMATION

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

Commissioner Mar asked for more information on the technology used and whether drivers had to accept global positioning software (GPS) that tracked the cars' location. Ms. Crabbe responded that there were a range of options provided in Oregon including self-reporting, a flat monthly fee, less invasive tracking devices that don't record where people drive but just how much, and the more invasive GPS tracking. She stated that in Oregon the fee structure was set up so that the less invasive the tracking mechanism the more the user was likely to pay.

Commissioner Kim asked why there were two bars for every year on slide nine of the presentation. Ms. Crabbe replied that the first bar was for the model year and the second bar was for the total fleet.

Commissioner Kim said she was glad to see that electric vehicles were projected to make up a large portion of the fleet of vehicles in the future. She stated that the rationale of moving to the road usage charge over the gas tax made sense but she was worried about imposing disincentives for those considering purchasing an electric vehicle. Ms. Crabbe said that drivers of electric vehicles were still saving a lot of money by not having to purchase gasoline and that the road usage charge would be small compared to that overall savings.

Commissioner Campos stated that not all gasoline powered vehicles were the same and asked if there was a way to capture differences between, a compact car and a large truck for example. Ms. Crabbe said that trucks were already charged under a different system than passenger vehicles and that the pilot program was just considering passenger vehicles. She stated that in Germany and New Zealand there were road usage charges for heavy duty vehicles. Commissioner Campos asked if there were other methods being considered and commented that the road usage charge seemed regressive. Ms. Crabbe responded that many other revenue options were being considered all over the world but that the road usage charge was the most forward thinking option she had seen. She added that the road usage charge may not be as regressive as it seemed since older, low-cost, low-efficiency vehicles were paying more than their fair share of gas tax and would see a reduction in cost under a road usage charge.

Commissioner Mar asked for data on the increase of electric vehicles and wanted to know how it would impact a city like San Francisco. Ms. Crabbe said she had not seen data on the impact of electric cars on San Francisco but she could look into it and respond later.

Chair Avalos asked if the city could implement its own vehicle miles traveled system. Ms. Crabbe responded that such a system would require state authorization. Chair Avalos asked if the Transportation Authority would need state authorization for congestion pricing. Ms. Crabbe replied in the affirmative.

There was no public comment.

6. Introduction of New Items

There was no public comment.

7. Public Comment

There was no public comment.

8. Adjournment

The meeting was adjourned at 12:11 p.m.

San Francisco County Transportation Authority

March 2015

Bills of Interest

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

Staff is recommending new support positions on Assembly Bill (AB) 227 (Alejo), AB 378 (Mullin), AB 516 (Mullin), AB 464 (Mullin), AB 1265 (Parea), AB 1287 (Chiu), Assembly Constitutional Amendment 4 (Frazier), Senate Bill (SB) 321 (Beall) and SB 564 (Cannella), and an oppose position on AB 1138 (Patterson) and AB 1160 (Harper) this month.

Bill #	Author	Description	Status	Position	Comments
AB 2 Introduced: 12/1/2014 pdf html	Alejo D (Dist 30)	Community revitalization authority. Would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.	Assembly Print	Watch	Spot bill. The ultimate intent is for a bill that would permit the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
AB 4 Introduced: 12/1/2014 pdf html	Linder R (Dist 60)	Vehicle weight fees: transportation bond debt service. Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Assembly Transportation	Watch	Similar to several bills from 2014, this bill seeks to restore state truck fees to fund highway repair instead of supporting Prop. 1B bond debt service.

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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 8 Introduced: 12/1/2014 pdf html	Gatto D (Dist 43)	Emergency services: hit-and-run incidents. Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	Assembly Transportation	Support	This bill expands the Amber Alert system to create a new yellow alert to call attention to hit and run incidents when a person dies or suffers bodily harm.
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 24 Introduced: 12/1/2014 pdf html	Nazarian D (Dist 46)	Transportation network companies: public safety. Would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.	Assembly Print	Watch	Spot bill. Intended to further develop the existing transportation network company regulatory statutes.
AB 28 Amended: 2/11/2015 pdf html	Chu D (Dist 25)	Bicycle safety: rear lights. Current law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. This bill would require that a bicycle operated under those circumstances be equipped with a red flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the red flashing light, reflective gear worn by the bicyclist.	Assembly Transportation	Watch	This is a new approach to bike safety that would require reflective clothing or flashing lights in lieu of reflective lights.
AB 40 Introduced: 12/1/2014 pdf html	Ting D (Dist 19)	Golden Gate Bridge: sidewalk fees. Current law establishes bridge and highway districts and various regional transportation authorities and transit districts, including the Golden Gate Bridge, Highway and Transportation District, and prescribes the powers and duties of the district, including the power to fix and collect all tolls for the use of the district's property. This bill would prohibit the district from fixing or collecting any tolls or access fees for pedestrian and bicyclist use of the Golden Gate Bridge sidewalks.	Assembly Transportation	Watch	This measure would prohibit the Golden Gate Bridge District from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.
AB 61 Introduced: 12/12/2014 pdf html	Allen, Travis R (Dist 72)	Shuttle services: loading and unloading of passengers. Would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined.	Assembly Transportation	Watch	The bill expands authority now existing for local authorities to grant transit agencies the right to stop and pick up passengers to also apply to shuttle service vehicles.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 162 Introduced: 1/21/2015 pdf html</p>	<p>Rodriguez D (Dist 52)</p>	<p>State highways: wrong-way driving. Would require the Department of Transportation, in consultation with the Department of Motor Vehicles, to initiate a 12-month study on wrong-way driving on state highways. The bill would require the study to incorporate findings and recommendations to the appropriate policy and fiscal committees of the Legislature, including solutions to reduce the number of instances of wrong-way driving and a proposed schedule for implementation of those solutions. The bill would make related findings and declarations. This bill contains other related provisions.</p>	<p>Assembly Transportation</p>	<p>Watch</p>	<p>This bill would initiate a formalized analysis by Caltrans on wrong-way driving.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 194 Introduced: 1/28/2015 pdf html	Frazier D (Dist 11)	High-occupancy toll lanes. Would delete the requirement that high-occupancy toll (HOV) lanes facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the California Transportation Commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions.	Assembly Transportation	Support	The author introduced this bill for the Self-Help Counties Coalition to provide authority for the State and regional transportation agencies to develop and operate toll facilities. As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility. We are interested in strengthening that language to ensure a meaningful role for local transportation authorities in any planned facility. The bill would establish a process through which the Metropolitan Transportation Commission (MTC), in consultation with the Transportation Authority, could consider any proposed tolled lanes in the city. Our Freeway Corridor Management Strategy will inform San Francisco's position on this topic. The bill would also support MTC's proposed regional express lane network.
AB 212 Introduced: 2/2/2015 pdf html	Achadjian R (Dist 35)	State highways. Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This is a spot bill for which the author has not disclosed his intentions.

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Bill #	Author	Description	Status	Position	Comments
AB 223 Introduced: 2/3/2015 pdf html	Dahle R (Dist 1)	Highways: exit information signs. Current law requires the Department of Transportation, until January 1, 2021, to allow the placement of information signs along State Highway Route (SR) 65 within, or at exits leading to, the City of Lincoln, and requires the department to report, by January 1, 2020, to the transportation committees of the Senate and Assembly on the implementation of this provision and on its recommendations as to whether the period of this authorization should be extended, and whether the authorization should be expanded to other urban areas. This bill would additionally require the department, until January 1, 2021, to allow the placement of information signs along Interstate 80 within, or at exits leading to, the City of Truckee.	Assembly Transportation	New - Recommend Watch	Authorizes extension of the use of new information signs under study now on SR 65 in Lincoln. The bill would add authority for these signs on I-80 near Truckee.
AB 227 Introduced: 2/3/2015 pdf html	Alejo D (Dist 30)	Transportation funding. Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly Transportation	New - Recommend Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also, extends Public Private Partnership law. We previously had a watch position on this bill.
AB 239 Introduced: 2/5/2015 pdf html	Gallagher R (Dist 3)	Greenhouse gases: regulations. Would prohibit the State Air Resources Board (ARB), on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	Assembly Natural Resources	New - Recommend Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.

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Bill #	Author	Description	Status	Position	Comments
AB 313 Introduced: 2/12/2015 pdf html	Atkins D (Dist 78)	Enhanced infrastructure financing districts. Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	Assembly Local Government	New - Watch	The author is addressing the elimination of dwelling units under the state's new Enhanced IFD law; essentially the bill would establish requirements for replacement of units and a relocation assistance process.
AB 378 Introduced: 2/18/2015 pdf html	Mullin D (Dist 22)	State Highway 101 corridor. Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.	Assembly Print	New - Recommend Support	The author seeks innovative means to address mobility in the Bay region's SR 101 corridor. We will meet with the author to discuss and are engaged in ongoing discussions with state/regional/local stakeholders in the corridor.
AB 457 Introduced: 2/23/2015 pdf html	Melendez R (Dist 67)	High-occupancy vehicle lanes. Current law provides that the Department of Transportation has full control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Watch	A spot bill. Discussions with the author's office indicate that she seeks more transparent notification to motorists on toll signs in Orange county.
AB 464 Introduced: 2/23/2015 pdf html	Mullin D (Dist 22)	Transactions and use taxes: maximum combined rate. Current law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Assembly Print	New - Recommend Support	Provides significant new local government sales tax capacity by setting local cap at 3%.

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Bill #	Author	Description	Status	Position	Comments
AB 481 Introduced: 2/23/2015 pdf html	Harper R (Dist 74)	Automated traffic enforcement systems. Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the system meets certain requirements. Current law authorizes a governmental agency to contract out the operation of the system under certain circumstances, except for specified activities. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This is a spot bill. The author has not indicated his ultimate intent for the bill, but it is apparent from public statements he does not endorse use of automated traffic enforcement.
AB 516 Introduced: 2/23/2015 pdf html	Mullin D (Dist 22)	Vehicles: temporary license plates. Would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to provide temporary license plates, and would require the system to begin operation on or before January 1, 2017. The bill would also require, commencing January 1, 2017, a motor vehicle dealer or lessor retailer to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate. Because a violation of this provision would be a crime, this bill would impose a state-mandated local program.	Assembly Print	New - Recommend Support	This bill requires development of a statewide temporary license plate (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 518 Introduced: 2/23/2015 pdf html	Frazier D (Dist 11)	Department of Transportation. Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	Assembly Print	New - Recommend Watch	Spot bill.

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Bill #	Author	Description	Status	Position	Comments
AB 528 Introduced: 2/23/2015 pdf html	Baker R (Dist 16)	San Francisco Bay Area Rapid Transit District: strikes: prohibition. Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	Assembly Print	New – Recommend Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage provided certain conditions are met.
AB 620 Introduced: 2/24/2015 pdf html	Hernández, Roger D (Dist 48)	High-occupancy toll (HOT) lanes: exemptions from tolls. Would require the Los Angeles County Metropolitan Transportation Authority (LACMTA), in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.	Assembly Print	New - Recommend Watch	Expands LACMTA's authority relative to HOT Lanes in its jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income, including hardship exemptions. If approved this bill would likely negatively impact the HOT Lane's ability to maintain its functional level of service.
AB 828 Introduced: 2/26/2015 pdf html	Low D (Dist 28)	Vehicles: transportation network companies. Would exclude from the definition of "commercial vehicle," for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network company.	Assembly Print	New - Recommend Watch	Spot bill to address transportation network companies.

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Bill #	Author	Description	Status	Position	Comments
AB 869 Introduced: 2/26/2015 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 misconduct may be subject to those criminal penalties.	Assembly Print	New - Recommend Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
AB 877 Introduced: 2/26/2015 pdf html	Chu D (Dist 25)	Transportation: property acquisition. Current law provides that when the Department of Transportation or the High-Speed Rail Authority acquires title to real property for highway or high-speed rail purposes, as specified, and leases that property for commercial or business uses to the former owner for a term exceeding 6 months, the department or authority, as the case may be, may secure fire insurance for the property if the former owner requests the coverage and the premium is included in the rental agreed to be paid. This bill would make nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This is a spot bill regarding state transportation project-related property acquisition.
AB 902 Introduced: 2/26/2015 pdf html	Bloom D (Dist 50)	Bicycle riders. Current law provides that a person riding a bicycle or operating a pedicab on a highway has the rights of, and is subject to specified current provisions governing, the driver of a vehicle on a highway, except for those provisions that by their very nature can have no application. Current law also provides that a peace officer, as defined, operating a bicycle during the course of his or her duties and under specified circumstances is exempt from those provisions, subject to specified limitations. This bill would make technical, nonsubstantive changes to those provisions.	Assembly Print	New - Recommend Watch	Spot bill related to bicyclist laws.

San Francisco County Transportation Authority

March 2015

Bill #	Author	Description	Status	Position	Comments
AB 1015 Introduced: 2/26/2015 pdf html	Bloom D (Dist 50)	Parking: car share vehicles. Would authorize a local authority to, by ordinance or resolution, designate certain streets or portions of streets for the nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program. The bill would authorize the local ordinance or resolution to include a mechanism for the payment of fees to the local authority, as specified.	Assembly Print	New - Recommend Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
AB 1030 Introduced: 2/26/2015 pdf html	Ridley-Thomas D (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Would require a state agency that allocates moneys from the Greenhouse Gas Reduction Fund to prioritize projects that include project labor agreements with targeted hire goals, community workforce agreements (PLAa) that connect local residents to jobs or training opportunities, or partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	Assembly Print	New - Recommend Watch	Requires priority for cap and trade - funded projects that incorporate PLAs.
AB 1033 Introduced: 2/26/2015 pdf html	Garcia, Eduardo D (Dist 56)	Infrastructure financing. The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank, within the Governor's Office of Business and Economic Development, to be governed by a specified board of directors. The act makes findings and declarations, provides definitions, and authorizes the board to take various actions in connection with the bank, including the issuance of bonds, as specified. This bill, among other things, would revise the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure.	Assembly Print	New - Recommend Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of P3s.
AB 1087 Introduced: 2/27/2015 pdf html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: high-speed rail. Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment (IOS) and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.	Assembly Print	New - Recommend Watch	This bill would dedicate the 25% share of cap and trade to (1) the IOS, and (2) blended system projects (including Caltrain electrification). This would prevent the ultimate HSR project from being fully realized without an alternate funding source.

San Francisco County Transportation Authority
March 2015

Bill #	Author	Description	Status	Position	Comments
AB 1096 Introduced: 2/27/2015 pdf html	Chiu D (Dist 17)	Vehicles: motorized bicycles. Current law defines a "motorized bicycle" or "moped" for purposes of the Vehicle Code as a 2-wheeled or 3-wheeled device that has fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, and an automatic transmission and a motor that produces less than 4 gross brake horsepower and is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground. This bill would make a technical, nonsubstantive change to that provision.	Assembly Print	New - Recommend Watch	This spot bill pertains to the definition of motorized bikes.
AB 1098 Introduced: 2/27/2015 pdf html	Bloom D (Dist 50)	Transportation: congestion management. Current law requires a congestion management plan to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would make nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This spot bill relates to congestion management plans.
AB 1115 Introduced: 2/27/2015 pdf html	Salas D (Dist 32)	Transportation funds. Current law provides various sources of funding for transportation projects. Current law authorizes the California Transportation Commission to approve advance expenditures by local agencies of local funds relative to certain transportation projects that have been designated to receive future funds from the state when those funds become available. This bill would make a nonsubstantive change to these provisions.	Assembly Print	New - Recommend Watch	This spot bill relates to CTC approval of advance expenditure of funds.
AB 1138 Introduced: 2/27/2015 pdf html	Patterson R (Dist 23)	High-speed rail: eminent domain. Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	Assembly Print	New - Recommend Oppose	Effect of the bill is to stop progress on initial construction segment phases of High Speed Rail project.

San Francisco County Transportation Authority

March 2015

Bill #	Author	Description	Status	Position	Comments
AB 1160 Introduced: 2/27/2015 pdf html	Harper R (Dist 74)	Vehicles: automated traffic enforcement systems. Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.	Assembly Print	New - Recommend Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.
AB 1171 Introduced: 2/27/2015 pdf html	Linder R (Dist 60)	Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: projects on expressways. Would authorize regional transportation agencies, as defined, to use the CM/GC project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Watch	Extends to regional entities the use of CM/GC, but only in cases that the project is on an expressway that is not on the state highway system and is in a voter-approved expenditure plan.
AB 1236 Introduced: 2/27/2015 pdf html	Chiu D (Dist 17)	Local ordinances: electric vehicle (EV) charging stations. Would require a city or county to approve the installation of electric vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Watch	Subjects EV charging station to requirement that local governments approve installations.

San Francisco County Transportation Authority
March 2015

Bill #	Author	Description	Status	Position	Comments
AB 1265 Introduced: 2/27/2015 pdf html	Perea D (Dist 31)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies 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 delete obsolete cross-references and make technical changes to these provisions.	Assembly Print	New - Recommend Support	Extends public private partnership law, indefinitely.
AB 1284 Introduced: 2/27/2015 pdf html	Baker R (Dist 16)	Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee. Current law requires the Department of Transportation and the Bay Area Toll Authority (BATA) to form the Toll Bridge Program Oversight Committee. Current law provides that the committee is not a state body or a local agency for the purposes of the open meeting laws applicable to either state bodies or local agencies known as the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act, respectively. This bill would delete that provision and would thereby make the Toll Bridge Program Oversight Committee subject to the Bagley-Keene Open Meeting Act.	Assembly Print	New - Recommend Watch	Subjects BATA to open meeting Act requirements.
AB 1287 Introduced: 2/27/2015 pdf html	Chiu D (Dist 17)	Vehicles: parking violations: cameras. Would authorize San Francisco to install forward-facing cameras to record parking violations and high-occupancy lane and intersection obstruction violations. The bill would require a high-occupancy lane or intersection obstruction violation recorded pursuant to these provisions to be subject to a civil penalty not to exceed \$100. The bill would delete the repeal date, thereby extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Support	Grants city of San Francisco authority to install cameras for enforcement of parking and high occupancy vehicle lane violations.

San Francisco County Transportation Authority

March 2015

Bill #	Author	Description	Status	Position	Comments
AB 1364 Introduced: 2/27/2015 pdf html	Linder R (Dist 60)	California Transportation Commission (CTC). Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Assembly Print	New - Recommend Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
AB 1384 Introduced: 2/27/2015 pdf html	Baker R (Dist 16)	Toll facilities: Metropolitan Transportation Commission (MTC) Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the MTC in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would make a technical, nonsubstantive change to this limitation on contributions.	Assembly Print	New - Recommend Watch	Spot bill relating to fiscal relationship between BATA and MTC.
AB 1486 Introduced: 2/27/2015 pdf html	Oberholke R (Dist 33)	Vehicles: toll highways. Current law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	Spot bill pertaining to toll highways.

San Francisco County Transportation Authority
March 2015

Bill #	Author	Description	Status	Position	Comments
<p>ACA 4 Introduced: 2/27/2015 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 special tax by a local government 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. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.</p>	<p>Senate Environmental Quality</p>	<p>New - Recommend 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>
<p>SB 1 Introduced: 12/1/2014 pdf html</p>	<p>Gaines R (Dist 1)</p>	<p>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.</p>	<p>Senate Environmental Quality</p>	<p>Oppose</p>	<p>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.</p>

San Francisco County Transportation Authority

March 2015

Bill #	Author	Description	Status	Position	Comments
<p>SB 5 Introduced: 12/1/2014 pdf html</p>	<p>Vidak R (Dist 14)</p>	<p>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.</p>	<p>Senate Environmental Quality</p>	<p>Oppose</p>	<p>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.</p>
<p>SB 8 Amended: 2/10/2015 pdf html</p>	<p>Hertzberg D (Dist 18)</p>	<p>Taxation. Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate, would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.</p>	<p>Senate Governance and Finance</p>	<p>Watch</p>	<p>Although a spot bill, this is the author's attempt to change the emphasis of California's taxation system to incorporate taxes on services.</p>

San Francisco County Transportation Authority
March 2015

Bill #	Author	Description	Status	Position	Comments
SB 9 Introduced: 12/1/2014 pdf html	Beall D (Dist 15)	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program. Would, under the Greenhouse Gas Reduction Fund, modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. It allows for multi-year funding commitments for a project and authorizes the California Transportation Commission to approve a Letter of No Prejudice, allowing sponsors to spend local funds on an authorized project for subsequent reimbursement. This bill contains other existing laws.	Senate Environmental Quality	Watch	This bill would alter the focus for Rail and Transit Cap and Trade funds to only address large-scale transit projects that promote a direct connection to the state's High Speed Rail System. Guidelines for expanding the first \$25 million in this category were recently finalized. This was followed by a competitive call for projects by the State Transportation Agency. SFMTA is targeting this program to payback funds committed by MTC to its LRV procurement contract option for 40 expansion LRVs.
SB 16 Amended: 3 /2/2015 pdf html	Beall D (Dist 15)	Department of Transportation: budgetary cost-savings plan. Would require the Department of Transportation, by April 1, 2016, and as part of its budget for the 2016-17 fiscal year, to prepare a plan to identify up to \$200,000,000 annually in cost savings from its budget, and to submit the plan to the appropriate policy committees of the Senate and the Assembly. This bill contains other existing laws.	Senate Rules	Watch	The author is seeking to compel Caltrans to adopt more program efficiencies and then direct the resulting savings into road repair and litter control.
SB 34 Introduced: 12/1/2014 pdf html	Hill D (Dist 13)	Automated license plate recognition (ALPR) systems: use of data. Would impose specified requirements on an ALPR operator as defined, including, among others, ensuring that the information the ALPR operator collects is protected with certain safeguards, and implementing and maintaining specified security procedures and a usage and privacy policy with respect to that information.	Senate Transportation and Housing	Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.

San Francisco County Transportation Authority

March 2015

Bill #	Author	Description	Status	Position	Comments
SB 39 Introduced: 12/1/2014 pdf html	Pavley D (Dist 27)	Vehicles: high-occupancy vehicle (HOV) lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for HOVs. This bill would increase the number of those identifiers that the Department of Motor Vehicles is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Senate Transportation and Housing	Oppose	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000.
SB 45 Introduced: 12/12/2014 pdf html	Mendoza D (Dist 32)	Economic development. Current law provides for various economic development programs throughout the state that foster community sustainability and community and economic development. Current law also authorizes local agencies to finance the purchase, construction, expansion, improvement, or rehabilitation of certain types of facilities. This bill would state the intent of the Legislature to enact legislation that would authorize local governmental entities to use tax increment financing for the development of economic planning, infrastructure, and educational facilities.	Senate Rules	New - Recommend Watch	This spot bill is intended to provide tax increment authority for economic development purposes and infrastructure.
SB 59 Introduced: 12/19/2014 pdf html	Knight R (Dist 0)	Vehicles: high-occupancy vehicle (HOV) lanes. Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for HOVs. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules	Watch	This spot bill amends the core statute that provides authority for exclusive HOV lanes. The author has since assumed his congressional seat and there is no clear understanding of what plans may be in store for this bill.
SB 154 Introduced: 2/2/2015 pdf html	Huff R (Dist 29)	California Environmental Quality Act (CEQA). CEQA requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report, as defined, on a project that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would make technical, nonsubstantive changes to the definition of "environmental impact report."	Senate Rules	New - Recommend Watch	This is a CEQA spot bill.

San Francisco County Transportation Authority
March 2015

Bill #	Author	Description	Status	Position	Comments
SB 158 Introduced: 2/3/2015 pdf html	Huff R (Dist 29)	Transportation projects: comprehensive development lease agreements. Current law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would delete obsolete cross-references and make technical changes to these provisions.	Senate Rules	Watch	This spot bill addresses the public private partnership law. However, it is intended to be amended to apply solely to the 710 N project in LA county.
SB 166 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Environmental Quality Act (CEQA). CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to those provisions. This bill contains other existing laws.	Senate Rules	New - Recommend Watch	CEQA spot bill.
SB 167 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006. The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would make nonsubstantive changes to these provisions. This bill contains other existing laws.	Senate Rules	New - Recommend Watch	Spot bill that addresses AB 32 regulatory process.
SB 192 Introduced: 2/10/2015 pdf html	Liu D (Dist 25)	Bicycles: helmets. Would require every person, regardless of age, to wear a bicycle helmet when operating a bicycle, riding on a bicycle as a passenger, or riding in a trailer towed by a bicycle. The bill would also require a person engaged in these activities in the darkness to wear reflective high-visibility safety apparel, as specified. Because a violation of this requirement would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	New - Recommend Watch	The bill mandates that all bicycle riders and passengers – regardless of age, wear helmets and, at night to also wear reflective safety apparel.

San Francisco County Transportation Authority

March 2015

Bill #	Author	Description	Status	Position	Comments
SB 321 Introduced: 2/23/2015 pdf html	Beall D (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, require the State Board of Equalization, on or before July 1, 2015, or 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 average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality.	Senate Print	New - Recommend 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 491 Introduced: 2/26/2015 pdf html	Committee on Transportation and Housing	Transportation: omnibus bill. Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.	Senate Print	New - Recommend Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
SB 516 Introduced: 2/26/2015 pdf html	Fuller R (Dist 16)	Transportation: motorist aid services. Current law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. This bill would instead require that those moneys be used for service expenses associated with the implementation, maintenance, and operations of a motorist aid system.	Senate Print	New - Recommend Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.

San Francisco County Transportation Authority
March 2015

Bill #	Author	Description	Status	Position	Comments
SB 564 Introduced: 2/26/2015 pdf html	Cannella R (Dist 12)	Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Senate Print	New - Recommend Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.
SB 595 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.	Senate Print	New - Recommend Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.
SB 632 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour 24 hours a day. This bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway, with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,320 feet from a school building or grounds thereof.	Senate Print	New - Recommend Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.

San Francisco County Transportation Authority

March 2015

Bill #	Author	Description	Status	Position	Comments
SB 698 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Active Transportation Program: school zone safety projects. Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.	Senate Print	New - Recommend Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade, specifically for school zone safety projects.
SB 782 Introduced: 2/27/2015 pdf html	Allen D (Dist 26)	State highways: relinquishment. Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.	Senate Print	New - Recommend Watch	This is a spot bill that is intended to streamline state highway relinquishments.

Total Measures: 69

Total Tracking Forms: 69

Attachment:

1. Trailer Bill Language – Highway Tolling

Trailer Bill Language – Highway Tolling

SECTION 1. Section 14106 in the Government Code is amended to read:

14106. (a) Any toll revenues generated from a priced managed lane on the state highway system ~~that is administered by a local agency~~ shall be expended only within the respective corridor in which the managed lane is located.

(b) “Priced Managed ~~managed~~ lane” means either of the following:

(1) A high-occupancy toll lane, which is a dedicated lane that is free for vehicles carrying a minimum number of occupants, but which allows vehicles containing less than the minimum number of occupants to use the lane upon payment of a toll.

(2) An express toll lane, which is a dedicated lane that requires all vehicles to pay a toll in order to use the lane, but may provide for vehicles carrying a minimum number of occupants to pay a discounted toll.

(c) “Corridor” has the meaning provided in Section 30905.1 of the Streets and Highways Code.

SECTION 2. Article 5 is added to Chapter 3 of Division 17 of the Streets and Highways Code, to read:

30905. (a) The Legislature finds and declares that:

(1) The development, improvement, expansion, and maintenance of an efficient, safe, and well-maintained system of roads, highways, and other transportation facilities is essential to the economic well-being and high quality of life of the people of this state.

(2) The state’s transportation system has not kept pace with the state’s growing population.

(3) High-occupancy toll lanes, express toll lanes, and toll roads provide an opportunity to more effectively manage the state’s highways in order to increase passenger throughput and to reduce delays for freight shipments and travelers, especially those traveling by carpool, vanpool, and bus.

(b) The Legislature intends for public sources of revenue, including federal funding, to be leveraged to meet growing transportation needs.

(c) The Legislature intends for highway tolling to be employed when it can be demonstrated to optimize the performance of the transportation system, contribute a significant portion of the cost of a project that cannot be funded solely with existing sources, provide additional funding for ongoing maintenance and repairs, or improve travel reliability on a transportation corridor.

(d) The Legislature intends for highway tolling, in all cases, to be fairly and equitably applied in the context of the statewide transportation system and not have significant adverse impacts through the diversion of traffic to other routes that cannot otherwise be reasonably mitigated.

30905.1. Unless the provision or context otherwise requires, these definitions shall govern the construction of this article:

(a) “Toll facility” includes high occupancy toll lanes, express toll lanes, and toll roads.

(b) “High occupancy toll lane” has the meaning provided in Section 14106 of the Government Code.

(c) “Express toll lane” has the meaning provided in Section 14106 of the Government Code.

(d) “Toll road” means a highway for which a toll is charged for its use.

(e) Notwithstanding Section 143, “regional transportation agency” means any of the following:

(1) A transportation planning agency described in Section 29532 or 29532.1 of the Government Code.

(2) A county transportation commission established under Section 130050, 130050.1, or 130050.2 of the Public Utilities Code.

(3) Any other local or regional transportation entity that is designated by statute as a regional transportation agency.

(4) A joint exercise of powers authority established pursuant to Chapter 5 (commencing with Section 6500) of Division 7 of Title 1 of the Government Code, with the consent of a transportation planning agency or a county transportation commission for the jurisdiction in which the transportation project will be developed.

(f) "Toll facility operator" means the public entity authorized to collect tolls by the commission pursuant to Section 30905.2.

(g) "Corridor" means the state highway or highways, where tolls could be collected, that serve motorists or freight movement and includes other transportation systems and facilities that affect the travel performance of, reliability of, or access to those highways or provide another mode of transportation on or within the vicinity of those highways.

30905.2. (a) (1) Notwithstanding Sections 149 and 30800, the commission may authorize the department or a regional transportation agency in cooperation with the department to develop and operate toll facilities on the state highway system and establish and collect the tolls on those facilities.

(2) The department may enter into agreements with regional transportation agencies for the purposes of developing, maintaining, repairing, rehabilitating, improving, reconstructing, and operating toll facilities on the state highway system. Any such agreement shall identify the respective obligations and liabilities, including legal liability related to the construction and operation of the toll facility, of the department and the regional transportation agency, and shall, at a minimum, define the initial term, options for extension of the term, assign responsibilities relating to the development, maintenance, repair, improvement, construction, reconstruction and operation of the facility; and the condition of the facility at the end of the term.

(b) A toll facility operator may contract with another entity for the collection of tolls.

(c) A toll facility operator shall enter into an agreement with the California Highway Patrol regarding the enforcement of those toll facilities.

(d) Agreements developed pursuant to this section shall provide for reimbursement of state agencies for all costs incurred in connection with the development, maintenance, repair, rehabilitation, and operation of a toll facility.

(f) A toll facility operator may include discounts and premiums to encourage efficient use of toll facilities and reduction of congestion and emission of greenhouse gases and criteria pollutants.

(g) A toll facility operator may require any vehicle to have an electronic toll collection transponder or other electronic device for enforcement or tolling purposes.

30905.3. (a) Projects proposed pursuant to this article are subject to review and approval by the commission. For each eligible project, the commission shall conduct at least one public hearing before approving the project.

(b) The commission shall develop eligibility criteria for projects to be approved pursuant to this article. These eligibility criteria must include, at a minimum, the following:

(1) The project is contained in the constrained portion of a conforming regional transportation plan prepared pursuant to Section 65080 of the Government Code. For purposes of this section, a regional transportation plan must be consistent with greenhouse gas reduction targets assigned by the State Air Resources Board, pursuant to Division 25.5 (commencing with Section 35800) of the Health and Safety Code.

(2) The project is technically feasible.

(3) The project is financially feasible and the project's initial expenditure plan pursuant to Section 30905.4 fully funds all expenses specified in paragraphs (1) through (3) of subdivision (b) of Section 30905.4.

(4) Performance measures have been developed for the project.

(5) The proposed toll facility operator demonstrates how it has considered social equity, transit and active modes of transportation in the corridor. This section may not be construed to require that toll revenues be used to finance the enhancement of transit or active modes of transportation in the project corridor.

30905.4. The department and the appropriate regional transportation agency shall develop a multiyear expenditure plan for the use of toll revenue within each tolled corridor. This expenditure plan shall cover a period of either ten years or the full term of any and all financing used to construct or repair any portion of the project, whichever is longer. This plan shall be updated annually.

(a) (1) For a toll facility operated by a regional transportation agency, the governing board of the regional transportation agency shall review and adopt the expenditure plan and each update.

(2) For a toll facility operated by the department, the commission shall review and adopt the expenditure plan and each update.

(3) An expenditure plan and each update must be made available for public review and comment for not less than 30 days prior to adoption.

(4) The expenditure plan must include a funding plan for all expenses specified in paragraphs (1) through (3) of subdivision (b).

(b) Toll revenues collected pursuant to this article must be used for:

(1) Where debt is issued to construct or repair any portion of the facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility.

(2) Subject to any project financing obligations, direct expenses related to the development, maintenance, administration, repair, rehabilitation, improvement, reconstruction and operation, including collection and enforcement of the toll facility, and reserves for these purposes. These include reimbursements required under any agreements entered into pursuant to Section 30905.2.

(3) Reserves for the purposes specified in paragraphs (1) and (2).

(c) Subject to any project financing obligations, any revenue remaining after fulfilling the obligations specified in subdivision (b) must be used for projects that maintain or improve the safety, operation, or travel reliability of any transportation mode in the corridor in which the tolls were collected, or provide or improve travel options in the corridor in which the tolls were collected.

(d) (1) For any project under this article involving the conversion of an existing high-occupancy vehicle lane to a high-occupancy toll lane, the project must at a minimum result in a net benefit to the system including:

(A) Expanded efficiency of the corridor in terms of travel time reliability, person throughput, or other efficiency benefit. .

(B) Payments toward the operations and maintenance of the toll facility.

(C) If excess revenue exists, consideration of payments toward maintenance of the existing roadway.

(2) For any construction of a new toll lane or toll road undertaken by the department, tolls must be sufficient to pay all operations and maintenance costs of the new toll lanes. The department shall demonstrate in its first expenditure plan for the toll facility that tolls are sufficient to pay for all operations and maintenance costs over the first 10 years of the operations, and for the life of the expenditure plan, if it exceeds 10 years.

(3) For any project operated by a regional transportation agency, the toll facility operator, in its annual expenditure plan for the facility, shall demonstrate there are sufficient funds to pay for operations and maintenance costs.

30905.5. The Highway Toll Account is hereby created in the State Transportation Fund for the management of funds received by the department for toll facilities operated by the department and authorized pursuant to this article. Notwithstanding Section 13340 of the Government Code, moneys in the Highway Toll Account designated and necessary for the payment of any debt service associated with the project shall be continuously appropriated without regard to fiscal year to the department for the purposes described in paragraph (1) of subdivision (b) of Section 30905.4. All other moneys deposited in the fund that are derived from premium and accrued interest on bonds sold pursuant to this division shall be reserved in the fund and shall be available as specified in Section 30905.4. Pursuant to Chapter 4 (commencing with Section 16720) of Part 3 of Division 4 of Title 2 of the Government Code, the cost of bond issuance shall be paid out of the bond proceeds, including premium, if any.

30905.6. Nothing in this article prevents the department or any transportation agency from constructing a facility that competes with a toll facility approved by the commission pursuant to this article, and a toll facility operator is not entitled to compensation for adverse effects on toll revenue due to a competing facility.

30905.7. (a) A regional transportation agency sponsoring a toll facility, the California Infrastructure and Economic Development Bank, or for toll facilities operated by the department, the State Treasurer, may issue bonds, refunding bonds, or bond anticipation notes, at any time, to finance development, construction or reconstruction, expenditures related to construction or reconstruction, or market-required reserves for toll facility projects approved pursuant to this article, and for the development, construction or reconstruction, and related expenditures that are included in the expenditure plan adopted pursuant to Section 30905.5, payable solely from toll revenue and ancillary revenue generated by the respective facilities.

(b) Any bond issued pursuant to this subdivision shall contain on its face a statement to the following effect:

“Neither the full faith and credit nor the taxing power of the State of California is pledged to the payment of principal of, or the interest on, this bond.”

(c) This section 30905.7(c) shall be deemed to provide all necessary state law authority for purposes of Government Code section 63024.5



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Memorandum

Date: 03.03.15 **RE:** Finance Committee
March 10, 2015

To: Finance Committee: Commissioners Avalos (Chair), Mar (Vice Chair), Campos, Cohen, Kim and Wiener (Ex Officio)

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Amendment of the Adopted Fiscal Year 2014/15 Budget to Increase Revenues by \$2,959,881 and Decrease Expenditures by \$29,750,654 for a Total Net Increase in Fund Balance of \$32,710,535

Summary

Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2014, through Resolution 14-74, the Transportation Authority adopted the Fiscal Year (FY) 2014/15 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2014/15 Budget. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2014/15 Budget be amended as shown in Attachment A. **We are seeking a recommendation to amend the adopted FY 2014/15 budget to increase revenues by \$2,959,881 and decrease expenditures by \$29,750,654 for a total net increase in fund balance of \$32,710,535.**

BACKGROUND

In June 2014, through approval of Resolution 14-74, the Transportation Authority adopted the Fiscal Year (FY) 2014/15 Annual Budget and Work Program. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous year. The budget revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original budget approval, and adjust for unforeseen expenditures. Also at that time, revenue projections and expenditure line items are revised to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

DISCUSSION

The purpose of this memorandum is to brief the Finance Committee on the proposed FY 2014/15 budget revisions and to seek a recommendation to amend the adopted budget. The budget revision reflects an increase of \$2,959,881 in revenues and decrease of \$29,750,654 in expenditures for a total net increase of \$32,710,535 in fund balance. Below is a narrative for the proposed revisions. The detailed proposed budget revisions by line item are included in Table 1 on page 2. The effect of the amendment on the adopted FY 2014/15 Budget (in the aggregate line item format specified in the

Transportation Authority's Fiscal Policy) is shown in Attachments A and B.

Table 1

	Adopted Budget FY 2014/15	Proposed Amendment Increase/(Decrease)	Proposed Amended Budget FY 2014/15
Revenues:			
Sales Tax Revenues	\$ 91,826,191	\$ 6,996,809	\$ 98,823,000
Interest Income	392,006	(45,816)	346,190
Federal/State/Regional Revenues			
Federal CMAQ Program: eFleet Carsharing Electrified	417,575	479,023	896,598
Federal Highway Bridge Program - I-80/YBI Ramps Interchange Improvement Project	37,493,049	(6,517,869)	30,975,180
Federal Highway Bridge Program - YBI Bridge Structures	2,537,712	(215,127)	2,322,585
Federal Small Smart Funds (from SFMTA): Van Ness Avenue Bus Rapid Transit	31,339	176,820	208,159
Federal Strategic Highway Research Program	-	61,975	61,975
Federal Treasure Island Mobility Management Priority Development	127,817	348,183	476,000
State Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	4,857,622	(868,201)	3,989,421
Regional MTC - Presidio Parkway (ABI 171)	-	1,408,129	1,408,129
Regional San Francisco (OCII) - Folsom Street Ramps	2,708,737	583,377	3,292,114
Regional San Francisco (OEWD) - Late Night Transportation	-	40,000	40,000
Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance	-	200,000	200,000
Regional San Francisco (SFPUC) - 19th Avenue City-Combined Project	-	160,000	160,000
Other Program Revenues	8,689,296	157,181	8,846,477
Other Revenues	5,675,220	(4,603)	5,670,617
Total Increase in Revenues	\$ 154,756,564	\$ 2,959,881	\$ 157,716,445
Expenditures:			
Capital Project Costs			
<i>Individual Project Grants, Programs & Initiatives</i>			
Prop K	\$ 150,000,000	\$ (25,000,000)	\$ 125,000,000
TFCA	809,871	173,185	983,056
Vehicle Registration Fee	10,458,813	-	10,458,813
<i>Subtotal Individual Project Grants, Programs & Initiatives</i>	<u>161,268,684</u>	<u>(24,826,815)</u>	<u>136,441,869</u>
<i>Technical Professional Services</i>			
eFleet Carsharing Electrified	421,851	484,619	906,470
I-80/YBI Ramps Improvement Project	42,246,494	(7,324,062)	34,922,432
YBI Bridge Structures	2,830,000	(234,564)	2,595,436
Van Ness Avenue Bus Rapid Transit	132,500	169,731	302,231
Strategic Highway Research Program	-	42,900	42,900
Treasure Island Mobility Management Agency	329,000	116,229	445,229
Folsom Street Ramps	2,530,000	583,377	3,113,377
Late Night Transportation	-	25,650	25,650
19th Avenue City-Combined Project	170,021	273,093	443,114
San Francisco Transportation Plan Update	-	24,375	24,375
Freeway Corridor Management Study	-	70,980	70,980
Transit Core Capacity Study	-	90,000	90,000
Other Technical Professional Services	4,564,409	179,129	4,743,538
<i>Subtotal Technical Professional Services</i>	<u>53,224,275</u>	<u>(5,498,543)</u>	<u>47,725,732</u>
<i>Subtotal Capital Project Costs</i>	<u>214,492,959</u>	<u>(30,325,358)</u>	<u>184,167,601</u>
Administrative Operating Costs			
Personnel Expenditures	5,975,770	574,704	6,550,474
Non-personnel Expenditures	3,180,230	-	3,180,230
<i>Subtotal Administrative Operating Costs</i>	<u>9,156,000</u>	<u>574,704</u>	<u>9,730,704</u>
Debt Service	1,786,600	-	1,786,600
Total Decrease in Expenditures	\$ 225,435,559	\$ (29,750,654)	\$ 195,684,905

Prop K Sales Tax Revenues: The budgeted revenues for Sales Tax programs are from a voter-approved levy of 0.5% sales tax in the county of San Francisco for transportation projects and programs included in the voter-approved Expenditure Plan. The Prop K Sales Tax Revenue's Expenditure Plan includes investments in four major categories: 1) Transit; 2) Streets and Traffic Safety; 3) Paratransit services for seniors and disabled people and 4) Transportation System Management/Strategic Initiatives. The Transportation Authority's adopted FY 2014/15 budget included anticipated sales tax revenues of \$91.8 million. Based on FY 2014/15 sales tax revenues earned through December 2014 of \$49.6 million, the Transportation Authority projects sales tax revenues to increase compared to the budgeted revenues for FY 2014/15 by \$7 million, as shown on Table 1. This projection is aligned with the San Francisco Controller's Office's projection that FY 2014/15 sales tax revenues will increase by 5% as compared to the actual revenues earned in FY 2013/14. The sales tax revenue projection is net of the Board of Equalization's charges for the collection of the tax.

Interest Income: Most of the Transportation Authority's investable assets are deposited in the City's Treasury Pool. Based on direction from the Treasurer's Office, the Transportation Authority's adopted FY 2014/15 budget assumed to earn approximately 0.5% during the year for deposits in the Pooled Investment Fund with an average sales tax fund budgeted cash balance of approximately \$77 million during the year. The level of Transportation Authority deposits held in the pool during the year depends on the Prop K capital project reimbursement requests. The budgeted cash balance consists largely of allocated Prop K funds, which are invested until invoices are received and sponsors are reimbursed. Interest income earned through December 2014 was \$170,116, due to a lower average sales tax fund cash balance. This amendment decreases Interest Income by \$45,816 for FY 2014/15 activity, as shown on Table 1.

eFleet Carsharing Electrified Project: The Transportation Authority serves as a fiscal agent to support City CarShare. In October 2010, the Metropolitan Transportation Commission (MTC) awarded \$1.7 million in federal Congestion Mitigation and Air Quality Improvement Program funds to the Transportation Authority for this project. In December 2011 and August 2012, the Transportation Authority received authorization from the California Department of Transportation (Caltrans) to spend \$1.7 million on the project. Required local match funds are reimbursed to the Transportation Authority by City CarShare. We anticipate higher expenditures in FY 2014/15 due to project delays associated with federal procurement processes from the previous fiscal year. We obtained approvals from MTC and Caltrans recently to use federal funds to buy electric vehicles instead of electric vehicle charging stations to streamline the federal process. City CarShare anticipates completing the project by June 2016. This amendment increases Federal Revenues by \$479,023 and Capital Project Expenditures by \$484,619 for FY 2014/15 activity, as shown on Table 1.

Interstate 80/Verba Buena Island (YBI) Interchange Improvement Project: We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/YBI Ramps Improvement Project and YBI Bridge Structures (collectively known as the I-80/YBI Interchange Improvement Project). In July 2013, Caltrans approved a \$77.5-million construction phase funding request, consisting of a combination of Federal Highway Bridge Program and State Proposition 1B Seismic Retrofit funds. Construction activities for the I-80/YBI Ramps Improvement Project began in February 2014 and are slightly slower than anticipated due to delays in tree removal and foundation construction work caused by early nesting of birds in the unusually dry, warm weather last winter season. In addition, the original budget assumed use of more contingency funds in this fiscal year than anticipated. We still anticipate construction for the project will be completed by August 2016. Due to the delay of additional federal funding, a portion of this year's project activities for the YBI Bridge Structures will be deferred to FY 2015/16. This amendment decreases Federal Revenues by \$6,732,996,

decreases State Revenues by \$868,201 and decreases Capital Project Expenditures by \$7,558,626 for FY 2014/15 activity, as shown on Table 1.

Van Ness Avenue Bus Rapid Transit (BRT) Project: In 2010, the San Francisco Municipal Transportation Agency (SFMTA) designated a Project Manager for the project who would subsequently assumed responsibility for leading the engineering designs and development of the associated Conceptual Engineering Report, with support from San Francisco Public Works. In November 2012, the SFMTA Transit Capital Committee approved the use of \$1,486,000 of the Federal Transit Administration (FTA) Small Starts funds for the environmental and advanced conceptual engineering phase of the project in order to preserve Prop K funds to match FTA Small Starts funds in future phases of the project. In December 2012, through Resolution 13-20, the Board approved amending the Memorandum of Agreement (MOA) with SFMTA to provide an additional \$208,962 in appropriated Prop K funds to the SFMTA and accept \$434,531 in FTA Small Starts Funds from the SFMTA to complete the environmental phase of the project and both agencies finalized the transition plan for the project. Due to the delay of MOA negotiations, a portion of the revenue reimbursements have been deferred to FY 2014/15. This amendment increases Federal Revenues by \$176,820 and Capital Project Expenditures by \$169,731, as shown on Table 1.

Strategic Highway Research Program Transit Passenger Simulation: In Fall 2014, the Federal Highway Administration (FHWA) awarded the Transportation Authority (as part of a three-agency consortium) a \$700,000, 24-month grant to implement applied research on transit passenger simulation in a real-world planning environment. At the conclusion of this grant, San Francisco will have a more robust set of tools with which to analyze transit crowding and transit reliability. While a large tranche of the work will be completed in-house, technical professional services are needed for project management among the three agencies, and planning expertise. This amendment increases Federal Revenues by \$61,975, increases Capital Project Expenditures by \$42,900 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to Congestion Management Agency (CMA) Programs by \$19,075 for FY 2014/15 activity, as shown on Table 1.

Treasure Island Mobility Management Agency (TIMMA): On April 1, 2014, through Resolution No. 110-14, the San Francisco Board of Supervisors designated the Transportation Authority as the TIMMA for San Francisco to oversee the implementation of the Treasure Island Transportation Implementation Plan in accordance with the Treasure Island Transportation Management Act (AB 981), which includes congestion pricing and travel demand management on Treasure Island. Work to date has included the near completion of the policy and financial analysis of the congestion pricing program, drafting of TIMMA agency formation plans, and collaboration with partner agencies on operating agreements. The scope of work for FY 2014/15 focuses on completing the policy and financial analyses, ongoing governance and outreach activities, and beginning the system manager engineering phase of work. Tasks include: developing agency partnership agreements; recommending toll policies; developing cost estimates and a financial profile of the program; preparing the Concept of Operations system engineering document; and continued agency and public stakeholder involvement. TIMMA program revenues for FY 2014/15 include federal grant funds from FHWA and the MTC and local funds from TIDA. Since MTC grant conditions requires reimbursement to be requested only upon the completion of grant deliverables, revenue reimbursements incurred through June 30, 2014 have been deferred to FY 2014/15. In addition, on October 21, 2014, through Resolution 15-13, the Transportation Authority Board appropriated \$150,000 in Prop K funds for the TIMMA Program. This amendment increases Federal Revenues by \$348,183 and increases Capital Project Expenditures by \$116,229 for FY 2014/15 activity, as shown on Table 1.

Presidio Parkway Project: Construction of the Presidio Parkway is organized into two phases, with Phase I being delivered under a traditional design-bid-build process and Phase II under a public-private partnership agreement. The project has a very complicated funding plan comprised of more than 15 different federal, state, regional, and local sources. In November 2009, MTC awarded \$80 million in AB1171 regional bridge tolls to the Transportation Authority for expenses related to Phase I construction, which was completed in the spring of 2012. Total expenditures for this effort were recognized in FY 2011/12. Due to the delay of complete invoice submittals, revenue reimbursements for Phase I construction costs of \$1,408,129 incurred by Caltrans through June 30, 2012 has been deferred to FY 2014/15. The overall project budget has not changed. This amendment increases Regional Revenues by \$1,408,129 for FY 2014/15 activity, as shown on Table 1.

Construction activities for the Presidio Parkway Project Phase II are currently anticipated to be substantially completed by September 2015. Caltrans will provide a one-time milestone payment upon substantial completion of construction and will continue to make quarterly availability payments to the developer, Golden Link Concessionaire, LLC. Transportation Authority responsibilities include arranging for and serving as aggregator of all local funds for the milestone payment, including \$75 million from the Golden Gate Bridge, Highway and Transportation District (Bridge District) and \$20.3 million of Prop K funds. Based on the funding agreement between the Bridge District and the Transportation Authority, the Bridge District shall pay the Transportation Authority no later than 75 days prior to the substantial completion date. Prop K funds will be requested through a separate appropriation request. Should the project advance faster than currently anticipated, triggering a milestone payment prior to June 30, 2015, this would result in a significant increase in both Regional Revenues and Capital Project Expenditures which would be reflected in a second mid-year budget amendment.

Folsom Street Off-Ramp Realignment Project: In August 2013, the Office of Community Investment and Infrastructure (OCII), as the Successor Agency to the San Francisco Redevelopment Agency, requested that the Transportation Authority be the lead agency in the implementation of the project and will fully reimburse the Transportation Authority for project management, administrative, construction management, and construction services, collectively referred to as the construction phase. The Folsom Street off-ramp provides a San Francisco exit from the Bay Bridge, currently touching down at Folsom and Fremont Streets. The OCII has an agreement with Caltrans to realign the ramp to provide for a more functional intersection consistent with the area's redevelopment plan. Construction activities began in September 2014 and are anticipated to be completed by May 2015. On February 17, 2015, the OCII Board approved an amendment to the MOA to fully reimburse the Transportation Authority for a total not to exceed \$3,479,541 for additional construction and construction support expenditures. The proposed budget amendment increases Regional Revenues by \$583,377 and Capital Projects Expenditures by \$583,377 for FY 2014/15 activity, as shown on Table 1.

All construction projects typically incur change orders due to site conditions differing from those anticipated during design. Chemical and material tests of excavated materials are required prior to transporting the materials off-site. The two stockpiles of materials excavated when the old ramp was demolished have test positive for contamination: one with oil contamination and another with lead contamination. Preliminary tests of material not yet excavated also suggest another pocket of lead contamination. The oil-contaminated material will be hauled off-site to an appropriate landfill and costs have been included in the current budget amendment. The disposition of the lead-contaminated material, including cost and time impacts, is still being discussed with OCII and Caltrans staff. This will likely result in another increase in both Regional Revenues and Capital Project Expenditures and will be reflected in a second mid-year budget amendment, if necessary.

Late Night Transportation: At the urging of the Board of Supervisors, the Office of Economic and Workforce Development (OEWD) and the City's Entertainment Commission formed a Late Night Transportation Working Group to create a Late Night Integrated Transportation Plan to improve late night transportation options for San Francisco residents, workers, and visitors. Through an MOA with OEWD, OEWD provides funding to the Transportation Authority for project management and consulting services to support the Late Night Transportation Working Group led by OEWD and the Entertainment Commission. This amendment increases Regional Revenues by \$40,000, increases Capital Projects Expenditures by \$25,650, and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$14,350 for FY 2014/15 activity, as shown on Table 1.

Travel Demand Modeling Assistance: The Transportation Authority maintains the "SF-CHAMP" San Francisco Travel Demand Forecasting Model, which is the official transportation modeling tool for San Francisco and is certified as compliant with the Regional Transportation Plan by the MTC. The SFMTA and Planning Department frequently requests travel demand projects from SF-CHAMP to evaluate the impacts for various City projects. The SFMTA and the Planning Department agreed to provide funding of up to \$100,000 each to the Transportation Authority for the care, maintenance and updates of SF-CHAMP, in order to implement new relevant features, reporting tools and up-to-date assumptions about travel behavior. All project expenditures were included in the Transportation Authority's adopted FY 2014/15 budget. This amendment increases Regional Revenues by \$200,000, as shown on Table 1.

19th Avenue City-Combined Project: The SFMTA, as part of its Transit Effectiveness Project, proposes to construct corner bulb-outs at 21 intersections along the 19th Avenue corridor between Lincoln Way and Junipero Serra Boulevard. In addition, the SFMTA will replace the light rail track in 19th Avenue at Rossmoor Drive to maintain a state of good repair. The San Francisco Public Utilities Commission (SFPUC) proposes to replace and/or add water distribution lines; and to inspect, repair and/or replace sewer mains and laterals within or crossing 19th Avenue between Lincoln Way and Eucalyptus Drive. The SFMTA and SFPUC work along the 19th Avenue corridor between Lincoln Way and Junipero Serra Boulevard will be combined into one City project referred to as the 19th Avenue City Combined Project (Project). Since 19th Avenue and Park Presidio Boulevard together comprises U.S. Highway 1 through the City, which is owned by Caltrans, Caltrans must review and approve the design of all improvements to these streets. The Transportation Authority will complete the project approval documents required by Caltrans in accordance with Caltrans standards, including a Project Study Report/Project Report, in order to prepare the Project for the final engineering design phase. The SFPUC has agreed to contribute to the Transportation Authority for the preparation of the project approval documents required by Caltrans. The Project is also funded by a \$717,000 Prop K appropriation, previously approved through Resolution 09-57. This amendment increases Regional Revenues by \$160,000 and Capital Projects Expenditures by \$273,093 for FY 2014/15 activity, as shown on Table 1.

Prop K Project Grants, Programs & Initiatives: Our estimated FY 2014/15 capital expenditures for Prop K project grants, programs and initiatives was based on sponsor input and analyses leading to adoption of the 2014 Strategic Plan in September 2014, the 2014 5-Year Prioritization Program updates, and a review of current project delivery and reimbursement rates. We recommend revising this estimate down from \$150 million to \$125 million, a \$25 million decrease, as shown on Table 2. Just over a dozen of the largest Prop K projects accounted for over 80% of anticipated Prop K Expenditures in the adopted budget. Most of the proposed capital expenditure decrease can be attributed to delays in the SFMTA's Radio Replacement Project (one of the largest Prop K allocations) and a suite of related Central Control and Communications Projects which have schedules that are dependent upon the Radio Replacement Project. The design build contract for the Radio Replacement Project links payments to

delivery milestones; thus, SFMTA has indicated that an anticipated milestone payment of over \$20 million in FY 2014/15 have been pushed out reducing this year's expenditures to an estimated \$3 million. The recommended \$25 million decrease in capital expenditures also reflects sponsors' practice of billing other sources (e.g. bonds, federal funds) first, a handful of de-obligations as projects close out, and project delays often associated with coordination with other agencies (e.g. complete streets coordination).

Transportation Fund for Clean Air (TFCA) Program Expenditures: Through the TFCA program, the Transportation Authority recommends projects that improve air quality by reducing motor vehicle emissions. The TFCA capital program includes new FY 2014/15 projects, and carryover prior year projects with multi-year schedules. This amendment increases Capital Project Expenditures by \$173,185 for FY 2014/15 activity, as shown on Table 2. The primary reason for the increase in Capital Project Expenditures is that an additional \$246,239 in TFCA funds were reprogrammed to new projects in FY 2014/15 than had been anticipated. These additional funds were from the cancelled City College Bicycle Route 770 Modification project and de-obligations from completed projects.

San Francisco Transportation Plan (SFTP) Update: In 2013, the Transportation Authority adopted the SFTP that serves as the city's blueprint for transportation system development and investment over the next 30 years. Consistent with newly adopted regional guidelines for development of countywide transportation plans, we initiated the 2017 SFTP Update in 2014 to update the plan to account for changes in mobility conditions since the last plan was adopted (e.g., the proliferation of Transportation Network Companies, significant housing construction, etc.) and to inform the 2017 Regional Transportation Plan (Plan Bay Area) update, which is now underway. The SFTP Update will identify key transportation needs through an analysis of future trends, and aligns these needs with projected available funding, as well as potential new revenues. The SFTP Update will include background papers and studies (land use, revenue, institutional, etc.) and strategic policy initiatives to support the investments in the transportation system. Consultant tasks for this project include project management support and technical analysis for needs identification and investment scenarios. This amendment reflects early planning activities, scoping, and coordination work with City partners to develop a project charter for this multi-agency effort. The amendment increases Capital Projects Expenditures by \$24,375 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$109,942 for FY 2014/15 activity, as shown on Table 1.

San Francisco Freeway Corridor Management Study (SF FCMS): SF FCMS is a collaborative effort that builds on recommendations from the 2013 SFTP calling for such a study to help address significant projected increases in travel demand and congestion in the U.S. 101/I-280 corridors. The SF FCMS initiates a planning process to look at ways to increase the operational efficiency and person throughput of San Francisco's freeways by considering technology and signage/striping, as well as converting existing general purpose travel lanes to carpool or transit lanes, and/or managed (express) lanes. It will provide inputs and priorities from San Francisco into parallel freeway management plans at both the regional and state level. This was one of the highest performing projects in Plan Bay Area. The SF FCMS findings will inform the development of the 2017 Plan Bay Area and SFTP updates. Project activities in FY 2014/15 will be funded by Prop K, appropriated through Resolution 15-09. This amendment increases Capital Projects Expenditures by \$70,980 for FY 2014/15 activity, as shown on Table 1.

San Francisco Bay Area Core Capacity Transit Study: The Transportation Authority is partnering with multiple agencies on the San Francisco Bay Area Core Capacity Transit Study led by the MTC. The study was identified as a critical need through analysis conducted as part of Plan Bay Area and the SFTP and will identify short-, medium-, and long-term solutions to increase transit capacity in the Transbay and Muni

Metro corridors. The MTC, the SFMTA, the Bay Area Rapid Transit District, the Alameda Contra Costa Transit District, the Water Emergency Transportation Authority, Caltrain, and the Transportation Authority agreed to partner on the Study under MTC's leadership. The agencies were successful in securing \$1 million in competitive grant funds from the federal Transportation Investment Generating Economic Recovery planning grant program and committed \$1 million in local match for a total budget of \$2 million to pay for consultant costs of the study. The Transportation Authority's contribution to project activities will be funded by Prop K, appropriated through Resolution 15-09. This amendment increases Capital Projects Expenditures by \$90,000 and shifts Administrative Operating (Personnel) Costs from Sales Tax Program to CMA Programs by \$50,000 for FY 2014/15 activity, as shown on Table 1.

Other Technical Professional Services: Other technical professional services need to be updated from the original estimates contained in the adopted FY 2014/15 budget. Additional expenditures anticipated in FY 2014/15 include \$50,000 for the Central Subway Phase III – Initial Study, and \$42,340 for the Chinatown Community-Based Transportation Plan. Project activities will be funded by Prop K appropriations, previously approved by the Transportation Authority Board. This amendment increases Capital Projects Expenditures by \$105,788 for FY 2014/15 activity, as shown on Table 1.

Staff Reorganization Plan: In May 2014, through Resolution 14-80, the Transportation Authority approved a staff reorganization plan to address staff capacity and sustainability issues given ongoing ambitious work programs and Board interest in expanding and enhancing certain aspects of the work program (e.g. communications). The restructuring was not reflected in the adopted budget to allow for time needed to recruit and hire new personnel. The proposed amendment will add five of the eight new full time equivalent positions and two staff promotions. Adoption of the staff reorganization plan did not have immediate budgetary implications because positions are filled dependent upon securing funding. This amendment increases Administrative Operating Expenditures by \$574,704 for FY 2014/15 activity, as shown on Table 1.

We propose that the adopted FY 2014/15 Budget be amended as shown in Attachment A.

ALTERNATIVES

1. Recommend amendment of the adopted FY 2014/15 budget to increase revenues by \$2,959,881, decrease expenditures by \$29,750,654 for a total net increase in fund balance of \$32,710,535, as requested.
2. Recommend amendment of the adopted FY 2014/15 budget to increase revenues by \$2,959,881, decrease expenditures by \$29,750,654 for a total net increase in fund balance of \$32,710,535, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its February 25, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

If approved, the proposed amendment to the FY 2014/15 Budget would add \$2,959,881 in revenues and decrease \$29,750,654 in expenditures for a net increase of \$32,710,535 in fund balance as described

above.

RECOMMENDATION

Recommend amendment of the adopted FY 2014/15 budget to increase revenues by \$2,959,881, decrease expenditures by \$29,750,654 for a total net increase in fund balance of \$32,710,535.

Attachments (2):

- A. Proposed Amended Fiscal Year 2014/15 Budget
- B. Fiscal Year 2014/15 Budget Amendment Line Item Detail



**San Francisco County Transportation Authority
Attachment A
Fiscal Year 2014/15 Budget Amendment**

	Proposed Budget by Fund						Increase/ (Decrease)	Adopted Budget Fiscal Year 2014/15
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Amended Budget Fiscal Year 2014/15		
Revenues:								
Sales Tax Revenues	\$ 98,823,000	\$ -	\$ -	\$ -	\$ -	\$ 98,823,000	\$ 91,826,191	
Vehicle Registration Fee	-	-	-	4,727,718	-	4,727,718	4,727,718	
Interest Income	340,233	-	2,677	3,280	-	346,190	392,006	
Federal/State/Regional Revenues	1,467,048	44,826,656	749,793	-	1,105,423	48,148,920	52,135,429	
Other Revenues	5,636,081	34,536	-	-	-	5,670,617	5,675,220	
Total Revenues	106,266,362	44,861,192	752,470	4,730,998	1,105,423	157,716,445	154,756,564	
Expenditures:								
Capital Projects Costs	130,249,492	42,043,711	983,056	10,458,813	432,529	184,167,601	214,492,959	
Administrative Operating Costs	6,924,839	2,002,589	37,355	286,387	479,534	9,730,704	9,156,000	
Debt Service	1,786,600	-	-	-	-	1,786,600	1,786,600	
Total Expenditures	138,960,931	44,046,300	1,020,411	10,745,200	912,063	195,684,905	225,435,559	
Other Financing Sources (Uses):	1,008,252	(814,892)	-	-	(193,360.00)	-	-	
Net Change in Fund Balance	\$ (31,686,317)	\$ -	\$ (267,941)	\$ (6,014,202)	\$ -	\$ (37,968,460)	\$ (70,678,995)	
Budgetary Fund Balance, as of July 1	\$ (56,173,557)	\$ -	\$ 756,482	\$ 11,025,549	\$ -	\$ (44,391,526)	\$ (104,312,305)	
Budgetary Fund Balance, as of June 30	\$ (87,859,874)	\$ -	\$ 488,541	\$ 5,011,347	\$ -	\$ (82,359,986)	\$ (174,991,300)	



**San Francisco County Transportation Authority
Attachment B
Fiscal Year 2014/15 Budget Amendment
Line Item Detail**

	Proposed Budget Amendment by Fund					Treasure Island Mobility Management Agency Program	Proposed Amended Budget FY 2014/15 Total	Increase (Decrease)	Adopted Budget FY 2014/15 Total
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Registration Fee For Transportation Improvements Program	Vehicle				
Revenues:									
Sales Tax Revenues	\$ 98,823,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 98,823,000	\$ 6,996,809	\$ 91,826,191
Vehicle Registration Fee	-	-	-	4,727,718	-	-	4,727,718	-	4,727,718
Interest Income	340,233	-	2,677	3,280	-	-	346,190	(45,816)	392,006
Federal/State/Regional Revenues									
Federal Congestion Mitigation and Air Quality (CMAQ) Program: eFleet	-	896,598	-	-	-	-	896,598	479,023	417,575
Federal CMAQ Program: Transportation Demand Management Partnership Project	-	191,831	-	-	-	-	191,831	57,739	134,092
Federal FHWA Transit Reliability Research	-	-	-	-	-	-	-	(75,985)	75,985
Federal Geneva-Harney Bus Rapid Transit Feasibility Study	-	205,500	-	-	-	-	205,500	(57,716)	263,216
Federal Highway Bridge Program - Yerba Buena Island Interchange Improvement Project	-	30,975,180	-	-	-	-	30,975,180	(6,517,869)	37,493,049
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	2,322,585	-	-	-	-	2,322,585	(215,127)	2,537,712
Federal San Francisco Parking Pricing and Regulation Study	-	332,209	-	-	-	-	332,209	81,193	251,016
Federal Small Smart Funds (from SFMTA): Van Ness Avenue Bus Rapid Transit	-	208,159	-	-	-	-	208,159	176,820	31,339
Federal Strategic Highway Research Program	-	61,975	-	-	-	-	61,975	61,975	-
Federal Surface Transportation Program 3% Revenue	10,609	955,937	-	-	-	-	966,546	-	966,546
Federal Treasure Island Mobility Management: Priority Development	-	-	-	-	476,000	-	476,000	348,183	127,817
Federal Value Pricing Pilot Program: Treasure Island Mobility	-	-	-	-	329,423	-	329,423	(40,559)	369,982
State Planning, Programming & Monitoring SB45 Funds	-	161,000	-	-	-	-	161,000	-	161,000
State Potrero Hill Community-Based Transportation Plan	-	56,856	-	-	-	-	56,856	(3,218)	60,074
State Seismic Retrofit Proposition 1B - I80 YBI Interchange Improvement Project	-	3,989,421	-	-	-	-	3,989,421	(866,201)	4,857,622
State TCRP Presidio Parkway	48,310	-	-	-	-	-	48,310	48,310	-
Regional Agency (C/CAG, SanTrans) Contributions - Geneva-Harney Bus Rapid Transit	-	-	-	-	-	-	-	(43,579)	43,579
Regional MTC - Chinatown Community-Based Transportation Plan	-	21,000	-	-	-	-	21,000	(30,726)	51,726
Regional MTC - Potrero Hill Community-Based Transportation Plan	-	60,000	-	-	-	-	60,000	23,956	36,044
Regional MTC - Presidio Parkway (AB1171)	1,408,129	-	-	-	-	-	1,408,129	1,408,129	-
Regional MTC - San Francisco Parking Pricing and Regulation Study (MTC)	-	60,000	-	-	-	-	60,000	28,623	31,377
Regional San Francisco (OCII) - Folsom Street Ramps	-	3,292,114	-	-	-	-	3,292,114	583,377	2,708,737
Regional San Francisco (OEWD) - Late Night Transportation	-	40,000	-	-	-	-	40,000	40,000	-
Regional San Francisco (Planning) - Transportation Sustainability Program	-	17,451	-	-	-	-	17,451	-	17,451
Regional San Francisco (Planning) - Travel Demand Modeling Assistance	-	200,000	-	-	-	-	200,000	200,000	-
Regional San Francisco (SFMTA) - 19th Avenue M-Ocean View	-	436,801	-	-	-	-	436,801	31,100	405,701
Regional San Francisco (SFMTA) - Waterfront Transportation Assessment	-	140,368	-	-	-	-	140,368	79,499	60,869
Regional San Francisco (SFUC) - 19th Avenue City-Combined Project	-	160,000	-	-	-	-	160,000	160,000	-
Regional TFCA Match Transportation Demand Management Partnership Project	-	34,419	-	-	-	-	34,419	(1,385)	35,804
Regional (Planning, SFE, SFMTA) - Travel Demand Management Partnership Project	-	7,252	-	-	-	-	7,252	7,252	-
Regional TIDA - Treasure Island Mobility Management Agency	-	-	749,793	-	300,000	-	300,000	50,000	250,000
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	-	-	-	-	749,793	2,677	747,116
Other Revenues									
Local Match: City CarShare eFleet: Carsharing Electrified	-	26,169	-	-	-	-	26,169	5,179	20,990
Private Contributions: 19th Avenue M-Ocean View	-	8,367	-	-	-	-	8,367	(31,633)	40,000
San Francisco Dept. of Environment - Bicycle Racks/Shower Facilities	23,851	-	-	-	-	-	23,851	21,851	2,000
Sublease of Office Space	38,184	-	-	-	-	-	38,184	-	38,184
TIDA Loan Reimbursement - YBI Interchange Improvement Project	5,574,046	-	-	-	-	-	5,574,046	-	5,574,046
Total Revenues	106,266,362	44,861,192	752,470	4,730,998	1,105,423	1,105,423	157,116,445	2,959,881	154,756,564

**San Francisco County Transportation Authority
Attachment B
Fiscal Year 2014/15 Budget Amendment
Line Item Detail**



	Proposed Budget Amendment by Fund							Increase (Decrease)	Adopted Budget FY 2014/15 Total
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Amended Budget FY 2014/15 Total			
Expenditures:									
Capital Project Costs									
Individual Project Grants, Programs & Initiatives	125,000,000	-	983,056	10,458,813	-	-	(24,826,815)	161,268,684	
Technical Professional Services	5,249,492	42,043,711	-	-	432,529	-	(5,498,543)	53,224,275	
Administrative Operating Costs									
Personnel Expenditures									
Salaries	2,745,014	1,146,132	25,330	74,380	319,714	-	286,924	4,023,646	
Fringe Benefits	1,299,902	571,303	12,025	35,309	142,120	-	272,054	1,788,605	
Pay for Performance	179,245	-	-	-	-	-	15,726	163,519	
Non-personnel Expenditures									
Administrative Operations	2,372,278	285,154	-	176,698	17,700	-	-	2,851,830	
Equipment, Furniture & Fixtures	258,000	-	-	-	-	-	-	258,000	
Commissioner-Related Expenses	70,400	-	-	-	-	-	-	70,400	
Debt Service									
Interest and Fiscal Charges	1,786,600	-	-	-	-	-	-	1,786,600	
Total Expenditures	138,960,931	44,046,300	1,020,411	10,745,200	912,063	-	(29,750,654)	225,435,559	
Other Financing Sources (Uses):									
Transfers in - Prop K Match to Grant Funding	1,008,252	-	-	-	-	-	(1,131,778)	2,140,030	
Transfers out - Prop K Match to Grant Funding	-	(814,892)	-	-	(193,360)	-	1,131,778	(2,140,030)	
Total Other Financing Sources (Uses)	1,008,252	(814,892)	-	-	(193,360)	-	-	-	
Net Change in Fund Balance	\$ (31,686,317)	\$ -	\$ (267,941)	\$ (6,014,202)	\$ -	\$ (37,968,460)	\$ 32,710,535	\$ (70,678,995)	
Budgetary Fund Balance, as of July 1	\$ (56,173,557)	\$ -	\$ 756,482	\$ 11,025,549	\$ -	\$ (44,391,526)	N/A	\$ (104,312,305)	
Budgetary Fund Balance, as of June 30	\$ (87,859,874)	\$ -	\$ 488,541	\$ 5,011,347	\$ -	\$ (82,359,986)	N/A	\$ (174,991,300)	

Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency
Fund Reserved for Program and Operating Contingency \$ 9,182,619 \$ - \$ 472,772 \$ - \$ 9,655,391