



# AGENDA

## CITIZENS ADVISORY COMMITTEE Meeting Notice

**Date:** 6:00 p.m., Wednesday, October 1, 2014

**Location:** 1455 Market Street, 22<sup>nd</sup> Floor

**Members:** Glenn Davis (Chair), Christopher Waddling (Vice Chair), Myla Ablog, Brian Larkin, John Larson, Angela Minkin, Eric Rutledge, Jacqueline Sachs, Raymon Smith, Peter Tannen and Wells Whitney

- | 6:00 | 1. Committee Meeting Call to Order   | Page |
|------|--|------|
| 6:07 | 2. Chair's Report – INFORMATION  |      |
| 6:10 | Consent Calendar   |      |
|      | 3. Approve the Minutes of the September 3, 2014 Meeting – ACTION*  | 5    |
|      | 4. Adopt a Motion of Support for the Award of a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$550,000 for Computer Network and Maintenance Services and Authorize the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*   | 15   |
|      | <p>The Transportation Authority seeks to contract with a qualified service provider to support the varied technological needs of the agency. On July 30, 2014, the Transportation Authority issued a request for proposals (RFP) for computer network and maintenance services to support the Transportation Authority's work program over the next three years. The Transportation Authority is dependent on computers, telecommunications and internet access for almost all of its daily activities. The small staff size of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority office weekly and on an as-needed basis. By the due date of September 5 2014, the Transportation Authority received two proposals in response to the RFP. Based on the selection panel's evaluation of the written evaluation of the proposals, the review panel recommended award of the contract to SPTJ Consulting. <b>We are seeking a motion of support to award a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.</b></p> |      |
|      | 5. State and Federal Legislative Update – INFORMATION*   | 21   |

To inform state advocacy efforts, the Transportation Authority tracks pending state legislation and presents a matrix of transportation-related bills to the Finance Committee each month. This matrix provides a summary of each bill and its status, and offers the Transportation Authority Board the opportunity to take formal positions on proposed legislation. The attached state legislative matrix was recommended by the Finance Committee to the Board for approval at its September 9, 2014

meeting. Subsequently on September 19, 2014 the Governor signed Assembly Bill (AB) 141 (Ammiano) into law. The Transportation Authority sponsored AB 141, which created a new Treasure Island Mobility Management Agency (TIMMA) and transferred related responsibilities to it in order to protect the Transportation Authority's revenue streams and minimize its liability for TIMMA-related activities. There is a separate update on TIMMA on the October 1 CAC agenda. **This is an information item.**

### End of Consent Calendar

- 6:15 6. **Adopt a Motion of Support for the Amendment of the Prop K Strategic Plan, Amendment of the Transit Enhancements and Vehicles 5-Year Prioritization Programs, and Allocation of \$131,153,142 in Prop K Funds, with Conditions, for the San Francisco Municipal Transportation Agency's Light Rail Vehicle Procurement, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION\***

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On September 19, Mayor Lee held a ceremonial signing to approve a historic \$1.4 billion contract to procure up to 260 new Muni light rail vehicles (LRVs) to replace and expand the Muni rail fleet over the next 25 years. It includes a base contract with 151 replacement vehicles and 24 expansion vehicles to support the Central Subway, and two options that would together add 85 expansion vehicles. The San Francisco Municipal Transportation Agency (SFMTA) is now finalizing its approach to certifying the \$934 million base contract and has requested amendment of the 2014 Prop K Strategic Plan, and two 5-Year Prioritization Programs (5YPPs) to enable concurrent allocation of over \$131 million in Prop K funds for the LRV base contract. This allocation would be the single largest allocation of Prop K funds to date – fitting given that this project, along with replacement of the rubber tire fleet (also underway with Prop K funds) will do more to improve Muni service than any other investment we can make. Currently, there is only \$4.6 million programmed for the 24 Central Subway vehicles in the Transit Enhancements 5YPP. We have worked with SFMTA to program an additional \$73.2 million from the Vehicles-Muni item and \$81.0 million from the Vehicles-Discretionary line item for a total of \$158.9 million in Prop K funds for the LRV procurement. Given the performance benefits of the project, we are recommending that the discretionary vehicle funds, which could otherwise go to BART or Caltrain be programmed to SFMTA. This action will deplete the funds in that line item based on current revenue projections. SFMTA has concurrently proposed multiple changes to its projects in the Vehicles 5YPP. This involves significantly delayed cash flow for several projects that had more aggressive schedules than needed and other changes. Shifting out cash flow during the current 5YPP period, which has the peak cash flow needs in the Strategic Plan, and the fact that cash flow needs for the LRV procurement extend through Fiscal Year 2027/28, actually results in a slight reduction in finance costs for the Strategic Plan as a whole. **We are seeking a motion of support for the amendment of the Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

- 6:30 7. **Adopt a Motion of Support for Allocation of \$496,100 in Prop K Funds, with Conditions, and Appropriation of \$150,000 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION\***

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As summarized in Attachments 1 and 2, we have three requests totaling \$646,100 in Prop K funds to present to the Citizens Advisory Committee (CAC) for approval. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$256,100 for the Shared Roadway Bicycle Markings (Sharrows) project to install an estimated 1,350 new sharrows at locations identified in the 2009 San Francisco Bicycle Plan. The SFMTA has also requested a total of \$240,000 for the Western Addition Community-Based Transportation Plan [NTIP Planning] project. This request includes \$100,000 in Neighborhood Transportation Improvement Program (NTIP) planning funds (District 5) to identify key transportation needs and to develop potential project concepts. Finally, we are requesting \$150,000 for the pre-implementation of the Treasure Island Mobility Management Program. **We are seeking a motion of support for the allocation of \$496,100 in Prop K funds, with conditions, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

**6:40 8. Adopt a Motion of Support for the Draft Neighborhood Transportation Improvement Program Planning Guidelines – ACTION\***

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One of the recommendations from the San Francisco Transportation Plan was to create a Neighborhood Transportation Improvement Program (NTIP), which provides Prop K funds for community-based planning and for development and implementation of neighborhood-scale capital projects. The draft NTIP planning grant guidelines were developed through a collaborative process with project sponsors. Recognizing the different transportation challenges facing San Francisco's neighborhoods, we have drafted guidelines that allow NTIP planning grants to be tailored to meet each district's or neighborhood's specific needs. Ultimately, all efforts should lead toward prioritization of community-supported neighborhood-scale capital improvements that could be funded by Prop K and/or other sources. The NTIP Planning program provides \$100,000 in Prop K funds for each supervisorial district over the next five years. The \$100,000 can be used for one planning effort or multiple smaller efforts. The expectation is that NTIP funds will leverage other funds. This leveraging would be necessary to fund larger scale more intensive efforts. While anyone can come up with an NTIP planning grant idea, it is the district supervisor who recommends which project(s) will be funded with an NTIP planning grant. The supervisor would initiate the process by contacting NTIP Coordinators at the Transportation Authority and the San Francisco Municipal Transportation Agency who would work with the supervisor and relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. There have been no substantive changes to the draft guidelines since they were included in the September Citizens Advisory Committee packet. **We are seeking a motion of support for the adoption of the NTIP Planning Guidelines.**

**7:10 9. Progress Update on the Treasure Island Mobility Management Study – INFORMATION**

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). The purpose of the TIMMA, as set forth in the Treasure Island Transportation Management Act of 2008 (State Assembly Bill 981), is to implement the Treasure Island Transportation Implementation Plan (TITIP) in support of the Treasure Island/Yerba Buena Island Development Project. The TITIP, adopted in 2011, calls for a comprehensive, integrated program to manage travel demand on the Island as it develops. This innovative approach to mobility includes a complimentary package of strategies and services including required purchase of transit vouchers by residents, parking fees, and a multimodal congestion pricing program that applies motorist user fees to support enhanced and new bus, ferry, and shuttle transit, as well as bicycle sharing, to reduce the traffic impacts of the project. The objective of the underway policy studies is to recommend congestion pricing policies for Treasure Island based on demand forecasting, financial analysis and stakeholder input. The purpose of this item is to provide the Citizens Advisory Committee (CAC) with an overview of TIMMA and an update on the progress of the policy analysis. **We are seeking input and guidance from the CAC. This is an information item.**

**7:35 10. Geneva-Harney Bus Rapid Transit Project Update – INFORMATION**

The Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study addresses the feasibility of proposed BRT service connecting residents and jobs along the Geneva-Harney corridor. The corridor extends from the Balboa Park BART/Muni Station, along Geneva Avenue in Daly City to the Bayshore Caltrain Station and across Highway 101 to the future Hunters Point Transit Center, connecting new developments in Candlestick Point and Hunters Point Shipyard. Over the past three months, the study team has worked closely with the San Francisco Municipal Transportation Agency (SFMTA) and study partners to produce potential alignments and configurations that will be presented for public discussion and comment during the first round of community workshops. The workshops will be held on Thursday, October 23 from 6:00 p.m. to 8:00 p.m. at Bret Harte Elementary, 1035 Gilman Avenue and on Saturday, October 25 from 11:00 a.m. to 1:00 p.m. at the Bayshore Community Center, 450 Martin Street, Daly City, with Chinese translation. Feedback collected during these workshops and additional presentations to community organizations in the Visitacion Valley and Little Hollywood area will be incorporated into the Study's final recommendations. At the Citizens Advisory Committee (CAC) meeting, we will provide an update on the Study and a preview of the BRT concepts that will be presented at the public workshops. **We are seeking input and guidance from the CAC. This is an information item.**

## CAC Meeting Agenda

- 7:50 11. Introduction of New Business – INFORMATION
- 7:55 12. Public Comment
- 8:00 13. Adjournment

\* Additional materials

**Next Regular Meeting: October 22, 2014**

**CAC MEMBERS WHO ARE UNABLE TO ATTEND SHOULD CONTACT THE CLERK OF THE  
AUTHORITY AT (415) 522-4831**

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# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

September 3, 2014 MEETING

### 1. Committee Meeting Call to Order

The meeting was called to order by Chair Glenn Davis at 6:08 p.m. CAC members present were Myla Ablog, Glenn Davis, Brian Larkin, John Larson, Angela Minkin, Eric Rutledge, Jacqueline Sachs (entered during Item 10), Raymon Smith, Peter Tannen, Chris Waddling, and Wells Whitney. Transportation Authority staff members present were Tilly Chang, Courtney Aguirre, Liz Brisson, Colin Dentel-Post, Cynthia Fong, Chester Fung, Rachel Hiatt, Anna LaForte, Maria Lombardo, Chad Rathmann, Shari Tavafrashti, and Tony Vi.

### 2. Chair's Report – INFORMATION

Chair Glenn Davis requested that the CAC consider Items 10 and 11 immediately following the Consent Calendar to allow all CAC members to be present during their review and consideration since some CAC members had indicated a need to depart early.

**Angela Minkin moved to consider Items 10 and 11 after the Consent Calendar. Chris Waddling seconded the motion.**

There was no public comment.

**The motion passed unanimously.**

### Consent Calendar

Myla Ablog requested that Item 5 be removed from the Consent Calendar because of her employment with the California Department of Transportation.

### 3. Approve the Minutes of the June 25, 2014 Meeting – ACTION

John Larson commented that the June 25, 2014 meeting minutes contained an error. He stated that Eric Rutledge, not John Larson, had asked about the impacts of vehicle license fee funding. Staff confirmed the minutes would be updated accordingly.

### 4. Adopt a Motion of Support for the Award of an 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 for Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION

### 6. Citizen Advisory Committee Appointment – INFORMATION

### 7. Investment Report for the Quarter Ended June 30, 2014 – INFORMATION

### End of Consent Calendar

There was no public comment.

Raymon Smith moved to approve Items 3 and 4 on the Consent Calendar. John Larson seconded the motion. Items 3 and 4 passed unanimously.

The following items were called together:

10. **Adopt a Motion of Support for Adoption of the Draft 2014 Prop K Strategic Plan – ACTION**
11. **Adopt a Motion of Support for Adoption of the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority – ACTION**

Chad Rathmann, Senior Transportation Planner, presented on the Prop K Strategic Plan update, per the staff memorandum.

Tilly Chang, Executive Director, thanked staff and partner agencies for their work, and thanked the CAC for their guidance.

Ramon Smith asked if recommendations from the Eastern Neighborhoods Transportation Improvement Planning Study, conducted by the San Francisco Municipal Transportation Agency (SFMTA), would be included in the 2014 Prop K Strategic Plan.

Ms. Chang responded that the study resulted in recommendations for projects such as Folsom and Howard Streetscape, 16<sup>th</sup> Street Multimodal Corridor, and 7<sup>th</sup> and 8<sup>th</sup> Street Streetscape. She added that further planning and project development work for a number of projects from the plan were prioritized in the 2014 5-Year Prioritization Programs.

Wells Whitney asked if the Strategic Plan effectively functioned as a financial strategic plan and capital expenditure plan rather than a “what should we do” type of Strategic Plan. Mr. Rathmann responded affirmatively. Mr. Rathmann added the Prop K Expenditure Plan establishes what projects and programs are eligible for funding. Maria Lombardo, Chief Deputy Director, concurred, adding that the Strategic Plan was the vehicle whereby the Transportation Authority reconciles which projects and programs get funding in which year. She concluded by noting that the Strategic Plan also provides day-to-day guidance on implementation of the Prop K program via the Strategic Plan policies.

Jacqueline Sachs asked why the Strategic Plan provided no funding for Geary Light Rail Transit, and how the project would be funded. Mr. Rathmann stated that Geary Light Rail Transit was included in the Prop K Expenditure Plan as a Priority 3 project. He explained that the three priority levels reflected different revenue projections, and that the Transportation Authority’s current projection showed sales tax revenues coming in at 82% of Priority 1 levels, the most conservative forecast. He said that additional sales tax revenue would need to be generated to achieve 100% of Priority 1 and 2 funding levels before funding could be available for Priority 3 projects such as Geary Light Rail Transit.

Ms. Lombardo noted that the SFMTA is conducting a rail capacity study to examine prioritization of Muni investments, and the regional Transit Core Capacity Study would help prioritize transit investments in the Transbay corridor. She added that the Transportation Authority would be refreshing the San Francisco Transportation Plan (SFTP), incorporating the findings from these and other studies. She stated that the SFTP would be the appropriate forum to have a comprehensive discussion about prioritizing major transit investments. Ms. Sachs added that staff should review the final report and engineering analysis of the Geary Task Force prior to considering bus rapid transit.

The CAC Chair called for public comment on the Strategic Plan portion of the items that were under discussion. Roland Lebrun asked for clarification on why funding for Caltrain Vehicles, Facilities and Guideways categories was being advanced, and if the funding would be available for the Caltrain Downtown Extension. Ms. Lombardo stated the funding for those categories is specifically for state of good repair projects and not the Downtown Extension which has its own Expenditure Plan line item. She added that the intent of advancing the state of good repair funds was so that Prop K could continue to help offset the SFMTA's annual local capital match contribution to Caltrain in the near-term.

Ms. Lombardo, Chief Deputy Director, presented the pilot Delegated Allocation Authority Policy per the staff memorandum.

Brian Larkin requested clarification on which committees would be permitted to remove projects from the Prop K list of projects eligible for delegated allocation authority. Ms. Lombardo responded that the CAC and Plans and Programs Committee could recommend removing projects from the list and the Transportation Authority Board would consider these recommendations and then approve the final list. Mr. Larkin asked how often the Board did not approve a staff recommendation. He commented that he understood sponsors could lose project delivery time during the Board's August recess if awaiting the approval of an allocation. Ms. Lombardo responded that the Board relatively rarely denied funding, but that periodically the Board would modify staff recommendations such as by included additional conditions. She commented that controversial projects would be unlikely candidates for delegated allocation authority.

Raymon Smith commented that delegated allocation authority could potentially save sponsors four to six weeks. He asked whether sponsors were neglecting to submit the allocation requests on time to allow them to access funds when they needed them. Ms. Lombardo stated that delegated allocation authority would allow sponsors to not be tied to a Board schedule, and this could prove particularly helpful during the Board's August recess. She stated that the majority of the time, sponsors ought to be able to submit allocation requests on-time since the schedule is predictable and the 5YPPs are approved in advance. She stated that on those occasions when a project unexpectedly needed funds quickly, delegated allocation authority might provide the needed flexibility, assuming a project was already included on the pre-approved delegated allocation authority eligible list. She stated that delegated allocation authority would save sponsors the staff time of attending Transportation Authority meetings.

Mr. Smith asked whether delegated allocation authority could help expedite allocations to projects addressing vehicle and pedestrian conflicts. Ms. Lombardo responded that it could, noting that the draft list of projects includes local track application-based traffic calming program projects and a couple of Safe Routes to School projects.

Mr. Smith asked how the Pedestrian Safety Advisory Committee (PSAC) would be involved in project review. Jonathan Rewers, San Francisco Municipal Transportation Agency (SFMTA) Capital Financial Planning and Analysis Manager, stated that the PSAC had reviewed and provided feedback on the SFMTA's 5-year Capital Improvement Program, which included the SFMTA's Prop K projects. He stated that these projects were reflected in the recently approved 2014 Prop K 5YPPs and some were now included on the draft delegated allocation authority eligible list.

Wells Whitney commented that delegation allocation authority appeared to be a pilot study to see whether small projects could go through a less bureaucratic process to get funded. He commented that the projects included on the draft delegated allocation authority eligible list had already been reviewed by the CAC when it approved the 2014 Prop K 5YPPs. Mr. Whitney

added that he was interested in seeing an evaluation of the effectiveness of the pilot delegated allocation authority policy.

Chair Davis asked for additional information regarding the subvention processes of other agencies comparable to the Transportation Authority. Ms. Lombardo commented that in other Bay Area counties, a portion of the sales tax expenditure plans typically included annual subventions to local jurisdictions in the county. For these subvention categories, the sales tax authorities often issue payments directly to jurisdictions based on established formulas. They don't ask for project information in advance, but they do require that recipients provide an annual reports on their activities. She added that unlike San Francisco, if a jurisdiction isn't delivering projects, the sales tax authority can redirect the funds to another recipient. Chair Davis asked if citizen oversight happened at the local jurisdiction level. Ms. Lombardo opined that most places have a City Council that would approve the use of the sales tax funds, and this would offer some degree of public input and oversight.

Chair Davis stated that he did not support the implementation of a delegated allocation authority policy. He stated that he favored maintaining the current process because it ensured community input. He reminded the CAC that at the time voters approved Prop K, they were assured that oversight by a CAC would be in place and that this was a selling point. Chair Davis stated that he was open to deferring action on the item.

Peter Tannen commented that Chair Davis raised valid point about transportation and the need for community input. He stated that the delegated allocation authority policy appeared to be well thought out and the six categories defining eligibility were well-defined. Mr. Tannen commented that he had lived and worked in San Francisco for a number of years and that regardless of the merits of a particular project, there was bound to be a community member unhappy with the project. He stated that he would rather sponsors spend additional time analyzing a project than staffing a CAC meeting, and expressed his support for the more efficient use of staff time, and piloting the delegated allocation authority policy. He voiced interest in periodic reports on its implementation and he asked that staff maintain a log of complaints or issues that cropped up as the policy was implemented.

Angela Minkin asked how Transportation Authority staff planned to evaluate the policy's success. She commented that she understood that project delays could be frustrating, but that she was not certain of the value of saving four to six weeks in seeking an allocation. She commented that a shorter pilot period might be better.

Mr. Rewers commented that the delegated allocation authority policy would help the SFMTA address findings of the SFMTA's audit regarding project delivery and the Transportation Authority's Small Project Delivery White Paper. He commented that about the same amount of staff time and resources were currently dedicated to preparing an allocation request for \$6,000 or \$6 million dollars. Mr. Rewers suggested that the Transportation Authority could measure how many more small allocation requests it received in a given year from sponsors because of this new policy. He stated that the SFMTA sometimes opted to use operating budget instead of seeking a Prop K allocation for a project.

Ms. Lombardo stated that the policy was unlikely to impact the total number of allocations noting that the one of the intents of the 5YPPs was to establish the 5-year pipeline of projects so the public and sponsors know in advance what will be funded. Further, the pilot policy is based on a pre-approved annual list of project. To Ms. Minkin's point about evaluating the pilot, Ms. Lombardo acknowledged that measuring the success of the policy could prove challenging given the indirect link of saving a few staff hours by not attending two meetings and project delivery. Ms. Lombardo commented that as described in the pilot policy,



Transportation Authority staff could track the number of delegated allocations (compared to the pre-approved list), Prop K leveraging, and overall project delivery (i.e. whether projects were being completed on-time). She said that staff could also interview or survey the CAC, Board, and sponsors for their perception of whether the pilot was working well or not.

Mr. Whitney agreed that a qualitative survey could be administered at the conclusion of the pilot period. Chair Davis commented that the metrics had not been adequately detailed and would not be in place if the CAC adopted the policy that evening.

Chris Waddling commented that in order for a project to be a candidate it must be sufficiently defined within the relevant 5YPP, and that the WalkFirst 5YPP placeholders did not appear to meet this eligibility criterion. Ms. Lombardo agreed noting that neither the WalkFirst placeholders nor the Neighborhood Transportation Improvement Program (NTIP) planning projects fully met this criterion. She stated that NTIP planning projects would include significant community outreach and would be projects recommended by the relevant district supervisor. She stated the WalkFirst 5YPP placeholders were added at the request of project sponsors given the focus on Vision Zero, but that Transportation Authority staff recommended conditioning allocation of the WalkFirst funds upon prior approval of the specific projects, scopes, schedules, and budgets by the Transportation Authority Board's Vision Zero Committee.

Mr. Waddling expressed concern that the CAC was ceding oversight, and he commented that the community's interest or the importance of a particular project was not necessarily tied to the overall cost of a project. He commented that he appreciated reviewing Prop K allocations because he was able to then communicate project information to other community members. Mr. Waddling commented that he also appreciated that the allocation currently in place process reminded sponsors that they were accountable to the community. He added that a time savings of four to six weeks and to spare staff from attending committee meetings were not sufficient justifications for implementing the new policy. Mr. Waddling stated that he would prefer to defer action on this item. He commented that he would like to see a proposal regarding the evaluation of the pilot, and that the CAC should be able to recommend whether or not the pilot period is extended beyond January 2016.

Ms. Lombardo clarified that the CAC any actions to modify or extend the pilot would go through the CAC and Plans and Programs Committee prior to Board approval.

Eric Rutledge expressed his support for the policy and the more efficient use of staff hours. He requested an example of how a delegated allocation authority project would move through the process. He commented that the CAC seemed to see projects return for allocations for subsequent phases. Ms. Lombardo stated a project the Redding Elementary (design) or John Yehall Chin (planning and design) Safe Routes to School projects that were currently on the eligible list might return to the CAC for allocation of construction funds if they exceeded the \$75,000 threshold or were considered projects that would benefit from increased review and additional public input opportunities made available by going through the Board cycle.

Mr. Rutledge asked whether the CAC would still review information for the design and construction phases of these projects. Ms. Lombardo responded that the CAC could currently review the 5YPP project information forms with scope, schedule, cost and funding information. She stated that if the CAC approved the delegated allocation authority policy, the subsequent item they would consider would be the approval of the Fiscal Year 2014/15 Prop K list of projects eligible for delegated allocation authority. She stated that the CAC would review and approve the list of eligible projects on an annual basis and attached to the list would be the corresponding project information forms, which would include scope, schedule, and budget

information. The 5YPP forms are an abbreviated version of the more detailed allocation request form. She explained that if the policy is approved, the CAC would not see the more detailed allocation request forms at a CAC meeting (thought they would be available on the Transportation Authority's website).

Chair Davis requested that the annual process be described again. Ms. Lombardo explained that in order to support implementation of this policy in future years, the Transportation Authority would offer project sponsors the opportunity annually to amend the 5YPPs between the quadrennial 5YPP updates. She noted that the annual process would focus on updating programming for the coming fiscal year so that more projects could be eligible to benefit from delegated allocation authority and placeholders could be replaced with more detailed information. Ms. Lombardo state staff would concurrently develop a draft list of projects eligible for delegated allocation authority and present it to the CAC, Plans and Programs Committee, and Board for review and action. She stated that once a project was included on the approved list, the project sponsor could submit an allocation request to the Transportation Authority for review and approval by the Executive Director or designee.

Mr. Rewers commented that through the annual 5YPP amendment process, the CAC would review the projects proposed for delegated allocation authority. He stated that the CAC would be able to recommend whether projects remained on the list. He stated that the pilot period was for about 16 months, which would allow the Transportation Authority and sponsors to experience one annual amendment cycle.

Mr. Rutledge commented that the appropriate checks and balances appeared to be in place and that he supported approval of the policy. He commented that the policy would allow for the saving of time and money and would ideally result in the more expeditious implementation of projects.

Mr. Larson commented that he thought that the Transportation Authority could balance the need for public input with being responsive through the implementation of this policy. He commented that the pilot period would provide opportunities for review and adjustment, if necessary. He commented that he would appreciate seeing the evaluation metrics and methods (e.g. pre/post qualitative survey).

Mr. Tannen asked what would happen if the CAC recommended a project be removed from the list of projects, but the Plans and Programs Committee and Board supported its inclusion. Ms. Lombardo responded that the CAC was an advisory committee and that ultimately it was the Board's decision. However, she stated that if the CAC recommended any removals, Transportation Authority staff would be inclined to adjust its recommendation to reflect the input since the intent is for the CAC to be comfortable with the list.

To simplify voting, Ms. Lombardo noted that the CAC could split the recommended action into two separate pieces.

**Mr. Larson moved to adopt a motion of support to adopt the 2014 Prop K Strategic Plan without the delegated allocation authority policy. Mr. Smith seconded the motion.**

**The motion was approved unanimously.**

**Mr. Tannen moved to adopt a motion of support to approve the delegated allocation authority policy. Mr. Smith seconded the motion and requested a friendly amendment that the approval be conditioned upon the Transportation Authority staff returning to the CAC with the pilot policy's evaluation metrics. Mr. Tannen accepted the friendly amendment.**

**The motion was approved with seven votes in favor, with Ms. Ablog, Chair Davis, and Mr. Waddling opposed.**

12.

Maria Lombardo, Chief Deputy Director, said that staff would bring an evaluation matrix to the CAC at its next meeting. She presented on Item 11, describing the proposed project list for delegated allocation authority and reminding the CAC that it could choose to remove any of the projects from the list that it preferred to have go through the regular Board cycle for approval of an allocation.

John Larson asked for clarification on why the Transportation Authority would invest Prop K funds in the Great Highway Restoration project when the long-term plan for the roadway included its removal. Ms. Lombardo responded that the project naming could be made more clear, noting that the funds were for repairs needed now, well before the long-term plan could be implemented.

Mr. Larson commented that the long-term recommendation from SPUR was to not have a roadway north of Sloat Boulevard, but for the roadway to go around the San Francisco Zoo. He questioned the need for investment in a roadway that was not intended to continue to exist in the future. Ananda Hirsch, San Francisco Public Works (SF Public Works), stated SF Public Works was pursuing restoration funds for the roadway and that the agency was working with Caltrans to determine the best option for a near-term improvement to ensure it remained a functioning roadway. She stated that SF Public Works was still seeking funding for a more permanent solution.

**Angela Minkin moved to approve the item and Eric Rutledge seconded the motion.**

There was no public comment.

**The item passed with seven votes in favor, with Ms. Ablog and Chair Davis opposed and Mr. Smith abstaining.**

5. **Adopt a Motion of Support for Approval of a Resolution 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 – ACTION**

Maria Lombardo, Chief Deputy, and Cynthia Fong, Deputy Director of Finance and Administration, presented the item per the staff memorandum.

**Wells Whitney moved to approve the item and Chair Davis seconded the motion.**

There was no public comment.

**The item passed unanimously.**

8. **Adopt a Motion of Support for the Adoption of the 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5-Year Prioritization Program and the Amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5-Year Prioritization Programs – ACTION**

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

memorandum.

Peter Tannen asked for clarification on why the Transit Effectiveness Project (TEP) would not be eligible for general obligation bond funding. Ms. LaForte responded that the bond funds could only be used for final design and construction, and that the Prop K funds would be used for planning phase work. Jonathan Rewers, San Francisco Municipal Transportation Agency (SFMTA) Capital Financial Planning and Analysis Manager, stated that the TEP, now called Muni Forward, had three implementation groups. He stated that the approximately \$13 million in Prop K funds the Transportation Authority Board had already allocated for the first group of projects were anticipated to receive design and construction funds from the proposed general obligation bond. He stated that the second group of projects would also be funded by the general obligation bond. Mr. Rewers added that the 2014 Prop K Bus Rapid Transit (BRT)/Transit Preferential Streets/Muni Metro Network 5-Year Prioritization Program (5YPP) included funding for the third group of projects to allow concurrent design and planning work.

Brian Larkin asked why the Geary BRT project was receiving funding from the Transit Enhancement category. Ms. LaForte explained that each Expenditure Plan category had a funding limit established in the voter-approved Prop K Expenditure Plan. She continued by noting that the BRT category would hit its funding limit in the 2014 5YPP period so additional funding for Geary BRT was proposed from the Transit Enhancements category.

Maria Lombardo, Chief Deputy Director, elaborated by noting that the Transportation Authority could not adjust the funding caps. She noted that projects sometimes drew funds from multiple different Expenditure Plan categories, such as was done for the Third Street Light Rail Project. Mr. Larkin commented that it seemed counterintuitive to seek funding for a BRT project from a non-BRT category given the existence of a dedicated category for BRT projects.

**Wells Whitney moved to approve the item and John Larson seconded the motion.**

There was no public comment.

**The item passed with five votes in favor and two votes opposed (Mr. Davis, Ms. Sachs), with two abstentions (Mr. Larkin, Mr. Smith).**

9. **Adopt a Motion of Support for 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 – ACTION**

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

Tilly Chang stated the City/County Association of Governments of San Mateo County (C/CAG) would be withdrawing staff from the Geneva-Harney Bus Rapid Transit (BRT) project as the agency was not supportive of examining the relocation of the Bayshore Caltrain station from Brisbane into San Francisco. She added that the Transportation Authority would be working with C/CAG on the issue and would determine whether C/CAG would withdraw funding support for the Geneva-Harney BRT project.

Liz Brisson, Senior Transportation Planner, presented on the Bay Area Transit Core Capacity Study per the staff memorandum.

Rachel Hiatt, Principal Transportation Planner, presented on the San Francisco Freeway Corridor Management Study per the staff memorandum. Maria Lombardo, Chief Deputy,

added that by the end of calendar year, staff expected to return to the CAC to present a purpose, needs and goals statement for approval, which would inform the planning work in phase 2 of the two part study.

Wells Whitney asked if the San Francisco Freeway Corridor Management Study would examine Caltrain and High Speed Rail given that both were within the same corridor. Ms. Hiatt responded that the study would examine the transit capacity within a corridor as well as the vehicle capacity within the corridor.

Peter Tannen asked whether toll lanes would be considered as an option. Ms. Hiatt responded that toll lanes would be one of the options considered.

**Mr. Whitney moved to approve the item and Angela Minkin seconded the motion.**

During public comment, Roland Lebrun stated that the Quint-Jerrold Connector Road would make the possibility of an Oakdale Caltrain station uncertain. He added that the Bayshore Caltrain station should not move north and that the current site south of the county line enables a truly multimodal station with light rail and BRT connections.

**The item passed unanimously.**

**12. Draft Neighborhood Transportation Improvement Program Planning Guidelines – INFORMATION**

Chair Glenn Davis continued Item 12 to the October 1, 2014, CAC meeting. There was no public comment.

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

There was no public comment.

**14. Public Comment**

There was no public comment.

**15. Adjournment**

The meeting was adjourned at 8:24 p.m.



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# Memorandum

**Date:** 09.26.14

**RE:** Citizens Advisory Committee  
October 1, 2014

**To:** Citizens Advisory Committee

**From:** Elizabeth Sall – Deputy Director for Technology, Data and Analysis 

**Subject:** **ACTION** – Adopt a Motion of Support for the Award of a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$550,000 for Computer Network and Maintenance Services and Authorize the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions

## Summary

The Transportation Authority seeks to contract with a qualified service provider to support the varied technological needs of the agency. On July 30, 2014, the Transportation Authority issued a request for proposals (RFP) for computer network and maintenance services to support the Transportation Authority's work program over the next three years. The Transportation Authority is dependent on computers, telecommunications and internet access for almost all of its daily activities. The small staff size of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority office weekly and on an as-needed basis. By the due date of September 5 2014, the Transportation Authority received two proposals in response to the RFP. Based on the selection panel's evaluation of the written evaluation of the proposals, the review panel recommended award of the contract to SPTJ Consulting. **We are seeking a motion of support to award a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

## BACKGROUND

The Transportation Authority is seeking computer network, computer maintenance, and information technology (IT) services to support its Fiscal Year (FY) 2014/15, 2015/16, and 2016/17 activities. This includes support of desktop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation.

To accommodate the varied needs of the Transportation Authority, a mixed computing environment is necessary both on desktops and in the server room, and users have extensive control over their work environment (i.e., local administrator rights on their desktop machines). While most staff uses standard Windows/Office personal computers (PCs), there are also Macs in the office, Linux desktops, and many users use virtual private networking for remote access from Macs and PCs at home.

The current IT provider is on-site at least one afternoon per week and is available to come on site to address any critical tasks or emergencies as needed. All non-critical IT requests are first triaged through the Transportation Authority's Deputy Director for Technology, Data and Analysis, and put on a list of tasks for completion in order of importance. This schedule has been sufficient to meet the agency's current IT needs.

## DISCUSSION

On July 30, 2014, the Transportation Authority issued a Request for Proposals (RFP) for computer network and maintenance services to support its work program over the next three years. We held a pre-proposal conference on August 7, 2014 to provide an opportunity for businesses to partner and ask questions.

For this RFP, we established a Disadvantaged Business Enterprise (DBE)/Local Business Enterprise (LBE)/Small Business Enterprise (SBE)/ goal of 25%, accepting certifications issued by the Transportation Authority, the City and County of San Francisco, the California Unified Certification Program and the California Department of General Services. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in six local newspapers: the San Francisco Chronicle, the San Francisco Examiner, the San Francisco Bay View, the Western Edition, the Small Business Exchange, and Nichi Bei Weekly. We also distributed the RFP, sign-in sheets for the 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 September 5, 2014, we received two proposals in response to the RFP. One additional proposal was disqualified due to its submission past the due date and time. The review panel, consisting of three Transportation Authority staff from various divisions, reviewed the proposals based on the evaluation criteria detailed in the RFP. Based on the selection panel's evaluation of the proposals, the review panel recommended award of the contract to SPTJ Consulting, a local DBE firm.

Under the current local area network (LAN) and Computer Maintenance contract, SPTJ Consulting has served the Transportation Authority well over the past five years. SPTJ Consulting played a critical role in planning and executing both the move from 100 Van Ness Avenue to 1455 Market Street. Recently, the team led the development of a secure and robust hardware and database setup for the Transportation Authority's new Enterprise Resource Planning software, Microsoft Dynamics AX. The SPTJ Consulting team has pledged a total DBE and LBE utilization of 82% from its own firm.

**We are seeking a motion of support to award a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for Computer Network and Maintenance Services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

## ALTERNATIVES

1. Adopt a motion of support for award of a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for LAN and Computer Maintenance Services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions, as requested.
2. Adopt a motion of support for award of a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for LAN and Computer Maintenance Services and authorize 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.



**FINANCIAL IMPACTS**

The contract will be funded by Prop K funds. The first year's activity was included in the Transportation Authority's adopted Fiscal Year 2014/15 Budget. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

**RECOMMENDATION**

Adopt a motion of support for award of a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for Computer Network and Maintenance Services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.

## Attachment

1. Scope of Work for Computer Network and Maintenance Services

## Attachment 1 – Scope of Services

### Computer Network and Maintenance Services

The Computer Network and Maintenance service consultant (Consultant) shall be experienced in servicing the staff of about 40 full and part time employees using mainly Windows desktop machines (with a handful of Mac OS machines), along with maintaining a mixed server-room environment currently using Microsoft Active Directory, Ubuntu Linux, ShoreTel Voice-Over-IP hardware, and virtualization technologies for critical office functions.

#### Maintenance Activities

As the nature of the Transportation Authority's IT challenges are not always apparent a year ahead in advance, the following list is merely an example of the types of upcoming technology-related tasks. Unforeseen requirements and new projects come up with surprising regularity at the Transportation Authority, so the selected service consultant will require a breadth of knowledge on many different IT topics.

The Consultant will perform at a minimum the following tasks:

#### Annual tasks:

- Review computer electrical power quality
- Inspect computers for solid connections
- Evaluate and review infrastructure
- Produce formal report of findings, corrective actions, and recommendations
- Support annual IT audit documentation and follow-up audit questions

#### Monthly tasks:

- Monitor network activity for bottlenecks, problems, and spyware/virus activity
- Examine computer logs for errors and warnings/indications of problems
- Maintain computer equipment and software inventory
- Inspect and optimize computers as needed
- Maintain a clean and orderly computing environment

#### Tasks on an As-Needed Basis:

- Perform software and hardware installation and configuration on servers and staff desktop PC's
- Specifications, obtain quotes, and set up new PC's as needed
- Maintain computer and VOIP telephone user accounts (moves, additions, changes, removals)
- Manage file back-up and restoration process
- Evaluate application configurations to enhance productivity and make recommendations for application and hardware purchases based on the Transportation Authority's needs
- Diagnose and troubleshoot specific hardware and software problems
- Train designated staff in basic troubleshooting (e.g. restoring files, mapping network drives)
- Setup and shutdown (when an employee leaves) user accounts and staff workstations
- Help to improve productivity and reduce overhead in technology areas
- Continuously update documentation of systems

## Technology Expertise

The following technologies are currently in use at the Transportation Authority, and will require support from the selected service consultant:

- Microsoft Active Directory
- Ubuntu Linux (webservers and Samba file sharing)
- Ubuntu KVM virtualization
- UltraBAC and Acronis backup
- Cisco switches, routers, and firewall equipment
- OpenVPN remote access
- Microsoft Dynamics AX and SQL Server
- Microsoft Windows 7/8 and Office 2010/365
- MacOS Mavericks and Adobe Creative Cloud
- ArcGIS 10.1 and QGIS mapping software
- Drupal CMS
- Twiki internal wiki system
- Google Apps
- TurboGears and Ruby on Rails
- MediaTemple Plesk, Amazon Web Services (EC2 and S3), and Heroku



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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><a href="#">AB 105</a></u> Amended: 8/30/2013 <u><a href="#">pdf_html</a></u>	<b>Committee on Budget</b>	<b>Active Transportation Program (ATP).</b> 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><a href="#">AB 141</a></u> Enrollment: 8/27/2014 <u><a href="#">pdf_html</a></u>	<b>Ammiano D</b> (Dist 17)	<b>Treasure Island Transportation Management Act.</b> 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.

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Bill #	Author	Description	Status	Position	Comments
<u><a href="#">AB 229</a></u> Enrollment: 8/27/2014 <u><a href="#">pdf.html</a></u>	<u><a href="#">John A. Pérez D</a></u> (Dist 53)	<b>Local government: infrastructure and revitalization financing districts.</b> 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.
<u><a href="#">AB 612</a></u> Amended: 8/19/2014 <u><a href="#">pdf.html</a></u>	<u><a href="#">Nazarian D</a></u> (Dist 46)	<b>Charter-party carriers of passengers: permit requirements: drivers.</b> 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.
<u><a href="#">AB 935</a></u> Enrollment: 8/26/2014 <u><a href="#">pdf.html</a></u>	<u><a href="#">Frazier D</a></u> (Dist 11)	<b>Driver's licenses: veteran designation.</b> 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.
<u><a href="#">AB 1046</a></u> Amended: 3/21/2013 <u><a href="#">pdf.html</a></u>	<u><a href="#">Gordon D</a></u> (Dist 24)	<b>Department of Transportation: Innovative Delivery Team Demonstration Program.</b> 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.

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<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<b>AB 1081</b> Amended: 8/12/2013 <a href="#">pdf.html</a>	<b>Medina D</b> (Dist 61)	<b>Economic development: goods-movement-related infrastructure.</b> 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.
<b>AB 1179</b> Enrollment: 8/26/2014 <a href="#">pdf.html</a>	<b>Bocanegra D</b> (Dist 39)	<b>Recycling: waste tires: public works projects.</b> 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.
<b>AB 1193</b> Enrollment: 8/28/2014 <a href="#">pdf.html</a>	<b>Ting D</b> (Dist 19)	<b>Bikeways.</b> 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.

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<u><a href="#">AB 1194</a></u> Amended: 7/1/2014 <u><a href="#">pdf</a></u> <u><a href="#">html</a></u>	<u><a href="#">Ammiano D</a></u> (Dist 17)	<b>Crime victims.</b> 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><a href="#">AB 1532</a></u> Enrollment: 8/26/2014 <u><a href="#">pdf</a></u> <u><a href="#">html</a></u>	<u><a href="#">Gatto D</a></u> (Dist 43)	<b>Vehicle: accidents.</b> 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><a href="#">AB 1646</a></u> Enrollment: 8/27/2014 <u><a href="#">pdf</a></u> <u><a href="#">html</a></u>	<u><a href="#">Frazier D</a></u> (Dist 11)	<b>Vehicles: electronic wireless communication devices: prohibitions.</b> 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.



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Bill #	Author	Description	Status	Position	Comments
<u><a href="#">AB 1724</a></u> Amended: 6/10/2014 <u><a href="#">pdf</a></u> <u><a href="#">html</a></u>	<u><a href="#">Frazier D</a></u> (Dist 11)	<b>Construction Manager/General Contractor (CM/GC) method: regional transportation agencies.</b> 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><a href="#">AB 1811</a></u> Chaptered: 7/8/2014 <u><a href="#">pdf</a></u> <u><a href="#">html</a></u>	<u><a href="#">Buchanan D</a></u> (Dist 16)	<b>High-occupancy vehicle (HOV) lanes.</b> 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><a href="#">AB 1857</a></u> Enrollment: 8/28/2014 <u><a href="#">pdf</a></u> <u><a href="#">html</a></u>	<u><a href="#">Frazier D</a></u> (Dist 11)	<b>Department of General Services: vehicle and equipment procurement.</b> 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><a href="#">AB 1907</a></u> Enrollment: 8/27/2014 <u><a href="#">pdf</a></u> <u><a href="#">html</a></u>	<u><a href="#">Ridley-Thomas D</a></u> (Dist 54)	<b>Use fuel tax: natural gas: gallon equivalent.</b> 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.

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Bill #	Author	Description	Status	Position	Comments
<b>AB 2008</b> Chaptered: 7/7/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Quirk D</b> (Dist 20)	<b>Transit village plans: goods movement.</b> 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.
<b>AB 2013</b> Enrollment: 8/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Muratsuchi D</b> (Dist 66)	<b>Vehicles: high-occupancy vehicle (HOV) lanes.</b> 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.
<b>AB 2021</b> Amended: 6/17/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Gordon D</b> (Dist 24)	<b>San Mateo County Transit District.</b> 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.

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Bill #	Author	Description	Status	Position	Comments
<u><a href="#">AB 2090</a></u> Enrolled: 8/21/2014 <u><a href="#">pdf.html</a></u>	<u><a href="#">Fong D</a></u> (Dist 28)	<b>High-occupancy toll lanes: San Diego County and Santa Clara County.</b> 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><a href="#">AB 2119</a></u> Chaptered: 7/18/2014 <u><a href="#">pdf.html</a></u>	<u><a href="#">Stone D</a></u> (Dist 29)	<b>Local taxes: transactions and use taxes.</b> 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><a href="#">AB 2173</a></u> Chaptered: 6/25/2014 <u><a href="#">pdf.html</a></u>	<u><a href="#">Bradford D</a></u> (Dist 62)	<b>Vehicles: motorized bicycles.</b> 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><a href="#">AB 2250</a></u> Enrollment: 8/22/2014 <u><a href="#">pdf.html</a></u>	<u><a href="#">Daly D</a></u> (Dist 69)	<b>Toll facilities: revenues.</b> 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 expended 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.

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<u><a href="#">AB 2293</a></u> Enrollment: 8/28/2014 <u><a href="#">pdf.html</a></u>	<u><a href="#">Bonilla D</a></u> (Dist 14)	<b>Transportation network companies (TNC): insurance coverage.</b> 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><a href="#">AB 2337</a></u> Enrollment: 8/27/2014 <u><a href="#">pdf.html</a></u>	<u><a href="#">Linder R</a></u> (Dist 60)	<b>Driver's licenses: suspension and revocation.</b> 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><a href="#">AB 2355</a></u> Enrollment: 8/22/2014 <u><a href="#">pdf.html</a></u>	<u><a href="#">Levine D</a></u> (Dist 10)	<b>Local agencies: streets and highways: recycled materials.</b> 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.

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<b><u>AB 2398</u></b> Enrollment: 8/27/2014 <a href="#">pdf.html</a>	<b><u>Levine D</u></b> (Dist 10)	<b>Vehicles: pedestrians and bicyclists.</b> 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.
<b><u>AB 2414</u></b> Chaptered: 8/19/2014 <a href="#">pdf.html</a>	<b><u>Ting D</u></b> (Dist 19)	<b>Parking facilities: electric vehicle (EV) charging.</b> 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.
<b><u>AB 2471</u></b> Amended: 8/4/2014 <a href="#">pdf.html</a>	<b><u>Frazier D</u></b> (Dist 11)	<b>Public contracts: change orders.</b> 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.
<b><u>AB 2690</u></b> Enrollment: 8/27/2014 <a href="#">pdf.html</a>	<b><u>Mullin D</u></b> (Dist 22)	<b>Driving under the influence.</b> 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.



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Bill #	Author	Description	Status	Position	Comments
<b>ACA 8</b> Amended: 4/4/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>Blumenfeld D</b> (Dist 0)	<b>Local government financing: voter approval.</b> 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.
<b>SB 1</b> Amended: 9/3/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>Steinberg D</b> (Dist 6)	<b>Sustainable Communities Investment Authority.</b> 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.

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<b>SB 11</b> Amended: 9/6/2013 <a href="#">pdf.html</a>	<b>Pavley D</b> (Dist 27)	<b>Alternative fuel and vehicle technologies: funding programs.</b> 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.
<b>SB 33</b> Amended: 8/22/2014 <a href="#">pdf.html</a>	<b>Wolk D</b> (Dist 3)	<b>Local taxation: County of Sonoma: transactions and use tax.</b> 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.

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Bill #	Author	Description	Status	Position	Comments
<b><u>SB 391</u></b> Amended: 8/8/2013 <a href="#">pdf.html</a>	<b><u>DeSaulnier D</u></b> (Dist 7)	<b>California Homes and Jobs Act of 2013.</b> 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.
<b><u>SB 486</u></b> Enrollment: 8/28/2014 <a href="#">pdf.html</a>	<b><u>DeSaulnier D</u></b> (Dist 7)	<b>Department of Transportation: goals and performance measures.</b> 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.
<b><u>SB 628</u></b> Enrollment: 8/26/2014 <a href="#">pdf.html</a>	<b><u>Beall D</u></b> (Dist 15)	<b>Enhanced infrastructure financing districts (IFDs).</b> 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.



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<b><u>SB 731</u></b> Amended: 9/9/2013 <a href="#">pdf.html</a>	<b><u>Steinberg D</u></b> (Dist 6)	<b>Environment: California Environmental Quality Act (CEQA).</b> 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.
<b><u>SB 792</u></b> Amended: 8/22/2014 <a href="#">pdf.html</a>	<b><u>DeSaulnier D</u></b> (Dist 7)	<b>State highway system: naming or designation of state highway segments or structures.</b> 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.
<b><u>SB 969</u></b> Enrollment: 8/28/2014 <a href="#">pdf.html</a>	<b><u>DeSaulnier D</u></b> (Dist 7)	<b>Public works.</b> 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.

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<b>SB 990</b> Amended: 4/21/2014 <a href="#">pdf.html</a>	<b>Vidak R</b> (Dist 16)	<b>Transportation funds: disadvantaged small communities.</b> 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.
<b>SB 1077</b> Enrollment: 8/28/2014 <a href="#">pdf.html</a>	<b>DeSaulnier D</b> (Dist 7)	<b>Vehicles: road usage charge pilot program.</b> 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.
<b>SB 1151</b> Enrollment: 8/20/2014 <a href="#">pdf.html</a>	<b>Cannella R</b> (Dist 12)	<b>Vehicles: school zone fines.</b> 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.

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<b><u>SB 1156</u></b> Introduced: 2/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Steinberg D</u></b> (Dist 6)	<b>California Carbon Tax Law of 2014.</b> 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.
<b><u>SB 1183</u></b> Enrollment: 8/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>DeSaulnier D</u></b> (Dist 7)	<b>Vehicle registration fees: surcharge for bicycle infrastructure.</b> 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.
<b><u>SB 1204</u></b> Enrollment: 8/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Lara D</u></b> (Dist 33)	<b>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</b> 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.

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<b>SB 1217</b> Amended: 7/2/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Leno D</b> (Dist 11)	<b>Climate change: preparedness.</b> 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.
<b>SB 1298</b> Enrollment: 8/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Hernandez D</b> (Dist 24)	<b>High-occupancy toll (HOT) lanes.</b> 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 (LAMTA) 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 L.A county on 2 specific routes.
<b>SB 1312</b> Enrollment: 8/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Steinberg D</b> (Dist 6)	<b>California Transportation Commission (CTC): annual report.</b> 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.

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Bill #	Author	Description	Status	Position	Comments
<b>SB 1415</b> Enrollment: 8/20/2014 <a href="#">pdf_html</a>	<b>Hill D</b> (Dist 13)	<b>Bay Area Air Quality Management District (BAAQMD): advisory council.</b> 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.
<b>SB 1418</b> Amended: 5/1/2014 <a href="#">pdf_html</a>	<b>DeSaulnier D</b> (Dist 7)	<b>Vehicle weight fees: transportation bond debt service.</b> 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.
<b>SB 1433</b> Amended: 8/22/2014 <a href="#">pdf_html</a>	<b>Hill D</b> (Dist 13)	<b>Local Agency Public Construction Act: transit design-build contracts.</b> 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.



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Bill #	Author	Description	Status	Position	Comments
<b>SCA 4</b> Amended: 8/28/2013 <a href="#">pdf.html</a>	<b>Liu D</b> (Dist 25)	<b>Local government transportation projects: special taxes: voter approval.</b> 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.
<b>SCA 8</b> Amended: 5/21/2013 <a href="#">pdf.html</a>	<b>Corbett D</b> (Dist 10)	<b>Transportation projects: special taxes: voter approval.</b> 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.
<b>SCA 9</b> Amended: 5/21/2013 <a href="#">pdf.html</a>	<b>Corbett D</b> (Dist 10)	<b>Local government: economic development: special taxes: voter approval.</b> 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.
<b>SCA 11</b> Amended: 5/21/2013 <a href="#">pdf.html</a>	<b>Hancock D</b> (Dist 9)	<b>Local government: special taxes: voter approval.</b> 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.

San Francisco County Transportation Authority  
September 2014

**Total Measures: 57**

**Total Tracking Forms: 57**



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# Memorandum

**Date:** 09.26.14 **RE:** Citizens Advisory Committee  
October 1, 2014

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support for the Amendment of the Prop K Strategic Plan, Amendment of the Transit Enhancements and Vehicles 5-Year Prioritization Programs, and Allocation of \$131,153,142 in Prop K Funds, with Conditions, for the San Francisco Municipal Transportation Agency’s Light Rail Vehicle Procurement, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

On September 19, Mayor Lee held a ceremonial signing to approve a historic \$1.4 billion contract to procure up to 260 new Muni light rail vehicles (LRVs) to replace and expand the Muni rail fleet over the next 25 years. It includes a base contract with 151 replacement vehicles and 24 expansion vehicles to support the Central Subway, and two options that would together add 85 expansion vehicles. The San Francisco Municipal Transportation Agency (SFMTA) is now finalizing its approach to certifying the \$934 million base contract and has requested amendment of the 2014 Prop K Strategic Plan, and two 5-Year Prioritization Programs (5YPPs) to enable concurrent allocation of over \$131 million in Prop K funds for the LRV base contract. This allocation would be the single largest allocation of Prop K funds to date – fitting given that this project, along with replacement of the rubber tire fleet (also underway with Prop K funds) will do more to improve Muni service than any other investment we can make. Currently, there is only \$4.6 million programmed for the 24 Central Subway vehicles in the Transit Enhancements 5YPP. We have worked with SFMTA to program an additional \$73.2 million from the Vehicles-Muni item and \$81.0 million from the Vehicles-Discretionary line item for a total of \$158.9 million in Prop K funds for the LRV procurement. Given the performance benefits of the project, we are recommending that the discretionary vehicle funds, which could otherwise go to BART or Caltrain be programmed to SFMTA. This action will deplete the funds in that line item based on current revenue projections. SFMTA has concurrently proposed multiple changes to its projects in the Vehicles 5YPP. This involves significantly delayed cash flow for several projects that had more aggressive schedules than needed and other changes. Shifting out cash flow during the current 5YPP period, which has the peak cash flow needs in the Strategic Plan, and the fact that cash flow needs for the LRV procurement extend through Fiscal Year 2027/28, actually results in a slight reduction in finance costs for the Strategic Plan as a whole. **We are seeking a motion of support for the amendment of the Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA’s LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## BACKGROUND

On September 19, 2014, Mayor Lee held a ceremonial signing to approve a historic \$1.2 billion contract to procure up to 260 new Muni light rail vehicles (LRVs) to replace and expand the Muni rail fleet over the next 25 years. Replacement of Muni’s existing LRV fleet – along with replacement of the rubber tire fleet (which is underway with support from Prop K) is likely the single most effective way to increase Muni performance. Recognizing the importance of replacing and maintaining transit vehicle fleets, the Prop K category for replacement and rehabilitation of transit vehicles is the single biggest programmatic category in the Prop K Expenditure Plan. In addition, this LRV contract is one of the San Francisco Municipal Transportation Agency’s (SFMTA’s) largest contracts to date.

The SFMTA is now finalizing its approach to certify the LRV Procurement project base contract and has requested allocation of over \$131 million in Prop K funds for this purpose. This allocation would constitute the single largest allocation of Prop K funds to date. The requested allocation requires amendments to the Vehicles 5-Year Prioritization Program (5YPP) and Transit Enhancements 5YPP that were approved in July 2014, as well as amendment of the 2014 Prop K Strategic Plan, which was adopted in September 2014. While contract procurement was underway during development of the 2014 Strategic Plan and 5YPPs, the SFMTA did not request programming of funds for the LRV Procurement project except for \$4.6 million from the Transit Enhancements 5YPP for new LRVs for the Central Subway.

The purpose of this memorandum is to present the SFMTA's request to the CAC, and to seek a motion of support for the amendment of the 2014 Prop K Strategic Plan and two 5YPPs, and the allocation of \$131,153,142 in Prop K Funds, with conditions, for the SFMTA's LRV Procurement.

## DISCUSSION

The contract approved by the San Francisco Board of Supervisors on September 3, 2014, and signed by Mayor Lee on September 19, 2014, includes a base contract with two options that can fund up to a total of 260 new LRVs as shown below.

**Table 1. Summary of LRV Procurement Contract**

Contract	Number of LRVs			Total Cost
	Replacement	Expansion	Total	
<b>Base</b>	151	24	175	\$ 933,920,258
<b>Option #1</b>	0	40	40	\$ 210,275,457
<b>Option #2</b>	0	45	45	\$ 280,277,510
<b>Total</b>	<b>151</b>	<b>109</b>	<b>260</b>	<b>\$1,424,473,225</b>

The procurement project includes all engineering, design, manufacture, test, and warranty of the vehicles together with training, manuals, spare parts and special tools to support the new fleet. The new vehicles will offer safety enhancements such as hydraulic brakes, bright LED lighting, improved driver visibility, and will be easier to maintain. Replacement of the LRV fleet will help the SFMTA achieve its strategic goal of creating a safer, more efficient and reliable transportation system. For instance, reliability will improve from the current level of 5,500 miles between failures to a contractual requirement of 25,000 miles between failures. The contractor is projecting an even higher level of 59,000 miles between failures. The first new prototype LRV is expected to be delivered by the end of 2016, with 23 additional cars to be delivered by mid-2018 in time for the start of revenue service on the Central Subway.

**Base Contract Funding Plan:** SFMTA has a full funding plan for the base contract, but as shown in Table 2 below, not all of the funds have been programmed or allocated to the LRV procurement. Given the size and duration of the contract, SFMTA is refining a plan to issue a series of notices to proceed (NTPs) to certify portions of the base contract. The SFMTA can only certify up to the amount of funding it has in hand (e.g., funds that have been allocated to the SFMTA for this specific purpose). The NTP

certifications authorize the contractor to incur expenses up to a specified amount. For instance, the first NTP was scheduled for the end of September and was for \$32.6 million. The second NTP is scheduled for November 2014 and includes \$126.6 million in Prop K funds, which are contingent upon the request actions.

**Table 2. Base Contract Funding Plan**

Fund Source	Planned	Programmed	Allocated	Total
SFMTA Revenue Bond	\$ 106,877,603	\$ 25,000,000		<b>\$131,877,603</b>
Prop K	\$ 154,290,033	\$ 4,592,490		<b>\$158,882,523</b>
Transit Capital Priorities (FTA + AB 664)		\$ 617,160,133		<b>\$617,160,133</b>
Central Subway (New Starts and/or Prop 1B)		\$ 24,000,000	\$ 2,000,000	<b>\$ 26,000,000</b>
<b>Total</b>	<b>\$ 265,760,126</b>	<b>\$ 666,160,133</b>	<b>\$ 2,000,000</b>	<b>\$933,920,259</b>

The total Prop K amount shown in the table above reflects both the requested allocation of \$131.2 million, and also programming of \$27.7 million in Prop K funds in Fiscal Year 2019/20. The SFMTA will seek allocation of these latter funds for a future NTP for the base contract. The SFMTA does not have full funding plans for either of the contract options, other than \$8 million in Prop 1B transit formula funds. These funds could be used to certify the base contract, which would effectively create more capacity within the Prop K Vehicles category by reducing finance costs (a result of delaying when the Prop K funds are needed). We are pending a response from SFMTA as to why these funds cannot be directed to the base contract.

**Strategic Plan and 5YPP Amendments:** Currently, there is only \$4.6 million programmed for the 24 Central Subway vehicles in the Transit Enhancements 5YPP. We have worked with SFMTA to program an additional \$73.2 million from the Vehicles-Muni item and \$81.0 million from the Vehicles-Discretionary line item for a total of \$158.9 million in Prop K funds for the LRV procurement. SFMTA has concurrently proposed multiple changes to its projects in the Vehicles 5YPP. This involves significantly delayed cash flow for several projects that had more aggressive schedules than needed and other changes. Shifting out cash flow during the current 5YPP period, which has the peak cash flow needs in the Strategic Plan, and the fact that cash flow needs for the LRV procurement extend through Fiscal Year 2027/28, actually results in a slight reduction of \$3 million in finance costs (from \$247 million to \$244 million) for the Strategic Plan as a whole.

See Attachment 1 provides a summary of changes to programming and finance costs for the three Prop K line items affected by this request and for the Strategic Plan as a whole. Attachment 2 graphically shows the aggregate programming and cash flow changes for the two Vehicles-Muni and Vehicles-Discretionary line items compared to the currently approved Strategic Plan and 5YPPs. Attachment 3 describes some of the project level changes in the Vehicles 5YPP. The sections below provide some additional detail on the proposed amendments to the three aforementioned Expenditure Plan line items.

**Vehicles-Muni:** As summarized in Attachment 3, SFMTA has proposed a series of significant adjustments to year of programming, cash flows (in aggregate, delayed cash flows), and sometimes scope to its projects in the Vehicles 5YPP. In terms of programming, the proposed amendment would advance a total of \$22.2 million of out year programming into the current 5YPP period. In addition,

the SFMTA has requested that a total of \$23.7 million in funds be pushed out from Fiscal Years 2016/17 and 17/18 to Fiscal Year 2019/20 to support a future NTP for the LRV base contract. While programming was advanced significantly, cash flow (expenditure of Prop K funds) was not advanced much in aggregate. Thus, the proposed amendment would only slightly increase financing costs for the Vehicles-Muni line item, from \$71.7 million to \$73.5 million.

The proposed Prop K programming for the LRV procurement requires the deobligation of \$3,580,000 in unneeded funds from two previously allocated SFMTA projects, the 59 40-Foot New Flyer Hybrid Motor Coaches project and the MUNI Rehabilitation of Historic Streetcars project. We have included a special condition that requires the SFMTA to submit the deobligations in time for approval ahead of the October 21 Transportation Authority Board meeting. SFMTA has already initiated the deobligation process.

**Vehicles-Discretionary:** For this category, the proposed amendment would add the LRV Procurement as a project and advance a total of \$66.4 million into the next five years, as well as an additional \$14.8 million in Fiscal Year 2019/20. The cash flow for both of these programmed amounts would be between Fiscal Years 2019/20 – 2027/28, and would leave the category with negligible funding capacity going forward. This reprogramming would increase finance costs for the category from 0% to 5.26% of total funds available to the category, equaling finance costs of \$4.67 million.

Given the performance benefits of the project, we are recommending that the discretionary vehicle funds, which could otherwise go to BART or Caltrain be programmed to SFMTA.

**Transit Enhancements:** The SFMTA is the sole eligible project sponsor for this category, and had previously requested that a total of \$4.6 million be programmed for LRVs for the Central Subway in the 2014 Transit Enhancements 5YPP, which was subsequently approved. The current request includes these funds, but would require advancing \$1.5 million in programming from Fiscal Year 2017/18 to Fiscal Year 2014/15 to support certification. The request does not require any advancing of cash flow, and therefore does not trigger any increased finance costs.

Allocation of the requested funds for the LRV Procurement project is contingent upon the Strategic Plan and 5YPP amendments as detailed above.

**We are seeking a motion of support for the amendment of the Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## ALTERNATIVES

1. Adopt a motion of support for the amendment of the 2014 Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and the allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules.
2. Adopt a motion of support for the amendment of the 2014 Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and the allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

The recommended programming and cash flow revisions to the Prop K Strategic Plan and 5YPPs would result in a minor decrease in program-wide financing costs from \$247.6 million to \$244 million compared to the adopted Strategic Plan.

The recommended action would also allocate \$131,153,142 in Fiscal Year 2014/15 Prop K funds as detailed in the Allocation Request Form (See Enclosure 2). The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Form. As noted above the cash flow for this allocation extends from Fiscal Year 2016/17 through Fiscal Year 2027/28.

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

Sufficient funds are included in the proposed 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**

Adopt a motion of support for the amendment of the 2014 Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and the allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.

### Attachments:

1. Summary of Proposed Prop K Strategic Plan Amendment
2. Prop K Vehicles Annual Programming and Cash Flow Figures
3. Proposed Prop K Project List – Vehicles-Muni (17M), Summary of Changes
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

### Enclosures:

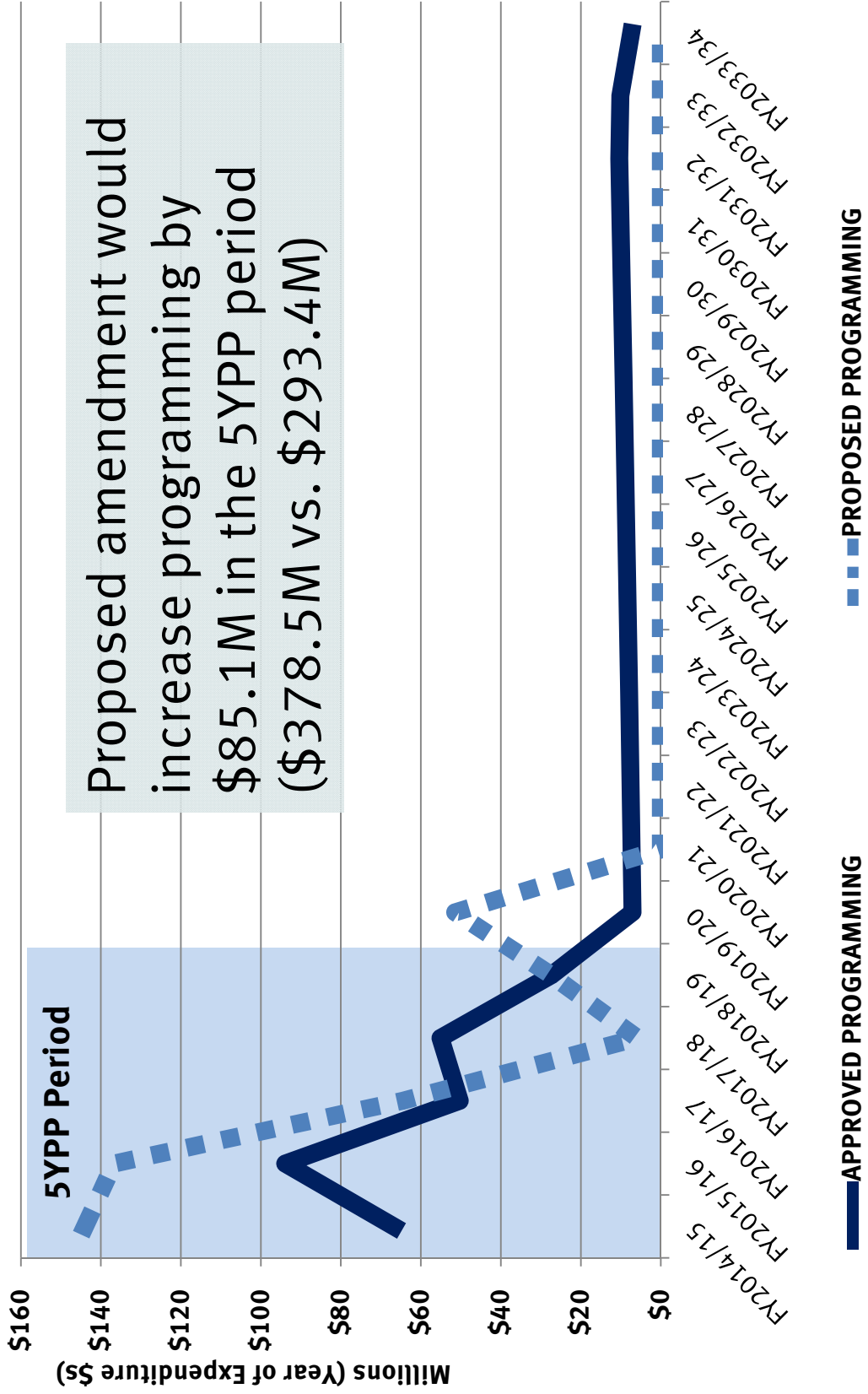
- A. Prop K Vehicles 5-Year Prioritization Program
- B. Prop K Allocation Request Form

**Attachment 1.  
Summary of Prop K Strategic Plan Amendment  
Proposed Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)**

EP No.	EP Line Item	APPROVED 2014 Prop K Strategic Plan			PROPOSED Strategic Plan Amendment			Difference		
		Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs
15	Purchase Additional Light Rail Vehicles	\$ 5,965,541	13.78%	Programming \$ 4,602,490 Finance Costs \$ 821,830 Total \$ 5,424,320	\$ 5,965,033	13.60%	Programming \$ 4,602,490 Finance Costs \$ 811,418 Total \$ 5,413,908	\$ (508)	-0.18%	Programming \$ - Finance Costs \$ (10,412) Total \$ (10,412)
17M	New and Renovated Vehicles - MUNI	\$ 499,490,978	14.35%	Programming \$ 412,187,352 Finance Costs \$ 71,676,098 Total \$ 483,863,450	\$ 499,069,390	14.74%	Programming \$ 424,976,935 Finance Costs \$ 73,538,232 Total \$ 498,515,168	\$ (421,588)	0.39%	Programming \$ 12,789,583 Finance Costs \$ 1,862,134 Total \$ 14,651,718
17U	New and Renovated Vehicles - Discretionary	\$ 89,204,712	0.00%	Programming \$ 87,291,458 Finance Costs \$ - Total \$ 87,291,458	\$ 89,129,420	5.26%	Programming \$ 81,002,267 Finance Costs \$ 4,691,902 Total \$ 85,694,169	\$ (75,292)	5.26%	Programming \$ (6,289,191) Finance Costs \$ 4,691,902 Total \$ (1,597,289)
<b>15, 17M, and 17U Total</b>		\$ 594,661,231	N/A	Programming \$ 504,081,300 Finance Costs \$ 72,497,928 Total \$ 576,579,228	\$ 594,163,843	N/A	Programming \$ 510,581,692 Finance Costs \$ 79,041,552 Total \$ 589,623,245	\$ (497,388)	N/A	Programming \$ 6,500,392 Finance Costs \$ 6,543,624 Total \$ 13,044,017
<b>STRATEGIC PLAN TOTAL</b>		\$ 2,924,465,771	8.47%	Programming \$ 2,529,045,532 Finance Costs \$ 247,641,736 Total \$ 2,776,687,267	\$ 2,922,211,533	8.35%	Programming \$ 2,535,545,924 Finance Costs \$ 243,974,369 Total \$ 2,779,520,293	\$ (2,254,238)	-0.12%	Programming \$ 6,500,392 Finance Costs \$ (3,667,367) Total \$ 2,833,026

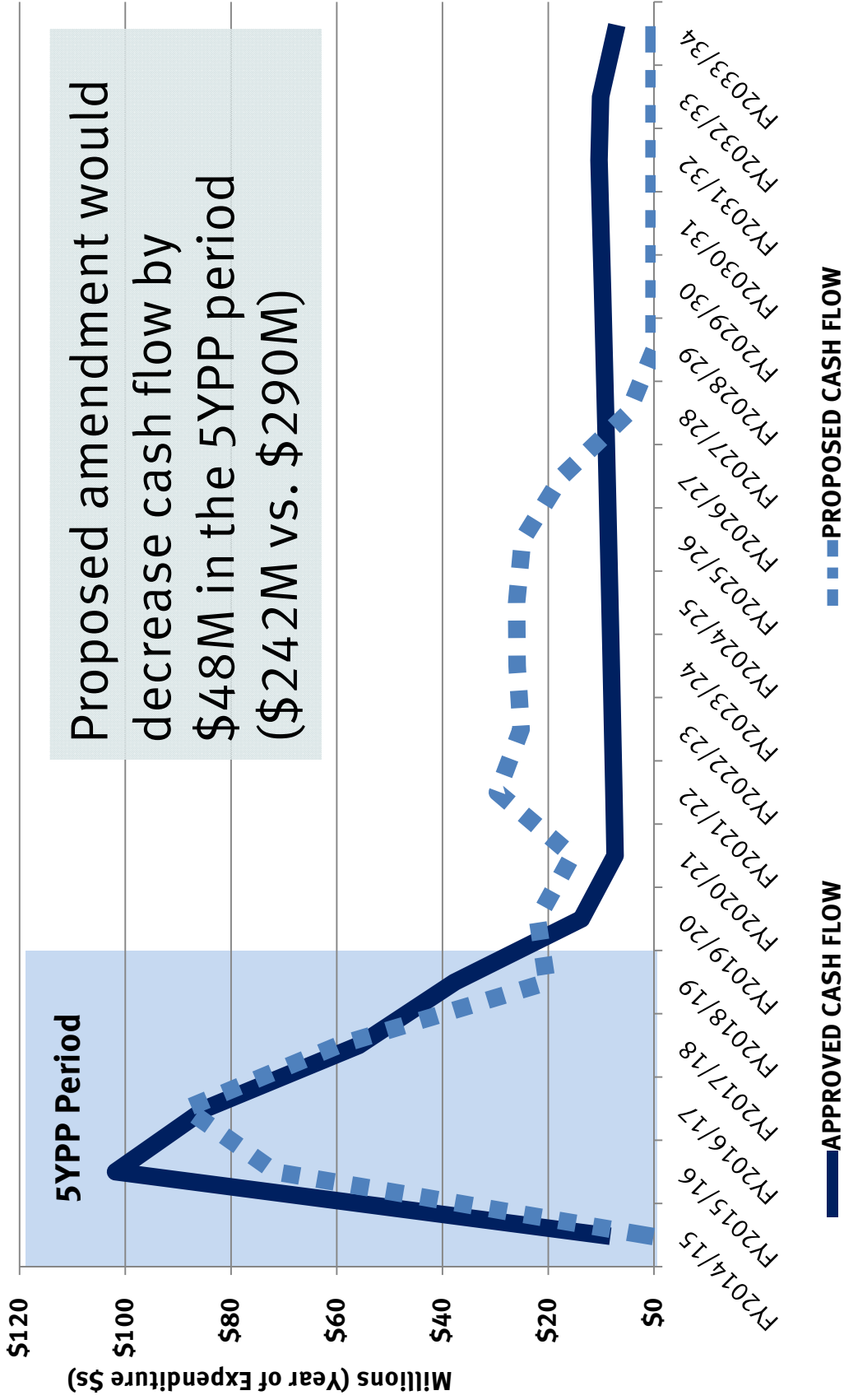


# Prop K Programming Vehicles-Muni and Vehicles-Discretionary Line Items





# Prop K Cash Flow Vehicles-Muni and Vehicles-Discretionary Line Items





Attachment 3. Proposed Prop K Project List - Vehicles - Muni (17M)

Summary of Changes

Project #	Project Name	Current Programmed Prop K Funds	Proposed Programmed Prop K Funds	Difference	Proposed Changes (e.g., delayed programming, change in scope)	Proposed First Year of Cash Flow	Proposed # of Years of Cash Flow
<b>Current Projects - No Scope Changes</b>							
1	Historic Vehicle Rehabilitation/Replacement (16 PCC)	\$ 4,785,063	\$ 4,785,063	\$ -	No change	2016/17	3
2	Historic Vehicle Rehabilitation/Replacement (Milan and Vintage)	\$ 3,304,749	\$ 3,304,749	\$ -	Programming delayed by one year. No change in cash flow.	2016/17	3
3	Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses	\$ 45,465,166	\$ 45,465,166	\$ -	Delayed several months resulting in later cash flow.	2015/16	2
4	Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches	\$ 37,493,415	\$ 37,493,415	\$ -	No change	2015/16	2
5	Replace 30 Neoplan 40' Motor Coaches	\$ 8,885,926	\$ 8,885,926	\$ -	Procurement delayed three years. Existing 40' Neoplans were rehabilitated in 2012/2013 using federal funds. Per Metropolitan Transportation Commission policy the useful lives of these vehicles must be extended by five years, extending the date they can be replaced using federal funds by the same time period.	2019/20	2
6	Replace 50 Neoplan 40' Motor Coaches	\$ 14,809,876	\$ 14,809,876	\$ -	Procurement delayed two years. Existing 40' Neoplans were rehabilitated in 2012/2013 using federal funds. Per Metropolitan Transportation Commission policy the useful lives of these vehicles must be extended by five years, extending the date they can be replaced using federal funds by the same time period.	2019/20	2
7	Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches	\$ 26,433,626	\$ 26,433,626	\$ -	No change	2018/19	2
8	Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	\$ 150,000	\$ 150,000	\$ -	Delayed one year corresponding to delay in procurement.	2015/16	9
9	Replace 60 New Flyer 60' Trolley Coaches	\$ 21,000,000	\$ 21,000,000	\$ -	No change	2014/15	2
10	Replace 100 ETI 40' Trolley Coaches	\$ 52,369,488	\$ 53,611,070	\$ 1,241,582	Increase in programmed amount due to updated MTC expected contribution.	2015/16	2

Attachment 3. Proposed Prop K Project List - Vehicles - Muni (17M)

Summary of Changes

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Project #	Project Name	Current Programmed Prop K Funds	Proposed Programmed Prop K Funds	Difference	Proposed Changes (e.g., delayed programming, change in scope)	Proposed First Year of Cash Flow	Proposed # of Years of Cash Flow
11	Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (93)	\$ 150,000	\$ 150,000	\$ -	Delayed two years corresponding to delay in procurement.	2016/17	8
12	Paratransit Van Replacement: Class B Vehicle (35)	\$ 931,019	\$ 931,019	\$ -	No change	2018/19	1
<b>New Projects</b>							
13	Replace 33 ETI 60' Trolley Coaches	\$ -	\$ 16,111,652	\$ 16,111,652	Incorporates scope from project 18.	2016/17	2
14	Replace 75 ETI 40' Trolley Coaches	\$ -	\$ 40,208,302	\$ 40,208,302	Incorporates scope from projects 17 and 18.	2016/17	2
15	Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches	\$ -	\$ 5,858,782	\$ 5,858,782	Incorporates scope from project 18.	2017/18	2
16a	LRV Procurement	\$ -	\$ 60,116,310	\$ 60,116,310	New project added to support contract certification.	2014/15	9
16b	LRV Procurement	\$ -	\$ 13,171,456	\$ 13,171,456	New project added to support contract certification.	2019/20	9
<b>Dropped Projects</b>							
17	Replace 50 ETI 40' Trolley Coaches (2016/17)	\$ 36,608,381	\$ -	\$ (36,608,381)	Scope incorporated into project 14.	n/a	n/a
18	Replace 25 ETI 40' Trolley Coaches and Replace up to 45 ETI 60' Trolley Coaches (2017/18)	\$ 40,274,627	\$ -	\$ (40,274,627)	Scope incorporated into projects 13, 14, 15.	n/a	n/a
19	Replace 27 Paratransit Vans Class B Vehicles	\$ 718,215	\$ -	\$ (718,215)	Not needed. SFMTA replaced 35 paratransit vans in 2014 using \$650,000 in Prop K funds.	n/a	n/a

<b>Total programmed in 2014 5YPP period (FYs 14/15 - 18/19)</b>	\$ 293,379,551	\$ 312,039,156	\$ 18,659,605
<b>Total cash flow in 2014 5YPP period (FYs 14/15 - 18/19)</b>	\$ 290,042,662	\$ 241,950,475	\$ (48,092,187)

<b>Total programmed in Strategic Plan (FYs 2019/20 - 33/34)</b>	\$ 336,116,831	\$ 348,906,415	\$ 12,789,584
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Attachment 4.  
Prop K FY 2014/15 Capital Budget<sup>1</sup>

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 <sup>2</sup>
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
<b>TRANSIT</b>									
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					
15	SFMTA	Light Rail Vehicle Procurement	\$ 4,592,490			\$ 3,092,490	\$ 1,500,000		
17M	SFMTA	Light Rail Vehicle Procurement	\$ 60,116,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,116,310
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
<b>Transit Subtotal</b>			<b>\$ 177,102,372</b>	<b>\$ 36,125,774</b>	<b>\$ 5,598,456</b>	<b>\$ 7,317,490</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ 126,560,652</b>
<b>PARATRANSIT</b>									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
<b>Paratransit Subtotal</b>			<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>VISITACION VALLEY WATERSHED</b>									
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				
<b>Visitacion Valley Watershed Subtotal</b>			<b>\$ 28,830</b>	<b>\$ 19,330</b>	<b>\$ 9,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>STREET AND TRAFFIC SAFETY</b>									
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					
<b>Streets and Traffic Safety Subtotal</b>			<b>\$ 5,219,019</b>	<b>\$ 4,264,811</b>	<b>\$ 954,208</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>TSM/STRATEGIC INITIATIVES</b>									
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					
<b>TSM/Strategic Initiatives Subtotal</b>			<b>\$ 1,178,231</b>	<b>\$ 717,889</b>	<b>\$ 360,342</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>TOTAL</b>			<b>\$ 193,198,452</b>	<b>\$ 50,797,804</b>	<b>\$ 6,922,506</b>	<b>\$ 7,417,490</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ 126,560,652</b>

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

<sup>2</sup> Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.

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

Attachment 5.  
Prop K FY 2014/15 Capital Budget Summary<sup>1</sup>

	<b>Total</b>	<b>FY 2014/15</b>	<b>FY 2015/16</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FYs 2019/20 - 2027/28<sup>2</sup></b>
Prior Allocations	\$ 62,045,310	\$ 50,797,804	\$ 6,922,506	\$ 4,325,000	\$ -	\$ -	\$ -
Current Request(s)	\$ 131,153,142	\$ -	\$ -	\$ 3,092,490	\$ 1,500,000	\$ -	\$ 126,560,652
New Total Allocations	\$ 193,198,452	\$ 50,797,804	\$ 6,922,506	\$ 7,417,490	\$ 1,500,000	\$ -	\$ 126,560,652

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

<sup>2</sup> Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.



# Memorandum

**Date:** 09.26.14

**RE:** Citizens Advisory Committee  
October 1, 2014

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support for Allocation of \$496,100 in Prop K Funds, with Conditions, and Appropriation of \$150,000 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have three requests totaling \$646,100 in Prop K funds to present to the Citizens Advisory Committee (CAC) for approval. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$256,100 for the Shared Roadway Bicycle Markings (Sharrows) project to install an estimated 1,350 new sharrows at locations identified in the 2009 San Francisco Bicycle Plan. The SFMTA has also requested a total of \$240,000 for the Western Addition Community-Based Transportation Plan [NTIP Planning] project. This request includes \$100,000 in Neighborhood Transportation Improvement Program (NTIP) planning funds (District 5) to identify key transportation needs and to develop potential project concepts. Finally, we are requesting \$150,000 for the pre-implementation of the Treasure Island Mobility Management Program. **We are seeking a motion of support for the allocation of \$496,100 in Prop K funds, with conditions, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## BACKGROUND

We have received three requests for a combined total of \$646,100 in Prop K funds to present to the Citizens Advisory Committee (CAC) at the October 1, 2014 meeting, for potential Board approval on October 21, 2014. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bicycle Circulation/Safety
- Transportation Demand Management/Parking Management
- Transportation/Land Use Coordination

The purpose of this memorandum is to present the Prop K requests to the CAC, and to seek a motion of support for the allocation and appropriation of these funds, with conditions.

## DISCUSSION

Attachment 1 summarizes the three 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.

**Treasure Island Mobility Management Program:** In June 2011, the San Francisco Board of Supervisors voted to approve various pieces of legislation authorizing the Treasure Island/Yerba Buena Island Development Project. The Treasure Island Transportation Implementation Plan was adopted as part of the development projects' approvals, and includes a multimodal congestion pricing demonstration program that applies motorist user fees to reduce the traffic impacts of the Development Project. The

congestion fee, which is authorized under previous legislation (Assembly Bill (AB) 981, signed in 2008), in combination with parking and transit pass revenues, would help fund a comprehensive suite of transportation services, including: frequent ferry and bus service to San Francisco and Oakland, a free island circulator shuttle, bikeshare; and other cycling and pedestrian amenities. Other demand management elements include unbundled parking, required purchase of pre-paid transit vouchers for residents, and pricing of all non-resident parking on Treasure Island. Implementation of congestion pricing is intended to occur concurrently with the occupancy of the first 1,000 housing units on Treasure Island, anticipated in January 2018. Under AB 981, these transportation services and policies are to be implemented by a Treasure Island Mobility Management Agency (TIMMA).

On April 1, 2014, the San Francisco Board of Supervisors adopted a resolution designating the Transportation Authority as the TIMMA to implement elements of the Transportation Plan in support of the Development Project. On September 19, 2014, Governor Brown signed into law AB 141 (Ammiano), a bill sponsored by the Transportation Authority to transfer its TIMMA responsibilities to a new agency in order to firewall the new Treasure Island activities and related liabilities from Prop K revenues and other Transportation Authority resources.

The current request for \$150,000 in Prop K funds would match two competitive grants secured by the project: \$149,400 in Priority Development Area Planning funds from the Metropolitan Transportation Commission, and \$330,000 in federal Value Pricing Pilot Program Planning funds from the Federal Highway Administration. It would establish administrative and financial policies for TIMMA, and conduct planning and preliminary engineering to produce recommendations for the Mobility Management Program. A progress update on the Treasure Island Mobility Management Study will also be presented at the October 1 CAC meeting.

**Western Addition Community-Based Transportation Plan [NTIP Planning]:** The San Francisco Transportation Plan found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. One key response to the findings was the development of the Neighborhood Transportation Improvement Program (NTIP) to address mobility and equity needs and to meet the desire for more focus on neighborhoods, especially on Communities of Concern and other underserved neighborhoods. The NTIP has two components: a planning program that provides \$100,000 in Prop K funding for each supervisorial district, and \$9.6 million in Prop K matching funds for implementation of NTIP planning grant recommendations and other neighborhood-scale projects that have already been identified for delivery. The San Francisco Municipal Transportation Agency is requesting \$100,000 in District 5 NTIP Planning funds for the Western Addition Community-Based Transportation Plan project for the first NTIP planning grant. The SFMTA will work closely with community partners to identify transportation needs, and develop and prioritize improvements.

**Staff Recommendation:** Attachment 3 summarizes the staff recommendations for the requests. Transportation Authority staff and project sponsors will attend the CAC meeting to provide brief presentations on some of the specific requests and to respond to any questions that the CAC may have.

**We are seeking a motion of support for the allocation of \$496,100 in Prop K funds, with conditions and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## ALTERNATIVES

1. Adopt a motion of support for the allocation of \$496,100 in Prop K funds, with conditions, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

2. Adopt a motion of support for the allocation of \$496,100 in Prop K funds, with condition, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

### **FINANCIAL IMPACTS**

As detailed in Attachment 2 and the enclosed Allocation Request Forms, this action would allocate and appropriate \$646,100 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**

Adopt a motion of support for the allocation of \$496,100 in Prop K funds, with conditions, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

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 Allocation Request Forms (3)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ -	\$ 256,100	28%	0%	Environmental, Design, Construction	Citywide
Prop K	43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ -	\$ 879,400	54%	83%	Planning	6
Prop K	44	SFMTA	Western Addition Community-Based Transportation Plan [N/TIP Planning]	\$ 240,000	\$ -	\$ 300,000	40%	20%	Planning	5
			<b>TOTAL</b>	<b>\$ 646,100</b>	<b>\$ -</b>	<b>\$ 1,435,500</b>	<b>46%</b>	<b>55%</b>		

Footnotes

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

<sup>2</sup> Acronyms include SFCTA (San Francisco County Transportation Authority) and SFMTA (San Francisco Municipal Transportation Agency).

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

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



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

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ -	<p>The SFMTA will use Prop K funds to install an estimated 1,350 new sharrows at 52 locations identified in the 2009 San Francisco Bicycle Plan. Streets planned for sharrow implementation are located on the San Francisco Bike Network where no other bike facilities such as lanes are scheduled for construction in the near future. To date, the SFMTA has installed 74 miles of sharrows, and this project will install sharrows on the remaining 16 miles identified in the plan. SFMTA anticipates construction to be completed by late 2015.</p> <p>The SFMTA prioritizes new requests for sharrows based on the existing backlog of requested sharrow locations along with new requests submitted through elected officials (e.g. Board of Supervisors) and 311. Public requests for sharrows can be made by contacting 311.</p>
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ -	<p>A key component of the Treasure Island/Yerba Buena Development Project is the development and implementation of a comprehensive package of transportation services. Prop K funds will be used to fund Phase 1 of the Treasure Island Mobility Management Program in Fiscal Year 2014/15. Activities during this pre-implementation phase will continue development of the transportation program. Specifically, funds will be used on initial studies, the establishment of the Treasure Island Mobility Management Agency (TIMMA), program management, and agency stakeholder and public outreach. The work will be split 50/50 between Transportation Authority staff and consultants. The Transportation Authority anticipates the pre-implementation phase to be completed by September 2015.</p>

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

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP Planning]	\$ 240,000	\$ -	Prop K funds will be used for a community-based planning effort in the Western Addition/Haight/Fillmore neighborhood. The District 5 Neighborhood Transportation Improvement Program (NTIP) planning funds (\$100,000 in Prop K funds) and \$140,000 in additional Prop K funds will leverage a \$60,000 Community-Based Transportation Program grant from the Metropolitan Transportation Commission. The planning effort will include robust community engagement to identify key transportation needs and to develop potential project concepts. We are following up with SFMTA staff to get more information on the outreach strategy and budget. Upon project completion (anticipated November 2016), SFMTA will report to the CAC and Plans and Programs Committee on key findings, recommendations, and next steps, including implementation and funding strategy.
<b>TOTAL</b>			<b>\$ 646,100</b>	<b>\$ -</b>	

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

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

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ -	<b>5-Year Prioritization Program (5YPP) Amendment:</b> The requested allocation requires a 5YPP amendment to the Bicycle Circulation/Safety category to reprogram \$138,100 in Fiscal Year 2014/15 Bicycle Network Expansion and Upgrades construction funds to the Sharrows project.
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ -	
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP Planning]	\$ 240,000	\$ -	
<b>TOTAL</b>			<b>\$ 646,100</b>	<b>\$ -</b>	

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

Attachment 4.  
Prop K FY 2014/15 Capital Budget<sup>1</sup>

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 <sup>2</sup>
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
<b>TRANSIT</b>									
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					
15	SFMTA	Light Rail Vehicle Procurement	\$ 4,592,490			\$ 3,092,490	\$ 1,500,000		
17M	SFMTA	Light Rail Vehicle Procurement	\$ 60,116,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,116,310
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
<b>Transit Subtotal</b>			<b>\$ 177,102,372</b>	<b>\$ 36,125,774</b>	<b>\$ 5,598,456</b>	<b>\$ 7,317,490</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ 126,560,652</b>
<b>PARATRANSIT</b>									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
<b>Paratransit Subtotal</b>			<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>VISITACION VALLEY WATERSHED</b>									
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				
<b>Visitacion Valley Watershed Subtotal</b>			<b>\$ 28,830</b>	<b>\$ 19,330</b>	<b>\$ 9,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>STREET AND TRAFFIC SAFETY</b>									
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				
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ 151,000	\$ 105,100				
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
<b>Streets and Traffic Safety Subtotal</b>			<b>\$ 5,475,119</b>	<b>\$ 4,415,811</b>	<b>\$ 1,059,308</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TSM/STRATEGIC INITIATIVES</b>									
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			
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ 150,000					
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					
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP]	\$ 240,000	\$ 96,000	\$ 96,000	\$ 48,000			
<b>TSM/Strategic Initiatives Subtotal</b>			<b>\$ 1,568,231</b>	<b>\$ 963,889</b>	<b>\$ 456,342</b>	<b>\$ 148,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL</b>			<b>\$ 193,844,552</b>	<b>\$ 51,194,804</b>	<b>\$ 7,123,606</b>	<b>\$ 7,465,490</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ 126,560,652</b>

**Attachment 4.  
Prop K FY 2014/15 Capital Budget<sup>1</sup>**

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 <sup>2</sup>
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	

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

<sup>2</sup> Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.

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

Attachment 5.  
Prop K FY 2014/15 Capital Budget Summary<sup>1</sup>

	<b>Total</b>	<b>FY 2014/15</b>	<b>FY 2015/16</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FYs 2019/20 - 2027/28<sup>2</sup></b>
Prior Allocations	\$ 193,198,452	\$ 50,797,804	\$ 6,922,506	\$ 7,417,490	\$ -	\$ -	\$ 126,560,652
Current Request(s)	\$ 646,100	\$ 397,000	\$ 201,100	\$ 48,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 193,844,552	\$ 51,194,804	\$ 7,123,606	\$ 7,465,490	\$ -	\$ -	\$ 126,560,652

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

<sup>2</sup> Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.



# Memorandum

**Date:** 09.26.14 **RE:** Citizens Advisory Committee  
October 1, 2014

**To:** Citizens Advisory Committee

**From:** Maria Lombardo – Chief Deputy Director *mel*  
David Uniman – Deputy Director for Planning *D+ll.*

**Subject:** **ACTION** – Adopt a Motion of Support for the Draft Neighborhood Transportation Improvement Program Planning Guidelines

## Summary

One of the recommendations from the San Francisco Transportation Plan was to create a Neighborhood Transportation Improvement Program (NTIP), which provides Prop K funds for community-based planning and for development and implementation of neighborhood-scale capital projects. The draft NTIP planning grant guidelines were developed through a collaborative process with project sponsors. Recognizing the different transportation challenges facing San Francisco's neighborhoods, we have drafted guidelines that allow NTIP planning grants to be tailored to meet each district's or neighborhood's specific needs. Ultimately, all efforts should lead toward prioritization of community-supported neighborhood-scale capital improvements that could be funded by Prop K and/or other sources. The NTIP Planning program provides \$100,000 in Prop K funds for each supervisorial district over the next five years. The \$100,000 can be used for one planning effort or multiple smaller efforts. The expectation is that NTIP funds will leverage other funds. This leveraging would be necessary to fund larger scale more intensive efforts. While anyone can come up with an NTIP planning grant idea, it is the district supervisor who recommends which project(s) will be funded with an NTIP planning grant. The supervisor would initiate the process by contacting NTIP Coordinators at the Transportation Authority and the San Francisco Municipal Transportation Agency who would work with the supervisor and relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. There have been no substantive changes to the draft guidelines since they were included in the September Citizens Advisory Committee packet. **We are seeking a motion of support for the adoption of the NTIP Planning Guidelines.**

## BACKGROUND

The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) was developed in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFIP) and to public and Board desire for more focus on neighborhoods, especially on Communities of Concern and other underserved neighborhoods. The SFIP, which is the city's 30-year blueprint guiding transportation investment in San Francisco, found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. The NTIP responds to these findings.

The overall intent of the NTIP is to develop project pipelines and build community awareness of/capacity to provide input into the transportation planning process, especially in Communities of Concern and other neighborhoods with high unmet needs. The NTIP has two arms: planning grants and capital grants. The latter are intended to provide matching funds to advance project development and (ideally) implementation of two small- to mid-sized capital projects in each district in the next five years.

The purpose of this memorandum is to present the Draft NTIP Planning Guidelines and to seek a motion of support for adoption from the Citizens Advisory Committee (CAC).

## DISCUSSION

The Draft NTIP Planning Guidelines have been developed through a collaborative process with our Technical Working Group, which includes local agency partners such as the Department of Public Works, the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Planning Department, the Department of Public Health, regional transit operators and others. As part of the development process, we made a concerted effort to draw upon lessons learned from past community-based planning efforts led by the Transportation Authority and our partner agencies. We are appreciative of everyone's thoughtful input and feel that the NTIP draft guidelines, which are included as Attachment 1 to this memo, have benefited from this input.

The draft guidelines were included in the September CAC packet, but not discussed due to time constraints. We have made only non-substantive changes to the guidelines since then. Highlights on the Draft NTIP Planning Guidelines are provided below.

**Goals and Outcomes:** NTIP planning funds can be used for community-based, planning efforts in San Francisco neighborhoods, especially in Communities of Concern or other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities). Specifically, NTIP planning funds can be used to support neighborhood-scale efforts that identify a community's top transportation needs, identify and evaluate potential solutions, and recommend next steps for meeting the identified needs of the community. NTIP planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high priority. All NTIP planning efforts must be designed to address one or more of the following SFTP priorities:

- Improve pedestrian and/or bicycle safety;
- Encourage walking and/or biking;
- Improve transit accessibility; and/or
- Improve mobility for Communities of Concern or other underserved neighborhoods and at-risk populations (e.g., seniors, children, and/or people with disabilities).

Ultimately, NTIP planning efforts should lead toward prioritization of community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop K sales tax for transportation and/or other sources.

**Funding and Eligibility:** The NTIP Planning program provides \$100,000 in Prop K funding for each supervisorial district to use over the next five years, with \$600,000 available for allocation in Fiscal Year 2014/15 and \$500,000 available in Fiscal Year 2015/16. The \$100,000 can be used for one planning effort or multiple smaller efforts. The expectation is that NTIP funds will leverage other funds. This leveraging would be necessary to fund larger scale, more intensive efforts.

All NTIP planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. NTIP planning efforts can be led by Prop K project sponsors, other public agencies, and/or community-based organizations. The grant recipient, however, must be a Prop K-eligible sponsor. If a non-Prop K sponsor is leading the NTIP planning project, it will need to partner with a Prop K sponsor or request that a Prop K sponsor act as a fiscal sponsor.



**Project Initiation and Scoping:** NTIP planning grant ideas can be generated from a district supervisor, agency staff, a community-based organization, or a community member. Ultimately, however, the district supervisor (acting in his/her capacity as Transportation Authority Board commissioner) will recommend which project(s) will be funded with a NTIP planning grant.

The process of vetting potential NTIP planning ideas and scoping a planning grant are critical to the success of any planning effort. Thus, the guidelines describe a project initiation and scoping process that is necessarily iterative and collaborative in nature. It also relies upon NTIP Coordinators at the Transportation Authority and SFMTA to assist with this important step. When a district supervisor is interested in exploring NTIP proposals, he/she will need to contact the designated NTIP Coordinators. They will then work with the district supervisor and other relevant stakeholders to identify an eligible NTIP planning proposal and reach agreement on purpose and need, what organization will lead/support the effort, develop a summary scope, identifying desired outcomes and/or deliverables, and preparing an initial cost estimate and funding plan. The NTIP Coordinators will continue to facilitate the scoping effort through development of a project charter that will document agreements reached regarding the project's purpose, scope, schedule, budget, funding plan, and the responsibilities of all participants and through grant award.

Once awarded Prop K funds, the NTIP planning grant will be expected to be completed within a two year timeframe, culminating in a final report to the Board on key findings, recommendations, and next steps. NTIP planning recommendations may be prioritized for Prop K and other funds programmed or prioritized by the Transportation Authority.

**We are seeking a motion of support for the adoption of the NTIP Planning Guidelines.**

## **ALTERNATIVES**

1. Adopt a motion of support for the adoption of the NTIP Planning Guidelines, as presented.
2. Adopt a motion of support for the allocation adoption of the NTIP Planning Guidelines, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **FINANCIAL IMPACTS**

There are no financial impacts associated with the proposed action. The Transportation Authority Board has already approved programming of \$600,000 in Prop K funds in Fiscal Year 2014/15 and \$500,000 in Fiscal Year 2015/16 funds for NTIP planning grants as part of approval of the 2014 Prop K 5-Year Prioritization Programs. Allocation of funds for NTIP planning grants is subject to separate action by the Board.

## **RECOMMENDATION**

Adopt a motion of support for the adoption of the NTIP Planning Guidelines.

Attachment:

1. Draft Neighborhood Transportation Improvement Program Planning Guidelines



# Neighborhood Transportation Improvement Program Draft Planning Guidelines



The Neighborhood Transportation Improvement Program (NTIP) is made possible by the San Francisco County Transportation Authority through grants of Proposition K (Prop K) local transportation sales tax funds. Prop K is the local sales tax for transportation approved by San Francisco voters in November 2003.



Cover photo of pedestrians and cyclists courtesy Lynn Friedman, Flickr Creative Commons;  
photo of parklet courtesy SPUR/Noah Christman, Flickr Creative Commons.



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## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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## Overview

### WHY CREATE A NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM (NTIP)?

The Transportation Authority's NTIP was developed in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFTP) and to public and the Transportation Authority Board's desire for more focus on neighborhoods, especially on Communities of Concern<sup>1</sup> and other underserved neighborhoods. The SFTP, which is the city's 30-year blueprint guiding transportation investment in San Francisco, found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. The NTIP is intended to respond to these findings.

### WHAT DO WE WANT TO ACHIEVE WITH THE NTIP?

The purpose of the NTIP is to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects. The latter can be accomplished through strengthening project pipelines or helping move individual projects more quickly toward implementation, especially in Communities of Concern and other neighborhoods with high unmet needs.

### WHAT TYPE OF WORK DOES THE NTIP FUND?

NTIP planning funds can be used for community-based planning efforts in San Francisco neighborhoods, especially in Communities of Concern or other underserved neighborhoods and areas with vulnerable populations (e.g., seniors, children, and/or people with disabilities). Specifically, NTIP planning funds can be used to support neighborhood-scale efforts that identify a community's top transportation needs, identify and evaluate potential solutions, and recommend next steps for meeting the identified needs. NTIP planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high-priority. All NTIP planning efforts must be designed to address one or more of the following SFTP priorities:

- Improve pedestrian and/or bicycle safety
- Encourage walking and/or biking;
- Improve transit accessibility
- Improve mobility for Communities of Concern or other underserved neighborhoods and vulnerable populations (e.g., seniors, children, and/or people with disabilities).

Ultimately, NTIP planning efforts should lead toward pri-

<sup>1</sup> Communities of Concern in San Francisco as defined by the Metropolitan Transportation Commission include Downtown/Chinatown/North Beach/Treasure Island, Tenderloin/Civic Center, South of Market, Western Addition/Haight/Fillmore, Inner Mission/Potrero Hill, Bayview/Hunters Point/Bayshore, Outer Mission/Crocker-Amazon/Ocean View. Local San Francisco agencies plan to revisit and potentially adjust these designations in the coming year.

oritization of community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop K sales tax for transportation and/or other sources.

### HOW MUCH FUNDING IS AVAILABLE?

The NTIP Planning program provides \$100,000 in Prop K funding for each supervisorial district to use over the next five years (Fiscal Years 2014/15–2018/19). A maximum of \$600,000 is available for grants in Fiscal Year 2014/15. The \$100,000 can be used for one planning effort or multiple smaller efforts. No local match is required for planning grants, though it is encouraged.

The Transportation Authority has also programmed just over \$9.6 million in Prop K matching funds for implementation of NTIP planning grant recommendations during the next five years. During this first cycle of the NTIP, the capital match funds can also be used to fund other community-supported, neighborhood-scale projects that already have been identified and are being prepared for delivery in the next five years.

## Eligibility

### WHAT TYPES OF PLANNING EFFORTS CAN BE FUNDED?

Examples of eligible planning efforts include:

- District-wide needs and prioritization processes (e.g., the Sunset District Blueprint).
- Project-level plans or conceptual designs for smaller efforts (e.g., advancing conceptual design of a high priority project identified in a prior community planning effort, community mini-grants, safety project concepts development, and transportation demand management planning including neighborhood parking management studies).
- Identifying and advancing design of low-cost enhancements (e.g., new crosswalks, trees, sidewalk bulbouts) to a follow-the-paving project.
- Traditional neighborhood transportation plan development (e.g., Tenderloin-Little Saigon Neighborhood Transportation Plan, Mission District Streetscape Plan).
- Corridor plans (e.g., Leland Avenue Street Design Project, McLaren Park Needs Assessment/Mansell Corridor Improvements, and Columbus Avenue Neighborhood Transportation Study).

The expectation is that NTIP funds will be leveraged like other Prop K funds. This leveraging would be necessary to fully fund some of the larger scale and more intensive efforts listed above. (A traditional neighborhood transportation plan might run \$300,000; a corridor plan could be much more expensive, depending on the scope). Without leveraging, a \$100,000 NTIP planning grant could fund the smaller-scale planning efforts noted in the first three bullet points.

All NTIP planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. The purpose of this collaboration is to solicit comments from these stakeholders, review preliminary findings or designs with them, and to utilize their perspective in identifying potential strategies and solutions for addressing transportation needs.

#### WHO CAN LEAD AN NTIP PLANNING EFFORT?

NTIP planning efforts can be led by Prop K project sponsors, other public agencies, and/or community-based organizations. The grant recipient, however, must be one of the following Prop K-eligible sponsors: the Bay Area Rapid Transit District (BART), the Peninsula Corridor Joint Powers Board (Caltrain) the Planning Department, the San Francisco County Transportation Authority (Transportation Authority or SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), or San Francisco Public Works (SFPW). If a non-Prop K sponsor is leading the NTIP planning project, it will need to partner with a Prop K sponsor or request that a Prop K sponsor act as a fiscal sponsor.

#### HOW WILL PROPOSALS BE SCREENED FOR ELIGIBILITY?

In order to be eligible for an NTIP Planning grant, a planning effort must satisfy all of the following screening criteria:

- Project sponsor is one of the following Prop K project sponsors: BART, Caltrain, the Planning Department, SFCTA, SFMTA, SFPW—or is partnering with a Prop K-eligible sponsor (either as a partner or a fiscal sponsor).
- Project is eligible for funding from Prop K.
- Project is seeking funds for planning/conceptual engineering phase. A modest amount of the overall grant may be applied toward environmental clearance (typically for categorical exemption types of approvals), but this may not represent a significant portion of proposed expenditures.
- Cumulative NTIP requests for a given supervisorial district do not exceed the maximum amount available for each supervisorial district (i.e., \$100,000).
- Project will address at least one of the SFTP priorities: improve pedestrian and/or bicycle safety, encourage walking and/or biking, improve transit accessibility, and/or improve mobility for Communities of Concern or other underserved neighborhoods and at-risk populations (e.g., seniors, children, and/or people with disabilities).
- Project is neighborhood-oriented and the scale is at the level of a neighborhood or corridor. The project may be district-oriented for efforts such as district-wide prioritization efforts, provided that the scope is compatible with the proposed funding.

- Project must include a collaborative planning process with community stakeholders.
- Planning project is proposed to be completed in two years.

#### WHAT SPECIFIC ACTIVITIES AND EXPENSES ARE ELIGIBLE FOR REIMBURSEMENT?

Direct costs must be used only for planning-related activities. Eligible costs include: community surveys, data gathering and analysis, community meetings, charrettes, focus groups, planning and technical consultants, outreach assistance provided by community-based organizations, developing prioritized action plans, conceptual or 30% design drawings, cost estimates, and bilingual services for interpreting and/or translation services for meetings. Further details on eligible expenses are included in the Prop K Standard Grant Agreement that will be executed by the Transportation Authority and the Prop K grant recipient.

### Project Initiation and Scoping

#### WHERE DO NTIP PLANNING IDEAS COME FROM?

The NTIP sets aside Prop K funds for each district supervisor to direct funds to one or more community-based, neighborhood-scale planning efforts in the next five years. Ultimately, the district supervisor (acting in his/her capacity as a Transportation Authority Board commissioner) will recommend which project(s) will be funded with an NTIP planning grant. All projects must be consistent with the adopted guidelines.

Anyone can come up with an NTIP planning grant idea, including, but not limited to, a District Supervisor, agency staff, a community-based organization, or a community member. There is no pre-determined schedule or call for projects for the NTIP planning grants. Rather, each Transportation Authority Board member will contact the Transportation Authority's NTIP Coordinator when s/he is interested in exploring NTIP proposals. Board members may already have an idea in mind, seek help from agency staff in generating ideas, or solicit input from constituents and other stakeholders. See below for how these ideas are vetted and turned into NTIP planning grants.

#### HOW DOES AN IDEA DEVELOP INTO AN NTIP PLANNING GRANT?

**INITIATING A REQUEST:** The District Supervisor initiates the process by contacting the Transportation Authority's or SFMTA's NTIP Coordinator with a planning proposal, a request to help identify potential planning project ideas, or to help with a formal or informal call for projects for his or her respective district.

The Transportation Authority and the SFMTA have designated NTIP Coordinators who will work collaboratively to implement the NTIP Planning grant program. The NTIP Coordinators will work with the District Supervisor and any

relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. They will be responsible for seeking input from appropriate staff within their agencies, as well as from other agencies depending on the particular topic.

**VETTING IDEAS AND SCOPING:** Once contacted by a District Supervisor, the SFCTA and SFMTA NTIP Coordinators will establish a dialogue with the relevant District Supervisor and agency staff to develop an understanding of the particular neighborhood’s needs and concerns that could be addressed through a planning effort, to evaluate an idea’s potential for addressing identified issues, and to explore whether complementary planning or capital efforts are underway, in the pipeline, or have already occurred.

This step in the process is necessarily iterative and collaborative in nature. It involves working with the District Supervisor to identify an eligible NTIP planning proposal and reaching agreement on the purpose and need, what organization will lead/support the effort, developing a summary scope, identifying desired outcomes and/or deliverables, and preparing an initial cost estimate and funding plan.

NTIP planning grant funds are modest, but a great deal can be accomplished depending on how the planning effort is scoped and how it leverages other resources (e.g., existing plans, staff, other fund sources, concurrent planning and design efforts, etc.). The checklist shown in Table 1 reflects elements that are typically necessary to support a strong NTIP planning proposal.

As the project scope begins to solidify, another key aspect to address is determining the lead agency and identifying the roles of other agencies and stakeholders that need to be involved. The SFCTA and SFMTA NTIP Coordinators will assist with this effort, which requires consideration of mul-

iple factors such as how well the NTIP planning proposal matches an agency’s mission and goals, and current priorities; staff resource availability during the proposal timeframe; and availability of consultant resources to address staff resource constraints. The Transportation Authority is willing to provide access to its on-call consultants to assist with NTIP planning efforts if that is found to be a viable approach to a particular planning proposal.

Agreeing upon the lead agency and the timing of the planning effort are important outcomes of the scoping phase. Based on prior experience and feedback from project sponsors, it is clear that implementation agency participation in the project initiation and scoping process and involvement in some form in the planning effort (from leading the effort to strategically providing input and reviewing key deliverables) helps ensure that the recommendations stemming from the study will be prioritized sooner rather than later in that agency’s work program.

**DEVELOPING A PROJECT CHARTER:** Once an idea for an NTIP planning proposal has become more refined, the NTIP Coordinators will assist the lead agency with development of a project charter. The intent of the charter is to document agreements reached regarding the project’s purpose, scope, schedule, budget, funding plan, and the responsibilities of all participants. It may also include references to other relevant information such as agreements to exclude certain items from the scope, target milestones that need to be met to allow coordination with another project, or key risk factors that may be beyond the parties’ control.

Sponsors may use their own project charter template or the NTIP Project Charter template, as long as they have substantially the same information.

Concurrent with development of the project charter, the lead agency (or the grant recipient if it is a different entity) should prepare a Prop K allocation request (See next section).

**REQUESTING ALLOCATION OF FUNDS:** The designated grant recipient needs to complete a Prop K allocation request form that builds off of the project charter and details the agreed-upon scope, schedule, cost and funding plan for the project. Transportation Authority staff will review the allocation request to ensure completeness. Once it is finalized the funding request will go through the next monthly Transportation Authority Board cycle for approval. This involves review and action by the Citizens Advisory Committee, Plans and Programs Committee, and Transportation Authority Board.

## What are the grant award terms?

All NTIP planning projects must adhere to the Prop K Strategic Plan policies and the requirements set forth in the Prop K Standard Grant Agreement. (see a sample SGA<sup>2</sup>). The sections below highlight answers to a few commonly asked questions.

Table 1.

### Checklist for Developing a Strong NTIP Planning Grant Proposal

Does your planning proposal have...?

- ✓ Clear purpose/need statement and goals
- ✓ Clear list of deliverables/outcomes
- ✓ Well-defined scope, schedule, and budget
- ✓ Clear and diverse community support
- ✓ Coordination with other relevant planning efforts
- ✓ Inclusive community engagement strategy
- ✓ Community of Concern or underserved community focus
- ✓ Appropriate funding/leveraging commensurate with proposed scope
- ✓ Implementation model (lead agency; agency and community roles defined)

<sup>2</sup> [www.sfcta.org/sites/default/files/content/Programming/SGA\\_Sample.pdf](http://www.sfcta.org/sites/default/files/content/Programming/SGA_Sample.pdf)

**ARE THERE TIMELY USE OF FUNDS DEADLINES?**

Planning efforts must be completed within two years of the grant award. If a grant recipient does not demonstrate adequate performance and timely use of funds, the Transportation Authority may, after consulting with the project sponsor and relevant District Supervisor, take appropriate actions, which can include termination or redirection of the grant.

**WHAT ARE THE MONITORING, REPORTING, AND ATTRIBUTION REQUIREMENTS?**

NTIP planning grants will be subject to the same monitoring, reporting and attribution requirements as for other Prop K grants. Requirements are set forth in the Prop K Standard Grant Agreement and include items such as including appropriate attribution on outreach fliers and reports, preparing quarterly progress reports, and submitting a closeout report upon project completion.

Upon completion of each planning project, project sponsors will report to the Transportation Authority Board on key findings, recommendations, and next steps, including implementation and funding strategy. The Board will accept or approve the final report for the NTIP planning grant.

**How do I get more information?**

Visit the Transportation Authority's website at:

[www.sfcta.org/ntip](http://www.sfcta.org/ntip)

Or contact one of the NTIP coordinators:

Transportation Authority:

Anna LaForte, 415.522.4805, [anna.laforte@sfcta.org](mailto:anna.laforte@sfcta.org)

SFMTA:

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### NTIP Planning Grant process Flow-chart



The NTIP is funded by grants of Proposition K local transportation sales tax funds.