



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: 11:00 a.m., Tuesday, September 23, 2014
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Avalos (Chair), Wiener (Vice Chair), Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang and Yee

CLERK: Erika Cheng

	Page
1. Roll Call	
2. Approve the Minutes of the July 22, 2014 Meeting – ACTION*	3
3. Chair's Report – INFORMATION	
4. Executive Director's Report – INFORMATION	
 Items from the Finance Committee	
5. Adopt Positions on State Legislation – ACTION*	7
6. Authorize the Executive Director to Execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and Any Amendments Thereto Between the Transportation Authority and the California Department of Transportation for Receipt of Federal and State Funds, including an Agreement for a Partnership Planning Grant to Support the San Francisco Freeway Performance Initiative Study; the Planning, Programming and Monitoring Program; and the Yerba Buena Island Interchange Improvement – ACTION*	27
7. Award a 12-Month Contract to Parsons Brinckerhoff, Inc. in an Amount Not to Exceed \$250,000, for System Engineering Services for the Treasure Island Mobility Management Program and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*	33
 Items from the Plans and Programs Committee	
8. Appoint Brian Larkin to the Citizens Advisory Committee – ACTION*	55
9. Adopt the 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5-Year Prioritization Program (5YPP) and Amend the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs – ACTION*	61

10. Allocate \$2,585,414 in Prop K Funds, with Conditions, and Appropriate \$928,415 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – **ACTION*** 93
11. Adopt the 2014 Prop K Strategic Plan – **ACTION*** 107

Other Items

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

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

13. Public Comment
14. Adjournment

* Additional materials

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, July 22, 2014

1. **Roll Call**

Vice Chair Wiener called the meeting to order at 11:08 a.m. He noted that Chair Avalos was unable this meeting. The following members were:

Present at Roll Call: Commissioners Breed, Chiu, Cohen, Farrell, Kim, Tang, Wiener and Yee (8)

Absent at Roll Call: Commissioners Avalos, Campos and Mar (3)

2. **Approve the Minutes of the June 24, 2014 Meeting – ACTION**

During public comment, Andrew Yip commented on the purpose in life.

The minutes were adopted by the following vote:

Ayes: Commissioners Breed, Chiu, Cohen, Farrell, Kim, Tang, Wiener and Yee (8)

Absent: Commissioners Avalos, Campos and Mar (3)

3. **Chair's Report – INFORMATION**

In the absence of Chair Avalos, Vice Chair Wiener provided the Chair's Report. Vice Chair Wiener thanked the Board of Supervisors for unanimously voting last week to place the \$500 million general obligation bond for transportation on the November ballot. He explained that not only was this funding tremendously important to the City's ability to invest in safety and mobility improvements for all modes of transportation across the city, it would play an important role in leveraging three to five times its value in regional, state and federal funds. He highlighted that for example, next week the Metropolitan Transportation Commission, on which he and Commissioner Campos served, would consider endorsing the Transportation 2030 plan for new local transportation revenues, which included this transportation bond, the restoration of the Vehicle License Fee which they hoped would go to the voters in 2016, and a future half-cent sales tax for transportation. He stated that these regional, state and federal partnerships were essential to making the range and scale of infrastructure investment that was needed to move the city forward.

He also thanked California State Transportation Agency (CalSTA) Secretary Brian Kelly for leading a delegation of CalSTA and California Department of Transportation staff to tour San Francisco's transportation projects last Friday. He said that he was pleased to join with Mayor Lee and Commissioner Mar to receive the Secretary at the Ferry Building to kick off the tour with the history of the removal of The Embarcadero Freeway and its replacement with the multi-modal roadway along the waterfront, followed by a tour of the Transbay Transit Center and Central Subway projects. He stated that the group then continued along

Market Street to learn about the Better Market Street project, carsharing and bikesharing, and the plans for Van Ness Avenue Bus Rapid Transit, before finishing the tour with Octavia Boulevard, the site of 22 former-freeway parcels that would now provide almost 1000 units of housing, almost 50% to be affordable. He commented that these projects represented an amazing group of complex investments that were transforming neighborhoods and the city to become more livable, sustainable and competitive.

Vice Chair Wiener noted that the Board would not meet in August due to the summer recess and the next meeting of the Board was on September 23.

During public comment, Andrew Yip commented on spirituality.

4. **Executive Director's Report – INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

During public comment, Francisco Da Costa said that half of the commissioners present were having separate discussions during this report. He said that when millions in funding were going to be spent and with issues such as congestion, the commissioners needed to pay attention as the representatives of people.

Andrew Yip commented that civilization made progress one step at a time.

Items from the Plans and Programs Committee

5. **Allocate \$5,322,331 in Prop K Funds, with Conditions, and Allocate \$2,210,000 in Prop AA Funds, with Conditions, for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules and Amend the Prop AA Strategic Plan – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (10)

Absent: Commissioner Avalos (1)

6. **Appoint Ramon Smith to the Citizens Advisory Committee – ACTION**

During public comment, Andrew Yip commented on western perceptions.

This item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (10)

Absent: Commissioner Avalos (1)

7. **Approve Fourteen 2014 Prop-K 5-Year Prioritization Programs – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (10)

Absent: Commissioner Avalos (1)

Items for Personnel Committee

8. **[CLOSED SESSION] Public Employee Performance Evaluation for the Executive Director – INFORMATION**

Vice Chair Wiener introduced this item and called the closed session to order.

Vice Chair Wiener reconvened the meeting in open session.

Commissioner Mar reported that the Personnel Committee met on July 10 for the performance evaluation for the initial six-month period and rated Executive Director Tilly Chang's performance as Exceptionally Good. He noted that the full Board had now supported that evaluation. He explained that the evaluation process that included consideration of the Executive Director's record of accomplishments and the Board's goals and performance objectives for the Executive Director.

Commissioner Mar made a motion not to disclose the closed session discussion, seconded by Commissioner Yee.

The motion not to disclose was approved without objection by the following vote:

Ayes: Commissioners Avalos and Mar (2)

Absent: Commissioner Cohen (1)

There was no public comment. The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (10)

Absent: Commissioner Avalos (1)

Other Items

9. **Introduction of New Items – INFORMATION**

There were no new items or public comment.

10. **Public Comment**

There was no public comment.

11. **Adjournment**

The meeting was adjourned at 11:42 a.m.



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RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislature; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco; and

WHEREAS, On September 9, 2014, the Finance Committee reviewed and discussed the attached state legislation matrix, provided guidance to staff regarding needed clarification language, and recommended positions on various bills; now, therefore, be it

RESOLVED, That the Transportation Authority does adopt a support/sponsor position on Assembly Bill (AB) 141 (Ammiano); and be it further

RESOLVED, That the Executive Director is directed to communicate these positions to all relevant parties.

Attachment:

1. Legislative Matrix

Bills of Interest

Changes to existing positions and proposed new positions highlighted and marked as “New.”
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 the following new position this month:

- Sponsor/Support for Assembly Bill (AB) 141 (Ammiano)

Bill #	Author	Description	Status	Position	Comments
<u>AB 105</u> Amended: 8/30/2013 pdf html	Committee on Budget	Active Transportation Program (ATP). Would create the Active Transportation Program in the Department of Transportation, to be funded in the annual Budget Act from specified federal and state transportation funds, including 100% of the available federal Transportation Alternatives Program funds and federal Recreational Trails Program funds, except as specified, \$21,000,000 of federal Highway Safety Improvement Program funds or other federal funds, a specified amount of fuel tax revenues from the Highway Users Tax Account and the State Highway Account, and from other available funds. The bill would provide for funds to be allocated to eligible projects by the California Transportation Commission. This bill contains other related provisions and other existing laws.	Senate Inactive File	New – Recommend Drop from Matrix	This bill would enact the new consolidated ATP as proposed by the Administration. Identical to SB 99; as trailer bills, the leadership elected to send SB 99 forward and SB 99 was approved by the Governor.
<u>AB 141</u> Enrollment: 8/27/2014 pdf html	<u>Ammiano D</u> (Dist 17)	Treasure Island Transportation Management Act. Would rename the Treasure Island Transportation Management Agency as the Treasure Island Mobility Management Agency (TIMMA) and would authorize the Board of Supervisors of the City and County of San Francisco to revise or revoke its designation of the transportation management agency and designate a new board or agency to act as the transportation management agency at any time. The bill affirms that the transportation management agency is a separate and distinct legal entity that is responsible for its own obligations, debt, and liabilities. This bill contains other related provisions.	Assembly Enrollment	New - Sponsor/Support	This bill was sponsored by the Transportation Authority to firewall its current revenues (e.g. Prop K, Prop AA) and liabilities from its new role as TIMMA.

Bill #	Author	Description	Status	Position	Comments
AB 229 Enrollment: 8/27/2014 pdf html	John A. Pérez D (Dist 53)	Local government: infrastructure and revitalization financing districts. Would authorize the creation by a city, county, city and county, or joint powers authority of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. This bill contains other related provisions.	Assembly Enrollment	Watch	Expands infrastructure financing district law to include revitalization within a designated district. Would require a 2/3s vote to establish the district and specifically includes the following as authorized projects, among others: highways, interchanges, ramps and bridges, arterial streets, parking facilities, and transit facilities.
AB 612 Amended: 8/19/2014 pdf html	Nazarian D (Dist 46)	Charter-party carriers of passengers: permit requirements: drivers. Would prohibit the Public Utilities Commission (PUC) from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system and provides for mandatory Department of Justice background checks of every driver, except as specified, who is either employed by or under contract to the applicant. This bill contains other related provisions and other existing laws.	Assembly Transportation	New - Recommend Drop from Matrix	Bill intended to subject Transportation Network Companies (TNCs) to PUC "pull notice" program. AB 2293 became the principal vehicle to address regulation of TNCs.
AB 935 Enrollment: 8/26/2014 pdf html	Frazier D (Dist 11)	Driver's licenses: veteran designation. Would, commencing November 11, 2015, allow an in-person applicant for a driver's license or identification card to request the driver's license or identification card be printed with the word "VETERAN." The applicant would be required to present verification of veteran status to the Department of Motor Vehicles, on a form developed by the Department of Veterans Affairs in consultation with the California Association of County Veterans Service Officers and the Department of Motor Vehicles.	Assembly Enrollment	New - Recommend Drop from Matrix	Originally expanded the Water Emergency Transportation Authority (WETA) by adding members from Contra Costa County, Solano County, San Francisco County, and San Mateo County. No longer applies to WETA. Amended to apply to driver license.
AB 1046 Amended: 3/21/2013 pdf html	Gordon D (Dist 24)	Department of Transportation: Innovative Delivery Team Demonstration Program. Would authorize the Department of Transportation's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined.	Senate Dead	New - Recommend Drop from Matrix	Another bill for Santa Clara to seek better collaboration with Caltrans in their local capital program through a Master Agreement. This bill could have impacts on delivery throughout the rest of Caltrans District 4 area.

Bill #	Author	Description	Status	Position	Comments
<u>AB 1081</u> Amended: 8/12/2013 pdf html	<u>Medina D</u> (Dist 61)	Economic development: goods-movement-related infrastructure. Current law requires the Governor, in conjunction with the Governor's Budget, to submit annually to the Legislature a proposed 5-year infrastructure plan containing specified information concerning infrastructure needed by state agencies, public schools, and public postsecondary educational institutions, and a proposal for funding the needed infrastructure. This bill would require the infrastructure plan to include additional information, including, but not limited to, information related to infrastructure identified by state and federal transportation authorities, recommendations for private sector financing, and strategies to address state goods movement needs, as specified.	Senate Dead	New - Recommend Drop from Matrix	Adds specific requirements to the state's 5-year infrastructure planning process related to goods movement.
<u>AB 1179</u> Enrollment: 8/26/2014 pdf html	<u>Bocanegra D</u> (Dist 39)	Recycling: waste tires: public works projects. Would authorize the Department of Resources Recycling and Recovery, when awarding grants pursuant to the tire recycling program, to award grants for public works projects to create parklets, greenways, or both, that use tire-derived products and would require the department, if it awards those grants, to give priority for funding to those projects in disadvantaged communities, as defined.	Assembly Enrollment	New - Recommend Drop from Matrix	Originally added to Sustainable Communities Strategies the requirement to include school siting plans then amended to add State Superintendent of Schools to Strategic Growth Council. Now amended to refer to waste tire recycling.
<u>AB 1193</u> Enrollment: 8/28/2014 pdf html	<u>Ting D</u> (Dist 19)	Bikeways. Current law defines "bikeway" for certain purposes to mean all facilities that provide primarily for bicycle travel. Current law categorizes bikeways into 3 classes of facilities. This bill would additionally categorize cycle tracks or separated bikeways, as specified, as Class IV bikeways. This bill contains other related provisions and other current laws.	Assembly Enrollment	Watch	Originally a spot bill related to design of bikeways. Now imposes broader standards for use by locals in applying bicycle safety criteria. This bill is a positive incremental step in the effort to allow cities more flexibility to design safer, protected bikeways, also known as "cycle tracks." Mark Watts, our state legislative advocate, testified in support of the bill in June.

Bill #	Author	Description	Status	Position	Comments
<u>AB 1194</u> Amended: 7/1/2014 pdf html	<u>Ammiano D</u> (Dist 17)	Crime victims. Current law sets forth eligibility requirements and specified limits on the amount of compensation the California Victim Compensation and Government Claims Board may award. This bill would, notwithstanding those provisions, prohibit an application for compensation from being denied based upon the applicant's involvement in events leading up to the crime if the applicant was the victim of sexual assault or domestic violence, as described in specified provisions. This bill contains other related provisions and other existing laws.	Senate Dead	New - Recommend Drop from Matrix	Previously would have dedicated \$46 million annually for Safe Routes to School Program. This bill was eclipsed by the Administration's Active Transportation Program bill, SB 99, which dedicates \$24 million for Safe Routes to School projects with at least \$7.2 million for non-infrastructure projects. Recently amended to relate to crime victims.
<u>AB 1532</u> Enrollment: 8/26/2014 pdf html	<u>Gatto D</u> (Dist 43)	Vehicle: accidents. Would provide that a driver of a vehicle involved in an accident where a person is struck shall immediately stop the vehicle at the scene of the accident and provide specified information including, but not limited to, his or her name and current residence address. A violation of these provisions would be either an infraction, punishable by a fine not exceeding \$250, or a misdemeanor, punishable by imprisonment in the county jail for 6 months, or by a fine not exceeding \$1,000, or by both, and the Department of Motor Vehicles would be required to immediately suspend the driver's license of a convicted driver for 6 months.	Assembly Enrollment	Support	This continues the author's efforts to combat "hit and run" collisions. It requires a driver that strikes an individual to stop and provide information, even if the individual is not injured.
<u>AB 1646</u> Enrollment: 8/27/2014 pdf html	<u>Frazier D</u> (Dist 11)	Vehicles: electronic wireless communication devices: prohibitions. Would, commencing July 1, 2015, require the Department of Motor Vehicles (DMV) to include at least one question in each test of an applicant's knowledge and understanding of the provisions of the Vehicle Code to verify that the applicant has read and understands the distractions and dangers associated with handheld cellular phone use and text messaging while operating a motor vehicle. This bill contains other related provisions and other existing laws.	Assembly Enrollment	Watch	Adds to DMV driver's exam the requirement that applicants be tested on dangers of operating motor vehicles while using hand held devices.

Bill #	Author	Description	Status	Position	Comments
<u>AB 1724</u> Amended: 6/10/2014 pdf html	<u>Frazier D</u> (Dist 11)	Construction Manager/General Contractor (CM/GC) method: regional transportation agencies. Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects. 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.	Senate Dead	New – Recommend Drop from Matrix	Provides entities such as SFCTA authority to utilize CM/GC as an alternative procurement and delivery means. Bill is sponsored by Contra Costa Transportation Authority and supported by the Self Help Counties Coalition.
<u>AB 1811</u> Chaptered: 7/8/2014 pdf html	<u>Buchanan D</u> (Dist 16)	High-occupancy vehicle (HOV) lanes. Current law requires that the implementation of the value pricing high-occupancy vehicle program ensure that specified levels of service be maintained at all times in the high-occupancy vehicle lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times. This bill would authorize the program to require a high-occupancy vehicle to have an electronic transponder or other electronic device for law enforcement purposes.	Assembly Chaptered	Watch	Addresses Sunol Grade high occupancy toll (HOT) lanes and mandates that HOV users have access at all times.
<u>AB 1857</u> Enrollment: 8/28/2014 pdf html	<u>Frazier D</u> (Dist 11)	Department of General Services: vehicle and equipment procurement. Would, until January 1, 2021, authorize the Department of General Services to purchase and equip heavy mobile fleet vehicles and special equipment for use by the Department of Transportation by means of best value procurement, as defined, subject to an annual limitation of \$20,000,000. The bill would establish requirements for bid evaluation and protest procedures.	Assembly Enrollment	Watch	Modernizes Caltrans heavy duty fleet procurement by requiring life-cycle cost assessment. Goal is to reduce costs.
<u>AB 1907</u> Enrollment: 8/27/2014 pdf html	<u>Ridley-Thomas D</u> (Dist 54)	Use fuel tax: natural gas: gallon equivalent. Would require compressed natural gas sold at retail to the public for use as a motor vehicle fuel to be sold in a gasoline gallon equivalent that is equal to 126.67 cubic feet, or 5.66 pounds, of compressed natural gas, measured at the standard pressure and temperature, as specified, and would require liquefied natural gas to be sold in a diesel gallon equivalent that is equal to 6.06 pounds of liquefied natural gas. This bill contains other related provisions and other existing laws.	Assembly Enrollment	Watch	Attempts to equalize measurements for taxing purposes for compressed natural gas and liquefied natural gas.

Bill #	Author	Description	Status	Position	Comments
<u>AB 2008</u> Chaptered: 7/7/2014 pdf html	<u>Quirk D</u> (Dist 20)	Transit village plans: goods movement. Current law authorizes a city or county to prepare a transit village plan for a transit village development district that addresses specified characteristics. This bill would require the transit village plan to address demonstrable public benefits beyond the increase in transit usage including any 6 specified benefits. The bill would add as a public benefit the minimization of the impact of goods movement on air quality, traffic, and public safety through the provision of dedicated loading and unloading facilities for commercial space.	Assembly Chaptered	Watch	Seeks to reduce greenhouse gas emissions from urban freight by adding requirements to the preparation of sustainable communities strategies.
<u>AB 2013</u> Enrollment: 8/27/2014 pdf html	<u>Muratsuchi D</u> (Dist 66)	Vehicles: high-occupancy vehicle (HOV) lanes. Current law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Until January 1, 2019, or until federal authorization expires, or until the Secretary of State receives a specified notice, those lanes may be used by certain vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). Current law authorizes the DMV to issue no more than 55,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to 70,000.	Assembly Enrollment	Oppose	Will expand the number of authorized decals for plug-in hybrids to access HOV lanes and prevent charging these vehicles for using tolled facilities. We previously adopted an oppose position because expansion of this program could increase congestion in HOV lanes and allowing these vehicles toll-free access would impact transportation revenues.
<u>AB 2021</u> Amended: 6/17/2014 pdf html	<u>Gordon D</u> (Dist 24)	San Mateo County Transit District. Current law requires the San Mateo County Transit District to comply with certain prevailing wage requirements with respect to the Construction Manager/General Contractor project delivery contract method. This bill would additionally authorize the district to meet its obligations under this provision by continuing to operate an existing previously approved labor compliance program if it has not contracted with a 3rd party to conduct its labor compliance program and requests and receives approval from the Department of Industrial Relations to continue the existing program.	Senate Dead	New - Recommend Drop from Matrix	This bill authorizes San Mateo to use of Construction Manager/General Contractor project delivery method for transit purposes and provides authority to use an existing labor compliance program.

Bill #	Author	Description	Status	Position	Comments
<u>AB 2090</u> Enrolled: 8/21/2014 pdf html	<u>Fong D</u> (Dist 28)	High-occupancy toll lanes: San Diego County and Santa Clara County. Current law authorizes the San Diego Association of Governments (SANDAG) and the Santa Clara Valley Transportation Authority (VTA) to administer and operate high-occupancy toll (HOT) lanes on specified transportation corridors within their counties. This bill would delete the reference to Level of Service (LOS) C or D, and instead would require SANDAG and VTA to establish, with the consent of the Department of Transportation, appropriate performance measures, such as speed or travel times, for the purpose of ensuring optimal use of the HOT lanes.	Assembly Enrollment	Watch	Would shift metrics for VTA operations of HOT lanes from LOS Standard to other measurements such as speed or travel time.
<u>AB 2119</u> Chaptered: 7/18/2014 pdf html	<u>Stone D</u> (Dist 29)	Local taxes: transactions and use taxes. Would authorize the board of supervisors of a county to levy, increase, or extend a transactions and use tax throughout the entire county or within the unincorporated area of the county, if approved by the qualified voters of the entire county if levied on the entire county, or of the unincorporated area of the county if levied on the unincorporated area of the county. This bill would require the revenues derived from the imposition of this tax to only be used within the area for which the tax was approved by the qualified voters.	Assembly Chaptered	Watch	Permits a county sales tax to be imposed in the entire county or within the unincorporated area.
<u>AB 2173</u> Chaptered: 6/25/2014 pdf html	<u>Bradford D</u> (Dist 62)	Vehicles: motorized bicycles. Current law requires a specified driver's license or endorsement to operate a motorized bicycle or a moped, except as specified. For purposes of these provisions, existing law defines a "motorized bicycle" or "moped". This bill would redefine a "motorized bicycle" or "moped" by increasing the maximum gross brake horsepower that its motor produces to less than 4.	Assembly Chaptered	Watch	Provides a definition of low speed electric bicycles and permits them access to the bike trails.
<u>AB 2250</u> Enrollment: 8/22/2014 pdf html	<u>Daly D</u> (Dist 69)	Toll facilities: revenues. Current law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Current law, in certain cases, provides for the toll facilities to be administered by local agencies. This bill would require any toll revenues generated from a managed lane on the state highway system that is administered by a local agency to be expended only within the respective corridor in which the managed lane is located. The bill would define "managed lane" for these purposes.	Assembly Enrollment	-Support (See Note)	Addresses use of toll revenues on the state highway system. Previously recommended a support position, but would recommend a watch position if the bill wasn't already enrolled since recent amendments would require managed lane revenues to be limited to expenditure within the same corridor. We are concerned by the limitation to expenditure within the corridor and would prefer to see a network approach where expenditures would benefit the corridor but not necessarily be contained within it.

Bill #	Author	Description	Status	Position	Comments
<u>AB 2293</u> Enrollment: 8/28/2014 pdf html	<u>Bonilla D</u> (Dist 14)	Transportation network companies (TNC): insurance coverage. Would amend the Passenger Charter-party Carriers' Act to enact specified requirements for liability insurance coverage for transportation network companies, as defined, and their participating drivers. These requirements would become operative on July 1, 2015. The bill would describe 2 distinct time periods and would specify the insurance requirements for each of those time periods and alternative methods of compliance with those requirements. The bill would require uninsured and underinsured motorist coverage to be provided for specified time periods.	Assembly Enrollment	Watch	This bill is intended to ensure that drivers are aware of the insurance coverage and limits of liability that a TNC provides while a driver makes themselves available for TNC services. The goal is ensure that drivers are clear about the coverage offered and are not left with the false impression that personal auto insurance will cover TNC activities.
<u>AB 2337</u> Enrollment: 8/27/2014 pdf html	<u>Linder R</u> (Dist 60)	Driver's licenses: suspension and revocation. Would prohibit the Department of Motor Vehicles from reinstating a person's privilege to drive a motor vehicle until the expiration of 2 years after the date of revocation and until that person gives proof of financial responsibility, when that person is the driver of a vehicle involved in an accident resulting in death or permanent, serious injury to another person, and the department receives a duly certified abstract of the record of a court showing that the person has been convicted of failing to fulfill specified requirements.	Assembly Enrollment	Support	This measure is intended to reduce the number of hit-and-run incidents by authorizing the extension of the revocation period of drivers' licenses of convicted hit-and-run drivers from one to two years, increasing the current penalty.
<u>AB 2355</u> Enrollment: 8/22/2014 pdf html	<u>Levine D</u> (Dist 10)	Local agencies: streets and highways: recycled materials. Would require, by January 1, 2017, a local agency that has jurisdiction over a street or highway to either adopt the standards developed by the Department of Transportation for recycled paving materials and for recycled base, subbase, and pervious backfill materials, or discuss at a regularly scheduled public hearing of the local agency's legislative or other governing body why the standards are not being adopted. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Enrollment	Watch	Requires local governments to use recycled paving materials or to explain publicly why not.

Bill #	Author	Description	Status	Position	Comments
<u>AB 2398</u> Enrollment: 8/27/2014 pdf html	<u>Levine D</u> (Dist 10)	Vehicles: pedestrians and bicyclists. Current law provides that a driver who violates specified offenses of the rules of the road that are punishable as an infraction, and as a result of that violation proximately causes bodily injury or great bodily injury to another person is guilty of the public offense of unsafe operation of a motor vehicle with bodily injury or great bodily injury. This bill, until January 1, 2020, would make a conviction under these provisions punishable by a fine, in lieu of the fines imposed for violations involving bodily injury or great bodily injury, of not less than \$220 and not more than \$300 for a violation involving bodily injury or great bodily injury to a vulnerable road user, as defined.	Assembly Enrollment	Support	Adds a fine and assigns a violation point for drivers whose violation causes pedestrian/bike injury.
<u>AB 2414</u> Chaptered: 8/19/2014 pdf html	<u>Ting D</u> (Dist 19)	Parking facilities: electric vehicle (EV) charging. The California Constitution generally prohibits the making of a gift of any public money, or thing of value. This bill would specify that the use of electricity by state government and other government entities, state officers and employees, or other persons for the charging of an electric vehicle in a department maintained or joint use motor vehicle parking facility is not a gift of public funds that is prohibited by the California Constitution. This bill contains other current laws.	Assembly Chaptered	Watch	Clarifies that government provision of electricity for EV is not a gift of public funds.
<u>AB 2471</u> Amended: 8/4/2014 pdf html	<u>Frazier D</u> (Dist 11)	Public contracts: change orders. Would require a public entity, as defined, when authorized to order changes or additions to the work in a public works contract awarded to the lowest bidder, to issue a change order promptly, and no later than 60 days after the extra work is performed and documentation has been submitted, as specified. The bill would, if this requirement is not met, make the public entity liable to the original contractor for the completed extra work.	Senate Dead	New – Recommend Drop from Matrix	Addresses timing for issuance of payment under change orders. We previously adopted an oppose position because it will micromanage local contracting decisions and impose an unnecessary burden on local project delivery.
<u>AB 2690</u> Enrollment: 8/27/2014 pdf html	<u>Mullin D</u> (Dist 22)	Driving under the influence. Would authorize those enhanced penalties for a current conviction for driving under the influence or driving under the influence causing injury that occurs within 10 years of a separate conviction that was punished as a felony for driving under the influence, driving under the influence causing injury, or vehicular manslaughter with gross negligence. This bill contains other related provisions and other existing laws.	Assembly Enrollment	Support	This bill changes the term "prior violation" to "separate violation" in the statute that authorizes enhanced penalties if the current offense occurred within 10 years of a prior conviction that was punished as a felony for specified driving under the influence (DUI) offenses. The author is conforming this statute with other similar laws.

Bill #	Author	Description	Status	Position	Comments
ACA 8 Amended: 4/4/2013 pdf html	<u>Blumenfeld D</u> (Dist 0)	Local government financing: voter approval. Would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws.	Senate Governance and Finance	Watch	Author attempted through budget process to see this measure adopted. It would provide locals with authority to seek local bonds for public improvements with 55% voter approval.
SB 1 Amended: 9/3/2013 pdf html	<u>Steinberg D</u> (Dist 6)	Sustainable Communities Investment Authority. Would authorize certain public entities of a Sustainable Communities Investment Area to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. This bill contains other related provisions and other existing laws.	Senate 2 year	Watch	Establishes a new process to dedicate tax increment financing to replace Redevelopment Agency law for sustainable community investment plans.

Bill #	Author	Description	Status	Position	Comments
<u>SB 11</u> Amended: 9/6/2013 pdf.html	<u>Pavley D</u> (Dist 27)	Alternative fuel and vehicle technologies: funding programs. Alternative fuel and vehicle technologies: funding programs. Would provide that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its current clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, as specified, for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs. This bill contains other related provisions and other current laws.	Assembly Transportation	Watch	Same language as set forth in AB 8 related to extension of AB 118 and Carl Moyer programs. Author deferred to AB 8, which passed to Governor and was approved.
<u>SB 33</u> Amended: 8/22/2014 pdf.html	<u>Wolk D</u> (Dist 3)	Local taxation: County of Sonoma: transactions and use tax. Would authorize the County of Sonoma or any city within the county to impose a transactions and use tax for general purposes, and the county, any city within the county, or the Sonoma County Transportation Authority to impose a transactions and use tax for a specific purpose or purposes, which may include the support of transportation and road maintenance programs and library services, that would, in combination with other specified taxes, exceed the combined rate limit by 0.5%, if certain requirements are met. This bill contains other related provisions and other existing laws.	Assembly Rules	Watch	This bill was a re-introduction of a bill from 2012 to relieve infrastructure finance districts from having to gain voter approval. The Governor vetoed several similar bills in previous years. It has subsequently been amended to allow an increase in the sales tax cap in Sonoma County.

Bill #	Author	Description	Status	Position	Comments
<u>SB 391</u> Amended: 8/8/2013 pdf html	<u>DeSaulnier D</u> (Dist 7)	California Homes and Jobs Act of 2013. Would enact the California Homes and Jobs Act of 2013. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded. By imposing new duties on counties with respect to the imposition of the recording fee, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Appropriations Suspense File	Support	This bill is supported by some, such as the Metropolitan Transportation Commission (MTC), as a means to fulfill affordable housing needs in existing, developed communities.
<u>SB 486</u> Enrollment: 8/28/2014 pdf html	<u>DeSaulnier D</u> (Dist 7)	Department of Transportation: goals and performance measures. Would authorize the California Transportation Commission to prescribe study areas for analysis and evaluation by the Department of Transportation and to establish guidelines for updates to the California Transportation Plan, commencing with the plan required to be updated by December 31, 2020. The bill would require the department, on or before June 30, 2015, to submit to the commission for approval an interregional transportation strategic plan directed at achieving a high-functioning and balanced interregional transportation system.	Senate Enrollment	Watch	This bill was amended to now establish new processes for Caltrans to adopt long-range planning documents.
<u>SB 628</u> Enrollment: 8/26/2014 pdf html	<u>Beall D</u> (Dist 15)	Enhanced infrastructure financing districts (IFDs). Would authorize the legislative body of a city or a county, defined to include a city and county, to establish an enhanced infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, upon approval by 55% of the voters; to finance public capital facilities or other specified projects of communitywide significance. The bill would also authorize an enhanced infrastructure financing district to utilize any powers under the Polanco Redevelopment Act. This bill contains other related provisions and other existing laws.	Assembly Enrollment	Watch	Previously eliminated vote requirement for IFDs and for bonds related to transit priority projects. Revised to establish Enhanced IFD facilities and counties to use for infrastructure purposes. Bonding allowed with 55% voter approval.

Bill #	Author	Description	Status	Position	Comments
SB 731 Amended: 9/9/2013 pdf html	Steinberg D (Dist 6)	Environment: California Environmental Quality Act (CEQA). Would provide that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, as defined, on an infill site, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. The bill would require the Office of Planning and Research to prepare and submit to the Secretary of the Natural Resources Agency, and the secretary to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise and transportation impacts of projects within transit priority areas. This bill contains other related provisions and other existing laws.	Assembly 2 year	Watch	Provides for modernization of CEQA. The proposed amendments the San Francisco County Transportation Authority (SFCTA) supported have been substantially incorporated in SB 743, which was chaptered in late 2013.
SB 792 Amended: 8/22/2014 pdf html	DeSaulnier D (Dist 7)	State highway system: naming or designation of state highway segments or structures. Current law authorizes the Department of Transportation to expend reasonable sums for the placement of name plaques at the boundaries of certain districts or on state highway bridges if the Legislature, by concurrent resolution, so requests. Current law designates names for certain state highway segments. This bill would delete the above-referenced provisions relating to placement of name plaques by the department pursuant to a concurrent resolution of the Legislature.	Assembly Rules	Watch	This previously was the author's renewed attempt to consolidate certain functions between Bay Area planning entities. Amended to delegate to Caltrans the responsibility for designating the memorial "naming" of highways.
SB 969 Enrollment: 8/28/2014 pdf html	DeSaulnier D (Dist 7)	Public works. Would authorize specified provisions, instead, to be known and cited as the Public Works Project Oversight Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$2,500,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks.	Senate Enrollment	Oppose	Expands 2013's Peer Review Act beyond Caltrans projects that cost more than \$2.5 billion to include any transportation agency. We previously adopted an oppose position because it is inappropriate for the State to convene a review panel for local transportation projects.

Bill #	Author	Description	Status	Position	Comments
<u>SB 990</u> Amended: 4/21/2014 pdf html	<u>Vidak R</u> (Dist 16)	Transportation funds: disadvantaged small communities. Would require no less than 5% of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions.	Senate Transportation and Housing	Oppose	Mandates a 5% set aside for Regional Transportation Improvement Program (RTIP) funds for use on projects in small disadvantaged communities. While we support funding for disadvantaged communities, we adopted an oppose position because the bill would further restrict local and regional discretion over RTIP programming by restricting it to congestion relief and safety projects.
<u>SB 1077</u> Enrollment: 8/28/2014 pdf html	<u>DeSaulnier D</u> (Dist 7)	Vehicles: road usage charge pilot program. Would require the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. The bill would require the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified.	Senate Enrollment	Support	This bill is intended to have State review vehicle miles traveled as a source of state transportation funding. We previously adopted a support position as present state sources rely on gas excise tax, which is declining as fuel efficiency increases.
<u>SB 1151</u> Enrollment: 8/20/2014 pdf html	<u>Cannella R</u> (Dist 12)	Vehicles: school zone fines. Would require that an additional fine of \$35 be imposed if specified violations relating to rules of the road and driving under the influence occurred when passing a school building or school grounds, as specified, and the highway is posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. The bill would require that these additional fines be deposited in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program.	Senate Enrollment	Support	Establishes double fine zones for driving violations near schools.

Bill #	Author	Description	Status	Position	Comments
<u>SB 1156</u> Introduced: 2/20/2014 pdf html	<u>Steinberg D</u> (Dist 6)	California Carbon Tax Law of 2014. Would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board.	Senate Governance and Finance	Watch	Establishes a new carbon tax on fuels to fund earned income tax credits for wage earners under \$75,000; an increment is dedicated to transit capital.
<u>SB 1183</u> Enrollment: 8/28/2014 pdf html	<u>DeSaulnier D</u> (Dist 7)	Vehicle registration fees: surcharge for bicycle infrastructure. Would authorize a city, county, or regional park district to impose and collect, as a special tax, a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes until January 1, 2025. The bill would require the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues from the surcharge to the local agency. The bill would require the local agency to use these revenues for improvements to paved and natural surface trails and bikeways, including existing and new trails and bikeways and other bicycle facilities, and for associated maintenance purposes.	Senate Enrollment	Support	Originally, authorized city, county or park districts to impose a tax on bicycles. Amended to authorize these entities to instead, impose up to \$5 registration fee on autos to fund bike facilities. Could generate approximately \$2.5 million annually in San Francisco. Public vote on fee would be required and would need a 2/3 majority per Prop. 26 requirements.
<u>SB 1204</u> Enrollment: 8/28/2014 pdf html	<u>Lara D</u> (Dist 33)	California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. Would create the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be funded from cap and trade revenues, to fund zero- and near-zero emission truck, bus, and off-road vehicle and equipment technologies and related projects, as specified, with priority to be given to certain projects, including projects that benefit disadvantaged communities. The program would be administered by the State Air Resources Board, in conjunction with the State Energy Resources Conservation and Development Commission.	Senate Enrollment	Watch	Establishes a new program within the California Air Resources Board to develop zero- and near zero-emission trucks. The author represents the Port of Long Beach and portions of the Port of Los Angeles and has been a proponent of providing clean air relief to the communities in this area. This bill is consistent with a program component in the Governor's Cap and Trade expenditure proposal.

Bill #	Author	Description	Status	Position	Comments
<u>SB 1217</u> Amended: 7/2/2014 pdf html	<u>Leno D</u> (Dist 11)	Climate change: preparedness. Would require the Natural Resources Agency on or before July 1, 2018, and every 3 years thereafter, to prepare a California climate risk assessment that provides original research on regionally appropriate climate risk vulnerabilities, risk management options, and other needed scientific research to support California's development of informed climate policy and actions to address climate change. The bill would require the Natural Resources Agency, on or before January 1, 2019, and every 5 years thereafter, to update the Safeguarding California Plan to reduce risks to California from the impacts of climate change.	Assembly Dead	New – Recommend Drop from Matrix	The bill builds on Governor Brown's Executive Order that directed state agencies to address climate resiliency.
<u>SB 1298</u> Enrollment: 8/28/2014 pdf html	<u>Hernandez D</u> (Dist 24)	High-occupancy toll (HOT) lanes. Current law, until January 15, 2015, specifically authorizes a value-pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions. This bill would revise and recast these provisions and would extend the program indefinitely.	Senate Enrollment	Watch	Previously generally extended authorization for HOT lanes. Amended to expand authority for HOT lanes program in LA county on 2 specific routes.
<u>SB 1312</u> Enrollment: 8/28/2014 pdf html	<u>Steinberg D</u> (Dist 6)	California Transportation Commission (CTC): annual report. Current law requires the California Transportation Commission to adopt an annual report for submission to the Legislature containing, among other things, a summary of the commission's prior-year decisions in allocating transportation capital outlay funds and an identification of timely and relevant transportation issues facing the state. This bill would delete the provisions relating to the loan and transfer summary and discussion that were to be included in the reports submitted between 2001 and 2008.	Senate Enrollment	Watch	Spot bill related to the CTC.

Bill #	Author	Description	Status	Position	Comments
<u>SB 1415</u> Enrollment: 8/20/2014 pdf html	<u>Hill D</u> (Dist 13)	Bay Area Air Quality Management District (BAAQMD): advisory council. Current law establishes a district board to govern the Bay Area Air Quality Management District. This bill, beginning July 1, 2015, would abolish the membership of the Bay Area Air Quality Management Advisory Council, would reconstitute the membership of the council to include 7 appointed members, and would require the members to be skilled and experienced in the fields of air pollution, climate change, or the health impacts of air pollution and to include a diversity of perspectives, expertise, and backgrounds. By adding to the duties of the district, this bill would impose a state-mandated local program.	Senate Enrollment	Watch	Adds requirement that BAAQMD members meet certain skill requirements. Also, reduces board membership from 20 members to seven. Supported by BAAQMD.
<u>SB 1418</u> Amended: 5/1/2014 pdf html	<u>DeSaulnier D</u> (Dist 7)	Vehicle weight fees: transportation bond debt service. Current law provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Current law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified. This bill would repeal these provisions, thereby retaining the weight fee revenues in the State Highway Account. The bill would make other conforming changes in that regard.	Senate Appropriations Dead	New – Recommend Drop from Matrix	Originally, a Spot bill related to the CTC. Amended to require truck fees to be returned from General Fund to state and local road repairs. Prop 1B was approved by voters in 2006 as a state general obligation bond; however, in uncertain state budget ties, these fee revenues were transferred permanently to backfill General Fund costs to support the bonds. Similar bills AB 2651 (Linder) and AB 2728 (Perea) are no longer active and are recommended for removal from the matrix.
<u>SB 1433</u> Amended: 8/22/2014 pdf html	<u>Hill D</u> (Dist 13)	Local Agency Public Construction Act: transit design-build contracts. The Local Agency Public Construction Act until January 1, 2015, authorizes a transit operator, as defined, to enter into a design-build contract, as specified. Current law requires certain information submitted in this regard to be provided under penalty of perjury. This bill would extend the authorization for a transit operator to enter into a design-build contract until January 1, 2017. Because the bill would expand the crime of perjury, it would impose a state-mandated local program. This bill contains other related provisions and other current laws.	Senate Concurrence	Support	Indefinitely extends and reforms transit Design-Build law.

Bill #	Author	Description	Status	Position	Comments
SCA 4 Amended: 8/28/2013 pdf.html	Liu D (Dist 25)	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 requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, nonsubstantive changes.	Senate Appropriations	Support - if Amended	This bill would give state voters the opportunity to reduce voter threshold from 2/3 to 55% for local transportation taxes. Amended to specify that funds from new tax cannot be expended prior to expiration of funds from a different tax previously approved. This was intended to be a Los Angeles County specific issue but instead was drafted to apply statewide. Latest amendment adds requirements that the entities using the 55% threshold: 1) must reserve 50% of the funds for sustainable communities strategies (SCS) purposes; and 2) dedicate some portion to maintenance for projects to improve state highways.
SCA 8 Amended: 5/21/2013 pdf.html	Corbett D (Dist 10)	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 transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Appropriations	Support	This bill would give state voters the opportunity to reduce voter threshold from 2/3 to 55% for local transportation taxes. Similar to SCA 4, the bill was introduced by author in wake of close loss of the Alameda County sales tax measure.
SCA 9 Amended: 5/21/2013 pdf.html	Corbett D (Dist 10)	Local government: economic development: 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 community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Appropriations	Watch	This is a more general approach to local voter threshold issue, focused on community and economic development activities.
SCA 11 Amended: 5/21/2013 pdf.html	Hancock D (Dist 9)	Local government: special taxes: voter approval. Would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Appropriations	Support	Reduces vote requirement to 55% for "special taxes" sought by local agencies for any purpose.

Total Measures: 57

Total Tracking Forms: 57

RECOMMEND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL MASTER AGREEMENTS, PROGRAM SUPPLEMENTAL AGREEMENTS, FUND EXCHANGE AGREEMENTS, FUND TRANSFER AGREEMENTS, COOPERATIVE AGREEMENTS AND ANY AMENDMENTS THERETO BETWEEN THE TRANSPORTATION AUTHORITY AND THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR RECEIPT OF FEDERAL AND STATE FUNDS, INCLUDING AN AGREEMENT FOR A PARTNERSHIP PLANNING GRANT TO SUPPORT THE SAN FRANCISCO FREEWAY PERFORMANCE INITIATIVE STUDY; THE PLANNING, PROGRAMMING AND MONITORING PROGRAM; AND THE YERBA BUENA ISLAND INTERCHANGE IMPROVEMENT PROJECT

WHEREAS, The San Francisco County Transportation Authority (Transportation Authority) is eligible to receive Federal and State funding for certain transportation projects through the California Department of Transportation (Caltrans); and

WHEREAS, Caltrans administers the authorization and reimbursement of certain Federal and State funds; and

WHEREAS, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto need to be executed between the Transportation Authority and the Caltrans before such funds can be claimed by the Transportation Authority; and

WHEREAS, Caltrans requires that certain funding agreements for Federal and State funds be signed by the project sponsor and returned to Caltrans within 60 days or Caltrans may disencumber and/or de-obligate the funds; and



WHEREAS, On July 3, 2014, Caltrans awarded the Transportation Authority with a State partnership planning grant for Fiscal Year 2014/15 for the San Francisco Freeway Performance Initiative Study; and

WHEREAS, At its special October 10, 2012 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; and

WHEREAS, At its October 16, 2012 meeting, the Finance Committee reviewed the subject request and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Authority hereby authorizes the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and the Caltrans for receipt of Federal and State funds, including an Agreement for a Partnership Planning Grant to Support the San Francisco Freeway Performance Initiative Study; the Planning, Programming and Monitoring Program; and the Yerba Buena Island Interchange Improvement Project.



Memorandum

Date: 09.02.14 **RE:** Finance Committee
September 9, 2014

To: Finance Committee: Commissioners Cohen (Chair), Wiener (Vice Chair), Chiu, Farrell, Tang and Avalos (Ex Officio)

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Authorizing the Executive Director to Execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and Any Amendments Thereto Between the Transportation Authority and the California Department of Transportation for Receipt of Federal and State Funds, including an Agreement for a Partnership Planning Grant to Support the San Francisco Freeway Performance Initiative Study; the Planning, Programming and Monitoring Program; and the Yerba Buena Island Interchange Improvement Project

Summary

The Transportation Authority regularly receives federal and state transportation funds under ongoing grant programs as well as congressional earmarks. These grant funds are typically administered by the California Department of Transportation (Caltrans), which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., seek reimbursement) the grant funds. Caltrans also requires a Board resolution identifying the person or persons authorized to execute these funding agreements, and for Partnership Planning grants, the title of the grant. Guidelines established by the Metropolitan Transportation Commission and Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans within 60 days. Caltrans may disencumber and/or de-obligate funds if the deadline is not met. We are recommending updating an approval of a blanket authorizing resolution that will enable us to meet the deadlines required for execution of the current agreements, as well as future agreements for state and federal grant funds awarded to the Transportation Authority, consistent with the implementation of the Transportation Authority's Board-approved work program. The existing authorizing resolution was adopted in October 2012. **We are seeking a recommendation authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of federal and state funds, including an Agreement for a Partnership Planning Grant to support the San Francisco Freeway Performance Initiative Study; Planning, Programming and Monitoring Program; and the Yerba Buena Island Interchange Improvement Project.**

BACKGROUND

The Transportation Authority regularly receives federal and state transportation funds under ongoing grant programs as well as congressional earmarks. These grant funds are typically administered by the California Department of Transportation (Caltrans), which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., seek reimbursement) the grant funds. Caltrans also requires an updated Board resolution identifying the person or persons authorized to execute these funding agreements, and for Partnership Planning grants, the title of the grant, approximately every two years. This resolution was last updated

in October 2012 through Resolution 13-13.

The purpose of this memorandum is to brief the Citizens Advisory Committee (CAC) on this Caltrans requirement and to seek a motion of support to approve a resolution authorizing the Executive Director to execute funding agreements between the Transportation Authority and Caltrans for receipt of federal and state funds, and to explicitly authorize a funding agreement for several grants that we anticipate receiving this year.

DISCUSSION

Guidelines established by the Metropolitan Transportation Commission and Caltrans require that certain funding agreements for state and federal funds be signed by the project sponsor and returned, along with a local agency resolution that identifies the official authorized to execute the agreement, to Caltrans within 60 days. Caltrans may disencumber and/or de-obligate funds if the deadline is not met. We are recommending updating an approval of a blanket authorizing resolution that will enable us to meet the deadlines required for execution of the current agreements, as well as future agreements for state and federal grant funds awarded to the Transportation Authority, consistent with the implementation of the Transportation Authority's Board-adopted work program. During Fiscal Year 2014/15, we anticipate receiving the following federal and state funds from Caltrans: Freeway Performance Initiative Study; construction phase of the Yerba Buena Island (YBI) Interchange Improvement Project; Planning, Programming and Monitoring Program for FY 2014/15; and additional preliminary engineering and right-of-way phases of the YBI Bridge Structures.

Procurements for each project and mid-year budget amendments, where applicable, will be handled as separate items. Appropriation of Prop K matching funds for the Freeway Performance Initiative Study (renamed the San Francisco Freeway Corridor Management Study) is the subject of a separate agenda item for the September 3 CAC meeting.

We are seeking a recommendation authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of federal and state funds, including an agreement for a Partnership Planning Grant to support the San Francisco Freeway Performance Initiative Study; Planning, Programming and Monitoring Program; and the YBI Interchange Improvement Project.

ALTERNATIVES

1. Recommend authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of Federal and State funds, including an Agreement for a Partnership Planning Grant to support the San Francisco Freeway Performance Initiative Study; Planning, Programming and Monitoring Program; and the YBI Interchange Improvement Project.
2. Recommend authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of Federal and State funds, including an Agreement for a Partnership Planning Grant to support the San Francisco Freeway Performance Initiative Study; Planning, Programming and Monitoring Program; and the YBI Interchange Improvement Project, with modifications.

3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its September 3 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

Board approval of the recommended action would facilitate compliance with Caltrans funding agreement deadlines and enable the Transportation Authority to more quickly seek reimbursement of federal and/or state grant funds administered by Caltrans.

RECOMMENDATION

Recommend authorizing the Executive Director to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any amendments thereto between the Transportation Authority and Caltrans for receipt of federal and state funds, including an Agreement for a Partnership Planning Grant to support the San Francisco Freeway Performance Initiative Study; Planning, Programming and Monitoring Program; and the YBI Interchange Improvement Project.



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RESOLUTION AWARDING A PROFESSIONAL SERVICES CONTRACT TO PARSONS BRINCKERHOFF, INC., IN AN AMOUNT NOT TO EXCEED \$250,000, FOR SYSTEM ENGINEERING SERVICES FOR THE TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Treasure Island Transportation Management Act of 2008 (California State Assembly Bill 981) directs the Treasure Island Development Authority (TIDA) Board of Directors to make a recommendation to the San Francisco Board of Supervisors (BOS), which would then designate a board or agency to serve as the Treasure Island Mobility Management Agency (TIMMA), to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/Yerba Buena Island Development Project (Project); and

WHEREAS, On January 8, 2014, the TIDA Board approved a resolution recommending that the BOS designate the Transportation Authority as the TIMMA; and

WHEREAS, On April 1, 2014, the BOS approved a resolution designating the Transportation Authority as the TIMMA; and

WHEREAS, The purpose of the TIMMA is to implement a comprehensive and integrated program to manage travel demand on the island as the Project develops (Transportation Program); and

WHEREAS, The Transportation Program is centered on an integrated and multimodal congestion pricing demonstration program that applies motorist user fees to support enhanced bus, ferry, and shuttle transit, as well as bicycling options, to reduce the traffic impacts of the Project; and

WHEREAS, TIDA and the Transportation Authority have signed annual operating Memoranda of Agreement (MOA) since Fiscal Year (FY) 2011/12 to establish the annual operating



budget and work plan for TIMMA activities; and

WHEREAS, The TIMMA work plan for FY 2014/15 includes drafting the first deliverables for the Systems Engineering phase of project development, including the Concept of Operations (ConOps) and draft Systems Engineering Management Plan (SEMP); and

WHEREAS, The Transportation Authority issued a Request for Proposals for systems engineering professional services to support the Transportation Program on May 28, 2014, held a pre-proposal conference on June 6, 2014, and received six proposals by the deadline of July 1, 2014; and

WHEREAS, A technical panel comprised of representatives from TIDA, the Metropolitan Transportation Commission (MTC), and the Transportation Authority reviewed the proposals and interviewed four firms on August 19, 2014; and

WHEREAS, Based on the results of this competitive selection process, the panel recommended award of a consultant contract to the top-ranked firm of Parsons Brinckerhoff, Inc.; and

WHEREAS, The anticipated cost for the proposed Scope of Services is \$250,000, \$150,000 of which is part of the adopted FY 2014/15 budget for TIMMA work program in the amount of \$747,799; and

WHEREAS, Within this total, \$497,799 will be provided by Federal Highway Administration (FHWA) and Metropolitan Transportation Commission (MTC) grants and \$250,000 has been committed by TIDA; and

WHEREAS, At its October 21, 2014 meeting, the Transportation Authority will consider a request for an appropriation of \$150,000 in Prop K funds and amend the FY 2014/15 budget for the overall TIMMA work program; and

WHEREAS, TIDA shall reimburse the Transportation Authority for all actual and

reasonable expenses associated with the development and delivery of TIMMA transportation program, including TIMMA formation costs; and

WHEREAS, At its September 3, 2014 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On September 9, 2014, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a 12-month professional services contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$250,000, for system engineering services for the Treasure Island Mobility Management Program; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate the contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, “non-material” shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute contracts and amendments to contracts that do not cause the total contract value, as approved herein, to be exceeded and that do not expand the general scope of services.



Memorandum

Date: 09.02.14 **RE:** Finance Committee
 September 9, 2014

To: Finance Committee: Commissioners Cohen (Chair), Wiener (Vice Chair), Chiu, Farrell, Tang and Avalos (Ex Officio)

From: Lee Saage – Deputy Director for Capital Projects *LS*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend the Award of a 12-Month Contract to Parsons Brinckerhoff, Inc. in an Amount Not to Exceed \$250,000, for System Engineering Services for the Treasure Island Mobility Management Program and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

On April 1, 2014, the San Francisco Board of Supervisors approved a resolution designating the Transportation Authority as the Treasure Island Mobility Management Agency (TIMMA) to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/Yerba Buena Island Development Project. The Fiscal Year (FY) 2014/15 TIMMA budget and Work Program call for completion of the Treasure Island Mobility Management Program (Program) policy recommendations and development of the Concept of Operations (ConOps) and the draft System Engineering Management Plan (SEMP). The ConOps and SEMP are preliminary system engineering concepts that will shape the Program's policies. The ConOps and SEMP are also deliverables required by the Federal Highway Administration Value Pricing Pilot Program and Metropolitan Transportation Commission (MTC) Priority Development Area grants, which support the Program's policy analysis and conceptual engineering. On May 28, 2014, we issued a Request for Proposals (RFP) for the Treasure Island Mobility Management Program System Manager. By the July 1, 2014 deadline, we received six proposals. A multi-agency technical review panel, comprised of representatives from the Transportation Authority, Treasure Island Development Authority (TIDA) and MTC, reviewed the proposals and interviewed the four top-ranked firms on August 19, 2014. Based on the competitive selection process defined in the evaluation criteria of the RFP, the review panel recommends the award of a consultant contract to the top-ranked firm of Parsons Brinckerhoff, Inc. **We are seeking a recommendation to award a 12-month contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$250,000, for system engineering services for the Treasure Island Mobility Management Program and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.**

BACKGROUND

The Treasure Island Transportation Management Act of 2008 (Assembly Bill No. 981) directs the Treasure Island Development Authority (TIDA) Board of Directors to make a recommendation to the San Francisco Board of Supervisors (BOS), which would then designate a board or agency to serve as the transportation management agency for Treasure Island (now known as the Treasure Island Mobility Management Agency, or TIMMA). The purpose of TIMMA is to implement a comprehensive and integrated program to manage travel demand on the island as the Treasure Island/Yerba Buena Island Development Project (Project) develops. The centerpiece of this innovative approach to mobility is an integrated and multimodal congestion pricing demonstration program, the Treasure Island Mobility Management Program (Program) that applies motorist user fees to support enhanced bus, ferry, and shuttle transit, as well as bicycling options, to reduce the traffic impacts of the Project. In February 2011, TIDA approached the Transportation Authority to discuss the possibility of the Transportation

Authority's assumption of the role of the TIMMA. On October 25, 2011, through Resolution No. 12-16, the Transportation Authority Board recommended that the TIDA Board and the BOS designate the Transportation Authority as the TIMMA to implement the Pricing Program, authorized a partnership Memorandum of Agreement (MOA) between the Transportation Authority and TIDA, and authorized negotiation of initial operating contracts and development of TIMMA formation plans for consideration by the Transportation Authority Board. On April 1, 2014, the San Francisco Board of Supervisors adopted a resolution designating the Transportation Authority as the TIMMA. On August 26, 2014, the California State Assembly passed AB 141 and sent it to the Governor for signature. AB 141 would establish TIMMA as an agency legally separate from the Transportation Authority, and governed by the Transportation Authority Board.

TIDA and the Transportation Authority have signed annual operating MOAs since Fiscal Year (FY) 2011/12 to establish the budget and scope of work for TIMMA activities. Through the current period, the Transportation Authority has advanced the scope of work encompassed by these MOAs, including securing \$980,000 in grant awards from the Federal Highway Administration (FHWA) and Metropolitan Transportation Commission (MTC) for planning, policy analysis, and preliminary engineering. The FY 2014/15 TIMMA Work Program includes, among other activities, completion of the Program's policy recommendations and development of the Concept of Operations (ConOps) and the draft System Engineering Management Plan (SEMP). The ConOps and SEMP are preliminary system engineering concepts that will support the Program's policies. The ConOps and SEMP are also deliverables required by the VPPP grants.

To meet the objectives of the FY 2014/15 TIMMA Work Program, in spring of 2014 we held a targeted industry outreach and issued a Request for Proposals (RFP) for the Treasure Island Mobility Management Program System Manager. The purpose of this memorandum is to summarize the procurement process and recommend the award of a 12-month contract for system engineering services for the Treasure Island Mobility Management Program to Parsons Brinckerhoff, Inc.

DISCUSSION

The Transportation Authority, as TIMMA, seeks consultant services to support the development of the ConOps and the SEMP for the Program. A major focus of the Program Work Program for FY 2014/15 is completing the demand and financial analysis of the Pricing Program policies, and drafting the first deliverables for the Systems Engineering Management phase of project development, including the ConOps and draft SEMP.

Scope of Services: The scope of services for the system manager consultant is provided as Attachment 1. The scope is aligned with the current policy analysis and TIDA schedule for development of the island. We divided the scope into several phases, which allows us to initiate each phase of consultant work through a Notice to Proceed, depending on the overall development schedule and identifying funding for future phases. The FY 2014/15 TIMMA Work Program anticipates a Notice to Proceed for Tasks 1, 2, and 3 outlined in Phase I, which includes preparation of the ConOps and draft SEMP. If the Transportation Authority determines in its sole and absolute discretion that the selected consultant has performed Phase I satisfactorily and funding is available, Phase II will immediately follow Phase I as a continuation of the Treasure Island Mobility Management Program System Manager Project. If not, the Transportation Authority reserves the right to re-procure and to select a different consultant for Phases II, III and IV. Authorization for future phases of work will be at the Transportation Authority's sole and absolute discretion and will be by amendment to the consultant contract.

Budget: The anticipated cost for Phase I of the proposed Scope of Services is \$250,000, of which

\$150,000 is part of the adopted FY 2014/15 budget of \$747,799. Within this total, \$497,799 will be provided by the VPPP and MTC planning grants and \$250,000 has been committed by TIDA. Furthermore, we will request an appropriation of \$150,000 in Prop K funds in October 2014 and amend the FY 2014/15 budget for the overall TIMMA work program.

Procurement Process: We issued a Request for Proposals (RFP) for Treasure Island Mobility Management Program System Manager on May 28, 2014. We held a pre-proposal conference on June 6, 2014, which provided opportunities for small businesses and larger firms to meet and form partnerships. Twenty-seven people attended the event, representing twenty firms, of which seven were Disadvantaged Business Enterprises (DBE) and four were Small Business Enterprise (SBE) firms.

We took steps to encourage participation from SBE and DBEs, including hosting a special outreach event on May 16, 2014, as well as advertising in six local newspapers: San Francisco Chronicle, San Francisco Examiner, The Western Edition, San Francisco Bay View, and World Journal and Small Business Exchange. Fifty-six people attended the May event, representing forty-six firms, of which twelve were DBE and twelve were SBE firms.

We also distributed the RFP, sign-in sheets for the outreach event and pre-proposal conference, and periodic updates on the RFP to certified small, disadvantaged and local businesses, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils.

By the due date of July 1, 2014, we received six proposals. The review panel consisting of staff from the Transportation Authority, TIDA, and MTC evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposers' understanding of project objectives, technical and management approach, and capabilities and experience. One proposal was disqualified based on an incomplete submittal.

The panel interviewed the four top-ranked teams on August 19, 2014. Based on the competitive selection process, the review panel recommended the award of a consultant contract to the top-ranked firm of Parsons Brinckerhoff, Inc. The recommended team distinguished itself on the basis of: 1) its strong technical management approach focused on clear goals, prioritizing technical needs, and strategies for obtaining quality outcomes; and 2) its capabilities and experience including the Project Manager's similar past experience, successful recent completion of other tolling-related projects in the bay area, and a strong track record of the team's technical leads in key subject matters as well as their previous experience working effectively together.

We will use some of the FHWA and MTC grants to fund a portion of this contract and will adhere to federal regulations pertaining to DBEs. For this contract, we established a DBE goal of 12%. Proposals from all of the six teams met or exceeded the 12% DBE goal. The Parsons Brinckerhoff team includes 15% DBE participation from five firms: Asian Pacific-owned firms, William Kanemoto & Associates, Aetypic Inc. and YEI Engineers, Inc.; and Hispanic-owned firms, Cambria Solutions, Inc. and Garcia and Associates (GANDA). Aetypic Inc. is also based in San Francisco.

We are seeking a recommendation to award a 12-month contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$250,000, for system engineering services for the Treasure Island Mobility Management Program and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.

ALTERNATIVES

1. Recommend the award of a 12-month consultant contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$250,000, for system engineering services for the Treasure Island Mobility

Management Program and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.

2. Recommend the award of a 12-month consultant contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$250,000, for system engineering services for the Treasure Island Mobility Management Program and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The item was included on the consent calendar for the September 3, 2014 CAC meeting. The CAC unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

The anticipated cost for Phase I of the proposed Scope of Services is \$250,000, of which \$150,000 which is part of the adopted FY 2014/15 budget of \$747,799 for TIMMA-related work. Within this total, \$497,799 is will be provided by the VPPP and MTC planning grants and \$250,000 has been committed by TIDA. Furthermore, we will request an appropriation of \$150,000 in Prop K funds in October 2014 and amend the FY 2014/15 budget for the overall TIMMA work program.

RECOMMENDATION

Recommend the award of a 12-month consultant contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$250,000, for system engineering services for the Treasure Island Mobility Management Program and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.

Attachment:

1. Treasure Island Mobility Management Program System Manager Scope of Services

Attachment 1 - Scope of Services

Treasure Island Mobility Management Program System Manager

Project/Study Purpose and Background

On April 1, 2014, the San Francisco Board of Supervisors (BOS) adopted a resolution designating the Transportation Authority as the Treasure Island Mobility Management Agency (TIMMA) to implement elements of the Treasure Island Transportation Implementation Plan (TTTIP) in support of the Treasure Island/Yerba Buena Island (TI/YBI) Development Project. The 2008 California State Assembly Bill No. 981 (AB 981), the Treasure Island Transportation Management Act, authorized the San Francisco BOS to designate a board or agency to act as the transportation/mobility management agency for Treasure Island. The Transportation Authority and Treasure Island Development Authority (TIDA) execute an annual operating agreement which defines the budget and work program for the fiscal year to support pre-implementation of the TTTIP. The TTTIP calls for, and TIMMA will be responsible for implementing, the Treasure Island Mobility Management Program: a comprehensive and integrated program to manage travel demand on Treasure Island as the development project occurs, including an integrated congestion pricing program with vehicle tolling, parking pricing, and transit pass components.

In June 2011, the Planning Commission and TIDA jointly certified the Final Environmental Impact Report for the TI/YBI Development Project, and in addition the BOS approved a Disposition and Development Agreement (DDA) between TIDA and Treasure Island Community Development, LLC (TICD) and approved the TTTIP.

In October 2011, through Resolution 12-16, the Transportation Authority Board and TIDA Board recommended that the BOS designate the Transportation Authority as the TIMMA and authorized a partnership Memorandum of Agreement (MOA) between the Transportation Authority and TIDA. Through Resolutions 12-25, 13-01, and 14-53, the agencies later executed operating contracts covering Fiscal Years 2011/12, 2012/13, and 2013/14, with the Transportation Authority tasked to advance agency formation documents, grant-writing activities, and planning.

Subsequently, the Transportation Authority sought and received regional and federal grants to conduct the Treasure Island Mobility Management Study (Study). The goal of the Study is to confirm the policy definition of the mobility management program, establish financial viability, draft conceptual capital and operating cost estimates, and to advance necessary operating agreements, leading to the system design and integration phases and eventual implementation of the Transportation Program as described in the Treasure Island Implementation Plan. The Study is currently underway. Various reference documents are available on our website at <http://www.sfcta.org/doing-business-us/available-contracting-opportunities>. Information regarding DDA and TIDA EIR documents can be found at <http://sftreasureisland.org/approved-plans-and-documents>. Information regarding SFPark operations, including certain development documents can be found online and at the SFPark website at <http://sfpark.org>.

Project Organization

The various entities involved in the implementation of the TTTIP and their respective roles and responsibilities are described below:

Role of the TIMMA: AB 981 provides the TIMMA with the exclusive powers necessary to implement the Transportation Program in furtherance of the goals described below:

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

Key components of these goals are the ability to establish a congestion pricing and mobility enhancement program which includes:

1. Recommending to the BOS an initial fee structure for the imposition of congestion pricing fees and modifying the fee structure as necessary thereafter;
2. Administering and collecting congestion pricing fees on Treasure Island;
3. Adopting a transit voucher fee structure applicable to residents and other users of Treasure Island and administer and collect all Treasure Island transit voucher fees;
4. Expending revenues for implementation, operation, collection and enforcement, maintenance, construction, and administration activities;
5. Entering into operating contracts with AC Transit, Water Emergency Transportation Authority (WETA), and an on-Island shuttle provider for transit services for the area;
6. Applying for, accepting and administering state, federal, local agency, or other public or private funds for transportation purposes;
7. Undertaking studies, performance evaluations, and monitoring activities; and
8. Adopting and administering the transportation program, implementing rules and regulations, collecting and administering generated revenues, and taking all other steps necessary to implement the transportation program.

TIMMA will continue to conduct community outreach in support of the Mobility Management Program throughout the planning, design and implementation phases.

Role of TICD: TICD will build most of the transportation infrastructure and will provide operating subsidies to carry out the transportation program in the initial phases of the Mobility Management Program when the revenues from non-residential parking and congestion pricing are not yet at levels to sustain transit service to Treasure Island. The DDA, between TIDA and TICD, requires that TICD contribute a \$30,000,000 subsidy, expressed in 2010 dollars, to the Mobility Management Program. In addition, if, after Treasure Island is 50% occupied and less than 50% of

off-Island trips during the peak period are made by modes other than auto, the DDA requires that TICA contribute an additional \$5,000,000 in subsidy to support the Transportation Program.

Role of TICA: TICA will administer the TICA subsidy, as described above, for Transportation Program activities during the occupancy period, as well as enter into contracts, either with the Transportation Authority prior to the formation of the TIMMA or with the TIMMA after its formation, to carry out pre-occupancy Transportation Program activities. TICA will also oversee the design review, approval, and construction of transportation infrastructure, and will coordinate with the TIMMA on these plans.

Role of SFMTA: SFMTA will be responsible for activities reserved to it in Article 8A of the Charter and unaffected by AB 981, as well as activities which may be assigned to the TIMMA under AB 981 but which the parties agree are appropriate to continue being performed by SFMTA, including:

- Authority to set parking rates for on-street and off-street parking and to set parking fines and penalties.
- Authority to provide SFMTA bus service on Treasure Island and establish, collect, and enforce SFMTA transit fares.
- Authority to regulate taxi service.
- Authority to adopt regulations that control the flow and direction of motor vehicle, bicycle and pedestrian traffic, including regulations that limit the use of certain streets or traffic lanes to categories of vehicles and that limit the speed of traffic.
- Authority to design, select, locate, install, operate, maintain and remove all official traffic control devices, signs, roadway features and pavement markings that control the flow of traffic with respect to streets and highways within City jurisdiction.
- Authority to adopt regulations limiting parking, stopping, standing or loading as provided by state law, and to establish parking privileges and locations subject to such privileges for categories of people or vehicles as provided by state law.
- Authority to establish policies regarding and procure goods and services for the enforcement of regulations limiting parking, stopping, standing or loading, and the collection of parking-related revenues and, along with the Police Department, have the authority to enforce parking, stopping, standing or loading regulations.

Scope of Services

The Transportation Authority, as the TIMMA, will provide oversight of the System Manager's work. The System Manager will be responsible for conducting all the work activities listed below including providing expertise to assist TIMMA and project partners TICA, TICA, and SFMTA in advancing the parking pricing and toll technology congestion pricing elements of the TITIP. Specific tasks related to the toll technology elements include refining the definition of the system, developing the operating parameters of the system and providing support toward the development of the contract / bid documents necessary to procure a system integrator. The Parking Pricing System will be owned and operated by SFMTA and the development and deployment of the Parking Pricing System will be under the direction of SFMTA and not included in the scope of services for this contract. System Manager tasks for parking will be limited to development of recommendations regarding potential

integration of data from the two standalone parking and tolling systems. SFMTA will be an active and ongoing key partner throughout the System Manager process. Technical input will be provided through a project Technical Advisory Committee (TAC). Partner Agencies that will be invited to participate on the TAC include the Bay Area Toll Authority (BATA), WETA, AC Transit, SFMTA and Caltrans. TAC meetings will be led by Transportation Authority staff. It is anticipated that the System Manager will present updates on deliverables at TAC meetings.

The services under this contract will build on significant community outreach, stakeholder involvement, and current and previous planning efforts.

The budget for this effort is for an amount not to exceed \$250,000 for Phase I. Please note that this is a ceiling and not a target.

Scope of Work: Tasks will proceed in phases pending the authorization of annual TIMMA budgets. Since funding for all tasks has not been identified at this time, the scope of work will be delivered in multiple phases as funding becomes available and key decisions are confirmed by stakeholders. It is also important to note that other design and construction projects are actively being implemented on Yerba Buena and Treasure Islands which may impact the scope and schedule of Mobility Management Program implementation. Therefore, system management services for the Mobility Management Program will be delivered in the following phases:

Phases/Tasks	Budget	Schedule Start Date
Task 1*		Ongoing
Phase I: Tasks 2, 3, and 4	\$250,000	November 2014
Phase II: Task 5 and 6	\$350,000	July 2015
Phase III: Task 7	\$400,000	April 2016
Phase IV: Task 8	\$300,000	January 2017

* Each phase of the System Manager effort will require a new and/or updated project management plan, as needed, to ensure effective project management, budget and schedule adherence, and the delivery of quality products from this contract. Costs associated for this effort will be incorporated in each phase.

Additional Follow-on Work: If the Transportation Authority determines in its sole and absolute discretion that the selected consultant has performed Phase I satisfactorily and funding is available, Phase II will immediately follow Phase I as a continuation of the Treasure Island Mobility Management Program System Manager Project. If not, the Transportation Authority reserves the right to re-procure and to select a different contractor for Phases II, III and IV. Authorization for future phases of work will be at the Transportation Authority's sole and absolute discretion and will be by amendment to the consultant contract.

The total budget for this contract will be negotiated but not to exceed \$250,000 for Phase I, \$350,000 for Phase II, \$400,000 for Phase III and \$300,000 for Phase IV.

Specific Tasks under this contract include the following:

Task 1 – Administration and Project Management

Task 2 – Refinement of System Concept

Task 3 – Development of Concept of Operations (Con-Ops) and draft System Engineering Management Plan (SEMP) documents and support of the Transportation Authority in the development of related policy, business rules and definition of roles and responsibilities

Task 4 – Preparation of Final SEMP (*Optional Task*)

Task 5 – Development of preliminary engineering drawings, including all applicable disciplines, for all capital improvements, and environmental clearance documents – if needed (*Optional Task*)

Task 6 – Technical support to TIMMA/Transportation Authority in procurement of System Integrator (*Optional Task*)

Task 7 – System Integrator contract technical oversight (*Optional Task*)

Task 8 – Operations Oversight (*Optional Task*)

Separately from the tasks identified above, proposers may suggest changes/additions/subtractions to the task descriptions and the division of responsibility between the Transportation Authority, and the consultant team as part of their proposal, but this should be stated clearly. The Transportation Authority is interested in establishing an efficient process that utilizes both in-house and consultant expertise. Any changes to the proposed scope and division of responsibility should result in all desired deliverables in a manner that successfully advances Mobility Management Program implementation. The specific System Manager tasks and responsibilities are detailed below.

Task 1: Administration and Project Management. The purpose of this task is to ensure a smooth workflow and timely completion of the Mobility Management Program. This task will include the following subtasks:

1.1 Project Management Plan. The purpose of this task is to develop the project management plan that will at a minimum include the following: Team organization and responsibilities; identification of contact person and schedule showing timeline for deliverables; resource and schedule management. The schedule should allow at least seven (7) working days for Transportation Authority staff to review the draft version of all deliverables. All final versions of the deliverables shall be available in electronic, editable format (native files when the software is compatible with those of the Transportation Authority's, such as Microsoft Word, PowerPoint, travel demand forecasting model, etc.)

Deliverable: *Project Management Plan.*

1.2 Monthly Activity Reports and Invoices. The System Manager shall provide status of the work efforts in monthly activity reports and invoices submitted to the Transportation Authority. Monthly activity reports shall be prepared and attached to the invoices documenting the work effort during the billing period, tasks to be accomplished over the next thirty (30) days as well as any anticipated challenges and issues, and potential methods for resolution. If no invoice is submitted for a particular month, the contractor is still required to submit the monthly activity report.

Deliverable: *Monthly Progress Reports and Invoices.*

1.3 Progress Meeting. The System Manager shall set-up and lead bi-weekly meetings with the Transportation Authority staff in order to ensure timely delivery of the work product and the effective coordination of all tasks.

Deliverable: Coordination and management of bi-weekly progress meetings and documentation of project decisions and action items in minutes.

1.4 Project Kick-Off Meeting. The System Manager shall conduct a project kick-off meeting with Transportation Authority staff and the TIMMA team at the beginning of each phase of the project to ensure effective coordination of the work effort.

Deliverable: Attendance at one (1) project kick-off meeting at the initiation of each project phase and documentation of project decisions and action items in minutes.

PHASE I

Task 2: Refinement of System Concept. The purpose of this task is to refine the definition of the tolling system, the relationship between the tolling system and the SFMTA-owned and operated parking pricing system; evaluate operating parameters for the systems that have been assumed in the preliminary planning work; and describe the level for which these systems will be integrated (both financially and technically).

This task will include the review of the planning documents developed to date including the TITIP, the Study currently underway, and the draft policy assumptions that have been developed.

Key elements of this task will be to confirm the level of integration recommended for the parking pricing system, the tolling system, and to outline the institutional and technological framework for the development, deployment, and operation of the tolling system. The current assumption for the parking system on Treasure Island is that it will be managed by SFMTA and will be modeled after the SFPark System. After a review of the existing operating parameters and system requirements for SFPark, the System Manager will assist the Transportation Authority in the development of a strategy for coordinating the tolling systems with the SFMTA's implementation of the parking pricing system on Treasure Island. The strategy will recommend a framework for assumptions about the parking system operation and coordination of the parking pricing system and the tolling system.

This task will at a minimum evaluate and perform the following:

- Evaluate the current planning level system definition for the toll system that will be implemented on Treasure Island.
- Define tolling system.
- Coordinate the parking pricing system with the tolling system.

Deliverables: Draft and final tolling system and recommended strategy for coordinating the tolling and pricing systems.

Task 3: Development of Con-Ops Document and Preliminary System Development. The purpose of this task is to define the operating concepts for the toll system, documenting how the system will be designed, constructed, operated, maintained, and administered. This task will include the development of the Con-Ops document and the draft SEMP.

Systems development work on this project will build on previously approved planning and development documents as well as planning work that is currently underway. Approved program documents include the Final Environmental Impact Report, the TITIP, and the DDA. Documents to be developed as part of the current Study include the preliminary capital and operating costs, preliminary toll policy, the draft and final project description, and partnership agreements with other

operating agencies. These documents will be shared with the System Manager as they become available.

3.1 Con-Ops Plan. The Con-Ops will describe the elements of the system, how it will operate and will outline the roles and responsibilities of partner agencies. Key elements of the Con-Ops will include:

- Documentation of project goals and definitions.
- A description of the project organization and management structure from the planning phase through operations (roles and responsibilities for all partners in each phase).
- Identification of key milestones and decision points for each phase of development.
- Further definition of the physical and operational characteristics of the system to support a more detailed preliminary system design.
- Proposed facility conceptual design including location of toll zones.
- Operating concept for the system.
- Roles and responsibilities of key project partners and stakeholders for each phase of the project development, deployment, and operations.
- Technical requirements of the system.
- Revised capital and operating cost estimates.
- Approach to back-office processing and customer support.
- Approach to enforcement of the tolling system.
- Documentation of final toll policy.

Deliverable: *Draft and Final Con-Ops Plan.*

3.2 Draft System Requirements and Preliminary System Design. Building on the Con-Ops document, this task will develop a more detailed definition of the system requirements. The system requirements to be defined will include the functional, performance, operational, data, administrative, maintenance, and interface requirements for the proposed system. Preliminary system design will be advanced sufficiently to define the scope of work that will be included in the System Integrator RFP. Final design will be completed by the system integrator. Preliminary design shall define approximate location of gantries and the necessary support systems including but not limited to electrical, structural, traffic and general civil engineering drawings.

Deliverable: *Draft System Requirements and Preliminary System Design Document.*

- **Draft Work and Deployment Plan.** This task will develop a work and deployment plan that includes a schedule and plan for the installation of all equipment and an assessment of project risks. The plan will include schedules that identify the anticipated timing of equipment installation, field testing, and acceptance for all equipment and software deployed at the roadside, Toll Data Center (TDC) and Transportation Management Center (TMC). The plan will identify all critical milestones and define the roles and responsibilities for oversight of the installation. The plan will also include the steps and schedule for deploying the various civil elements required to support the deployment of the system.

Deliverable: *Draft Work and Deployment Plan.*

- **Draft Operations and Maintenance Plan.** This task will develop a conceptual operations and maintenance plan using the system requirements developed in the previous task. This plan will document the strategies to operate, administer, and maintain the system. The plan will incorporate the recommendations from the Con-Ops document to define and describe support required from Transportation Authority staff, partner agencies, interagency and private contracted services as well as financial resources that will be required to effectively operate, administer, maintain, and monitor the system. The operating and monitoring strategies will support the data collection and system evaluation requirements of the performance and evaluation plan.

***Deliverable:** Draft Operations and Maintenance Plan.*

- **Draft Enforcement Plan.** This task will develop an Enforcement Plan that evaluates both technology based automated enforcement options as well as the use of law enforcement personnel for visual enforcement of the System. The Enforcement Plan will include an evaluation of capital costs associated with the installation of any required enforcement related equipment and/or construction of enforcement zones and will also evaluate the ongoing operational costs associated with the enforcement strategy.

***Deliverable:** Draft Enforcement Plan.*

- **Draft Performance and Evaluation Plan.** The TTTIP identifies project goals and principles consistent with the multi-modal and sustainable communities strategies defined in the Enforcement Plan. The strategies will be monitored regularly to evaluate Mobility Management Program effectiveness based on agreed upon performance measures for the congestion pricing and travel demand strategies and to guide the management of the system to best meet the needs of residents and visitors to Treasure Island. The Performance and Evaluation Plan will identify the process and procedures for collecting and reporting the results of the monitoring activities specific to the tolling and parking elements of the program. The system should be developed to accommodate automated evaluation and monitoring capabilities to the fullest extent that is financially and operationally possible.

***Deliverable:** Draft Performance and Evaluation Plan.*

- **Stakeholder and TAC Meetings -** The Transportation Authority will seek input from key project stakeholders throughout the System Development process. This Task will include attendance at quarterly stakeholder and TAC meetings to review project status and deliverables.

***Deliverable:** Attendance at quarterly stakeholder and TAC meetings.*

Task 4: Finalize Systems Engineering Management Plan. This task will involve finalizing the System Engineering Management Plan (SEMP). *(Optional Task with notice to proceed upon satisfactory completion of Task 3).*

4.1 Develop Final SEMF. Under this task, the draft SEMF developed in Task 3 will be finalized, revising draft documents as required and incorporating the additional elements listed below.

***Deliverable:** Final SEMF*

Additional elements to be included in final SEMF:

- **System Test Plan.** This task will develop the system test plans to evaluate functionality

of the systems developed by the system integrator. The test plans will consist of Factory Acceptance Tests (FAT), Field Equipment Tests (FET), and Systems Acceptance Tests (SAT). The test plans will evaluate the performance of all equipment that is specified by the system integrator and will be incorporated as part of the requirement of the System Integrator RFP. The FAT will be structured to evaluate the performance of the system in a simulated environment to verify that all functional and performance requirements are met with the new system. All equipment must pass the FAT prior to installation and deployment. The FET will be structured to evaluate the performance of the system upon completion of the installation and integration, prior to the opening of the facility. The SAT will specify the operational parameters that will be evaluated, and performance measures and testing period that will be required to evaluate the performance of the system under operating conditions. All equipment must pass the SAT prior to systems acceptance.

Deliverables: *Draft and final systems test plans.*

- **Training Plan.** This task will develop a training plan for each of the discrete major subsystems of the system. The plan shall implement the latest technology to provide simple yet comprehensive training. The training plan will consist of the training materials necessary to give the level of training required for oversight and day-to-day operations of the system. In addition to the training materials, reference materials will be made available to ensure the long-term goals and requirements of the systems are continually met.

Deliverables: *Draft and final training plan.*

- **Business Rules.** This Task will develop business rules for the system that describe how various scenarios should be handled by the toll system and by the customer service center. The business rules will build on the adopted toll policy and the Concept of Operations to define how day to day operations will be carried out including customer accounts, transaction processing, and violation processing.

Deliverables: *Draft and final business rules.*

Phase II

Task 5 (optional): Development of engineering drawings and environmental clearance. For this Task the System Manager is required to prepare preliminary engineering drawings, incorporating all applicable disciplines, for all capital improvements needed to support the tolling systems and associated elements proposed in the previous phase. This task also includes the preparation of environmental clearance studies and documents required for the tolling elements – if needed.

5.1 – Prepare preliminary engineering drawings. Engineering analysis and design for facilities necessary to accommodate the proposed tolling system, at the level consistent with a future design-build procurement contract for its implementation.

Deliverables: *30% drawings, location and layout sheets, structural drawings, civil drawings, electrical drawings for capital improvements.*

5.2 – Prepare environmental clearance documents – if necessary. Prepare environmental documents and associated supporting studies necessary to obtain project clearance and approval from federal and state agencies.

Deliverables: Draft and final CEQA and NEPA documents.

Task 6 (optional): Develop the Systems Integrator RFP and Assist in the System Integrator Selection Process. This task will involve finalizing the SEMP, the development of the RFP documents for the System Integrator and support of the Transportation Authority procurement effort for this contract.

6.1 Develop System Integrator RFP and System Integrator Procurement. Under this task, the approved system operating concept and system requirements, as well as the final version of the SEMP, will be used as the foundation to define the detailed functional design for the Mobility Management Program. This design will be stated in the form of functional and performance requirements and incorporated into the System Integrator RFP. The RFP will be utilized to ensure that the chosen system integrator designs and develops the hardware and software properly to allow the system to operate according to the RFP requirements while achieving the TTTIP goals. The following are examples of the requirements that would be presented clearly to the prospective bidders in the RFP:

- Interoperability requirements including recommended consistency with other regional toll systems;
- Toll system requirements for in-lane subsystems including zone controller hardware/software, transaction processing, automatic vehicle identification, and variable message signs;
- Central processing system requirements including data management software and hardware, account management, and financial functions;
- Performance requirements including transponder and sensor read accuracy, image capture, and false read processing;
- Software requirements, including intellectual property (IP) ownership, rights to the delivered source code, how the Transportation Authority would be granted a perpetual license to utilize the software (or how they will become owners of the source code), software maintenance procedures, etc.;
- System design, development, integration testing at the factory level, installation and field testing procedures and requirements; etc.;
- System maintenance requirements;
- Testing and acceptance requirements;
- Design-Build contract drawings and specifications for all capital improvements;
- Installation, integration and operations requirements.

The RFP would also clearly specify, at a minimum, the following requirements:

1. System delivery schedule;
2. Project management approach;
3. Performance bonding;
4. System and capital improvements design and review process;
5. Test requirements;

6. Training requirements;
7. Documentation requirements;
8. Liquidated damages;
9. System acceptance requirements; and
10. Payment procedures.

Deliverable: RFP for Systems Integrator

6.2 System Integrator Selection and Contract Procurement. This task includes assisting the Transportation Authority in the procurement process beginning with industry outreach through the period subsequent to release of the RFP all the way to issuance of notice-to-proceed to the selected system integrator. This task is anticipated to include the following tasks:

- Identify prospective system integrators that should be provided with a copy of the RFP;
- Assist the Transportation Authority in industry outreach activities prior to release of final RFP;
- Coordinate the pre-proposal conference and develop supporting materials as needed;
- Provide assistance to the Transportation Authority staff in the development of objective evaluation and scoring criteria consistent with selection requirements set by the Transportation Authority;
- Review and evaluate technical and cost proposals that are received and advise Transportation Authority evaluation committee in selecting or short-listing candidates for interviews. Subsequent to evaluating each proposal, the proposers will be ranked on their specific technical and cost merits;
- Assist the Transportation Authority in the interview process and selection of the most qualified team;
- Assist the Transportation Authority in the final contract negotiation process through notice to proceed.

Deliverable: Final Contract for Systems Integration Implementation

Phase III

Task 7 (optional): Systems Integrator Contract Technical Oversight. This task will involve monitoring of the system integrator activities during the system design, development, testing, deployment, and system acceptance phases of the project. During this task the System Manager will participate in the system design and factory testing process working closely with Transportation Authority and system integrator personnel.

7.1 Integration Management. This task will include management of all integration activities specified in the System Integrator RFP and contract performance requirements including but not limited to the following:

- Outline the project responsibilities and develop the lines of communication. Review and approve project management plan submitted by system integrator.
- Review, comment, and approve system integrator deliverables including but not limited

to:

- a. Project management plan;
 - b. Preliminary and final design documents;
 - c. Software development and integration plan;
 - d. Communication plan;
 - e. Factory and field test plans;
 - f. Enforcement plan;
 - g. Interface plan for other facilities including but not limited to the Regional Express Lane Network and existing SFPark operations.
 - h. Interface plan(s) for partner agencies such as BATA, Caltrans, SFMTA, TIDA and other San Francisco agencies as applicable;
 - i. Training plan;
 - j. Installation plan;
 - k. System performance test plan;
 - l. Maintenance Plan.
- Manage, prioritize and resolve technical issues with the System Integrator.
 - Review, comment and approve test results of all tests identified in the System Integrator contract.

Deliverables: Final Project Management Plan (PMP); comments on System Integrator deliverables; approvals of the final system integration deliverables; comments and approval for each test activity.

7.2 Schedule Management. Complete all tasks necessary to review and maintain the System Integrator baseline schedule including tracking the critical path, deliverables, key decision points, and evaluating potential risks to the schedule.

- Review and approve project base schedule;
- Identify key decision points and communication of these items to the Transportation Authority staff;
- Manage schedule risk. Proactively identify schedule risks, recommend mitigation strategies, and document in the risk register;
- Implement proper corrective measures to bring the schedule back to baseline;
- Provide a monthly written update of the schedule during project progress meetings.

Deliverables: Final project base schedule and tracking of all updates; identify schedule risks along with changes to key milestones.

7.3 Risk Management. The purpose of this task is to proactively identify integration risks including technical, schedule, contractual, quality and resources. For this task, the System Manager will develop a risk matrix, risk mitigation strategies and monitor and maintain a risk register.

Deliverables: Risk matrix draft and final; risk register including the cost/benefit analysis of decisions.

7.4 System Integrator Budget Management. This task includes the management of the System Integrator overall budget. System Manager will review invoices and make recommendation for payment by the Transportation Authority, and review all contract change order requests. Furthermore, System Manager will perform budget control activities such as evaluation of available funding for contract changes or project delays and recommend remedies as required and becomes necessary.

Deliverable: Review of monthly system integrator invoices.

7.5 Tolling Policy. The System Manager will coordinate with the Transportation Authority during the system integration phase to identify and institute any changes to the adopted toll policy that may be required.

Deliverables: Updated policy and business rules report.

7.6 Testing. The System Manager will oversee and manage all system tests including factory acceptance tests, field equipment tests, and system acceptance tests.

Deliverables: Test Scripts; FAT test report and approval recommendation; FET test report and approval recommendation; SAT test report and approval recommendation, or others as required.

7.7 Oversight of Equipment Installation and Integration. The System Manager will monitor the installation of all equipment and the integration of all systems prior to the opening of the facility. Tasks include:

- Review of system integrator's installation plans and drawings;
- On-site inspections of the actual installation work;
- Coordinate work with partner agencies and stakeholders including SFMTA, TICD, Caltrans, and BATA as appropriate;
- Monitor testing throughout the installation and integration phase to insure all equipment is operating consistent with contract requirements;
- Coordinate with project partners and stakeholder on communications, outreach and public education prior to the opening of the facility;
- Review operations and maintenance protocols prior to the opening of the facility.
- Develop a transition plan and training of TIMMA staff and/or designated representative in operations of the System prior to opening

Deliverables: Review, comment, and approval of the equipment installation plan; reports on the equipment site inspection; field test procedure; review and approve training manual developed by system integrator; transition plan for agency operation of the system.

Phase IV

Task 8 (optional): Provide Operations Support. If required by Transportation Authority, the System Manager will continue to support the project by performing this optional task which includes the following:

- Review of system operations;
- Review the pricing functionality of the system;

- Review and reconcile all transaction and financial reports that detail funds to be paid to the TIMMA;
- Access toll lane customer FasTrak information when issues arise that require this type of account investigation;
- Hold discussions with the BATA RCSC operations manager, as required;
- Using the CCTV subsystem, observe tolling and enforcement operations;
- Review and provide inputs to the law enforcement system enforcement protocol;
- Periodically check the CCTV streaming video process to the system management center;
- Participate in any marketing programs and/or activities;
- Coordinate with the system integrator maintenance supervisor and technicians to make sure that Maintenance On-Line Management System (MOMS) identified problems are resolved within the time periods presented in the RFP;
- Carefully plan with Public Works staff and closely monitor any roadway maintenance activities that may impact the system; and
- Monitor the system preventive maintenance schedules to ensure that the system equipment/software maintenance is being conducted properly.



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RESOLUTION APPOINTING BRIAN LARKIN TO THE CITIZENS ADVISORY
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
FOR A TWO-YEAR TERM

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.3(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Citizens Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There is one vacancy on the CAC; and

WHEREAS, At its September 16, 2014 meeting, after careful review and consideration of all candidates' qualifications and experience, the Plans and Programs Committee unanimously recommended the appointment of Brian Larkin to serve for a period of two years; now, therefore be it

RESOLVED, That the San Francisco County Transportation Authority does hereby appoint Brian Larkin to serve, for a two-year term, on the CAC of the San Francisco County Transportation Authority; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



Memorandum

Date: 09.11.14 **RE:** Plans and Programs Committee
 September 16, 2014

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

From: Maria Lombardo – Chief Deputy Director for Policy and Programming *mel*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Appointment of One Member to the Citizens Advisory Committee

Summary

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There is one vacancy on the CAC requiring committee action. **We are seeking a recommendation to appoint one member to the CAC.**

BACKGROUND

There is one vacancy on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancy is the result of the term expiration of Brian Larkin. Mr. Larkin has indicated that he is seeking reappointment. There are currently 11 applicants to consider for the existing vacancies.

DISCUSSION

The CAC is comprised of eleven members. The selection of each member is recommended at-large by the Plans and Programs Committee (Committee) and approved by the Transportation Authority Board. Per Section 6.2(f) of the Transportation Authority's Administrative Code, the eleven-member CAC:

“...shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Attachment 1 is a tabular summary of the current CAC composition. Attachment 2 provides similar information on current applicants for CAC appointment. Applicants are asked to provide residential location and areas of interest. Applicants provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, mailings and e-mail blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority.

All applicants have been advised that they need to appear in person before the Committee in order to be appointed, unless they have previously appeared before the Committee. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

ALTERNATIVES

1. Recommend appointment of one member to the CAC.
2. Defer action until additional outreach can be conducted.

CAC POSITION

None. The CAC does not make recommendations on appointment of CAC members.

FINANCIAL IMPACTS

None.

RECOMMENDATION

None. Staff does not make recommendations on appointment of CAC members.

Attachments (2):

1. Current CAC members
2. CAC applicants

Enclosure:

1. CAC Applications

Attachment 1

CITIZENS ADVISORY COMMITTEE¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Brian Larkin	NP	NP	1	Richmond	Neighborhood	May 04	Sep 14
Glenn Davis, Chair	NP	NP	8 ²	Mission	Neighborhood	May 09	Dec 14
Christopher Waddling, Vice Chair	NP	NP	10	Silver Terrace/Bayview	Environmental, Neighborhood	Dec 12	Dec 14
Wells Whitney	NP	NP	3	Telegraph Hill	Environmental, Neighborhood, Public Policy, Senior Citizen	May 13	May 15
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 15
Myla Ablog	F	Filipina	5	Japantown	Environmental, Neighborhood	Sep 13	Sep 15
Eric Rutledge	NP	NP	4	Outer Sunset	Environmental, Neighborhood, Public Policy	Nov 13	Nov 15
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 16
John Larson	NP	NP	7	Miraloma Park	Neighborhood, Public Policy	Mar 14	Mar 16
Angela Minkin	F	C	11	Excelsior	Environmental, Neighborhood, Public Policy	May 12	May 16
Raymon Smith	NP	NP	6	NP	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	July 14	July 16
A – Asian American		AA – African American	C – Caucasian	H – Hispanic	NA – Native American	NP – Voluntary Information, Not Provided	

¹ Shading denotes open seats on the CAC.² District was 9 when appointed, revised to 8 as a result of redistricting in 2012.

Attachment 2 (Updated 09.11.14)

APPLICANTS

Name	Ethnicity	Gender	District	Neighborhood	Affiliation/Interest
1 Rachel Frederick*	NP	NP	4	Central Sunset	Business, Environmental, Neighborhood, Public Policy
2 Aaron Goodman	NP	NP	11	Lakeside/ Parkmerced	Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
3 Tom Hubbard*	C	M	5	Cole Valley	Environment, Neighborhood
4 Michele Jacques	NP	NP	7	Oceanview	Neighborhood, Public Policy
5 Johnny Jaramillo*	NA	M	2	Van Ness Corridor	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
6 Jessica Lunney	C	F	2	Cow Hollow	Business, Environmental, Neighborhood, Public Policy
7 Catherine Orland	C	F	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy
8 Glenn Rogers	NP	NP	7	NP	Business, Disabled, Environmental, Labor, Neighborhood, Senior Citizen
9 Sunaina Seelam	S. Asian	NP	9	Mission	Environmental, Neighborhood, Public Policy
10 Daniel Sisson	H/C	M	1	Inner Richmond	Neighborhood
11 Howard Strassner*	NP	NP	7	NP	Environmental, Neighborhood, Public Policy, Senior Citizen

A – Asian American AA – African American C – Caucasian H – Hispanic NA – Native American NP – Voluntary Information, Not Provided

* Applicant has not appeared before the Plans and Programs Committee.



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RESOLUTION ADOPTING THE 2014 PROP K BUS RAPID TRANSIT/TRANSIT PREFERENTIAL STREETS/MUNI METRO NETWORK 5YPP AND AMENDING THE 2014 PROP K TRANSIT ENHANCEMENTS AND BART STATION ACCESS, SAFETY AND CAPACITY 5YPPS

WHEREAS, The voter-approved Prop K Expenditure Plan requires the development of a 5-Year Prioritization Programs (5YPP) for each of the 21 programmatic categories (e.g. street resurfacing, new signals and signs, and traffic calming) as a prerequisite for allocation of funds; and

WHEREAS, The purpose of the 5YPPs is to establish a clear set of criteria for prioritizing projects within each Prop K category, improve inter-agency coordination at the earlier stages of the planning process, and allow and ensure public input early and through the planning process; and

WHEREAS, Each 5YPP includes, but is not limited to a prioritization methodology to rank projects within the program; a 5-year project list with information on scope, schedule, cost and funding (including non-Prop K funding to demonstrate how projects are achieving Expenditure Plan leveraging assumptions); and a project delivery snapshot showing completed and underway projects from the prior 5YPP periods; and

WHEREAS, 5YPPs are updated on a quadrennial basis in coordination with Strategic Plan updates; and

WHEREAS, The 2014 5YPPs, covering Fiscal Years 2014/15 through 2018/19 will be the second update of the 5YPPs since they were first adopted in 2005; and

WHEREAS, The 5YPPs were developed through an iterative process working with all the eligible Prop K project sponsors and drawing upon planning efforts such as the San Francisco Transportation Plan and the San Francisco Municipal Transportation Agency's Pedestrian Strategy, Bicycle Strategy, Transit Effectiveness Project and Capital Improvement Program; city and regional



initiatives (e.g. Vision Zero) and input from the Transportation Authority Board and Citizens Advisory Committee; and

WHEREAS, With the support of eligible project sponsors, Transportation Authority staff is recommending adoption of the 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP (see Enclosure) and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs as detailed in Attachments 1 and 2 respectively; and

WHEREAS, 5YPP annual funding levels must be consistent with the Strategic Plan, and therefore under a separate agenda item the Board will consider adoption of the 2014 Prop K Strategic Plan, which is consistent with the 2014 5YPPs for all the programmatic categories of the Prop K Expenditure Plan, including the three that are the subject of the recommended action; and

WHEREAS, At its September 3, 2014, meeting, the Citizens Advisory Committee reviewed and adopted a motion of support for the staff recommendation to adopt the 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP and amend the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs; and

WHEREAS, On September 16, 2014, the Plans and Programs Committee reviewed the three aforementioned 2014 Prop K 5YPPs and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP and amends the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.

Attachments (2):

1. Draft Amended 2014 Prop K BART Station Access, Safety and Capacity Project List and Balboa Park Station Eastside Connections Project Information Form
2. Draft Amended 2014 Prop K Transit Enhancements Project List and Geary BRT Project Information Form

Enclosure:

1. 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP

Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)
 BART Station Access, Safety and Capacity (EP 8)
 Programming
 Amendment Pending Board Approval (XX.XX.2014)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	Balboa Park Station Improvements [NTIP Planning]	PLAN/CER	Programmed	\$410,000					\$410,000
BART	Balboa Park Station Eastside Connections	CON	Planned	\$2,030,000					\$2,030,000
BART	24th and Mission Northeast Plaza Redesign	PS&E	Programmed			\$327,025			\$327,025
BART	Civic Center Station Improvements	PLAN/CER	Programmed					\$243,101	\$243,101
Total Programmed in 5YPP				\$2,440,000	\$0	\$327,025	\$0	\$243,101	\$3,010,126
Total Programmed in 2014 Strategic Plan				\$200,000	\$210,000	\$220,500	\$231,525	\$243,101	\$1,105,126
Cumulative Remaining Programming Capacity				(\$2,240,000)	(\$2,030,000)	(\$2,136,525)	(\$1,905,000)	(\$1,905,000)	(\$1,905,000)

Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)
 BART Station Access, Safety and Capacity (EP 8)
 Cash Flow (\$) Maximum Annual Reimbursement
 Amendment Pending Board Approval (XX.XX.2014)

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Balboa Park Station Improvements [NTIP Planning]	PLAN/CER	\$200,000	\$210,000				\$410,000
Balboa Park Station Eastside Connections	CON			\$2,030,000			\$2,030,000
24th and Mission Northeast Plaza Redesign	PS&E			\$220,500	\$106,525		\$327,025
Civic Center Station Improvements	PLAN/CER					\$243,101	\$243,101
Cash Flow Programmed in 5YPP		\$200,000	\$210,000	\$2,250,500	\$106,525	\$243,101	\$3,010,126
Total Cash Flow in 2013 Strategic Plan Baseline							\$0
Cumulative Remaining Cash Flow Capacity		(\$200,000)	(\$410,000)	(\$2,660,500)	(\$2,767,025)	(\$3,010,126)	(\$3,010,126)



Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
Prop K EP Project/Program:	c. BART Station Access, Safety and Capacity
EP Line (Primary):	8
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Balboa Park Station Eastside Connections
Project Location:	Balboa Park BART Station
Project Supervisorial District(s):	11
Project Description:	<p>The project consists of connecting the newly added Eastside entrance plaza with the addition of a new MUNI platform on the Eastside of the BART Balboa Park Station while updating the existing station architecture to suit its new role as a major entrance with the addition of improved lighting, signage and access to the station concourse. Key features include:</p> <ul style="list-style-type: none"> <input type="checkbox"/> New east side SFMTA train platform <input type="checkbox"/> New pedestrian bridge connecting east side to west side of station <input type="checkbox"/> New lighting <input type="checkbox"/> Ceiling treatment <input type="checkbox"/> Signage and separation barrier between free/paid area <input type="checkbox"/> Wall finishes <input type="checkbox"/> Improve overall appearance of station concourse area <input type="checkbox"/> MUNI passenger will have safer access to BART station <input type="checkbox"/> BART patrons will have direct access from east side to west side of station and vice versa <input type="checkbox"/> Enable easier access to the station and MUNI bus connections <input type="checkbox"/> Improved security with new lighting
Purpose and Need:	<p>The Balboa Park BART/Muni Station is one of the busiest intermodal transit facilities in the region. As the major hub for the southern part of San Francisco, the station serves more than 24,000 passengers daily with its four BART lines, multiple major local bus routes, and three light rail transit (LRT) lines. But access to the station, particularly for non-auto modes, is complicated by tightly squeezed station functions and by the nearby I-280 Geneva-Ocean Avenue interchange system, whose multiple on- and off-ramps deliver heavy auto traffic to the station and its surrounding neighborhoods. The conflicts between fast-moving auto traffic and station-related movements, including bus operations, private vehicle passenger drop-off activity, and pedestrian crossings, detract from the station's ability to provide a high-quality passenger experience.</p>
Community Engagement/Support:	<p>The Balboa Park Community Advisory Committee (CAC), whose membership and quarterly meetings will be open to the public, will monitor progress and provide input on the multiple station-related improvements currently under development. The CAC will also provide input to develop the capital improvements.</p>
Implementing Agency:	Bay Area Rapid Transit District
Project Manager:	Tim Chan
Phone Number:	510-287-4705
Email:	tchan1@bart.gov
Environmental Clearance	
Type:	Categorically Exempt
Status:	Complete
Completion Date (Actual or Anticipated):	10/01/10

**San Francisco County Transportation Authority Proposition K Sales Tax Program
Project Information Form**



67

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	0%	Both	1	2013/14	3	2013/14
Environmental Studies (PA&ED)	0%	Both	1	2010/11	2	2010/11
Design Engineering (PS&E)	0%	Both	4	2013/14	1	2014/15
R/W Activities/Acquisition	0%	N / A				
Advertise Construction	0%	Both	2	2014/15	3	2014/15
Start Construction (i.e. Award Contract)	0%	Both	1	2015/16		
End Construction (i.e. Open for Use)	0%	Both			4	2016/17
Start Procurement (e.g. rolling stock)	0%					
Project Close-out	0%	Both			1	2017/18

Comments/Concerns



Project Name:	Balboa Park Station Eastside Connections
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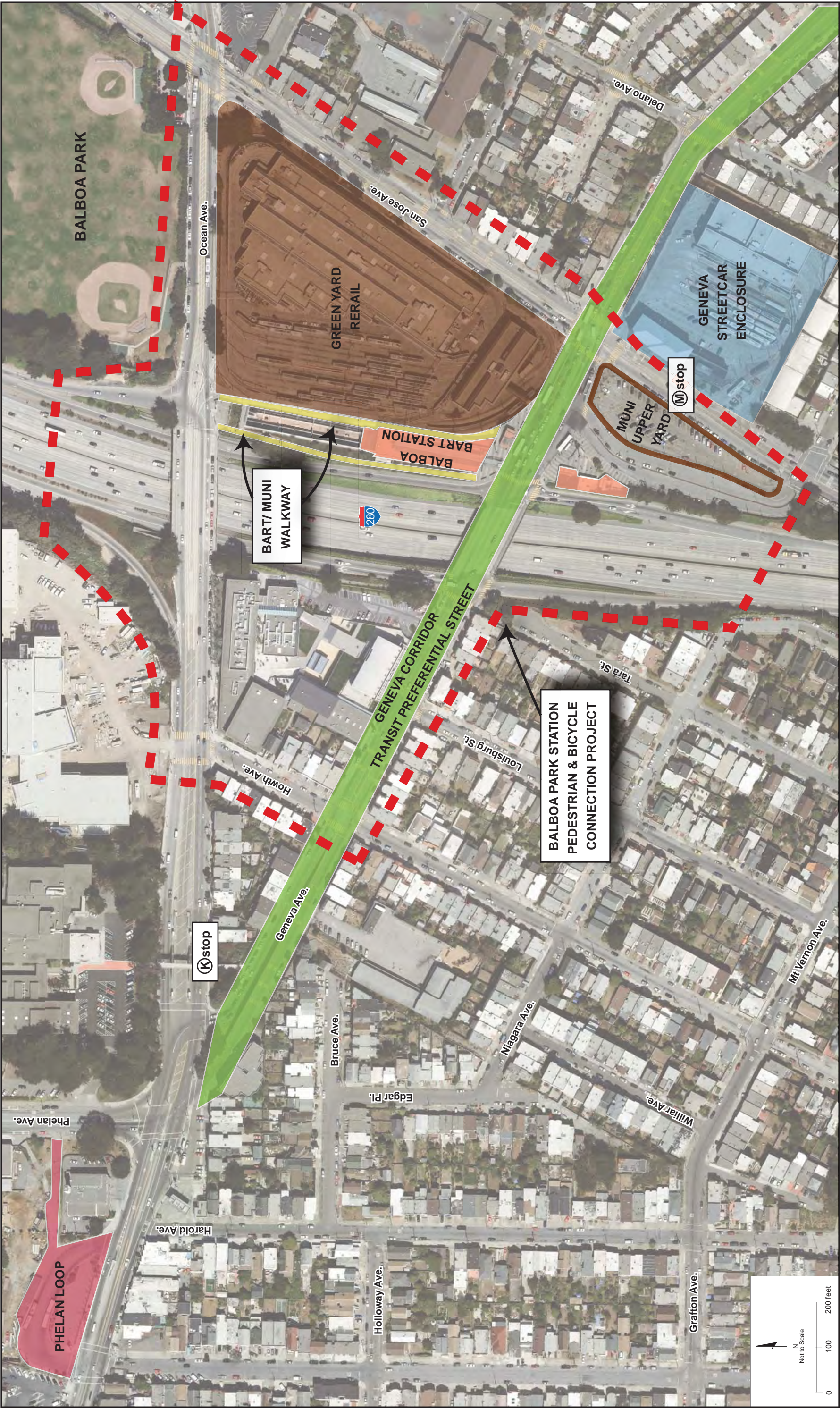
Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	-
Environmental Studies (PA&ED)	\$ -	\$ -	-
Design Engineering (PS&E)	\$ 2,821,883	\$ -	\$ 2,821,883
R/W	\$ -	\$ -	-
Construction	\$ 12,178,117	\$ 2,230,000	\$ 9,948,117
Procurement (e.g. rolling stock)	\$ -	\$ -	-
Total Project Cost	\$ 15,000,000	\$ 2,230,000	\$ 12,770,000
Percent of Total		15%	85%

Project Expenditures (Cash Flow) By Fiscal Year				Enter Cash Flow Here					
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	14/15	15/16	16/17	17/18	18/19	Total
Design Engineering (PS&E)	Prop 1B*	Allocated	14/15	\$ 1,153,610					\$ 1,153,610
Design Engineering (PS&E)	STA*	Allocated	14/15	\$ 752,440					\$ 752,440
Design Engineering (PS&E)	Prop 1B - BART	Allocated	14/15	\$ 915,833					\$ 915,833
Construction	Prop 1B - BART	Allocated	14/15		\$ 6,000,000	\$ 3,148,117			\$ 9,148,117
Construction	Prop 1B - MTC	Allocated	14/15			\$ 800,000			\$ 800,000
Construction	Prop K - EP8	Allocated	13/14			\$ 200,000			\$ 200,000
Construction	Prop K - EP8	Planned	14/15			\$ 2,030,000			\$ 2,030,000
Total By Fiscal Year				\$ 2,821,883	\$ 6,000,000	\$ 6,178,117	\$ -	\$ -	\$ 15,000,000

Comments/Concerns

*Lifetime Transportation Program funds programmed by the Transportation Authority Board in 2009 through Resolution 10-11.

BART intends to advertise the construction contract in November 2014. The \$2 million cost increase is largely due to an accelerated project schedule to minimize service disruption to transit riders, and the need to complete specialized work to replace and reconstruct the overhead catenary system.



Balboa Park Station Eastside Walkway Project

Westside Walkway + Station Entrance Project

2

1

4

3

Project Description

1. Accessible walkway through the concrete planter from the Westside Project to the Eastside Project
2. Canopy modification
3. Muni Metro accessible J/K platform
4. Accessible walkway to the BART entrance and Muni Metro boarding area

Project Benefits

- Elimination of unsafe crossing along the narrow pathway and Muni tracks
- Continuous accessible walkway from the BART station and Muni Metro boarding area to Ocean Avenue
- Relocated and expanded accessible Muni Metro J/K platform to better accommodate disabled patrons
- Improved connectivity for transit patrons, local residents, students, shoppers and workers

Grant Funding Sources

- Lifeline Grant (\$1.9M)
- Prop K Match (\$2.23M)

Table 4 - Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)
Transit Enhancements - (EPs 10-16)
Programming

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
Extension of Trolleybus Lines/Motor Coach Conversion (EP 10)								
SFMTA	22 Fillmore Overhead Line Extension (16th Street Multimodal Corridor Project)	CON	Programmed					
							\$4,069,063	
							\$4,069,063	\$4,069,063
F-Line Extension to Fort Mason (EP 11)								
SFMTA	F-Line Extension	PLAN/CER	Programmed					
							\$535,269	
							\$535,269	\$205,611
Purchase/Rehabilitation Historic Street Cars (EP 12)								
SFMTA	Historic Vehicle Rehabilitation/Replacement - Milan (11) and Vintage (6)	CON	Programmed					
							\$267,929	
							\$267,929	\$267,929
Balboa Park BART/MUNI Station Access (EP 13)								
SFMTA/ DPW	Balboa Park Station Area and Geneva Plaza Improvements	CON	Programmed					
BART	Balboa Park Geneva Plaza Improvement Coordination	PS&E	Programmed					
TBD	I-280 Interchange Improvements at Balboa Park	PLAN/CER, ENV, PS&E	Programmed					
TBD	Placeholder for Balboa Park Station Area Improvements	PLAN/CER, ENV, PS&E	Programmed			\$750,000		
Total Programmed in 2014 Strategic Plan								
				\$3,192,087	\$0	\$750,000	\$0	\$3,942,087
Cumulative Remaining Programming Capacity								
				\$0	\$0	\$0	\$0	\$0

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Relocation of Paul Street Caltrain Station to Oakdale Avenue (EP 14)									
DPW	Quint-Jerrold Connector Road	PS&E	Programmed	\$ 465,000					\$465,000
DPW	Quint-Jerrold Connector Road	R/W	Programmed	\$ 2,240,000					\$2,240,000
DPW	Quint-Jerrold Connector Road	CON	Programmed		\$ 118,000				\$118,000
TBD	Caltrain Oakdale Station Further Project Development	PA&ED	Programmed				\$750,000		\$750,000
Programmed in 5YPP				\$2,705,000	\$118,000	\$0	\$750,000	\$0	\$3,573,000
Total Programmed in 2014 Strategic Plan				\$2,705,000	\$118,000	\$0	\$750,000	\$0	\$3,573,000
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Purchase Additional Light Rail Vehicles (EP 15)									
SEMTA	Purchase Additional LRVs	PROC	Programmed	\$3,092,490					\$3,092,490
SEMTA	Purchase Additional LRVs	PROC	Programmed				\$1,500,000		\$1,500,000
Programmed in 5YPP				\$3,092,490	\$0	\$0	\$1,500,000	\$0	\$4,592,490
Total Programmed in 2014 Strategic Plan				\$3,092,490	\$0	\$0	\$1,500,000	\$0	\$4,592,490
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Other Transit Enhancements (EP 16)									
SEMTA	Glen Park Transportation Improvements [NTIP]	PS&E, CON	Programmed		\$496,000				\$496,000
SEMTA	Geary Bus Rapid Transit	CON	Planned				\$2,754,000		\$2,754,000
SEMTA	19th Avenue/M-Ocean View	PA&ED	Programmed			\$3,000,000			\$3,000,000
SEMTA, any eligible sponsor	NTIP Placeholder	Any	Programmed		\$1,000,000				\$1,000,000
Programmed in 5YPP				\$0	\$1,496,000	\$3,000,000	\$2,754,000	\$0	\$7,250,000
Total Programmed in 2014 Strategic Plan				\$0	\$1,496,000	\$3,000,000	\$2,754,000	\$0	\$7,250,000
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Programmed in 5YPPs				\$8,989,577	\$2,087,540	\$3,750,000	\$9,608,332	\$0	\$24,435,449
Total Programmed in 2014 Strategic Plan				\$8,989,577	\$2,087,540	\$3,750,000	\$9,608,332	\$0	\$24,435,449
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

Table 4 - Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)

Transit Enhancements - (EPs 10-16)

Cash Flow

Project Name	Phase						Total	
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Extension of Trolleybus Lines/Motor Coach Conversion								
22 Fillmore Overhead Line Extension (16th Street Multimodal Corridor Project)	CON				\$1,079,063	\$2,990,000		\$4,069,063
Cash Flow Programmed in 5YPP		\$0	\$0	\$0	\$1,079,063	\$2,990,000	\$0	\$4,069,063
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$0	\$0	\$1,079,063	\$2,990,000	\$0	\$4,069,063
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
F-Line Extension to Fort Mason (EP 11)								
F-Line Extension	PLAN/CER		\$41,122	\$41,122	\$123,367			\$205,611
F-Line Extension	PS&E				\$178,423	\$178,423	\$178,423	\$535,269
Cash Flow Programmed in 5YPP		\$0	\$41,122	\$41,122	\$301,790	\$178,423	\$178,423	\$740,880
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$41,122	\$41,122	\$301,790	\$178,423	\$178,423	\$740,880
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Purchase/Rehabilitation Historic Street Cars (EP 12)								
Historic Vehicle Rehabilitation/Replacement - Milan (11) and Vintage (6)	CON		\$100,000	\$167,929				\$267,929
Cash Flow Programmed in 5YPP		\$0	\$100,000	\$167,929	\$0	\$0	\$0	\$267,929
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$100,000	\$167,929	\$0	\$0	\$0	\$267,929
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Balboa Park BART/MUNI Station Access (EP 13)								
Balboa Park Station Area and Geneva Plaza Improvements	CON	\$1,644,065	\$548,022					\$2,192,087
Balboa Park Geneva Plaza Improvement Coordination	PS&E	\$150,000	\$100,000					\$250,000
I-280 Interchange Improvements at Balboa Park	PLAN/CER, ENV, PS&E	\$500,000	\$250,000					\$750,000
Placeholder for Balboa Park Station Area Improvements	PLAN/CER, ENV, PS&E			\$250,000	\$250,000	\$250,000		\$750,000
Cash Flow Programmed in 5YPP		\$2,294,065	\$898,022	\$250,000	\$250,000	\$250,000	\$0	\$3,942,087
Cash Flow Programmed in 2014 Strategic Plan		\$2,294,065	\$898,022	\$250,000	\$250,000	\$250,000	\$0	\$3,942,087
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project Name	Phase						Total	
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Relocation of Paul Street Caltrain Station to Oakdale								
Quint-Jerrold Connector Road	PS&E	\$ 465,000						\$465,000
Quint-Jerrold Connector Road	R/W	\$ 2,240,000						\$2,240,000
Quint-Jerrold Connector Road	CON		\$ 118,000					\$118,000
Caltrain Oakdale Station Further Project Development	PA&ED				\$187,500	\$375,000	\$187,500	\$750,000
Cash Flow Programmed in 5YPP		\$2,705,000	\$118,000	\$-	\$187,500	\$375,000	\$187,500	\$3,573,000
Cash Flow Programmed in 2014 Strategic Plan		\$2,705,000	\$118,000	\$0	\$187,500	\$375,000	\$187,500	\$3,573,000
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Purchase Additional Light Rail Vehicles (EP 15)								
Purchase Additional LRVs	PROC			\$3,092,490				\$3,092,490
Purchase Additional LRVs	PROC				\$1,500,000			\$1,500,000
Cash Flow Programmed in 5YPP		\$0	\$0	\$3,092,490	\$1,500,000	\$0	\$0	\$4,592,490
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$0	\$3,092,490	\$1,500,000	\$0	\$0	\$4,592,490
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Transit Enhancements (EP 16)								
Glen Park Transportation Improvements [NTIP]	CON		\$248,000	\$248,000				\$496,000
Geary Bus Rapid Transit	CON				\$688,500	\$1,377,000	\$688,500	\$2,754,000
19th Avenue/M-Ocean View	PA&ED			\$1,500,000	\$1,500,000			\$3,000,000
NTIP Placeholder	Any		\$340,000	\$330,000	\$330,000			\$1,000,000
Cash Flow Programmed in 5YPP		\$0	\$588,000	\$2,078,000	\$2,518,500	\$1,377,000	\$688,500	\$7,250,000
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$588,000	\$2,078,000	\$2,518,500	\$1,377,000	\$688,500	\$7,250,000
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cash Flow Programmed in 5YPP		\$4,999,065	\$1,745,144	\$5,629,541	\$5,836,853	\$5,170,423	\$1,054,423	\$24,435,449
Cash Flow Programmed in 2014 Strategic Plan		\$4,999,065	\$1,745,144	\$5,629,541	\$5,836,853	\$5,170,423	\$1,054,423	\$24,435,449
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
Prop K EP Project/Program:	a.1 Bus Rapid Transit/MUNI Metro Network
EP Line (Primary):	1
Other EP Line Number/s:	16
Fiscal Year of Allocation:	2017/18
Project Information	
Project Name:	Geary Bus Rapid Transit
Project Location:	Geary Boulevard (Transbay Transit Center to 48th Avenue)
Project Supervisorial District(s):	1,2,3,5,6
Project Description:	The Geary BRT Project would create dedicated bus-only lanes along the seven-mile 38/38L route. This Project would enhance the existing bus-only lanes on Geary and O'Farrell Streets from Market Street to Gough Street, and new bus-only lanes on Geary Boulevard from Gough Street to 33rd Avenue. The Project would also provide other pedestrian- and transit-supportive improvements such as bulb-outs, high-amenity stations, and signal improvements.
Purpose and Need:	To improve transit travel time and reliability along the Geary corridor, improve pedestrian conditions and access to transit, achieve a more balanced way to accommodate multimodal travel, access and circulation, enhance neighborhood livability and community vitality, improve transit system efficiency and effectiveness, and facilitate rail-readiness.
Community Engagement/Support:	The project has engaged with the community in multiple outreach rounds during the feasibility study, the environmental scoping process, and the full environmental analysis, via hosted community meetings, presentations to more than 30 stakeholder groups along the corridor, a Geary BRT Citizen Advisory Committee, a patron survey, a merchant survey, and online tools.
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	Britt Tanner
Phone Number:	415.701.4685
Email:	Britt.Tanner@sfmta.com
Environmental Clearance	
Type:	EIR/EIS
Status:	Underway
Completion Date (Actual or Anticipated):	12/31/14

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Year	Quarter	Year
Planning	100%	Both	4	2006/07	4	2007/08
Environmental Studies (PA&ED)	70%	Contracted	2	2008/09	2	2014/15
Conceptual Engineering	0%	In-house	2	2014/15	3	2015/16
Design Engineering (PS&E)	0%	In-house	3	2015/16	4	2016/17
R/W Activities/Acquisition	N/A	N/A				
Advertise Construction	0%	In-house	1	2017/18	2	2017/18
Start Construction (i.e. Award Contract)	0%	Contracted	2	2017/18		
End Construction (i.e. Open for Use)	0%	Contracted			2	2019/20
Start Procurement (e.g. rolling stock)	0%	Contracted	1	2017/18	2	2019/20
Project Close-out	0%	In-house			3	2019/20

Comments/Concerns

Schedule assumes BRT revenue service begins December 2019. Cost and schedule are being refined to identify early implementation elements.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name:	Geary Bus Rapid Transit
----------------------	-------------------------

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 17,900,000	\$ 17,900,000	
Environmental Studies (PA&ED)	\$ 6,746,113	\$ 6,746,113	
Design Engineering (PS&E)	\$ 14,500,000	\$ 14,500,000	
R/W	\$ -		
Construction	\$ 208,100,000	\$ 5,283,000	\$ 202,817,000
Procurement (e.g. rolling stock)	\$ 15,800,000		\$ 15,800,000
Total Project Cost	\$ 263,046,113	\$ 44,429,113	\$ 218,617,000
Percent of Total		17%	83%

Project Expenditures (Cash Flow) By Fiscal Year

Enter Cash Flow Here											
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Prior Fiscal Years Expenditures	14/15	15/16	16/17	17/18	18/19	19/20	Total
Planning/Conceptual Engineering	Prop K	Allocated	Previous	\$ 600,000							\$ 600,000
Planning/Conceptual Engineering	Prop K	Planned	14/15		\$ 8,650,000	\$ 8,650,000					\$ 17,300,000
Environmental Studies (PA&ED)	Prop K	Allocated	Previous	\$ 5,625,416	\$ 1,120,697						\$ 6,746,113
Design Engineering (PS&E)	Prop K	Planned	15/16		\$	\$ 4,785,000	\$ 9,715,000				\$ 14,500,000
Construction	Prop K (EP 1)	Planned	17/18					\$ 632,250	\$ 1,264,500	\$ 632,250	\$ 2,529,000
Construction	Prop K (EP 16)	Planned	17/18					\$ 688,500	\$ 1,377,000	\$ 688,500	\$ 2,754,000
Construction	FTA - Small Starts	Planned	17/18					\$ 18,750,000	\$ 37,500,000	\$ 18,750,000	\$ 75,000,000
Construction	TBD	Planned	17/18					\$ 31,954,250	\$ 63,908,500	\$ 31,954,250	\$ 127,817,000
Procurement (e.g. rolling stock)	TBD	Planned	17/18					\$ 3,950,000	\$ 7,900,000	\$ 3,950,000	\$ 15,800,000
Total By Fiscal Year				\$ 6,225,416	\$ 9,770,697	\$ 13,435,000	\$ 9,715,000	\$ 55,975,000	\$ 111,950,000	\$ 55,975,000	\$ 263,046,113

Comments/Concerns

Programming assumptions include Prop K fully funding the environmental, planning/conceptual engineering, and final design phases. SFMTA will apply for federal Small Starts funds in FY 2016/17 (max amount for Small Starts is \$75M), with funds assumed to be available starting in FY 2017/18. TBD fund sources may include MTC Transit Performance Initiative funds, OneBayArea Grant, cap-and-trade, bridge tolls, additional sales tax, other local, state or federal discretionary funds.

The above project costs reflect the core BRT costs and enhancements. The core BRT project costs will meet the FTA guidelines including the Small Starts cost cap of \$250M. Current cost estimates are based on ~8% conceptual engineering and are being reviewed and refined by agency staff. Cost and schedule are also being refined to identify early implementation elements.

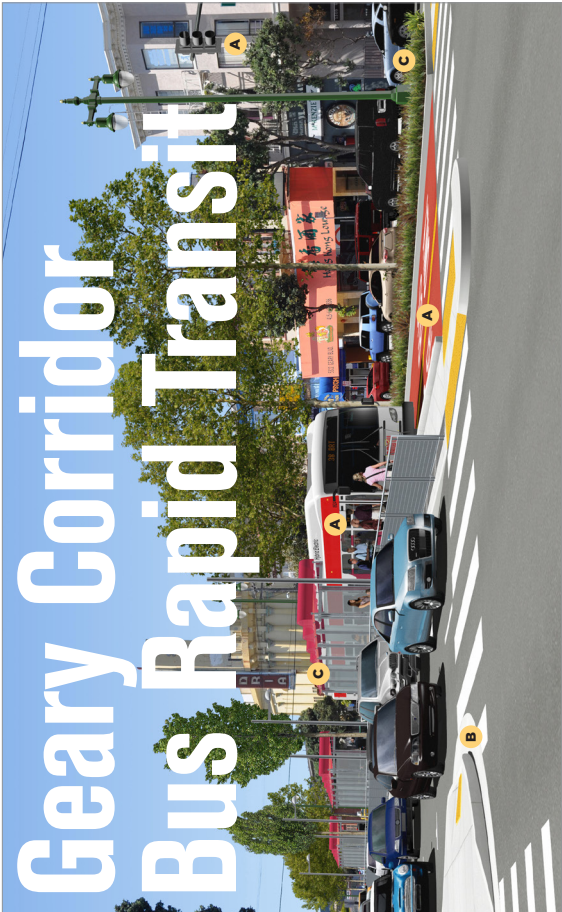
Community Input

The agency staff–recommended design emerges from an extensive, multi-year community and analytical process with multiple rounds of discussion, technical assessments, and feedback. In 2012 alone, the project hosted three large community meetings; made presentations to more than 30 community groups including neighborhood associations, appointed commissions, merchant groups, and advocacy organizations; and conducted extensive surveys of Geary businesses and their customers.



Cost and Funding

The cost of the staff-recommended alternative falls in the range of \$240 to \$270 million, generally in the middle of the larger range for all BRT alternatives that have been considered (\$130 million to \$350 million). Costs are being refined and are anticipated to conform to the Federal Transit Administration’s (FTA’s) Small Starts Program cap of \$250 million for total project cost. Planned funding of about \$38 million is expected from the Prop K sales tax, and \$75 million from the FTA. The Mayor’s T2030 Task Force recommendation also includes up to \$85 million in potential new local revenues for the project, one of multiple options being explored to help fill the project’s funding gap.



Project Update: Process to Select a Preferred Alternative

The Geary BRT project team has initiated the process to develop consensus on the preferred project design. The process, incorporating multiple rounds of previous technical analysis and community input, entails the following steps going forward.

- **Fall/Winter 2013/14:** Sharing of evaluation results, including staff-recommended alternative, with the community
- **Summer 2014:** Identification of Recommended Alternative in Draft Environmental Document
- **Fall 2014:** Public comment period
- **Winter 2014/15:** Finalization of Locally Preferred Alternative in Final Environmental Document

Features and Benefits of Staff-Recommended Alternative

FEATURE A

Exclusive bus lane, transit signal priority, all-door boarding, new low-floor buses

BENEFIT: Improved bus performance.*

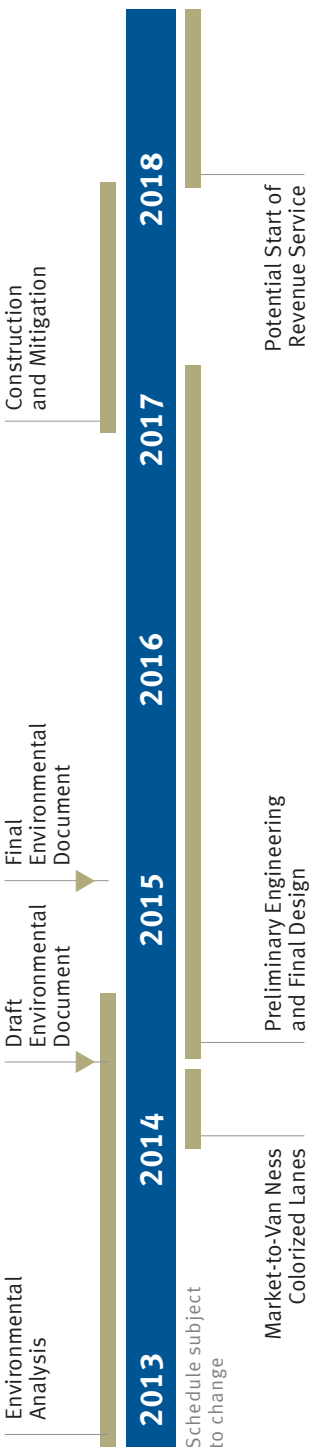
- 25% travel time savings
- 20% reliability improvement
- 10–20% ridership increase

* Compared to ‘no-build’ conditions, in the segments of the corridor where BRT improvements are proposed


- **Improve bus travel times and reliability**
- **Improve pedestrian safety and access to transit**
- **Enhance neighborhood livability and community vitality**

BRT works by giving buses their own travel lane, operating the traffic signals to give buses the green light more of the time, and enabling passengers to board and disembark faster. BRT provides these improvements in a cost-effective manner and with versatile implementation, allowing improvements to be phased over time and for different segments of the full corridor—a key advantage for the complex and diverse conditions along Geary. Finally, BRT will not just improve transit service; it will also bring streetscape and landscape enhancements for Geary’s walking, residential, and commercial environments, a benefit even for those who don’t ride transit. In recent years, successful BRT systems in other cities in the US and beyond shown high benefits to transit performance and street revitalization.

Project Timeline




Summary of Key Benefits and Trade-Offs



Transit Travel Time and Reliability

Corridor-wide, the staff-recommended alternative will provide 20% faster transit travel times. Travel times will vary depending on where riders begin and end their trip, but for all riders, the project will provide a faster and more reliable trip. And knowing more reliably when the bus will arrive and about how long the trip will take helps riders plan their day. The project will improve the reliability of bus service, reducing variability by 20%.



Ridership

By improving travel time and reliability, the Geary BRT service is expected to increase ridership by 10% or more, adding thousands of daily riders to an already-successful line, providing mobility for more San Franciscans with fewer cars on the road and less air pollution than without the project. By improving the efficiency of the line, BRT will allow more frequent bus service to serve these additional riders.

Parking along the Corridor

For BRT to achieve these travel time savings and reliability improvements, portions of the road will need to be reallocated to vehicle travel (auto or bus) instead of parking. Corridor-wide, the staff-recommended alternative will result in a 21% reduction of on-street parking along Geary. Some locations, such as the Richmond, will see no net loss of parking. In the Masonic and Fillmore areas, bus-only lanes need to run along the side of the street in order to resolve technical issues and community concerns, but this configuration results in a greater percentage reduction. Although on-street parking loss on Geary itself is most concentrated in the Fillmore area, the project results in a 5% reduction in total the neighborhood supply when other available parking is considered as well.

In addition, potential strategies to replace some parking may be available for certain locations, such as converting nearby parallel parking to diagonal or perpendicular parking.



Scan for project web page

Potential Start of Revenue Service

Preliminary Engineering and Final Design

Market-to-Van Ness Colorized Lanes

Schedule subject to change

Staff Recommended Alternative

SEGMENT DESCRIPTIONS
ARE KEYED TO THE MAP



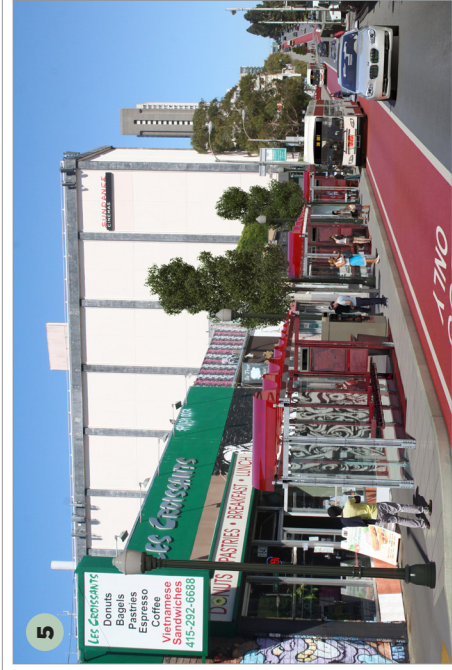
27th Ave to Palm: Center Bus Lanes, Consolidated Local-BRT Stops

Provides 30% travel time savings and high reliability with separation from parking and loading. Speeds travel for the most riders—local bus and BRT. Preserves most on-street parking. Installs new medians with lighting and landscaping. Provides pedestrian crossing safety improvements, including bulb-outs and reductions in left-turn conflicts.



Palm to Broderick (including Masonic): Side Bus Lanes

Enables bus improvements while balancing the need for: pedestrian access, security and safety, short transfer (surface stop); smooth multimodal interactions, including new bike lane; accommodating high vehicle volumes. Responds to community feedback preferring surface stop at Masonic.



Broderick to Gough (including Fillmore): Side Bus Lanes

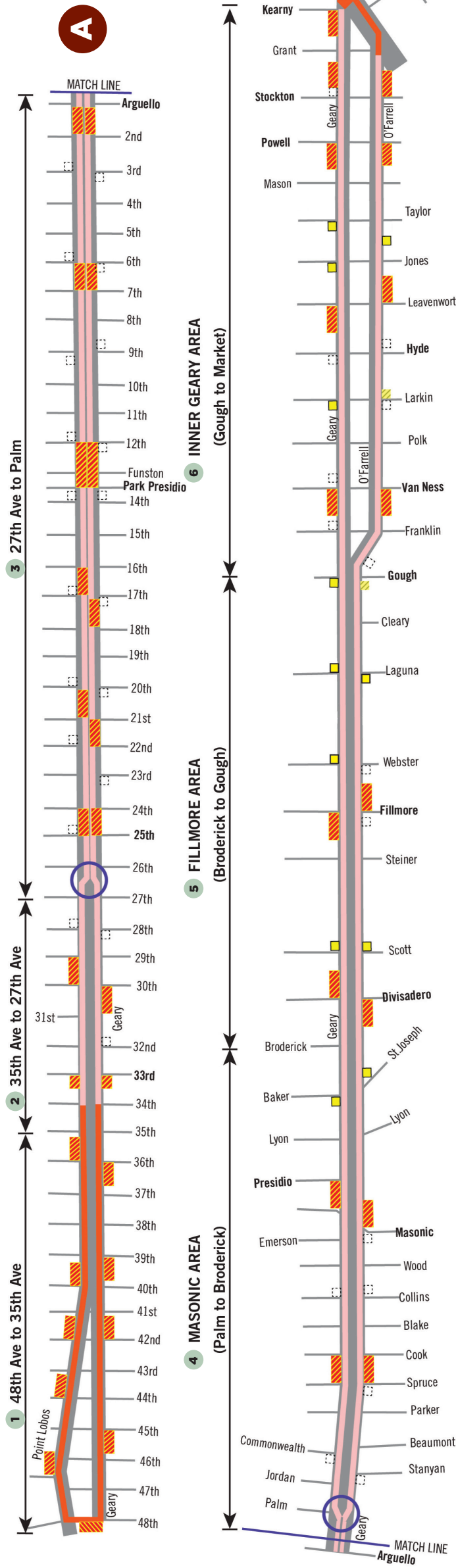
Enables bus improvements while planning continues for future Fillmore fill project; minimizes current investment in favor of potential future fill and center bus lanes.



Gough to Market: Enhancements to Existing Side Lanes

Colorizes existing lanes, fills existing gaps in bus lanes, improves bus flow at key intersections, and provides bus bulb-outs at high-ridership stops. Preserves curbside loading access for hotels, theaters, and stores.

RICHMOND AREA



1

48th Ave to 35th Ave: No Bus Treatments

Treatments not needed, given the low levels of traffic congestion and transit ridership.

2

35th Ave to 27th Ave: Side Bus Lanes

Balances benefits with costs given lower levels of ridership and congestion by providing bus improvements at lower cost.

7

Market to Transbay Transit Center: Related Projects

Transit improvements such as dedicated bus lanes here will be made by other projects, including the Better Market Street project and the Transbay Transit District Center project.



LEGEND

- BUS/BRT ROUTE (SAME AS EXISTING)
- PROPOSED BUS-ONLY LANE
- PROPOSED BRT/LOCAL STOP (NEW OR RELOCATED)
- PRESERVED LOCAL STOP
- REMOVED EXISTING STOP
- TRANSITION BETWEEN SIDE-RUNNING AND CENTER-RUNNING BUS LANES



Memorandum

Date: 09.10.14

RE: Plans and Programs Committee
September 16, 2014

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

From: Anna LaForte – Deputy Director for Policy and Programming *all*
Maria Lombardo – Chief Deputy Director *met*

Through: Tilly Chang – Executive Director *all*

Subject: **ACTION** – Recommend Adoption of the 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5-Year Prioritization Program (5YPP) and the Amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs

Summary

We are presenting the last of the 21 2014 Prop K 5-Year Prioritization Programs (5YPPs) to the Committee for approval, along with amendments to two other 5YPPs. The Bus Rapid Transit (BRT)/Transit Preferential Streets/Muni Metro Network 5YPP, was developed through a collaborative effort between the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA). Highlights of this 5YPP update include increasing Prop K funds to fully fund Van Ness BRT through construction, fund Geary BRT through final design with a small amount of funds available for construction, and providing planning/conceptual engineering funds for phase 3 of the Muni Forward/Transit Effectiveness Program (TEP). Funding these projects and a few others requires advancing Prop K such that Prop K funds run out for this category in this 5YPP period. With respect to Geary BRT, we are working with SFMTA to review cost estimates and identify early implementation work. Funding for the latter may partially come from the BRT category. To maximize funds for Geary BRT, while also meeting SFMTA's funding request for the TEP, we are recommending a finance cost neutral amendment of the Transit Enhancements 5YPP to drop the Muni Customer First project and replace it with \$2.7 million for Geary BRT. SFMTA will seek funds for the Customer First project from Prop AA, which has a Rapid Network Placeholder. SFMTA has concurred with this recommendation. Lastly, we are recommending amendment to the Bay Area Rapid Transit District Station Access, Safety and Capacity 5YPP to advance \$2 million in Prop K funds for construction of the Balboa Park Station Eastside Walkway project. The amendment includes \$870,000 in Fiscal Year 2009/10 funds inadvertently not carried forward and funding for a portion of a \$2 million project cost increase, which is partially due to an accelerated project schedule to minimize service disruption to Muni. **We are seeking a recommendation for the adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.**

BACKGROUND

In November 2003, nearly 75% of the San Francisco electorate approved Proposition K (Prop K), extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan, and designating the Transportation Authority as the administrator of the Prop K program. The Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic (i.e., non-project specific) categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectations for leveraging of sales tax funds to fully fund the Expenditure Plan programs and projects. The Expenditure Plan, however, does not specify in which years of the 30-year program projects will receive funds, nor does it detail specific projects for

funding in programmatic categories.

The Expenditure Plan requires development of a Strategic Plan to guide the financial implementation of the program, and development of a 5-Year Prioritization Program (5YPP) for each of the 21 programmatic categories (e.g. street resurfacing, new signals and signs, and traffic calming) as a prerequisite for allocation of funds. The Strategic Plan is the financial tool that guides the implementation of the Expenditure Plan, reconciling the timing of expected Prop K revenues with the schedule for availability of state, federal and other funds beyond Prop K, the Transportation Authority's debt issuance capacity, the Transportation Authority's own assessment of the deliverability schedule for proposed projects, and the costs associated with project escalation and debt financing.

The purpose of the 5YPPs is to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. Development of the 5YPPs is intended to be an open process where Transportation Authority Board members, the public, and agencies can meaningfully weigh in, particularly on the proposed programs of projects for the next five years. Each 5YPP includes a prioritization methodology to rank projects within the program; a 5-year project list to be funded with information on scope, schedule, cost and funding (including non-Prop K funding); and a project delivery snap shot showing completed and underway projects from the prior 5YPP periods.

The purpose of this memorandum is to seek a recommendation to adopt the 2014 Prop K 5YPP for Bus Rapid Transit (BRT)/Transit Preferential Streets/Muni Metro Network and amend the 2014 Prop K 5YPPs for Transit Enhancements and BART Station Access, Safety and Capacity.

DISCUSSION

In June and July, the Transportation Authority Board approved 20 of the 21 Prop K 5YPPs. We are presenting the last of the 21 2014 Prop K 5-Year Prioritization Programs (5YPPs) to the Committee for approval, along with amendments to two other 5YPPs. A presentation providing the highlights of the subject 5YPP approval and amendments is included as Attachment 1.

The BRT/Transit Preferential Streets/Muni Metro Network 5YPP, was developed through a collaborative effort between the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA). Highlights of this 5YPP update include increasing Prop K funds to fully fund Van Ness BRT through construction, fund Geary BRT through final design with a small amount of funds available for construction, and providing planning/conceptual engineering funds for phase 3 of the Muni Forward/Transit Effectiveness Program (TEP). Funding these projects and a few others requires advancing Prop K such that Prop K funds run out for this category in this 5YPP period.

With respect to Geary BRT, we are working with SFMTA to review cost estimates and identify early implementation work. Funding for the latter may partially come from the BRT category. To maximize funds for Geary BRT, while also meeting SFMTA's funding request for the TEP, we are recommending a finance cost neutral amendment of the Transit Enhancements 5YPP to drop the Muni Customer First project and replace it with \$2.7 million for Geary BRT. SFMTA will seek funds for the Customer First project from Prop AA, which has a Rapid Network Placeholder. SFMTA has concurred with this recommendation.

We are also recommending amendment of the BART Station Access, Safety and Capacity 5YPP to add the Balboa Park Station Eastside Connections project, which is described in Attachment 2. The project has experienced a \$2 million cost increase, which is primarily due to an accelerated project schedule to

minimize service disruption to Muni and inclusion of some overhead catenary system work. The proposed 5YPP amendment would program \$870,000 in Fiscal Year 2009/10 Prop K funds inadvertently not carried forward to the 2014 5YPP and advance \$2 million in out-year Prop K funds to FY 2014/15 and will reflect increased BART contributions to the project. Prop K funds will be leveraged by \$1.9 million in Lifeline Transportation programmed by the Transportation Authority Board in 2009. BART is preparing to advertise the construction contract this fall so we anticipate bringing an allocation request to the Committee for approval in the next couple of months.

The 5YPP document is much more user-friendly than in the past; however, it is still a technical document. The sections that we anticipate being of most interest to Board members include:

- Table 2 - Project Delivery Snapshot (shows completed and underway projects since Prop K inception)
- Table 3 - Prioritization Criteria and Scoring Table
- Table 4 - 5-Year Project List (shows the projects, phase(s) to be funded, and amount of Prop K)
- Project Information Forms (for more detail on scope, schedule, cost and funding for specific projects)

We encourage Board members and the public to visit the Transportation Authority's interactive project map at mystreetsf.com where one can view completed, active and proposed projects. Please be sure to look at the citywide project listings below the map as there are many projects with unspecified locations in the 5YPP.

We are seeking a recommendation for the adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.

ALTERNATIVES

1. Recommend adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.
2. Recommend adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The Citizen Advisory Committee (CAC) was briefed on this item at its September 3, 2014 meeting, and adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

There is no impact on the Transportation Authority's adopted FY 2014/15 annual budget associated with the recommendation action. However, the 5YPPs are an important financial planning tool for the Transportation Authority as the 5YPPs, along with the Strategic Plan, establish the expected annual sales tax allocations and set maximum annual reimbursements. While we have been developing the 5YPPs with project sponsors, we have concurrently been working with them to establish Prop K

programming and cash flow levels for the remainder of the 30-year EP period (FY 2019/20 - 2033/34). Financing costs for the life of the Prop K program in the Draft 2014 Strategic Plan are \$426 million, down \$44 million from \$470 million as included in the 2013 Prop K Strategic Plan Baseline (adopted July 2013). Adoption of the 2014 Strategic Plan is presented to the Plans and Programs Committee as a separate item on this agenda.

Actual allocation of funds is subject to separate approval actions by the Transportation Authority. We will update the adopted FY 2014/15 amount for Prop K capital budget expenditures as part of a mid-year budget amendment.

RECOMMENDATION

Recommend adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.

Attachment:

1. Presentation: 2014 5YPP Update: Recommended approval of one 5YPP and amendment of two 5YPPs

Prop K 2014 5-Year Prioritization Program Update

Recommended approval of BRT/TPS/Muni Metro Network 5YPP and amendment of two 5YPPs



Plans and Programs Committee
September 16, 2014

BRT/TPS/MUNI Metro Network

Done and Underway Projects

► Done

- Van Ness BRT Environmental
- Market Street Calm the Safety Zone
- Mission-Geneva Transit and Pedestrian Improvements
- Bus Bulb at Balboa and 37th Avenue
- Numerous planning studies (e.g. Geary corridor, Better Market Street, Geneva TPS)

► Underway

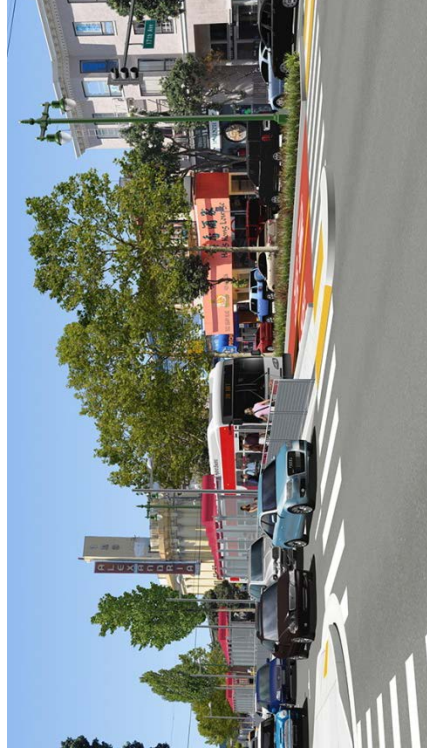
- Geary BRT Environmental
- N-Judah Customer First
- Transit Effectiveness Project
- Market and Haight Street Transit and Pedestrian Improvements



BRT/TPS/MUNI Metro Network Proposed Projects for Next 5 Years

Transit Rapid Network - BRT Subcategory

- ▶ **Van Ness BRT - \$36.3M Prop K, \$162M Total Cost (all phases)**
- ▶ Prop K funds increase \$15.8M
- ▶ Full funding plan
- ▶ Revenue service starting in 2018



BRT/TPS/MUNI Metro Network Proposed Projects for Next 5 Years

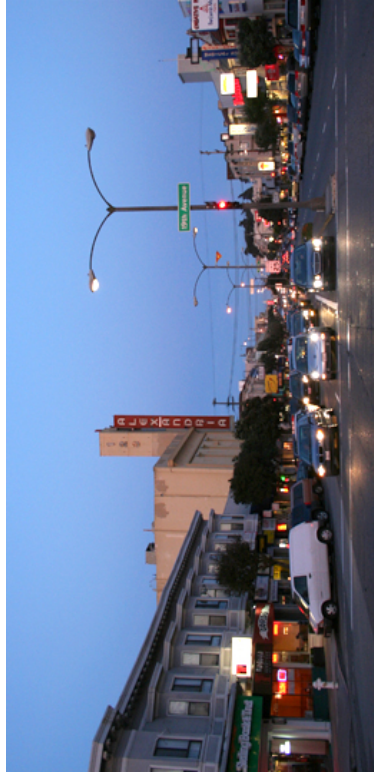
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Transit Rapid Network - BRT Subcategory

▲ Geary BRT - \$44.4M Prop K, \$263M Total

Cost

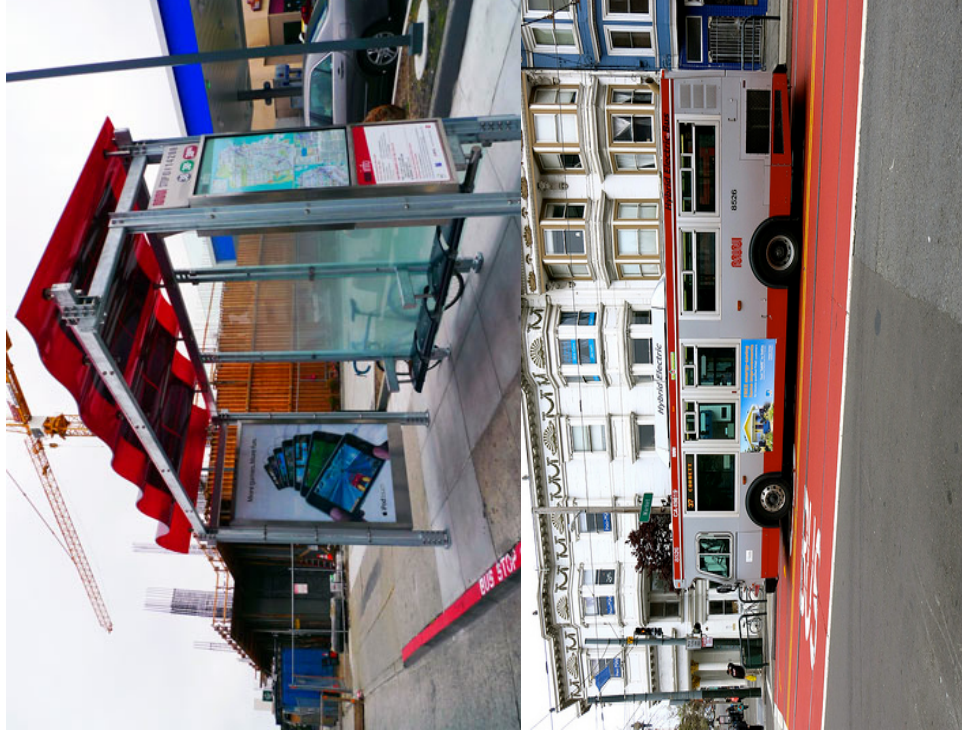
- ▲ Fully funds project through design, with small amount of Prop K for construction via \$14M funding increase
 - BRT category increases \$11.25M
 - Transit Enhancements category increases \$2.75M
- Funding may be used for to-be-determined early implementation elements
- SFMTA refining cost estimate



BRT/TPS/MUNI Metro Network Proposed Projects for Next 5 Years

Transit Rapid Network – Transit Effectiveness and Performance Initiatives Subcategory

- ▶ **Muni Forward Implementation of TEP - \$17M Prop K, \$143.8M Total**
 - ▶ Funds planning phase which is ineligible for General Obligation Bond funds (Nov. 2014 measure)
- ▶ **Transit Performance Initiative Program**
 - Local Match - \$543,000 Prop K
- ▶ **NTIP Capital Placeholder - \$300,000 Prop K**



BRT/TPS/MUNI Metro Network Highlights

- ▶ **\$30M unallocated in 2009 5YPP period, primarily due to delayed BRTs**
- ▶ **2014 update significantly advances Prop K funds for BRT and TEP**
- ▶ **No funds after this 5YPP period**



Transit Enhancements 5YPP Amendment

Other Transit Enhancements Subcategory

- ▶ Adds Geary BRT with \$2.75M in FY 2017/18 construction funds
- ▶ Eliminates \$2.5M in FY 2014/15 and 2015/16 for Customer First projects
 - ▶ Customer First projects will seek Prop AA funds from the Rapid Network Placeholder, with funds available in FYs 14/15 - 16/17
- ▶ Finance cost neutral



BART Station Access, Safety and Capacity 5YPP Amendment

90

- ▶ Adds BART's Balboa Park Station Eastside Connections project - \$2.03M Prop K, \$15M Total
- ▶ Project has a \$2M cost increase, due in part to accelerated project schedule to minimize service disruption to Muni
- ▶ \$870k in FY 2009/10 Prop K funds inadvertently not carried forward
- ▶ Net result: Project fully funded by
 - ▶ Advancing \$2M in out-year Prop K funds to FY 2014/15
 - ▶ Increased BART contributions
- ▶ Leverages \$1.9M in Lifeline Transportation Program funds

programmed by the Board in 2009



www.sfcta.org/PropK

propk@sfcta.org



**Plans and Programs Committee
September 16, 2014**



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RESOLUTION ALLOCATING \$2,585,414 IN PROP K FUNDS, WITH CONDITIONS, AND APPROPRIATING \$928,415 IN PROP K FUNDS, WITH CONDITIONS, FOR EIGHT REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received eight requests for a total of \$3,513,829 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests are for allocation of Fiscal Year 2014/15 funds from the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network; Transit Enhancements; New and Upgraded Streets; Street Resurfacing, Rehabilitation and Maintenance; Transportation Demand Management/Parking Management; and Transportation/Land Use Coordination categories of the Prop K Expenditure Plan; and

WHEREAS, As a prerequisite for allocation of funds, the voter-approved Prop K Expenditure Plan requires that the Transportation Authority Board adopt a 5-Year Prioritization Program (5YPP) for each programmatic category; and

WHEREAS, Seven of the requests for Prop K funds are consistent with their relevant adopted 2014 5YPPs; and

WHEREAS, The San Francisco Municipal Transportation Agency's request for Prop K funds for the Van Ness Bus Rapid Transit project is contingent upon Transportation Authority Board approval of the 2014 Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP, which covers Fiscal Years 2014/15 through 2018/19; and

WHEREAS, The Transportation Authority Board will consider adoption of the 2014 Prop



K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP under a separate agenda item at the September 23, 2014 meeting; and

WHEREAS, After reviewing the requests, staff recommended allocating \$2,585,414 in Prop K funds, with conditions, and appropriating \$928,415 in Prop K funds, with conditions, for eight projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include scope, schedule, cost, budget, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2014/15 budget to cover the proposed actions; and

WHEREAS, At its September 3, 2014 meeting, the Citizens Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On September 16, 2014, the Plans and Programs Committee reviewed the subject requests and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$2,585,414 in Prop K funds, with conditions, and appropriates \$928,415 in Prop K funds, with conditions, for eight requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the 2014 Prop K Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the 2014 Prop K Strategic Plan, and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (8)

Attachment 1: Summary of Applications Received

Prop K Leveraging										
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District
Prop K	1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ -	\$ 10,228,000	82%	84%	Design	2,3,5,6
Prop K	14	SFCTA	Quint-Jerrold Connector Road Workforce and Contractor Outreach	\$ 89,000	\$ -	\$ 600,239	70%	85%	Planning	10
Prop K	27	SFCTA/ SFMTA	Bayshore Multimodal Facility Location Study	\$ 28,830	\$ -	\$ 442,788	68%	93%	Planning	10
Prop K	35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ -	\$ 701,034	29%	0%	Procurement	Citywide
Prop K	43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ -	\$ 2,150,000	54%	79%	Planning	Citywide
Prop K	43	SFCTA	San Francisco Freeway Corridor Management Study	\$ 300,000	\$ -	\$ 600,000	54%	50%	Planning	5, 6, 8, 9, 10, 11
Prop K	44	SFMTA	Persia Triangle Transit Improvements	\$ 200,685	\$ -	\$ 1,075,400	40%	81%	Construction	11
Prop K	44	SFCTA/ SFMTA	NTIP Predevelopment/ Program Support	\$ 150,000	\$ -	\$ 150,000	40%	0%	Planning	Citywide
			TOTAL	\$ 3,513,829	\$ -	\$ 15,947,461	71%	78%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2009 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms include SFPW (San Francisco Public Works), SFCTA (San Francisco County Transportation Authority) and SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ -	Prop K funds will match Federal Small Starts and other local funds to fully fund the \$10.2 million detailed design phase of the Van Ness Bus Rapid Transit (BRT) project. It includes finalizing drawings and specifications for bidding the construction contract, updating cost estimates and construction schedules, and public outreach activities. The BRT project includes dedicated bus lanes, low floor boarding, consolidated transit stops, high-quality stations, traffic signal optimization, transit signal priority, fewer left-turn pockets, pedestrian safety enhancements, on platform fare payment, and improved streetscape and lighting. Design is anticipated to be completed by June 2015, with construction beginning in 2016 and ending in 2018. SFMTA will perform the work, with up to \$50,000 available for the SFCTA to implement the Mitigation Monitoring and Reporting Plan.
14	SFCTA	Quint-Jerrold Connector Road Workforce and Contractor Outreach	\$ 89,000	\$ -	Prop K funds will be used for workforce development strategy refinement, workforce needs analysis, potential contractor identification, outreach events, and ongoing project management. Based on community and Board input, the intent is to maximize access to opportunities on both the City's connector road and Caltrain's Quint Street rail bridge projects for local workers as well as local, small and disadvantaged contractors. The outreach strategy is expected to be complete by November 2014. This work was initiated under the prior planning allocation in order to coordinate with the timing of the construction contracts. Thus, this request also backfills some of the funding for the ongoing planning work on the connector road.

Attachment 2: Brief Project Descriptions¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
27	SFCTA/ SFMTA	Bayshore Multimodal Facility Location Study	\$ 28,830	\$ -	This planning study will consider the feasibility and impacts and/or benefits of relocating the Caltrain Bayshore station either to the north or to the south from its current location on the border of San Francisco and Brisbane. The purpose of relocating and redesigning the station is to transform it into an intermodal hub – connecting Bus Rapid Transit (BRT), light rail transit (LRT), local bus service, and pedestrian/bicycle access – which will help to achieve a range of policy goals for the southeast neighborhoods of San Francisco, the city at-large, and the region. This Planning Department-led effort includes the San Francisco Office of Community Investment and Infrastructure (OCII), the SFMTA, and the SFCTA. The total project budget includes a \$392,000 Priority Development Area (PDA) Grant to SFMTA, \$21,958 in general funds from SF Planning, and a total of \$28,830 in Prop K funds. The Prop K funds will be used for SFCTA and SFMTA staff time as part of the planning study and are part of the required local match to the PDA funds. A final report is expected to be completed by December 2015.
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ -	Prop K funds will be used to procure two air sweepers and contribute additional funds to procure a mechanical sweeper broom. The latter piece of equipment was included in the scope of a July 2013 Prop K allocation for street repair and cleaning equipment, but costs for several scope items were higher than expected and additional funds are needed to fully fund the sweeper broom. SFPW expects to complete procurement of all equipment by June 2015.

Attachment 2: Brief Project Descriptions¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ -	The proposed study is a five agency partnership led by the Metropolitan Transportation Commission (MTC) with SFCTA, SFMTA, BART, and AC Transit. The study, which stems from analyses conducted for the San Francisco Transportation Plan and Plan Bay Area, is intended to evaluate and prioritize short-, medium-, and long-term transit investments and strategies to address existing and forecast transit capacity constraints in the core of the region. It will identify a package of investments that expand transit capacity and connectivity to rapidly growing core San Francisco job centers. Its focus will be on the Transbay Corridor and the Muni Metro rail network. Planning is anticipated to be completed by March 2017 in order to inform the Plan Bay Area update. The funding plan for the \$3 million effort included an anticipated \$2 million federal Transportation Investment Generating Economic Recovery (TIGER) planning grant and \$1 million in total contributions from other partner agencies (including \$300,000 from SFCTA). On September 9 we learned that the study received a \$1 million TIGER grant. The partners are now working to refine the scope to match funds available. The Prop K request also includes \$150,000 to cover SFCTA staff time. Other partner agencies will similarly cover their own staff costs for the study.
43	SFCTA	San Francisco Freeway Corridor Management Study	\$ 300,000	\$ -	This study (SF FCMS) was identified in the San Francisco Transportation Plan as one of five priority implementation strategies. Freeway corridor management was also found to be one of the highest performing projects in Plan Bay Area. The study will examine strategies to increase the operational efficiency and person throughput of San Francisco's freeways by considering technology and signage/stripping, 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 state and regional level. The study has two phases. Phase 1 will refine the purpose and need and identify goals, objectives and opportunities. Phase 2, which is partially funded by a \$300,000 Caltrans Partnership Planning grant, will develop the freeway corridor management vision. Planning is anticipated to be completed by March 2017.

Attachment 2: Brief Project Descriptions ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFMTA	Persia Triangle Transit Improvements	\$ 200,685	\$ -	Prop K funds will be used to construct bulb-outs and sidewalk extensions, install traffic signal upgrades and new pedestrian street lights, and realign the Alemany and Ocean intersection in the Persia Triangle area, which is bounded by Mission Street, Ocean Avenue, and Persia Avenue. Construction will be coordinated with a San Francisco Public Works paving project and is anticipated to be completed by December 2015. Prop K funds will leveraged Lifeline Transportation Program funds (approved by SFCTA in 2008) and SFMTA revenue bonds. The scope was developed through meetings with the community and Supervisor Avalos's staff in 2013 and builds upon recommendations from the Mission-Geneva Neighborhood Transportation Plan (adopted by the SFCTA in 2007).
44	SFCTA/ SFMTA	NTIP Predevelopment/ Program Support	\$ 150,000	\$ -	Prop K funds will be used for FY 2014/15 predevelopment/program support for the Neighborhood Transportation Improvement Program (NTIP) Planning Grants. The NTIP has two components: a planning component to fund planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. Requested Prop K funds would enable SFCTA and SFMTA staff to work with District Supervisors to support efforts to identify, scope, and develop an implementation approach for proposed NTIP Planning Grants. The draft guidelines are the subject of a separate information item on the agenda for the Plans and Programs Committee's September 16 meeting.
TOTAL			\$ 3,513,829	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ -	2014 5-Year Prioritization Program (5YPP) Adoption: Allocation of funds for this project is contingent upon Transportation Authority Board approval of the BRT/Transit Preferential Streets/MUNI Metro Network 5YPP. The Board will consider adoption of this 5YPP on September 23.
14	SFCTA	Quint-Jerrol Connector Road Workforce and Contractor Outreach	\$ 89,000	\$ -	5YPP Amendment: Appropriation of funds for this project is contingent upon a 5YPP amendment to move \$89,000 from the final design phase of the subject project to the planning phase.
27	SFCTA/ SFMTA	Bayshore Multimodal Facility Location Study	\$ 28,830	\$ -	
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ -	
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ -	The project was awarded \$1 million of the \$2 million Federal TIGER grant funds requested. Partner agencies are currently working to revise the scope of the consultant effort to fit within the funds available. MTC has already advertised for consultant services and has asked partner agencies to make funds available to the project by the end of September in order to support award of the consultant contract in October.
43	SFCTA	San Francisco Freeway Corridor Management Study	\$ 300,000	\$ -	At the end of Phase 1 (anticipated in January 2015), SFCTA staff will present the refined SF FCMS purpose and need, goals and objectives to the Board for approval, informing Phase 2 of the study.
44	SFMTA	Persia Triangle Transit Improvements	\$ 200,685	\$ -	
44	SFCTA/ SFMTA	NTIP Predevelopment/ Program Support	\$ 150,000	\$ -	
TOTAL			\$ 3,513,829	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K FY 2014/15 Capital Budget¹

				Cash Flow Distribution				
EP #	Sponsor	Project Name	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
TRANSIT								
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856			
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 43,046,950	\$ 34,128,950	\$ 4,693,000	\$ 4,225,000		
5	TJPA	Downtown Extension	\$ 1,219,000	\$ 632,400	\$ 586,600			
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ 89,000				
Transit Subtotal			\$ 45,949,230	\$ 36,125,774	\$ 5,598,456	\$ 4,225,000	\$ -	\$ -
PARATRANSIT								
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000				
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -
VISITACION VALLEY WATERSHED								
27	SFMTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750			
27	SFCTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750			
Visitacion Valley Watershed Subtotal			\$ 28,830	\$ 19,330	\$ 9,500	\$ -	\$ -	\$ -
STREET AND TRAFFIC SAFETY								
34	SFPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557			
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517			
37	SFPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200				
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134			
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000				
Streets and Traffic Safety Subtotal			\$ 5,219,019	\$ 4,264,811	\$ 954,208	\$ -	\$ -	\$ -
TSM/STRATEGIC INITIATIVES								
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 77,546	\$ 77,546				
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ 315,000	\$ 135,000			
43	SFCTA	San Francisco Corridor Management Study	\$ 300,000	\$ 75,000	\$ 125,000	\$ 100,000		
44	SFMTA	Persia Triangle	\$ 200,685	\$ 100,343	\$ 100,342			
44	SFCTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000				
44	SFMTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000				
TSM/Strategic Initiatives Subtotal			\$ 1,178,231	\$ 717,889	\$ 360,342	\$ 100,000	\$ -	\$ -
TOTAL			\$ 62,045,310	\$ 50,797,804	\$ 6,922,506	\$ 4,325,000	\$ -	\$ -

¹ This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

Shaded lines indicate allocations/appropriations that are part of the current action.

Attachment 5.
Prop K FY 2014/15 Capital Budget Summary¹

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
Prior Allocations	\$ 58,531,481	\$ 48,423,190	\$ 5,883,291	\$ 4,225,000	\$ -	\$ -
Current Request(s)	\$ 3,513,829	\$ 2,374,614	\$ 1,039,215	\$ 100,000	\$ -	\$ -
New Total Allocations	\$ 62,045,310	\$ 50,797,804	\$ 6,922,506	\$ 4,325,000	\$ -	\$ -

¹ This table shows total cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

Memorandum

Date: 09.10.14 **RE:** Plans and Programs Committee
September 16, 2014

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

From: Anna LaForte – Deputy Director for Policy and Programming

Through: Tilly Chang – Executive Director

Subject: **ACTION** – Recommend Allocation of \$2,585,414 in Prop K Funds, with Conditions, and Appropriation of \$928,415 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have eight requests totaling \$3,513,829 in Prop K funds to present to the Plans and Programs Committee for approval. We have two San Francisco Municipal Transportation Agency (SFMTA) requests: final design for Van Ness Bus Rapid Transit (\$1,594,280) and construction for the Persia Triangle project (\$200,685). The latter builds upon recommendations from the Transportation Authority's Mission-Geneva Neighborhood Transportation Plan, refined by more recent community input obtained under Planning Department leadership. San Francisco Public Works has requested \$701,034 for street repair and cleaning equipment. We are requesting appropriations for the Quint-Jerrold Road Contracting and Workforce Development Strategy (\$89,000); Bayshore Multimodal Facility Location Study (\$28,830), which includes funds for SFMTA and our staff participation in this Planning Department-led effort; Bay Area Transit Core Capacity Study (\$450,000); San Francisco Freeway Corridor Management Study (\$300,000); and Neighborhood Transportation Improvement Planning Predevelopment/Program Support (\$150,000), which includes funds for SFMTA and our staff. The last three requests are based on recommendations from the San Francisco Transportation Plan (SFTP). The freeway and core capacity studies are timed to inform San Francisco's input into the Plan Bay Area update. **We are seeking a recommendation to allocate \$2,585,414 in Prop K funds, with conditions, and appropriate \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

BACKGROUND

We have received eight requests for a combined total of \$3,513,829 in Prop K funds to present to the Plans and Programs Committee at the September 16, 2014 meeting, for potential Board approval on September 23, 2014. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network
- Relocation of Paul Street Caltrain Station to Oakdale
- Visitacion Valley Watershed
- Street Repair and Cleaning Equipment
- Transportation Demand Management/Parking Management
- Transportation/Land Use Coordination

Our recommendation for the Prop K request from the San Francisco Municipal Transportation Agency (SFMTA) for the Van Ness Bus Rapid Transit (BRT) project is conditioned upon Transportation Authority Board approval of the 2014 Prop K BRT/Transit Preferential Streets/MUNI Metro Network

5-Year Prioritization Program (5YPP). We are anticipating Transportation Authority Board adoption of the 2014 5YPP for that category on September 23 at the same time that this allocation is considered. The Board has already approved the 2014 5YPP for the remaining Expenditure Plan categories listed above.

The purpose of this memorandum is to present the Prop K requests to the Plans and Programs Committee, and to seek a recommendation of approval for the allocation and appropriation of these funds, with conditions.

DISCUSSION

Attachment 1 summarizes the eight requests for Prop K funds, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

This particular group of allocations and appropriations includes several high priority projects and advances key recommendations stemming from the 2013 San Francisco Transportation Plan (SFTP). For instance, the Bay Area Transit Core Capacity Study (\$450,000 in Prop K funds); San Francisco Freeway Corridor Management Study (\$300,000 in Prop K funds); and Neighborhood Transportation Improvement Planning (NTIP) Predevelopment/Program Support (\$150,000) are based on recommendations from the SFTP, which was adopted by the Transportation Authority Board in December 2013. As part of approving the 2014 Prop K 5YPPs, the Board has approved \$1.1 million in funding for \$100,000 for neighborhood planning grants in each supervisorial district in the next five years. The draft NTIP Planning Grant guidelines are the subject of a separate information item on the September 16 Plans and Programs Committee agenda. The current Prop K allocation/appropriation requests for **NTIP predevelopment/program support** will enable SFMTA and Transportation Authority staff to work closely with Transportation Authority Board members to identify potential NTIP planning projects, develop scopes, schedules, budgets and implementation plans leading to grant award.

The **Bay Area Transit Core Capacity Study** and **San Francisco Freeway Corridor Management Study (SF FCMS)** are multi-agency, collaborative efforts that build on recommendations from the SFTP and Plan Bay Area. The Bay Area Transit Core Capacity Study is intended to evaluate and prioritize short-, medium- and long-term transit investments and strategies to address existing and forecast transit capacity constraints in the core of the region. It will focus on identifying a package of investments that expand transit capacity and connectivity to rapidly growing core San Francisco job centers. Its focus will be on the Transbay Corridor and the Muni Metro rail network.

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 state and regional level. This was a SFTP recommendation and one of the highest performing projects in Plan Bay Area.

The SF FCMS and the Transit Core Capacity Study will inform the development of the update to Plan Bay Area, which kicked off this summer.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests. Project sponsors will attend the Plans and Programs Committee meeting to respond to any questions.

We are seeking a recommendation to allocate \$2,585,414 in Prop K funds, with conditions and appropriate \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

ALTERNATIVES

1. Recommend allocation of \$2,585,414 in Prop K funds, with conditions, and appropriation of \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.
2. Recommend allocation of \$2,585,414 in Prop K funds, with condition, and appropriation of \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 3, 2014 meeting, and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

As detailed in Attachment 2 and the enclosed Allocation Request Forms, this action would allocate and appropriate \$3,513,829 in Fiscal Year 2014/15 Prop K funds, with conditions. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

The Prop K Capital Budget (Attachment 4) shows the recommended cash flow distribution schedules for the subject requests. Attachment 5 contains a cash-flow-based summary table including the Prop K Fiscal Year 2014/15 allocations to date and the subject Prop K requests.

Sufficient funds are included in the adopted Fiscal Year 2014/15 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocation of \$2,585,414 in Prop K funds, with conditions, and appropriation of \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

RESOLUTION ADOPTING THE 2014 PROP K STRATEGIC PLAN

WHEREAS, In November 2003, the voters of the City and County of San Francisco, approved an extension to the half-cent sales tax for transportation and a new 30-year Expenditure Plan specifying the use of those funds; and

WHEREAS, The Expenditure Plan describes the types of projects that are eligible for funds, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectations for leveraging of sales tax funds to fully fund the Expenditure Plan programs and projects; and

WHEREAS, The Expenditure Plan also requires development of a Strategic Plan to guide the implementation of the program, and for each of the 21 programmatic categories, development of a 5-Year Prioritization Program (5YPP) as a prerequisite for allocation of funds; and

WHEREAS, The Prop K Strategic Plan is the financial tool that guides the timing of allocation of Prop K revenues and it sets policy, provides guidance for the administration of the program, guides strategy for debt issuance to optimize leveraging of state and federal funds, and gives project sponsors a sense of certainty about when they can expect Prop K revenues to be available to their projects; and

WHEREAS, The Transportation Authority Board adopted the first Prop K Strategic Plan and 5YPPs in 2005 and the first update of these documents in 2009; and

WHEREAS, In July 2013 the Transportation Authority Board adopted the 2013 Prop K Strategic Plan Baseline, which served as an interim step towards a full update in 2014, pending completion of the 2014 Prop K 5YPPs, which cover Fiscal Years 2014/15 through 2018/19; and

The 2013 Strategic Plan Baseline incorporated actual revenues and expenditures; updated revenue projections and other Strategic Plan model assumptions such as interest costs related to debt issuance; and in consultation with project sponsors, revised expected project cash flows



(reimbursement schedules) for existing allocations with large remaining unexpended balances; and incorporated programming and cash flow changes for the major capital projects and the paratransit category; and

WHEREAS, The 2014 Strategic Plan tiers off of the 2013 Baseline, incorporating programming and cash flow information for the programmatic categories based on the 2014 5YPPs, all but one of which were adopted in summer 2014; and

WHEREAS, The 2014 Strategic Plan update, like its predecessor, was developed through an iterative process involving several cycles of consultation with project sponsors, followed by testing of project funding scenarios using a complex and multi-layered computerized financial analysis model developed by Transportation Authority staff, with the assistance of the Transportation Authority's on-call engineering consultant and the Transportation Authority's financial advisors; and

WHEREAS, The Prop K Strategic Plan will be updated at least quadrennially in coordination with updates of the Regional Transportation Plan and may, between those updates, be amended as needed, as determined and recommended by the Executive Director; and

WHEREAS, The Citizens Advisory Committee was briefed on the Draft 2014 Prop K Strategic Plan at a meeting on September 3, 2014, and unanimously passed a motion of support to adopt the 2014 Prop K Strategic Plan; and

WHEREAS, At its September 16, 2014 meeting, the Plans and Programs Committee reviewed the Draft 2014 Prop K Strategic Plan, and unanimously recommended its adoption; now, therefore be it

RESOLVED, That the Transportation Authority hereby adopts the 2014 Prop K Strategic Plan.

Enclosures (2):

- A. Draft 2014 Prop K Strategic Plan Policies
- B. Draft 2014 Prop K Strategic Plan Appendices
- C. Draft 2014 Prop K Strategic Plan Presentation

Memorandum

Date: 09.12.14 **RE:** Plans and Programs Committee
September 16, 2014

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

From: Anna LaForte – Deputy Director for Policy and Programming *all*
Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *all*

Subject: **ACTION** – Recommend Adoption of the Draft 2014 Prop K Strategic Plan

Summary

The Prop K Strategic Plan is the financial tool that guides the timing and allocation of Prop K revenues over the 30-year Expenditure Plan period, reconciling the timing of expected Prop K revenues with the schedule for when project sponsors need those revenues in order to deliver projects, and setting policy for the administration of the program to ensure prudent stewardship of the funds. Last year the Board adopted the 2013 Prop K Strategic Plan Baseline, which consisted of updated actual sales tax revenues and project expenditures, financing assumptions, projected revenues, and revised programming of the major projects (e.g. Central Subway) that heavily drive overall program cash flow and financing needs. The Baseline served as an interim step towards a full update in 2014, pending completion of the 2014 5-Year Prioritization Programs (5YPPs), the last of which is the subject of a separate agenda item. The Draft 2014 Prop K Strategic Plan tiers off of the Baseline, adding programming and cash flow assumptions for the next five years from the 2014 5YPPs and making a limited number of programming changes to major capital projects. We also reviewed the 2009 Prop K policies and have retained them, but reorganized them to be more user friendly. The only substantive change is the proposed Delegated Allocation Authority pilot policy, which is the subject of a separate agenda item this month. The total 30-year revenue projection in the Draft 2014 Prop K Strategic Plan is \$3.346 billion, \$144 million less than the \$3.490 billion assumed in 2009. Financing costs have also decreased, but at a much faster rate (down to \$426 million from \$859 million in 2009). The net effect is additional funding capacity, particularly for categories that advanced significant amounts of sales tax funds and carried their proportional share of financing costs, consistent with Strategic Plan policies. **We are seeking a recommendation to adopt the 2014 Prop K Strategic Plan.**

BACKGROUND

In November 2003, nearly 75% of the San Francisco electorate approved Proposition K (Prop K), extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan, and designating the San Francisco County Transportation Authority (Transportation Authority) as the administrator of the Prop K program. The Prop K Expenditure Plan provides an estimated \$2.35 billion (2003 \$'s) in local transportation sales tax revenue to a number of eligible categories, leveraging another \$9.6 billion (2003 \$'s) in other federal, state and local funds (Enclosure D, Appendix A). The Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic (i.e., non-project specific) categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectations for leveraging of sales tax funds to fully fund the Expenditure Plan programs and projects. The Expenditure Plan, however, does not specify in which years of the 30-year program projects will receive funds, nor does it detail specific projects for funding in programmatic categories.

The Expenditure Plan establishes a number of other requirements. Included among them are development of a Strategic Plan to guide the implementation of the program, and for each of the 21 programmatic categories, development of the 5-Year Prioritization Program (5YPP) as a prerequisite for allocation of funds. The Strategic Plan is the financial tool that guides the implementation of the Expenditure Plan, reconciling the timing of expected Prop K revenues with the schedule for availability of state, federal and other funds beyond Prop K, the Transportation Authority's debt issuance capacity, the Transportation Authority's own assessment of the deliverability schedule for proposed projects, and the costs associated with project escalation and debt financing. The Strategic Plan also sets policy and provides guidance for the administration of the program ensuring prudent stewardship of the funds. Updating the Strategic Plan is a significant process undertaken every four years.

The Transportation Authority Board adopted the first Prop K Strategic Plan and 5YPPs in 2005 and the first update of these documents in Fiscal Year 2009/10. In July 2013 the Transportation Authority Board adopted the 2013 Prop K Strategic Plan Baseline and in June and July 2014, the Board approved 20 of 21 2014 Prop K 5YPPs, which include programming and cash flow for each project included in the 5YPPs. Approval of the final 5YPP is included as a separate item on this agenda.

The purpose of this memorandum is to present the Draft 2014 Prop K Strategic Plan and to seek a recommendation for its adoption.

DISCUSSION

The 2013 Strategic Baseline served as an interim step towards a full update in 2014, pending completion of the 2014 Prop K 5YPPs. The baseline incorporated actual revenues and expenditures (including financing costs), updated revenue projections, updated other Strategic Plan model assumptions such as interest costs related to debt issuance, and up-to-date de-obligations (costs savings or unneeded funds from cancelled projects) and updated expected project cash flows (reimbursement schedules) for existing allocations with large remaining unexpended balances. The 2013 Prop K Strategic Plan Baseline also incorporated programming and cash flow changes for the major capital projects and the paratransit category because 1) they are the primary drivers of financing need due to their size and 2) they have no 5YPP requirement. The major capital projects include: 3rd Street Light Rail, Central Subway, Transbay Transit Center, Caltrain Electrification, and Doyle Drive/Presidio Parkway. Further, as Prop B grandfathered projects, Central Subway and 3rd Street Light Rail have their associated financing costs covered by the program as a whole. Thus, they impact funds available for all the other Prop K projects and programs.

Each Strategic Plan update has a slightly different focus reflective of the particular context at the time of development. Timing of the 2014 Strategic Plan allows the Prop K program to be responsive to recent plans and initiatives, including the Regional Transportation Plan/Sustainable Communities Strategy, Muni Forward/Implementation of the Transit Effectiveness Program, WalkFirst/Vision Zero, and the San Francisco Transportation Plan (SFTP), which was adopted by the Board in 2013.

The 2014 Strategic Plan (informed by the 5YPPs) and the SFTP have an especially close relationship: the 2014 update serves as the Early Action Program for the SFTP, directing revenues toward the first five years of investments included in the 30-year SFTP. The Early Action Program uses the Prop K half-cent transportation sales tax and its ability to leverage federal, state, and other funds to direct hundreds of millions of dollars toward SFTP investments in every mode and every part of the City in the next five years. As we have highlighted during the 5YPP approval process, Prop K funds are advancing key initiatives and recommendations from the SFTP from creation of the Neighborhood Transportation Improvement Program to the Freeway Corridor Management Strategy to the Bay Area

Transit Core Capacity Study. Appropriation of Prop K funds for these three efforts is the subject of a separate agenda item on this agenda.

Highlights of the Draft 2014 Strategic Plan: The Draft 2014 Prop K Strategic Plan tiers off of the 2013 Strategic Plan Baseline, retaining key inputs and assumptions (e.g. revenue projections), and incorporating any actual revenues, expenditures, financing costs, de-obligations, and updated cash flows for existing allocations with large remaining unexpended balances since the 2013 Baseline. The main changes are the incorporation of programming and cash flow assumptions for the next five years from the 2014 5YPPs and any outyear programming for those categories. It also makes a limited number of programming changes to major capital projects (see Programming section below and Appendix D). We also reviewed the Prop K policies and procedures to ensure the program continues to support timely and cost-effective project delivery while ensuring a certain level of transparency and accountability.

Policies and Procedures: The Strategic Plan Policies (see Enclosure B) provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing a program as large and complex as Prop K. The policies were structured to support the following three guiding principles:

- Optimize leveraging of sales tax funds;
- Maximize cost effectiveness of financing; and
- Support timely and cost-effective project delivery.

These principles are crucial to understanding both the Strategic Plan policies and the specific programming recommendations contained therein. We reviewed the 2009 Prop K policies and have retained them, but reorganized them to be more user friendly. The only substantive change is the proposed Delegated Allocation Authority pilot policy, which is intended to support more efficient project delivery by shortening the allocation timeline for some projects, while maintaining transparency and accountability. The Delegated Allocation Authority pilot policy is the subject of a separate item on the September Plans and Programs Committee agenda.

Revenues: The total 30-year revenue projection (net of Board of Equalization fees), in the Draft 2014 Strategic Plan is \$3.346 billion, \$144 million less than the \$3.490 billion assumed in the 2009 Strategic Plan. The 2014 Strategic Plan revenue projection is substantially the same as the 2013 Baseline, but reflects one additional year of actual revenues (i.e., Fiscal Year 2012/13). The short-term, five-year (i.e., Fiscal Years 2014/15 – 2018/19) average annual growth rate is 3.8%, while the average annual long-term (i.e., Fiscal Years 2019/20 – 2033/34) rate is 3.5%. Combining actual revenues since the inception of Prop K with the revenue projection through 2034 included in the Draft Prop K 2014 Strategic Plan Baseline results in a 30-year average annual growth rate of 3.5%.

Programming: The amount of funds available to program to projects consists of Prop K revenues minus Prop K administration costs (approved by the Transportation Authority Board in April 2014) and finance costs associated with the major capital projects grandfathered from the Prop B program. Our current forecast for available programming is at about 82% of Priority 1 funding levels – the most conservative revenue forecast included in the Prop K Expenditure Plan (See Enclosure D, Appendix E).

Over the 30-year life of the program, the Draft 2014 Prop K Strategic Plan includes \$2.529 billion in programming to projects, which is \$160 million more than was included in the 2009 Prop K Strategic Plan. Steep reductions in financing costs have allowed us to program additional funds to many Prop K Expenditure Plan categories. In some instances, project sponsors have opted to advance the additional programming to the next five years (e.g., Bus Rapid Transit/Transit Preferential Streets/Muni Metro), while for other categories, project sponsors have requested to program additional capacity to extend the

number of years in which there is funding for projects (e.g., Street Resurfacing, Paratransit). In many instances, the additional programming has been spread out over the balance of the 20 years remaining in the Prop K program (e.g., Signals and Signs, Muni Facilities, Muni Guideways).

The Draft 2014 Prop K Strategic Plan incorporates the programming and cash flow assumptions for the next five years from the 2014 5YPPs, and a limited number of updates to major capital projects. Increased programming over the 2009 Strategic Plan based on newly available funds has provided \$45 million for the Downtown Extension/Transbay Transit Center (\$4 million since the 2013 Baseline), \$4.4 million for Electrification (\$3 million since the 2013 Baseline), and \$7 million for Doyle Drive/Presidio Parkway (\$5 million since the 2013 Baseline). Enclosure 4, Appendix D includes a summary of the scope and status, schedule, cost and funding plan for each of these projects and the Central Subway project.

Enclosure 4 contains the Draft Prop K 2014 Strategic Plan appendices, which provide detailed information on programming and cash flow assumptions discussed above. Enclosure 4, Appendix F, in particular, shows the programming and financing cost information (annually and a 30-year total) for each Expenditure Plan line item. In our eleventh year of the 30-year Expenditure Plan, we are pleased to be able to report that we have allocated over \$1 billion in sales tax funds to projects in neighborhoods citywide and all of Prop K's major capital projects are under construction or soon to be in the construction phase.

Financing: Advancing funds through financing means that over the 30-years of the Expenditure Plan fewer dollars will be available for projects and programs because of the need to pay interest. The trade-off is the ability to deliver projects early on, for the benefit of San Franciscans today. Prudence dictates that we strike a balance between accelerated delivery and financing costs. The Strategic Plan achieves this balance by adhering to the three guiding principles discussed earlier, but it also relies upon several important tenets, summarized as follows:

- Individual programs within the Expenditure Plan must retain at least 20-years' worth of funding, after accounting for debt service;
- Projects and programs should not trigger debt costs higher than 10% of the overall Prop K cap for the respective Expenditure Plan line item; and
- Where feasible, non-Prop K funds will be used first, and high priority will be given to leveraging federal funds using Prop K.

The result is a Strategic Plan that minimizes debt financing costs, maximizes the leveraging of outside funds, ensures fairness by charging debt costs back to the projects that trigger borrowing, and optimizes project delivery schedules in relationship to the availability of funding. The Draft 2014 Prop K Strategic Plan assumes \$620 million in debt issuance, at a cost of about \$426 million in finance costs in year-of-expenditure dollars. This is a significant increase over the Transportation Authority's current commercial paper program, which we have used in conjunction with annual sales tax revenues for the first 11 years of the Prop K program to pay project costs. The Strategic Plan provides for all debt principal and interest for both commercial paper and long-term finance such as bonding to be retired prior to Fiscal Year 2033/34.

Based on cash needs for Prop K projects provided by project sponsors, the 2009 Prop K Strategic Plan assumed a first bond issuance in 2010. To date, we have been able to meet the cash needs of the program using \$150 million in commercial paper debt. Based on the programming and cash flow assumptions in the Draft 2014 Strategic Plan, we are assuming a first bond in 2016—six years later than assumed in the 2009 Strategic Plan. As noted above, the lower anticipated financing costs (down from

about \$859 million to \$426 million) are primarily attributable to slower project delivery (allocations and reimbursements) than anticipated in the 2009 Strategic Plan and, in some cases, project sponsors using non-Prop K funds first.

Anticipated Amendment for Muni LRV Procurement: The Board of Supervisor just approved a 15-year contract for the San Francisco Municipal Transportation Authority (SFMTA) to procure both replacement and expansion Light Rail Vehicles (LRVs). The \$1.2 billion contract includes a base contract and a series of options, which if all executed by the contract deadlines lock in better prices enabling SFMTA to purchase a total of 260 LRVs. The funding plan for the overall contract is a combination of funds in hand, funds programmed or otherwise committed (e.g. Prop K, SFMTA revenue bonds), planned funds (e.g. future Federal Transit Administration formula funds), and funds to be identified.

SFMTA is now moving to secure funding in order to award and issue notice to proceed (NTP) on the base contract of 175 LRVs, which consists of the 24 new LRVs for the Central Subway and 151 replacement LRVs. Prop K funding for the 24 new LRVs for Central Subway, part of the base contract, was already incorporated into the Transit Enhancements 5YPP. SFMTA will be seeking programming and possibly cash flow revisions to the Vehicles-Muni and Vehicles-Undesignated line items to support NTP issuance and cash flow needs of the base contract. We are working with SFMTA to reviewing the funding plan for the procurement and to understand how Prop K funds can best support the contract. We anticipate bringing a Strategic Plan amendment to the Plans and Programs Committee for approval in October since SFMTA is eager to issue the NTP.

We are seeking a recommendation for the adoption of the 2014 Prop K Strategic Plan.

ALTERNATIVES

1. Recommend adoption of the 2014 Prop K Strategic Plan.
2. Recommend adoption of the 2014 Prop K Strategic Plan, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 3, 2014 meeting, and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

The proposed action will result in a recommendation to move forward with an overall programming strategy that may require the borrowing of \$620 million against future Prop K sales tax revenues (in order to support accelerated delivery of projects over a pay-as-you-go program), at an estimated cost of \$426 million in finance costs over the 30-year life of the program. As noted above, this is significantly lower financing than assumed in the 2009 Strategic Plan (\$859 million), as well as the 2013 Strategic Plan Baseline (\$470 million). Adoption of the Strategic Plan or annual Transportation Authority Budget by the Board does not constitute authorization for debt issuance for any capital projects. The Debt Policy requires that the Board specifically authorize each debt financing. Each financing will be presented to the Board in the context of and consistent with the Strategic Plan and applicable annual Transportation Authority Budget.

RECOMMENDATION

Recommend adoption of the 2014 Prop K Strategic Plan.