



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: 6:00 p.m., Wednesday, October 22, 2014

Location: 1455 Market Street, 22nd 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
6:05	2.	Chair's Report – INFORMATION	
6:10		Consent Calendar	

3.	Approve the Minutes of the October 1, 2014 Meeting – ACTION*	5
4.	State and Federal Legislative Update – INFORMATION*	13

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 reviewed by the Finance Committee at its October 7, 2014 meeting. Staff is not recommending the any new positions this month as it is the end of the current legislative session. **This is an information item.**

5.	Cycle 4 Lifeline Transportation Program Update – INFORMATION*	27
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The Metropolitan Transportation Commission (MTC) has released draft guidelines for Cycle 4 of the Lifeline Transportation Program (LTP), which is intended to improve mobility for low income residents with a focus on communities of concern. In our role as Congestion Management Agency (CMA), the Transportation Authority prioritizes a portion of San Francisco LTP funds and helps MTC with oversight of San Francisco's LTP projects. The LTP includes multiple federal and state funding sources with differing eligibility and requirements. For Cycle 4, we will be responsible for programming up to \$3.8 million in State Transit Assistance funds and \$1 million in Federal Transit Administration Section 5307 Job Access and Reverse Commute funds. Eligibility constraints associated with these fund sources will limit grant recipients largely to transit operators, and the scope of projects largely to transit-related projects. About 38% of Cycle 4 LTP funds (State Prop 1B funds) are designated for LTP-eligible transit operators for programming, with concurrence by the respective CMA and MTC. The San Francisco Municipal Transportation Agency (SFMTA) is slated to receive about \$6.1 million in Cycle 4. If BART or other LTP-eligible regional transit operators propose projects serving San Francisco, we will seek concurrence from the CAC. MTC's draft guidelines, a list of San Francisco's previous LTP-funded projects, and a tentative schedule for the San Francisco call for projects are attached. We plan to release the call for projects shortly after the MTC adopts the guidelines on October 22 and to bring recommendations to the CAC in January 2015. **This is an information item.**

End of Consent Calendar

6:20 6. Adopt a Motion of Support for Allocation of \$6,795,385 in Prop K Funds, with Conditions in Prop K Funds, with Conditions, for Eleven 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 eleven requests totaling \$6,795,385 in Prop K funds to present to the Citizens Advisory Committee for approval. Attachment 3 summarizes our recommendations. The Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) has requested \$3.8 million for San Francisco's Fiscal Year 2014/15 member contribution for six state of good repair projects, including construction of the Quint Street Bridge Replacement. Caltrain has also requested funds for unanticipated construction management costs for bicycle parking facility improvements that will increase storage capacity at the 4th and King station (\$20,000). The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds to expand its participation in the Geneva-Harney Bus Rapid Transit Feasibility Study and for follow-on pre-environmental work (\$200,000). SFMTA has also asked for planning and conceptual design funds for the John Yehall Chin Safe Routes to School project (\$40,433), a project that supports Vision Zero and has received a state Active Transportation Planning grant for design. Finally, the Bay Area Rapid Transit District (BART) has requested \$2,030,000 to fully fund construction of the Balboa Park Station Eastside Connections project (which received Lifeline Transportation Program funds from the Transportation Authority) and San Francisco Public Works has requested \$701,886 to construct Chinatown Broadway Phase IV (a OneBayArea Grant project that will complete streetscape improvements between Columbus Avenue and the Broadway Tunnel). **We are seeking a motion of support for the allocation of \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the relevant 5-Year Prioritization Programs.**

6:50 7. San Francisco Transportation Plan and Plan Bay Area Updates – INFORMATION*

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The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) have kicked off the process to update Plan Bay Area, the region's first combined Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) adopted in mid-2013. The regional agencies intend to engage in a focused update that builds off the framework and policies established in Plan Bay Area. While MTC and ABAG will not approve the update until 2017, MTC will issue a call for projects in mid-2015 and most of the policy and project prioritization decisions will be negotiated by mid-2016. To position San Francisco's desired policies objectives and project priorities for inclusion in the next RTP/SCS, over the next year we will be preparing an update to our own San Francisco Transportation Plan (SFTP). We plan to take a similar approach to MTC in that the SFTP update would be very focused, building off the existing goals, policies, and investment framework. We are pleased to report that many of the key recommendations from the SFTP are already underway such as the Transit Core Capacity Study, Freeway Corridor Management Strategy and Neighborhood Transportation Improvement Program. The SFTP update will incorporate the findings from these efforts and others. Coordinated quadrennial updates of the RTP/SCS and the SFTP are consistent with the intent of MTC's recently adopted countywide transportation plan guidelines and are one of our core functions as Congestion Management Agency. We will provide a brief overview of the updates at the CAC meeting and plan to return in the coming months with more detailed presentations, including an outreach strategy and how we are coordinating with the many local and regional partners on these efforts. **This is an information item.**

7:20 8. Major Capital Projects Update – Islais Creek Maintenance Facility – INFORMATION*

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The Islais Creek Maintenance Facility represents the first new San Francisco Municipal Transportation Agency (SFMTA) rubber-tire vehicle maintenance facility in the last 60 years. The project includes a fuel-and-wash building, a 65,000-square-foot motor coach maintenance and operations building, administration building, bus storage, and land acquisition. The facility will service 40- and 60-foot-long motor coaches. The facility will also be able to provide maintenance for the Van Ness Avenue Bus Rapid Transit fleet. The current budget is \$126.8 million making it one of the largest SFMTA facility projects that is receiving Prop K local transportation sales tax funds. Phase I of the project, which included sitework, bus storage, the fuel-and-wash building and

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the administration building, was completed in early 2013 and is now operational. Redesign work on Phase II, the maintenance building, was completed in September under an agreement with San Francisco Public Works for design and development of the contract documents. SFMTA advertised for bids for Phase II on October 10, 2014, with bids due on December 1, 2014. Substantial completion is scheduled for January 2017. **This is an information item.**

- 7:45 9. Introduction of New Business – INFORMATION**
7:50 10. Public Comment
8:00 11. Adjournment

* Additional materials

Next Meeting: December 3, 2014

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AUTHORITY AT (415) 522-4831**

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

October 1, 2014 MEETING

1. Committee Meeting Call to Order

The meeting was called to order by Chair Peter Tannen at 6:05 p.m. CAC members present were, Myla Ablog, Glenn Davis, John Larson, Eric Rutledge, Jacqueline Sachs, Peter Tannen, and Christopher Waddling. Transportation Authority staff members present were Tilly Chang, Amber Crabbe, Sarah Fine, Anna LaForte, Vanessa Lauf, Maria Lombardo, Chad Rathmann, and David Uniman.

2. Chair's Report – INFORMATION

Chair Davis stated that the Prop K Delegated Allocation Authority item had been continued at the call of the Plans and Programs Committee Chair, Commissioner Mar.

Consent Calendar

3. Approve the Minutes of the September 3, 2014 Meeting – ACTION

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

5. State and Federal Legislative Update – INFORMATION

Chris Waddling moved to approve the consent calendar. Peter Tannen seconded the motion.

There was no public comment.

The motion was approved unanimously.

End of Consent Calendar

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

Brian Larkin entered during item 6.

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Jacqueline Sachs asked if adoption of a new Prop K Expenditure Plan in the not too distant

future would compromise or ensure funding for the LRV procurement. Ms. Lombardo responded that recommendations included in item 7 were covered under the current Expenditure Plan. She added the Transportation Authority can adopt a new expenditure plan in year 20 of the current Expenditure Plan, and any existing commitments would be honored under the new plan.

Chris Waddling expressed concern regarding the depletion of the Vehicles-Discretionary line item and asked if this information had been communicated to BART and Caltrain. Ms. Lombardo stated that it was noteworthy that BART and Caltrain were added as eligible Prop K recipients to the Prop K Expenditure Plan on the advice of the Expenditure Plan Community Advisory Committee, which was a new feature over the prior sales tax measure. She stated that per the Expenditure Plan, the Transportation Authority could not commit funds to BART for vehicle funds if other counties also do not commit commensurate funds. Since that wasn't happening at the present, BART could not access even its guaranteed share of vehicle replacement funds. For Caltrain, Ms. Lombardo noted that Caltrain's Electrification Program including San Francisco's local match share toward the purchase of electrified vehicles and that Prop K was covering this partially through the electrification line item in the Expenditure Plan. She continued to say that the City's November bond measure in 2018 would provide the remainder of San Francisco's match for the upcoming vehicle replacement.

Brian Larkin asked if the useful life for transit vehicles was established by the Federal Transit Administration (FTA) policies would prevent usage of FTA funds to replace vehicles until the end of their useful life. Ms. Lombardo answered affirmatively. She noted that key to reaching the useful life and consistently reaping the benefits of well-performing vehicles is proper maintenance. She said that SFMTA was partially tackling this issue by developing specifications for the new vehicles that would result in less maintenance. For instance, doors are a major contributor to breakdowns and transit delay. The new vehicles will have a much simpler design with many fewer parts. Mr. Larkin asked if Siemens would be manufacturing the new light rail vehicles. Ms. Lombardo answered affirmatively.

Eric Rutledge commented that addressing switchbacks on the light rail line was important for District 4. He thanked the SFMTA in addressing service reliability, and expressed support of the project which should also help with the switchback issue.

Chair Davis requested clarification regarding cash flow impacts for the Vehicles-Muni and Vehicles-Discretionary line items. Ms. Lombardo reviewed the graphics in Attachment 2 to the memo, explaining that although programming (linked to the year of allocation) would be significantly advanced, cash flow (expenditures) is actually reduced during the peak demand years in the Strategic Plan and extends out for many, many years. She explained that the result is a negligible decrease in financing costs for the Strategic Plan as a whole. She concluded by reminding the CAC that a core Prop K policy is that if a line item advances funding to accelerate project delivery, then that line item would bear the financing costs. This was done to protect ongoing programs like bike and pedestrian improvements.

Brian Larkin moved to approve this item, and Jacqueline Sachs seconded the motion.

During public comment, Edward Mason asked if any funds from planned development areas would support funding the LRV procurement contract options. Ariel Espiritu Santo, SFMTA Capital Financial Planning and Analysis, stated that neither of the options had a full funding plan. She added that potential funding for the options include area plan funds. She noted that the Market/Octavia Citizens Advisory Committee supported using area plan funds for vehicle procurement, but the amount would likely only support acquisition of one additional LRV. Ms. Espiritu Santo added that the SFMTA would continue exploring funding options for the two

contract options. Ms. Lombardo asked if using Transit Impact Development Fee (TIDF) funds was a possibility. Ms. Espiritu Santo responded that TIDF was not being explored at this time.

Roland Lebrun stated that Caltrain did not need new funding for new vehicles, as Caltrain would be purchasing new cars from Metrolink and further, it had the ability to cover costs through fares. He said that BART did not need funds since it was just relieved of a financial obligation by receiving regional funds that had been designated for Dumbarton rail service.

The motion was approved unanimously.

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

Items 7 and 9 were called together.

Chad Rathmann, Senior Transportation Planner, presented item 7 per the staff memorandum.

Tilly Chang, Executive Director, presented on the Treasure Island Mobility Management Program portion of item 7 per the staff memorandum and on item 9.

Myla Ablog commented that she had met with District 5 members of other citizens advisory committees and other organizations and noted that transportation concerns were becoming more prevalent. With respect to the San Francisco Municipal Transportation Agency's (SFMTA's) Western Addition Community-Based Transportation Planning project, she said the main concern expressed by community members was over how the Geary Bus Rapid Transit (BRT) project would be integrated into the planning project.

Craig Raphael, SFMTA Capital Financial Planning and Analysis and Neighborhood Transportation Improvement Program Coordinator for the SFMTA, responded that the SFMTA was currently mapping all planned investments in District 5, including Geary BRT, and that the BRT project would be integrated into the planning project. Mr. Raphael added that the intersections of Geary Boulevard/Steiner Street and Geary Boulevard/Webster Street had already come up as locations for study in conversations between the SFMTA and Commissioner Breed's office.

Brian Larkin asked why design was so expensive for additional sharrows since the SFMTA had already completed 75 miles of design for sharrows in San Francisco previously and that it's just paint. Jonathan Rewers, SFMTA Capital Financial Planning and Analysis, responded that staff time was used in determining where to place individual sharrows and determine the traffic impacts of the placement. Mr. Rewers added that sharrows installed on McAllister Street, for instance, needed to be evaluated by the SFMTA for their impact on the 5-Fulton Muni line. Mr. Larkin responded that the work involved with designing sharrows was almost as intensive as how a Class II bike lane might be evaluated for impacts on parking. Mr. Rewers stated that the budgeted staff time for design provided SFMTA with enough funds to support due diligence related to traffic and safety impacts.

Chris Waddling noted that a center lane was recently added on Jerrold Avenue, which has in turn made travel more difficult for bicyclists. He noted that sharrows were not included in the streets project, and asked how the SFMTA determines where to install sharrows that were not prescribed as part of the 2009 San Francisco Bicycle Plan. Further, Mr. Waddling asked how people could request sharrows on streets that were not included in the plan. Mr. Rewers responded that there were some instances where Prop B Streets Bond funds were funding

sharrows not included in the bike plan as part of follow-the-paving projects. He noted that the SFMTA was also working with the Planning Department on a modal hierarchy to provide a framework for which mode should receive the highest priority on different types of streets. Mr. Rewers gave the example of Van Ness Street and Polk Street, where the prioritized modes were transit and bicycles/pedestrians, respectively. He noted that the SFMTA was also working towards implementing an integrated project implementation policy, which would ensure a review and sign-off by all modal divisions for capital projects before the project started.

In response to the question about how someone would request a sharrow, Mr. Rewers responded that the 311 service has generally served to identify what has needed to be fixed. Mr. Rewers continued by saying that the SFMTA would soon be making it easier for people to request improvements and not simply make a report about something to be fixed by implementing a webpage related to the SFMTA Capital Plan. Mr. Rewers explained that requests made on this website would be fed directly into the capital planning process. He also noted that the Transportation Authority's Neighborhood Transportation Improvement Program would be an appropriate place for people to request sharrows not included in the bike plan.

Eric Rutledge asked how much of the policy related to Treasure Island Mobility Management Program was finalized. He asked if pricing non-residential parking was a future goal or something that had already been approved. Ms. Chang responded that much of the high-level policy framework was approved as part of the agreement for the development project on Treasure Island, including that there shall be tolling, mandatory transit passes, increased transit service, and the pricing of non-residential parking. However, she explained that many policy decisions about how to set up and implement this framework have yet to be made and that these future decisions would be informed by the ongoing planning work of the Treasure Island Mobility Management Program. Ms. Chang concluded by saying that the decisions would be considered by the Treasure Island Mobility Management Board (the Transportation Authority Board acting as TIMMA) in the future.

Myla Ablog moved to approve this item. John Larson seconded the motion.

During public comment, Roland Lebrun requested that during item 12 a video of the Emirates Air Line gondola in London be shown. He noted that plans for access to Treasure Island did not increase capacity, but controlled existing capacity, which he voiced support for. Mr. Roland suggested that staff consider the feasibility of a gondola connection between Treasure Island and the Transbay Terminal, similar to London's Emirates Air Line, which, he noted, was funded privately and had the same capacity as 30 buses. He added that this could increase the capacity to transport bikes and close the gap in bicycle connection between San Francisco and Treasure Island.

The motion was approved unanimously.

8. Adopt a Motion of Support for the Draft Neighborhood Transportation Improvement Program Planning Guidelines – ACTION

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Peter Tannen asked if other districts would be applying for Neighborhood Transportation Improvement Program (NTIP) planning funds in the near future. Anna LaForte, Deputy Director for Policy and Programming, stated that District 5's Western Addition planning effort (the subject of a prior agenda item) would receive the first NTIP grant if approved by the Transportation Authority Board. She said that Transportation Authority and SFMTA NTIP Coordinators were currently working with Supervisor Mar's office (District 1) on vetting NTIP

ideas such as projects supporting the Bicycle Strategy, improving safety near senior centers and schools, and intersection improvements along Fulton Street. For District 2, Ms. LaForte stated a planning effort to identify pedestrian safety and streetscape type improvements on Lombard Street to coordinate with an upcoming Caltrans re-paving project was a potential candidate. She explained that the San Francisco Public Works department was initiating this effort and may be able to cover it entirely with other funds, but that remained to be determined. Lastly, she said that Supervisor Kim's office had ideas for District 6 traffic calming projects.

John Larson asked who was the audience for the guidelines, e.g. other agencies. Ms. Lombardo thanked him for a good question and replied that since the NTIP planning grants were earmarked for each district and that the District Supervisor would ultimately recommend which project(s) should be funded, the audience for the guideline was primarily agencies, Supervisors and their aides, and the Citizens Advisory Committee.

Chris Waddling asked would NTIP planning funds be on a first-come first-serve basis. Ms. Lombardo answered affirmatively, but added that NTIP ideas first had to be refined into well defined scopes, budgets, etc. She added that other considerations that would help sort out which NTIP planning efforts move forward first include whether the planning was being timed to coordinate with another project (e.g. a re-paving projects or Muni Forward project), and availability of agency staff resources.

Chris Waddling asked whether projects would be scored. Ms. Lombardo stated the program would not be a competitive grant program since grants are earmarked for each district and that the Supervisor will recommend which grants should be awarded. She continued by stating that the check list would ensure that NTIP proposals have a clear purpose and need, scope, a strong community engagement strategy, appropriate budget, etc.

Chris Waddling asked how citizens could weigh in on projects. Ms. Lombardo CAC members or the public could contact the Supervisor's office or the NTIP Coordinators with potential ideas. She added projects that all proposed NTIP planning grant allocations would go through the CAC for approval, providing the CAC and public for another opportunity to weigh in. Lastly, she noted that each NTIP planning effort have to have a strong community involvement strategy, so people can provide input during the planning effort.

Tilly Chang, Executive Director, stated the participatory budgeting process held last year in Supervisor Districts provided some priorities for improvements that might fit well with NTIP. She added Supervisor Campos had expressed interest in improvements to the Alemany-US-101 interchange near the farmer's market, and Supervisor Avalos was considering improvements near Balboa Park Station. She added the \$100,000 in NTIP planning funds could also be divided into smaller grants to target a larger number of concerns.

Craig Raphael, SFMTA Capital Financial Planning and Analysis, stated one of SFMTA's goals would be to work proactively with Supervisor's offices to proposed potential NTIP ideas that may build upon other efforts already underway or in the pipeline.

Eric Rutledge moved to approve this item, and Chris Waddling seconded the motion.

There was no public comment.

The motion was approved unanimously.

9. Progress Update on the Treasure Island Mobility Management Study – INFORMATION

Item 9 was called with item 7. See minutes under item 7.

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

David Uniman, Deputy Director for Planning, presented the item.

Chris Waddling expressed support for the transit couplet concept proposed for Little Hollywood, observing that the concept addressed his concern for bus conflicts on a narrow street. Mr. Waddling asked for clarification regarding the transit crossings of Highway 101. Mr. Uniman clarified that both the crossing at Blanken Avenue and at Alanna Way currently exist.

Mr. Waddling also asked for clarification regarding the proposal to widen sidewalks in the Daly City portion of the project, observing that as few pedestrians use the existing sidewalks, the right-of-way could be used for preserving existing travel lanes. Mr. Uniman responded that the sidewalk widening concept was proposed as an option for areas where new development and new pedestrian traffic are expected in the future. Sarah Fine, Transportation Planner, added that the current sidewalk widths in portions of the project area in Daly City do not match San Francisco's standards for sidewalks widths. Ms. Fine also noted that there may be potential to require new developments in the area to provide standard width sidewalks via an easement.

Brian Larkin inquired about cost estimates for the project. Mr. Uniman responded that cost estimates are being developed as part of the study and would be available in the next two to three months.

Jacqueline Sachs asked whether the Geneva-Harney Bus Rapid Transit project would interfere with Third Street Light Rail project. Mr. Uniman responded that the proposed project would connect with the T-Third Light Rail at the Arleta Muni Station, allowing passengers to transfer between the systems.

Mr. Waddling asked how the configuration of Bayshore Boulevard, including existing transit routes, would change as a result of the proposed project. Mr. Uniman responded that the current conceptual configuration of Bayshore Boulevard between Sunnydale Avenue to Blanken Avenue reflects existing conditions. The Geneva-Harney BRT would travel in mixed flow between Sunnydale Avenue and Blanken Avenue. South of Sunnydale to Bayshore Boulevard after the T-Third terminates, the BRT would travel in separated busways.

During public comment, Roland Lebrun expressed concern that the proposed bus rapid transit route would pass through a residential neighborhood and that the transit system would be subject to congestion on Bayshore Boulevard. Mr. Lebrun also recommended that staff consider extending the T-Third Muni to Geneva Avenue as a better solution. Referring to the Bayshore Intermodal Transportation Study, a planning effort led by the Office of Community Investment and Infrastructure, Mr. Lebrun requested that staff examine the engineering constraints of a northern location for the Bayshore Caltrain Station, noting that he did not support moving the location to the north.

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

For the benefit of CAC members and others who were not present during the Chair's report, Chair Davis reiterated that the Prop K Delegated Allocation Authority item had been continued at the call of the Plans and Programs Committee Chair, Commissioner Mar.

There was no public comment.

12. Public Comment

Roland Lebrun presented a video on the gondola in London, and stated such a system should charge tourists to recoup costs.

Edward Mason expressed the need for further enforcement of private shuttles using transit stops. Mr. Mason provided several specific examples/locations of private shuttles utilizing bus stops without authorization.

13. Adjournment

The meeting was adjourned at 7:52 p.m.



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San Francisco County Transportation Authority
October 2014

Bills of Interest

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

Staff is not recommending the any new positions this month. The matrix is updated to reflect the status of the bills.

Bill #	Author	Description	Status	Position	Comments
AB 141 Chaptered: 9/19/2014 pdf html	Ammiano D (Dist 17)	Treasure Island Transportation Management Act. Would rename the Treasure Island Transportation Management Agency as the Treasure Island Mobility Management Agency (TIMMA) and would authorize the Board of Supervisors of the City and County of San Francisco to revise or revoke its designation of the transportation management agency and designate a new board or agency to act as the transportation management agency at any time. The bill affirms that the transportation management agency is a separate and distinct legal entity that is responsible for its own obligations, debt, and liabilities. This bill contains other related provisions.	Assembly Chaptered	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.
AB 229 Chaptered: 9/29/2014 pdf html	John A. Pérez D (Dist 53)	Local government: infrastructure and revitalization financing districts. Would authorize the creation by a city, county, city and county, or joint powers authority of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former military bases. This bill contains other related provisions.	Assembly Chaptered	Watch	Expands infrastructure financing district law to include revitalization within a designated district. Would require a 2/3s vote to establish the district and specifically includes the following as authorized projects, among others: highways, interchanges, ramps and bridges, arterial streets, parking facilities, and transit facilities.
AB 1193 Chaptered: 9/20/2014 pdf html	Ting D (Dist 19)	Bikeways. Current law defines "bikeway" for certain purposes to mean all facilities that provide primarily for bicycle travel. Current law categorizes bikeways into 3 classes of facilities. This bill would additionally categorize cycle tracks or separated bikeways, as specified, as Class IV bikeways. This bill contains other related provisions and other current laws.	Assembly Chaptered	Watch	Originally a spot bill related to design of bikeways. The bill 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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Bill #	Author	Description	Status	Position	Comments
<u>AB 1532</u> Vetoed: 9/30/2014 <u>pdf</u> <u>html</u>	<u>Gatto D</u> (Dist 43)	Vehicle: accidents. Would provide that a driver of a vehicle involved in an accident where a person is struck shall immediately stop the vehicle at the scene of the accident and provide specified information including, but not limited to, his or her name and current residence address. A violation of these provisions would be either an infraction, punishable by a fine not exceeding \$250, or a misdemeanor, punishable by imprisonment in the county jail for 6 months, or by a fine not exceeding \$1,000, or by both, and the Department of Motor Vehicles would be required to immediately suspend the driver's license of a convicted driver for 6 months.	Assembly Vetoed	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. Governor's veto message: The new crime includes a fine and penalty up to \$4321 and 6 months jail time. There is insufficient justification for a new crime when on injury to person or property occurs. Current law is adequate.
<u>AB 1646</u> Vetoed: 9/30/2014 <u>pdf</u> <u>html</u>	<u>Frazier D</u> (Dist 11)	Vehicles: electronic wireless communication devices: prohibitions. Would, commencing July 1, 2015, require the Department of Motor Vehicles 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 Vetoed	Watch	Adds to DMV driver's exam the requirement that applicants be tested on dangers of operating motor vehicles while using hand held devices.
<u>AB 1811</u> Chaptered: 7/8/2014 <u>pdf</u> <u>html</u>	<u>Buchanan D</u> (Dist 16)	High-occupancy vehicle lanes. Current law requires that the implementation of the value pricing high-occupancy vehicle program ensure that specified levels of service be maintained at all times in the high-occupancy vehicle lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times. This bill would authorize the program to require a high-occupancy vehicle to have an electronic transponder or other electronic device for law enforcement purposes.	Assembly Chaptered	Watch	Addresses Sunol Grade HOT lanes and mandates that HOV users have access at all times.
<u>AB 1857</u> Chaptered: 9/17/2014 <u>pdf</u> <u>html</u>	<u>Frazier D</u> (Dist 11)	Department of General Services: vehicle and equipment procurement. Would, until January 1, 2021, authorize the Department of General Services to purchase and equip heavy mobile fleet vehicles and special equipment for use by the Department of Transportation by means of best value procurement, as defined, subject to an annual limitation of \$20,000,000. The bill would establish requirements for bid evaluation and protest procedures.	Assembly Chaptered	Watch	Modernizes Caltrans heavy duty fleet procurement by requiring life-cycle cost assessment. Goal is to reduce costs.

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October 2014

Bill #	Author	Description	Status	Position	Comments
AB 1907 Chaptered: 9/29/2014 pdf html	Ridley-Thomas D (Dist 54)	Use fuel tax: natural gas: gallon equivalent. Would require compressed natural gas sold at retail to the public for use as a motor vehicle fuel to be sold in a gasoline gallon equivalent that is equal to 126.67 cubic feet, or 5.66 pounds, of compressed natural gas, measured at the standard pressure and temperature, as specified, and would require liquefied natural gas to be sold in a diesel gallon equivalent that is equal to 6.06 pounds of liquefied natural gas. This bill contains other related provisions and other existing laws.	Assembly Chaptered	Watch	Attempts to equalize measurements for taxing purposes for compressed natural gas and liquefied natural gas.
AB 2008 Chaptered: 7/7/2014 pdf html	Quirk D (Dist 20)	Transit village plans: goods movement. Current law authorizes a city or county to prepare a transit village plan for a transit village development district that addresses specified characteristics. This bill would require the transit village plan to address demonstrable public benefits beyond the increase in transit usage including any 6 specified benefits. The bill would add as a public benefit the minimization of the impact of goods movement on air quality, traffic, and public safety through the provision of dedicated loading and unloading facilities for commercial space.	Assembly Chaptered	Watch	Seeks to reduce greenhouse gas emissions from urban freight by adding requirements to the preparation of sustainable communities strategies.
AB 2013 Chaptered: 9/21/2014 pdf html	Muratsuchi D (Dist 66)	Vehicles: high-occupancy vehicle (HOV) lanes. Current law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Until January 1, 2019, or until federal authorization expires, or until the Secretary of State receives a specified notice, those lanes may be used by certain vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). Current law authorizes the DMV to issue no more than 55,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to 70,000.	Assembly Chaptered	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 opposed the bill because expansion of this program could increase congestion in HOV lanes and allowing these vehicles toll-free access would impact transportation revenues.

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Bill #	Author	Description	Status	Position	Comments
<u>AB 2090</u> Chaptered: 9/21/2014 <u>pdf</u> <u>html</u>	<u>Fong D</u> (Dist 28)	High-occupancy toll lanes: San Diego County and Santa Clara County. Current law authorizes the San Diego Association of Governments (SANDAG) and the Santa Clara Valley Transportation Authority (VTA) to administer and operate high-occupancy toll (HOT) lanes on specified transportation corridors within their counties. This bill would delete the reference to Level of Service (LOS) C or D, and instead would require SANDAG and VTA to establish, with the consent of the Department of Transportation, appropriate performance measures, such as speed or travel times, for the purpose of ensuring optimal use of the HOT lanes.	Assembly Chartered	Watch	Would shift metrics for VTA operations of HOT lanes from LOS Standard to other measurements such as speed or travel time.
<u>AB 2119</u> Chaptered: 7/18/2014 <u>pdf</u> <u>html</u>	<u>Stone D</u> (Dist 29)	Local taxes: transactions and use taxes. Would authorize the board of supervisors of a county to levy, increase, or extend a transactions and use tax throughout the entire county or within the unincorporated area of the county, if approved by the qualified voters of the entire county if levied on the entire county, or of the unincorporated area of the county if levied on the unincorporated area of the county. This bill would require the revenues derived from the imposition of this tax to only be used within the area for which the tax was approved by the qualified voters.	Assembly Chartered	Watch	Permits a county sales tax to be imposed in the entire county or within the unincorporated area.
<u>AB 2173</u> Chaptered: 6/25/2014 <u>pdf</u> <u>html</u>	<u>Bradford D</u> (Dist 62)	Vehicles: motorized bicycles. Current law requires a specified driver's license or endorsement to operate a motorized bicycle or a moped, except as specified. For purposes of these provisions, existing law defines a "motorized bicycle" or "moped." This bill would redefine a "motorized bicycle" or "moped" by increasing the maximum gross brake horsepower that its motor produces to less than 4.	Assembly Chartered	Watch	Provides a definition of low speed electric bicycles and permits them access to the bike trails.
<u>AB 2250</u> Chaptered: 9/20/2014 <u>pdf</u> <u>html</u>	<u>Daly D</u> (Dist 69)	Toll facilities: revenues. Current law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Current law, in certain cases, provides for the toll facilities to be administered by local agencies. This bill would require any toll revenues generated from a managed lane on the state highway system that is administered by a local agency to be expended only within the respective corridor in which the managed lane is located. The bill would define "managed lane" for these purposes.	Assembly Chartered	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 chaptered since recent amendments would require managed lane revenues to be limited to expenditure within the same corridor. We are concerned by the limitation to expenditure within the corridor and would prefer to see a network approach where expenditures would benefit the corridor but not necessarily be contained within it.

San Francisco County Transportation Authority
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Bill #	Author	Description	Status	Position	Comments
AB 2293 Chaptered: 9/17/2014 pdf html	Bonilla D (Dist 14)	Transportation network companies (TNCs): insurance coverage. Would amend the Passenger Charter-party Carriers' Act to enact specified requirements for liability insurance coverage for transportation network companies, as defined, and their participating drivers. These requirements would become operative on July 1, 2015. The bill would describe 2 distinct time periods and would specify the insurance requirements for each of those time periods and alternative methods of compliance with those requirements. The bill would require uninsured and underinsured motorist coverage to be provided for specified time periods.	Assembly Chaptered	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.
AB 2337 Vetoed: 9/25/2014 pdf html	Linder R (Dist 60)	Driver's licenses: suspension and revocation. Would prohibit the Department of Motor Vehicles from reinstating a person's privilege to drive a motor vehicle until the expiration of 2 years after the date of revocation and until that person gives proof of financial responsibility, when that person is the driver of a vehicle involved in an accident resulting in death or permanent, serious injury to another person, and the department receives a duly certified abstract of the record of a court showing that the person has been convicted of failing to fulfill specified requirements.	Assembly Vetoed	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. Governor's veto message: Penalties for serious hit-and-run collisions can include incarceration and fines and penalties up to \$41,131, plus restitution. While hit-and-run collisions are significant, current penalties seem to be at appropriate levels.
AB 2355 Chaptered: 9/27/2014 pdf html	Levine D (Dist 10)	Local agencies: streets and highways: recycled materials. Would require, by January 1, 2017, a local agency that has jurisdiction over a street or highway to either adopt the standards developed by the Department of Transportation for recycled paving materials and for recycled base, subbase, and pervious backfill materials, or discuss at a regularly scheduled public hearing of the local agency's legislative or other governing body why the standards are not being adopted. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Chaptered	Watch	Requires local governments to use recycled paving materials or to explain publicly why not.

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Bill #	Author	Description	Status	Position	Comments
AB 2398 Vetoed: 9/30/2014 pdf html	Levine D (Dist 10)	Vehicles: pedestrians and bicyclists. Current law provides that a driver who violates specified offenses of the rules of the road that are punishable as an infraction, and as a result of that violation proximately causes bodily injury or great bodily injury to another person is guilty of the public offense of unsafe operation of a motor vehicle with bodily injury or great bodily injury. This bill, until January 1, 2020, would make a conviction under these provisions punishable by a fine, in lieu of the fines imposed for violations involving bodily injury or great bodily injury, of not less than \$220 and not more than \$300 for a violation involving bodily injury or great bodily injury to a vulnerable road user, as defined.	Assembly Vetoed	Support	Adds a fine and assigns a violation point for drivers whose violation causes pedestrian/bike injury. Governor's veto message: Adds a new moving violation to the VC with fines and penalties up to \$1,361. Current laws are sufficient.
AB 2414 Chartered: 8/19/2014 pdf html	Ting D (Dist 19)	Parking facilities: electric vehicle (EV) charging. The California Constitution generally prohibits the making of a gift of any public money, or thing of value. This bill would specify that the use of electricity by state government and other government entities, state officers and employees, or other persons for the charging of an electric vehicle in a department maintained or joint use motor vehicle parking facility is not a gift of public funds that is prohibited by the California Constitution. This bill contains other current laws.	Assembly Chartered	Watch	Clarifies that government provision of electricity for EV is not a gift of public funds.
AB 2690 Chartered: 9/20/2014 pdf html	Mullin D (Dist 22)	Driving under the influence. Would authorize those enhanced penalties for a current conviction for driving under the influence or driving under the influence causing injury that occurs within 10 years of a separate conviction that was punished as a felony for driving under the influence, driving under the influence causing injury, or vehicular manslaughter with gross negligence. This bill contains other related provisions and other existing laws.	Assembly Chartered	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 to other similar laws.
ACA 8 Amended: 4/4/2013 pdf html	Blumenfeld D (Dist 0)	Local government financing: voter approval. Would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws.	Senate Dead	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.

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Bill #	Author	Description	Status	Position	Comments
<u>SB 1</u> Amended: 9/3/2013 <u>pdf</u> <u>html</u>	<u>Steinberg D</u> (Dist 6)	Sustainable Communities Investment Authority. Would authorize certain public entities of a Sustainable Communities Investment Area to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. This bill contains other related provisions and other existing laws.	Senate Dead	Watch	Establishes a new process to dedicate tax increment financing to replace Redevelopment Agency law for sustainable community investment plans.
<u>SB 11</u> Amended: 9/6/2013 <u>pdf</u> <u>html</u>	<u>Pavley D</u> (Dist 27)	Alternative fuel and vehicle technologies: funding programs. Alternative fuel and vehicle technologies: funding programs. Would provide that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its current clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, as specified, for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs. This bill contains other related provisions and other current laws.	Assembly Dead	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.

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Bill #	Author	Description	Status	Position	Comments
<u>SB 33</u> Amended: 8/22/2014 <u>pdf</u> <u>html</u>	<u>Wolk D</u> (Dist 3)	Local taxation: County of Sonoma: transactions and use tax. Would authorize the County of Sonoma or any city within the county to impose a transactions and use tax for general purposes, and the county, any city within the county, or the Sonoma County Transportation Authority to impose a transactions and use tax for a specific purpose or purposes, which may include the support of transportation and road maintenance programs and library services, that would, in combination with other specified taxes, exceed the combined rate limit by 0.5%, if certain requirements are met. This bill contains other related provisions and other existing laws.	Assembly Dead	Watch	A re-introduction of a bill from 2012 to relieve infrastructure financing 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.
<u>SB 391</u> Amended: 8/8/2013 <u>pdf</u> <u>html</u>	<u>DeSaulnier D</u> (Dist 7)	California Homes and Jobs Act of 2013. Would enact the California Homes and Jobs Act of 2013. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded. By imposing new duties on counties with respect to the imposition of the recording fee, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Dead	Support	This bill is supported by some, such as the Metropolitan Transportation Commission (MTC), as a means to fulfill affordable housing needs in existing, developed communities.
<u>SB 486</u> Chaptered: 9/30/2014 <u>pdf</u> <u>html</u>	<u>DeSaulnier D</u> (Dist 7)	Department of Transportation: goals and performance measures. Would authorize the California Transportation Commission to prescribe study areas for analysis and evaluation by the Department of Transportation and to establish guidelines for updates to the California Transportation Plan, commencing with the plan required to be updated by December 31, 2020. The bill would require the department, on or before June 30, 2015, to submit to the commission for approval an interregional transportation strategic plan directed at achieving a high-functioning and balanced interregional transportation system.	Senate Chaptered	Watch	This bill amended to establish new processes for Caltrans to adopt long-range planning documents.

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Bill #	Author	Description	Status	Position	Comments
SB 628 Chaptered: 9/29/2014 pdf html	Beall D (Dist 15)	Enhanced infrastructure financing districts (IFDs). Would authorize the legislative body of a city or a county, defined to include a city and county, to establish an enhanced infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, upon approval by 55% of the voters; to finance public capital facilities or other specified projects of communitywide significance. The bill would also authorize an enhanced infrastructure financing district to utilize any powers under the Polanco Redevelopment Act. This bill contains other related provisions and other existing laws.	Senate Chaptered	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.
SB 731 Amended: 9/9/2013 pdf html	Steinberg D (Dist 6)	Environment: California Environmental Quality Act (CEQA). Would provide that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, as defined, on an infill site, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. The bill would require the Office of Planning and Research to prepare and submit to the Secretary of the Natural Resources Agency, and the secretary to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise and transportation impacts of projects within transit priority areas. This bill contains other related provisions and other existing laws.	Assembly Dead	Watch	Provides for modernization of CEQA. The proposed amendments the San Francisco County Transportation Authority (SFCTA) supported have been substantially incorporated in SB 743, which was chaptered in late 2013.
SB 792 Vetoed: 9/30/2014 pdf html	Padilla D (Dist 20)	Administrative regulations: corrosion prevention and mitigation projects. Would require a public entity that awards a contract for construction, alteration, demolition, installation, repair, or maintenance work after January 1, 2017, that is paid for in whole or in part with state funds, to require contractors and subcontractors performing corrosion prevention and mitigation work to comply with specified standards to be adopted by the Director of the Department of Industrial Relations in consultation with the Department of Toxic Substances Control.	Senate Vetoed	Watch	This was previously the author's renewed attempt to consolidate certain functions between Bay Area planning entities. Amended to direct Department of Industrial Relations to adopt regulations for corrosion prevention work activities on public infrastructure.

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Bill #	Author	Description	Status	Position	Comments
SB 969 Vetoed: 9/30/2014 pdf html	DeSaulnier D (Dist 7)	Public works. Would authorize specified provisions, instead, to be known and cited as the Public Works Project Oversight Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$2,500,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks.	Senate Vetoed	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.
SB 990 Amended: 4/21/2014 pdf html	Vidak R (Dist 16)	Transportation funds: disadvantaged small communities. Would require no less than 5% of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions.	Senate Dead	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.
SB 1077 Chaptered: 9/29/2014 pdf html	DeSaulnier D (Dist 7)	Vehicles: road usage charge pilot program. Would require the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. The bill would require the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified.	Senate Chaptered	Support	This bill is intended to have State review vehicle miles traveled (VMT) as a source of state transportation funding. We previously supported this bill as present state sources rely on gas excise tax, which is declining as fuel efficiency increases.
SB 1151 Vetoed: 9/19/2014 pdf html	Cannella R (Dist 12)	Vehicles: school zone fines. Would require that an additional fine of \$35 be imposed if specified violations relating to rules of the road and driving under the influence occurred when passing a school building or school grounds, as specified, and the highway is posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. The bill would require that these additional fines be deposited in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program.	Senate Vetoed	Support	Establishes double fine zones for driving violations near schools. Governor's veto message: Increasing traffic fines to fund transportation activities is a regressive increase affecting the poor. Safety improvements in school zones are important but not by increasing fines

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Bill #	Author	Description	Status	Position	Comments
SB 1156 Introduced: 2/20/2014 pdf html	Steinberg D (Dist 6)	California Carbon Tax Law of 2014. Would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board.	Senate Dead	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.
SB 1183 Chaptered: 9/20/2014 pdf html	DeSaulnier D (Dist 7)	Vehicle registration fees: surcharge for bicycle infrastructure. Would authorize a city, county, or regional park district to impose and collect, as a special tax, a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes until January 1, 2025. The bill would require the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues from the surcharge to the local agency. The bill would require the local agency to use these revenues for improvements to paved and natural surface trails and bikeways, including existing and new trails and bikeways and other bicycle facilities, and for associated maintenance purposes.	Senate Chaptered	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.
SB 1204 Chaptered: 9/21/2014 pdf html	Lara D (Dist 33)	California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. Would create the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be funded from cap and trade revenues, to fund zero- and near-zero emission truck, bus, and off-road vehicle and equipment technologies and related projects, as specified, with priority to be given to certain projects, including projects that benefit disadvantaged communities. The program would be administered by the State Air Resources Board, in conjunction with the State Energy Resources Conservation and Development Commission.	Senate Chaptered	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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October 2014

Bill #	Author	Description	Status	Position	Comments
SB 1298 Chaptered: 9/21/2014 pdf html	Hernandez D (Dist 24)	High-occupancy toll lanes. Current law, until January 15, 2015, specifically authorizes a value-pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions. This bill would revise and recast these provisions and would extend the program indefinitely.	Senate Chaptered	Watch	Expands authority for HOT lanes program in L.A. county on 2 specific routes.
SB 1312 Chaptered: 9/16/2014 pdf html	Steinberg D (Dist 6)	California Transportation Commission (CTC): annual report. Current law requires the California Transportation Commission to adopt an annual report for submission to the Legislature containing, among other things, a summary of the commission's prior-year decisions in allocating transportation capital outlay funds and an identification of timely and relevant transportation issues facing the state. This bill would delete the provisions relating to the loan and transfer summary and discussion that were to be included in the reports submitted between 2001 and 2008.	Senate Chaptered	Watch	Spot bill related to the CTC.
SB 1415 Chaptered: 9/27/2014 pdf html	Hill D (Dist 13)	Bay Area Air Quality Management District (BAAQMMD): advisory council. Current law establishes a district board to govern the Bay Area Air Quality Management District. This bill, beginning July 1, 2015, would abolish the membership of the Bay Area Air Quality Management Advisory Council, would reconstitute the membership of the council to include 7 appointed members, and would require the members to be skilled and experienced in the fields of air pollution, climate change, or the health impacts of air pollution and to include a diversity of perspectives, expertise, and backgrounds. By adding to the duties of the district, this bill would impose a state-mandated local program.	Senate Chaptered	Watch	Adds requirement that BAAQMMD members meet certain skill requirements. Also, reduces board membership from 20 members to seven. Supported by BAAQMMD.

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October 2014

Bill #	Author	Description	Status	Position	Comments
SB 1433 Chaptered: 9/30/2014 pdf html	Hill D (Dist 13)	Local Agency Public Construction Act: transit design-build contracts. The Local Agency Public Construction Act until January 1, 2015, authorizes a transit operator, as defined, to enter into a design-build contract, as specified. Current law requires certain information submitted in this regard to be provided under penalty of perjury. This bill would extend the authorization for a transit operator to enter into a design-build contract until January 1, 2017. Because the bill would expand the crime of perjury, it would impose a state-mandated local program. This bill contains other related provisions and other current laws.	Senate Chaptered	Support	Extends transit Design-Build law for 2 years.
SCA 4 Amended: 8/28/2013 pdf html	Liu D (Dist 25)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, nonsubstantive changes.	Senate Dead	Support - if Amended	This bill would give state voters the opportunity to reduce voter threshold from 2/3 to 55% for local transportation taxes. Amended to specify that funds from new tax cannot be expended prior to expiration of funds from a different tax previously approved. This was intended to be a Los Angeles County specific issue but instead was drafted to apply statewide. Latest amendment adds requirements that the entities using the 55% threshold: 1) must reserve 50% of the funds for sustainable communities strategies (SCS) purposes; and 2) dedicate some portion to maintenance for projects to improve state highways.
SCA 8 Amended: 5/21/2013 pdf html	Corbett D (Dist 10)	Transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Dead	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.

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Bill #	Author	Description	Status	Position	Comments
SCA 9 Amended: 5/21/2013 pdf html	Corbett D (Dist 10)	Local government: economic development: special taxes: voter approval. Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Dead	Watch	This is a more general approach to local voter threshold issue, focused on community and economic development activities.
SCA 11 Amended: 5/21/2013 pdf html	Hancock D (Dist 9)	Local government: special taxes: voter approval. Would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Dead	Support	Reduces vote requirement to 55% for "special taxes" sought by local agencies for any purpose.

Total Measures: 46

Total Tracking Forms: 46

Date: October 22, 2014
W.I.: 1310
Referred by: PAC

Attachment A
MTC Resolution No. 4159
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METROPOLITAN
TRANSPORTATION
COMMISSION

Lifeline Transportation Program Cycle 4 Guidelines

October 2014

METROPOLITAN TRANSPORTATION COMMISSION

**LIFELINE TRANSPORTATION PROGRAM CYCLE 4 GUIDELINES
FY 2014 THROUGH FY 2016**

October 2014

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Appendix 1. Funding Source Information

Appendix 2. Standard Evaluation Criteria

**METROPOLITAN TRANSPORTATION COMMISSION
LIFELINE TRANSPORTATION PROGRAM CYCLE 4 GUIDELINES
FY 2014 THROUGH FY 2016**

October 2014

1. PROGRAM GOAL. The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties.

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, taxi voucher programs, improved access to autos, and capital improvement projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. While preference will be given to community-based plan priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. A communities of concern (CoC) mapping tool showing both CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at:
http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html.¹

¹ There is a user's guide available to aid in the use of this tool.

2. **PROGRAM ADMINISTRATION.** The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

County	Lifeline Program Administrator
Alameda	Alameda County Transportation Commission
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

3. **FUNDING APPORTIONMENT AND AVAILABILITY.** Fund sources for the Cycle 4 Lifeline Transportation Program include State Transit Assistance (STA), Proposition 1B - Transit, and Section 5307 Job Access and Reverse Commute (JARC)² funds. Cycle 4 will cover a three-year programming cycle, FY2013-14 to FY2015-16.
- a. **STA and Section 5307 (JARC).** Funding for STA and Section 5307 (JARC) will be assigned to counties by each fund source, based on the county's share of the regional low-income population (see Figure 1).³ Lifeline Program Administrators will assign funds to eligible projects in their counties. See Section 5 for details about the STA and Section 5307 (JARC) programming process and Appendix 1 for detailed eligibility requirements by fund source.

² The Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorizing legislation eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and, consistent with MTC's Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution Nos. 4072 and 4140), in the FY2013-14, FY2014-15 and FY2015-16 Section 5307 programs, a portion of the Bay Area's large urbanized area funds have been set aside for the Lifeline program.

³ FTA Section 5307 funds are apportioned by urbanized area (UA), so the distribution of 5307 funds will also need to take UA boundaries into consideration.

Figure 1. County and Share of Regional Poverty Population

<i>County</i>	<i>Share of Regional Low Income (<200% Poverty) Population</i>
Alameda	22.6%
Contra Costa	14.3%
Marin	2.6%
Napa	2.0%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	23.1%
Solano	6.4%
Sonoma	7.9%
Total	100%

Source: ACS 2010 and 2012 1-Year Estimates

- b. Proposition 1B. Proposition 1B funding will be assigned by MTC directly to transit operators and counties based on a formula that distributes half of the funds according to the transit operators' share of the regional low-income ridership, and half of the funds according to the transit operators' share of the regional low-income population. The formula distribution is shown in Figure 2. See Section 6 for details about the Proposition 1B programming process and Appendix 1 for detailed eligibility requirements by fund source.

**Figure 2. Transit Operator & Hybrid Formula
(Share of Regional Low Income Ridership & Share of Regional Low Income Population)**

<i>Transit Operator</i>	<i>Hybrid Formula Share</i>
AC Transit	17.3%
BART	18.5%
County Connection (CCCTA)	1.0%
Golden Gate Transit/Marin Transit	3.2%
Wheels (LAVTA)	0.5%
Muni (SFMTA)	24.9%
SamTrans	5.0%
Tri Delta Transit (ECCTA)	0.7%
VINE (NCTPA)	1.2%
VTA	19.5%
WestCat (WCCTA)	0.3%
Solano County Operators	3.6%
Sonoma County Operators	4.2%
Total	100%

Note: Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution

- c. Regional Means-Based Transit Fare Program. MTC will set aside up to \$700,000 in Cycle 4 STA funds toward the potential development and implementation of a regional

means-based transit fare program. In Lifeline Cycle 3, MTC set aside \$300,000 for Phase I of this project. In Phase I, MTC is conducting a study to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase I study, funds from the Cycle 4 \$700,000 set-aside may be used for Phase II implementation activities.

- d. Local Fund Exchanges. Consistent with MTC Resolution No. 3331, MTC will allow County Lifeline Program Administrators to use local fund exchanges to fund projects that are not otherwise eligible for the state and federal funds in Cycle 4. Lifeline Program Administrators must notify MTC about their intent to exchange funds, and MTC staff will review and approve the exchanges on a case-by-case basis. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of the Lifeline Transportation Program.

4. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

- a. STA. There are three categories of eligible recipients of STA funds: a) transit operators; b) Consolidated Transportation Service Agencies (CTSAs); and c) Cities and Counties that are eligible to claim Transportation Development Act (TDA) Article 4, 4.5 or 8 funds.

Non-profit organizations and Cities/Counties that are not eligible TDA Article 4, 4.5 or 8 claimants are only eligible for STA funds if they partner with an eligible STA recipient (e.g., a transit operator) that is willing to serve as the recipient of the funds and pass through the funds to the non-profit or City/County, and if they have a project eligible to use.

- b. Section 5307 (JARC). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 (JARC) funds.

Non-profit organizations and public agencies that are not FTA grantees are only eligible for Section 5307 (JARC) funds if they partner with an FTA grantee (transit operator) that is willing to serve as the direct recipient of the Section 5307 (JARC) funds and pass through the funds to the subrecipient non-profit or public agency.

Section 5307 (JARC) recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.⁴ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

- c. Proposition 1B. Transit operators are the only eligible recipients of Proposition 1B funds.

⁴ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

5. STA AND SECTION 5307 PROGRAMMING PROCESS. For STA and Section 5307 funds, Lifeline Program Administrators are responsible for soliciting applications for the Lifeline Transportation Program.

Consistent with MTC's Public Participation Plan and FTA's Title VI Circular (FTA C 4702.1B), MTC encourages Lifeline Program Administrators to conduct a broad, inclusive public involvement process, and use multiple methods of public outreach. Unlike previous cycles of the Lifeline Transportation Program, the funds in the Cycle 4 program are predominantly restricted to transit operators (see Section 4 for recipient eligibility restrictions). Therefore, MTC also acknowledges that each Lifeline Program Administrator's public outreach strategy will be tailored accordingly.

Methods of public outreach may include, but are not limited to, highlighting the program and application solicitation on the CMA website, and sending targeted postcards and e-mails to all prospective applicants, including those that serve predominantly minority and low-income populations.

Further guidance for public involvement is contained in MTC's Public Participation Plan.

- a. Competitive Process. STA and Section 5307 (JARC) projects must be selected through an open, competitive process with the following exception: In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA and/or Section 5307 (JARC) funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Transportation Program reporting requirements.
 - b. STA Contingency Programming. Due to the uncertainty of forecasting STA revenues, the Lifeline Program Administrators will program 95 percent of their county's estimated STA amount, and develop a contingency plan for the remaining five percent should it be available.
6. PROPOSITION 1B PROGRAMMING PROCESS. In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable CMA,⁵ transit operators may program funds to any capital project that is consistent with the Lifeline Transportation Program and goals, and is eligible for this fund source. Transit operators are encouraged to consider needs throughout their service area. Projects must be identified as Lifeline projects before transit operators can claim funds, and, at the discretion of the Lifeline Program Administrators, may be subject to Lifeline Transportation Program reporting requirements. For Marin, Solano and Sonoma counties, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds).

⁵ CMA concurrence may be provided via a board resolution or a letter from an authorized representative.

7. ELIGIBLE ACTIVITIES

- a. Eligible operating projects. Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of Lifeline-related transit services eliminated due to budget shortfalls, shuttles, taxi voucher programs, auto loan programs, etc. See Appendix 1 for additional details about eligibility by funding source.
- b. Eligible capital projects. Eligible capital projects, consistent with requirements of funding sources, may include (but are not limited to) purchase of vehicles; bus stop enhancements; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Appendix 1 for additional details about eligibility by funding source.
- c. Section 5307 restrictions
 - (1) Job Access and Reverse Commute requirement. For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to Job Access and Reverse Commute (JARC) projects. For details regarding eligible JARC projects, see the FTA Section 5307 Circular (FTA C 9030.1E), Chapter IV, Section 5 available at http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf. Also see Appendix 1 for detailed eligibility requirements by fund source
 - (2) New and existing services. Consistent with FTA's Section 5307 circular (FTA C 9030.1E), Chapter IV, Section 5.a, eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a "development project" or "maintenance project" as follows:
 - i. Development Projects. "Development of transportation services" means new projects that meet the statutory definition and were not in service as of the date MAP-21 became effective October 1, 2012. This includes projects that expand the service area or hours of operation for an existing service.
 - ii. Maintenance Projects. "Maintenance of transportation services" means projects that continue and maintain job access and reverse commute projects and services that received funding under the former Section 5316 Job Access and Reverse Commute program.

8. LOCAL MATCHING REQUIREMENTS. The Lifeline Transportation Program requires a minimum local match of 20% of the total project cost. Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.
- a. Exceptions to 20% requirement. There are two exceptions to the 20% local match requirement:
- (1) FTA Section 5307 (JARC) operating projects require a 50% match. However, consistent with MTC's approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for *both* JARC and STA funds.
 - (2) All auto-related projects require a 50% match.
- b. Sources of local match. Project sponsors may use certain federal, state or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. In-kind contributions such as the market value of in-kind contributions integral to the project may be counted as a contribution toward local share.

For Section 5307 JARC projects, the local match can be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services or Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Transportation Development Credits ("Toll Credits") are not an eligible source of local match for the Lifeline Transportation Program.

9. COORDINATED PLANNING. Under MAP-21, projects funded with Section 5307 JARC funds are no longer required by FTA to be derived from a locally developed, coordinated public transit-human services transportation plan ("Coordinated Plan"); however, in the Bay Area's Coordinated Plan, MTC continues to identify the transportation needs of individuals with disabilities, older adults, *and* people with low incomes, and to provide strategies for meeting those local needs. Therefore, projects funded with Lifeline Transportation Program funds should be consistent with the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan to the extent practicable considering any other funding source restrictions.

The Bay Area's Coordinated Plan was updated in March 2013 and is available at <http://www.mtc.ca.gov/planning/pths/>.

Mobility management was a key coordination strategy recommended in the 2013 plan update. The designation of lead mobility managers or Consolidated Transportation Service Agencies (CTSAs) at the County or subregional level was an essential component of that strategy. Consistent with those recommendations, the Lifeline Program Administrators may, at their discretion, choose to award extra points to—or otherwise give priority to—projects sponsored by or coordinated with County or subregional Mobility Managers or CTSAs.

Transportation needs specific to senior and disabled residents of low-income communities may also be considered when funding Lifeline projects.

10. GRANT APPLICATION. To ensure a streamlined application process for project sponsors, a universal application form will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements.

Applicants with multi-county projects must notify the relevant Lifeline Program Administrators and MTC about their intent to submit a multi-county project, and submit copies of their application to all of the relevant counties. If the counties have different application forms, the applicant can submit the same form to all counties, but should contact the Lifeline Program Administrators to determine the appropriate form. If the counties have different application deadlines, the applicant should adhere to the earliest deadline. The Lifeline Program Administrators will work together to score and rank the multi-county projects, and, if selected, to determine appropriate funding. (Note: Multi-county operators with projects that are located in a single county need only apply to the county where the project is located.)

11. APPLICATION EVALUATION

- a. Evaluation criteria. Standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability. Lifeline Program Administrators will establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

See Appendix 2 for the detailed standard evaluation criteria.

- b. Evaluation panel. Each county will appoint a local evaluation panel of CMA staff, the local low-income or minority representative from MTC's Policy Advisory Council (if available), and representatives of local stakeholders, such as transit operators, other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Counties are strongly encouraged to appoint a diverse group of stakeholders for their local evaluation panel. Each county will

assign local priorities for project selection by establishing the weight for each criterion and, at the CMA's discretion, adding local criteria to the standard regional criteria.

12. COUNTYWIDE PROGRAM OF PROJECTS. A full program of projects is due to MTC from each Lifeline Program Administrator on **March 13, 2015**. However, given state and federal funding uncertainties, sponsors with projects selected for FY2015 and FY2016 Section 5307 (JARC) funds and FY2016 STA funds should plan to defer the start of those projects until the funding is appropriated and secured. Lifeline Program Administrators, at their discretion, may opt to allot FY2014 and FY2015 funds to high scoring projects so they can be started quickly. MTC staff will work with Lifeline Program Administrators on this sequencing; MTC staff expects that more will be known about the FY2015 Section 5307 (JARC) funds and the FY2016 STA and Section 5307 (JARC) funds in calendar year 2015.

13. POLICY BOARD ADOPTION

- a. Project sponsor resolution of local support. Prior to MTC's programming of Lifeline Cycle 4 funds (STA, Section 5307 JARC and/or Proposition 1B) to any project, MTC requires that the project sponsor adopt and submit a resolution of local support. The resolution shall state that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements. MTC will provide a resolution of local support template. The County Lifeline Program Administrators have the option of collecting the resolutions of local support from project sponsors along with the project applications, or after the project is selected by the County for funding.

Caltrans requires that Proposition 1B - Transit projects either be consistent with the project sponsor's most recent short-range transit plan (SRTP), as evidenced by attaching the relevant SRTP page to the allocation request, or be accompanied by a certified Board Resolution from the project sponsor's governing board.

- b. Lifeline Program Administrator/CMA Board Resolution and Concurrence

- (1) STA and Section 5307 (JARC). Projects recommended for STA and Section 5307 (JARC) funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator.
- (2) Proposition 1B. Projects funded with Proposition 1B Transit funds must have concurrence from the applicable Lifeline Program Administrator/CMA. Concurrence may be provided by a board resolution or by a letter from an authorized representative.

14. PROJECT DELIVERY. All projects funded under the county programs are subject to the following MTC project delivery requirements:

- a. Section 5307 (JARC). Project sponsors must expend the Lifeline Transportation Program Section 5307 (JARC) funds within three years of the FTA grant award or execution of agreement with pass-through agency, whichever is applicable. To prevent the Section 5307 (JARC) funds from lapsing on the federal obligation deadline, MTC reserves the right to reprogram funds if direct recipients fail to submit their FTA grant by the following dates:
 - June 30, 2015 for FY2014 and FY2015 funds (the deadline to submit grants for FY15 funds may be extended depending on the availability of FY15 apportionments.)
 - June 30, 2016 for FY2016 funds

Direct recipients are responsible for carrying out the terms of their grants.

- b. STA. Project sponsors must expend the Lifeline Transportation Program STA funds within three years of the date that the funds are programmed by MTC or the date that the agreement with pass-through agency is executed, whichever is applicable.
 - c. Proposition 1B. Project sponsors must expend the Lifeline Transportation Program Proposition 1B funds within three years of the date that funds are available. Disbursement timing depends on the timing of State bond sales.
15. PROJECT OVERSIGHT. For Lifeline projects funded by STA and Section 5307 (JARC), Lifeline Program Administrators are responsible for programmatic and fiscal oversight, and for monitoring project sponsors in meeting the MTC obligation deadlines and project delivery requirements. In addition, Lifeline Program Administrators will ensure that projects substantially carry out the scope described in the grant applications for the period of performance. All project budget and scope of work changes must be approved by the MTC Commission; however the Lifeline Program Administrators are responsible for approving budget and scope of work changes prior to MTC's authorization. All scope changes must be fully explained and must demonstrate consistency with Lifeline Transportation Program goals.

For projects funded by Proposition 1B, the Lifeline Program Administrators are encouraged to continue coordination efforts with the project sponsors if they determine that it would be beneficial toward meeting the Lifeline goals; however, this may not be necessary or beneficial for all Proposition 1B projects.

See Appendix 1 for detailed accountability and reporting requirements by funding source.

16. PERFORMANCE MEASURES. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing

milestones and reporting on the status of project delivery. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Lifeline Program Administrators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

17. FUND ADMINISTRATION

- a. Section 5307 (JARC). MTC will enter all Lifeline Section 5307 (JARC) projects into the Transportation Improvement Program (TIP). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 (JARC) funds. FTA grantees will act as direct recipients, and will submit grant applications directly to FTA.

For Section 5307 (JARC) projects sponsored by non-FTA grantees (e.g., nonprofits or other local government entities), the FTA grantee who was identified as the partner agency at the time of the application will submit the grant application to FTA directly and, following FTA approval of the grant, will enter into funding agreements with the subrecipient project sponsor.

FTA recipients are responsible for following all applicable federal requirements and for ensuring that their subrecipients comply with all federal requirements. See Section 18 for federal compliance requirements.

- b. STA. For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, the project sponsor is responsible for identifying a local transit operator who will act as a pass-through for the STA funds, and will likely enter into a funding agreement directly with the project sponsor. Project sponsors are responsible for entering their own STA projects into the TIP.
- c. Proposition 1B Transit. Project sponsors receiving Proposition 1B funds must submit a Proposition 1B allocation request to MTC for submittal to Caltrans with prior review by MTC. The state will distribute funds directly to the project sponsor. Note that although the Proposition 1B Transit Program is intended to be an advance-payment program, actual disbursement of funds is dependent on the State budget and State bond sales. Project sponsors are responsible for entering their own Proposition 1B projects into the TIP.

18. COMPLIANCE WITH FEDERAL REQUIREMENTS.

- a. Lifeline Program Administrator Responsibilities. For the selection of FTA Section 5307 (JARC) projects, in accordance with federal Title VI requirements, Lifeline Program Administrators must distribute the Section 5307 (JARC) funds without regard to race, color, and national origin, and must assure that minority populations are not being denied the benefits of or excluded from participation in the program. Lifeline Program Administrators shall develop the program of projects or competitive selection process to ensure the equitable distribution of FTA Section 5307 (JARC) funds to project sponsors

that serve predominantly minority populations. Equitable distribution can be achieved by engaging in outreach to diverse stakeholders regarding the availability of funds, and ensuring the competitive process is not itself a barrier to selection of applicants that serve predominantly minority populations.

- b. Project Sponsor Responsibilities. FTA Section 5307 (JARC) applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5307; FTA Circulars C 9030.1E, 4702.1B and 4703.1; the most current FTA Master Agreement; and the most current Certifications and Assurances for FTA Assistance Programs.

FTA Section 5307 (JARC) direct recipients will be responsible for adhering to FTA requirements through their agreements and grants with FTA directly and for ensuring that all subrecipients and third-party contractors comply with FTA requirements.

19. TIMELINE. The anticipated timeline for Cycle 4 is as follows:

Program	Action	Anticipated Date*
All	Commission approves Cycle 4 Program Guidelines	October 22, 2014
All	MTC issues guidelines to counties	October 22, 2014
Prop 1B	Transit operators submit draft project lists to County Lifeline Program Administrators	January 15, 2015
Prop 1B	Allocation requests due to MTC (concurrence** from the CMA is required)	March 13, 2015
5307 (JARC) & STA	Board-approved** programs due to MTC from CMAs	March 13, 2015
All	Commission approval of Program of Projects	April 22, 2015
5307 (JARC)	MTC submits TIP amendment for FY14, FY15 and FY16 projects	End of April – Deadline TBD
Prop 1B & STA	Project sponsors submit TIP amendments	End of April – Deadline TBD
Prop 1B	MTC submits allocation requests to Caltrans	Deadline TBD by Caltrans*
STA	Operators can file claims for FY14 and FY15	After 4/22/15 Commission Approval
5307 (JARC)	Deadline for transit operators (FTA grantees) to submit FTA grants for FY14 and FY15 funds	June 30, 2015
STA	Operators can file claims for FY16	After July 1, 2015
5307 (JARC)	Deadline for transit operators (FTA grantees) to submit FTA grants for FY16 funds	June 30, 2016

* Dates subject to change depending on State and Federal deadlines and availability of funds.

** CMA Board approval and concurrence may be pending at the time of deadline.

Appendix 1
Lifeline Transportation Program Cycle 4
Funding Source Information

	State Transit Assistance (STA)	Proposition 1B – Transit	Section 5307 Job Access and Reverse Commute (JARC)
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination	To help advance the State's goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	To support the continuation and expansion of public transportation services in the United States
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STIP/TDA_4-17-2013.pdf	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop%201B/PTMISEA-Guidelines_2013.pdf	http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to Job Access and Reverse Commute projects that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment.
Eligible Recipients	▪ Transit operators ▪ Consolidated Transportation Service Agencies (CTSAs) ▪ Cities and Counties if eligible to claim TDA Article 4, 4.5 or 8 funds	▪ Transit operators	▪ Transit operators that are FTA grantees
Eligible Subrecipients (must partner with an eligible recipient that will serve as a pass-through agency)	▪ Cities and counties that are not eligible to claim TDA Article 4, 4.5 or 8 funds	▪ N/A	▪ Private non-profit organizations ▪ Public agencies that are not FTA grantees (e.g., cities, counties)

Eligible Projects	State Transit Assistance (STA)	Proposition 1B – Transit	Section 5307 Job Access and Reverse Commute (JARC)
	<u>Transit Capital and Operations, including:</u> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (e.g., GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities.	<u>Transit Capital</u> (including a minimum operable segment of a project) for: ▪ Rehab, safety, or modernization improvements ▪ Capital service enhancements or expansions ▪ New capital projects ▪ Bus rapid transit improvements ▪ Rolling stock procurement, rehab, or replacements Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.	<u>New and existing services</u>. Eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a “development project” or a “maintenance project” (see Section 7.c.(2) of these guidelines for details regarding “development” and “maintenance” projects). <u>Capital and Operating projects</u>. Projects that comply with the requirements above may include, but are not limited to: ▪ Late-night & weekend service; ▪ Guaranteed ride home service; ▪ Shuttle service; ▪ Expanding fixed route public transit routes, including hours of service or coverage; ▪ Demand-responsive van service; ▪ Ridesharing and carpooling activities; ▪ Transit-related aspects of bicycling; ▪ Administration and expenses for voucher programs; ▪ Local car loan programs; ▪ Intelligent Transportation Systems (ITS); ▪ Marketing; and ▪ Mobility management. See FTA C 9030.1E, Chapter IV, Section 5 for details regarding eligible JARC projects.

	State Transit Assistance (STA)	Proposition 1B – Transit	Section 5307 Job Access and Reverse Commute (JARC)
Lifeline Program Local Match	20%	20%	50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) 50% for auto projects 20% for capital projects
Estimated timing for availability of funds to project sponsor	Transit operators, CTSAs and eligible cities and counties can initiate claims for FY14 and FY15 funds immediately following MTC approval of program of projects, and can initiate claims for FY16 funds after July 1, 2015. For subrecipients, the eligible recipient acting as fiscal agent will likely initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement.	Project sponsors must submit a Proposition 1B allocation request to MTC for submittal to Caltrans by March 13, 2015. Disbursement timing depends on bond sales.	Following MTC approval of the program of projects, MTC will add projects to the TIP. Following TIP approval, FTA grantees must submit FTA grants for FY14 and FY15 funds by June 30, 2015. (The deadline to submit grants for FY15 funds may be extended depending on the availability of FY15 apportionments.) FTA grantees must submit FTA grants for FY16 funds by June 30, 2016. FTA grantees can begin their projects after the funds are obligated in an FTA grant (estimated Fall 2015 for FY14 & FY15 funds; estimated Fall 2016 for FY16 funds). For subrecipients, the FTA grantee acting as fiscal agent will likely initiate a funding agreement following FTA grant award. Funds will be available on a reimbursement basis after execution of the agreement.
Accountability & Reporting Requirements	Transit operators and eligible cities and counties must submit annual performance (i.e., ridership) statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim. Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review.	Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website. Project sponsor will not be required to submit progress reports to the Lifeline Program Administrator unless the LPA believes that county-level project monitoring would be beneficial. MTC and/or the Lifeline Program Administrators may request to be copied on progress reports that are submitted to Caltrans.	FTA grantees are responsible for following all applicable federal requirements for preparing and maintaining their Section 5307 (JARC) grants. MTC and/or the Lifeline Program Administrators may request copies of FTA grantees' quarterly Section 5307 (JARC) grant reports to FTA. Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to the pass-through agency for reimbursement. Subrecipients will also submit Title VI reports annually to the pass-through agency.

Note: Information on this chart is accurate as of October 2014. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

Appendix 2

Lifeline Transportation Program Cycle 4 Standard Evaluation Criteria

The following standard evaluation criteria are intended to provide consistent guidance to each county in prioritizing and selecting projects to receive Lifeline Transportation Program funds. Each county, in consultation with other stakeholder representatives on the selection committee, will consider these criteria when selecting projects, and establish the weight to be assigned to each of the criterion. Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

- a. Project Need/Goals and Objectives:** Applicants should describe the unmet transportation need or gap that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the goals of the Lifeline Transportation Program.
- b. Community-Identified Priority:** Priority should be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning effort involving focused outreach to low-income populations. Applicants should identify the CBTP or other substantive local planning effort, as well as the priority given to the project in the plan.

Other projects may also be considered, such as those that address transportation needs identified in countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan, or other documented assessment of needs within designated communities of concern. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

A communities of concern (CoC) mapping tool showing both CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at: http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html.¹

- c. Implementation Plan and Project Management Capacity:** For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan.

For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones and timelines for completing the project.

Priority should be given to projects that are ready to be implemented in the timeframe that the funding is available.

¹ There is a user's guide available to aid in the use of this tool.

Project sponsors should describe and provide evidence of their organization's ability to provide and manage the proposed project, including experience providing services for low-income persons, and experience as a recipient of state or federal transportation funds. For continuation projects that have previously received Lifeline funding, project sponsor should describe project progress and outcomes.

- d. **Coordination and Program Outreach:** Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.
- e. **Cost-Effectiveness and Performance Indicators:** The project will be evaluated based on the applicant's ability to demonstrate that the project is the most appropriate way in which to address the identified transportation need, and is a cost-effective approach. Applicants must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, as well as steps to be taken if original goals are not achieved.
- f. **Project Budget/Sustainability:** Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the project beyond the grant period.

**Attachment 2. Lifeline Transportation Program (LTP)
San Francisco Project List**

Project Sponsor¹	Project Name	LTP Funding (\$)	Total Project Cost (\$)
Cycle 1			
THC	Outreach Initiative for Lifeline Transit Access	\$137,741	\$227,870
SFMTA	Muni Route 109/Treasure Island	\$525,000	\$874,094
SFMTA	Muni Route 29 Service	\$946,222	\$1,182,778
BVHPF	Bayview Hunters Point Community Transport	\$924,879	\$1,156,879
SFMTA	Lifeline Fast Pass Distribution Expansion	\$219,334	\$274,166
<i>Cycle 1 Total</i>		<i>\$2,753,176</i>	<i>\$3,715,787</i>
Cycle 2			
SFMTA	Shopper Shuttle	\$1,560,000	\$1,872,000
SFMTA	Route 108 Treasure Island Enhanced Service	\$1,165,712	\$1,097,000
SFMTA	Route 29 Reliability Improvement Project	\$695,711	\$1,672,560
SFMTA	Persia Triangle Transit Access Improvements Project	\$802,734	\$1,003,418
SFMTA	Randolph/Farallones/ Orizaba Transit Access Project	\$480,000	\$599,600
BART	Balboa Park Station-Eastside Connections Project (BART)	\$1,906,050	\$2,801,050
SFMTA	Balboa Park Station-Eastside Connections Project (SFMTA)	\$1,083,277	\$1,354,096
SFMTA	Bus Service Restoration Project	\$1,698,272	\$2,309,000
MOH/SFMTA	Hunters View Revitalization Transit Stop Connection	\$510,160	\$708,176
<i>Cycle 2 Total</i>		<i>\$9,901,916</i>	<i>\$13,416,900</i>
Cycle 3			
SFMTA	Continuation of Bus Restoration	\$2,158,562	\$6,922,000
SFMTA	Route 108 Treasure Island Enhanced Service	\$800,000	\$1,075,677
SFMTA	Route 29 Reliability Improvement Project	\$800,000	\$4,058,492
SFMTA	Free Muni for Low Income Youth Pilot	\$400,000	\$9,900,000

**Lifeline Transportation Program (LTP)
San Francisco Project List**

Project Sponsor¹	Project Name	LTP Funding (\$)	Total Project Cost (\$)
SFMTA	Eddy and Ellis Traffic Calming Improvement	\$1,175,104	\$1,691,823
SFMTA	8X Customer First	\$5,285,000	\$11,637,000
SFMTA	Mission Customer First	\$5,056,891	\$10,440,000
SFMTA	Mission Bay Loop	\$1,381,539	\$6,100,000
<i>Cycle 3 Total</i>		<i>\$17,057,096</i>	<i>\$51,824,992</i>
Grand Total		\$29,712,188	\$68,957,679

¹Project sponsor acronyms include the Bay Area Rapid Transit District (BART), Bayview Hunters Point Foundation for Community Improvement (BVHPF), Mayor's Office of Housing (MOH), San Francisco Municipal Transportation Agency (SFMTA), and Tenderloin Housing Clinic (THC).

**Attachment 3. Cycle 4 San Francisco Lifeline Transportation Program
Tentative Schedule**

[as of October 16, 2014]

October 22, 2014	Metropolitan Transportation Commission (MTC) approval of Lifeline Transportation Program (LTP) guidelines
October 22, 2014	Transportation Authority Citizens Advisory Committee (CAC) – INFORMATION
October 28, 2014	Transportation Authority issues a call for projects
November 6, 2014	Transportation Authority Technical Working Group (TWG) LTP Workshop
December 18, 2014, 5 p.m.	Applications due to Transportation Authority
December 23, 2014	Transportation Authority sends initial comments to sponsors
January 7, 2014	Sponsors submits response to comments
January 9, 2015	Evaluation panel evaluates candidate projects
January 15, 2015	Draft Prop 1B project lists due to the Transportation Authority
January 15, 2015	Transportation Authority TWG Staff recommendation on draft LTP project priorities
January 28, 2015	Transportation Authority CAC – ACTION San Francisco LTP project priorities
February 17, 2015	Transportation Authority Plans and Programs Committee – ACTION San Francisco LTP project priorities
February 24, 2015	Transportation Authority Board – ACTION San Francisco LTP project priorities
March 13, 2015	LTP project list due to MTC
March 13, 2015	Prop 1B allocation requests due to MTC
April 22, 2015	MTC Commission approval of projects

Note: Transportation Authority Board and committee meeting dates and materials are updated at our website <http://www.sfcta.org/meetings>.



Memorandum

Date: 10.16.14

RE: Citizens Advisory Committee
October 22, 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 \$6,795,385 in Prop K Funds, with Conditions in Prop K Funds, with Conditions, for Eleven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules and Amendment of the Relevant 5-Year Prioritization Programs

Summary

As summarized in Attachments 1 and 2, we have eleven requests totaling \$6,795,385 in Prop K funds to present to the Citizens Advisory Committee for approval. Attachment 3 summarizes our recommendations. The Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) has requested \$3.8 million for San Francisco's Fiscal Year 2014/15 member contribution for six state of good repair projects, including construction of the Quint Street Bridge Replacement. Caltrain has also requested funds for unanticipated construction management costs for bicycle parking facility improvements that will increase storage capacity at the 4th and King station (\$20,000). The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds to expand its participation in the Geneva-Harney Bus Rapid Transit Feasibility Study and for follow-on pre-environmental work (\$200,000). SFMTA has also asked for planning and conceptual design funds for the John Yehall Chin Safe Routes to School project (\$40,433), a project that supports Vision Zero and has received a state Active Transportation Planning grant for design. Finally, the Bay Area Rapid Transit District (BART) has requested \$2,030,000 to fully fund construction of the Balboa Park Station Eastside Connections project (which received Lifeline Transportation Program funds from the Transportation Authority) and San Francisco Public Works has requested \$701,886 to construct Chinatown Broadway Phase IV (a OneBayArea Grant project that will complete streetscape improvements between Columbus Avenue and the Broadway Tunnel). **We are seeking a motion of support for the allocation of \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the relevant 5-Year Prioritization Programs.**

BACKGROUND

We have received eleven requests for a combined total of \$6,795,385 in Prop K funds to present to the Citizens Advisory Committee (CAC) at the October 22, 2014 meeting, for potential Board approval on November 25, 2014. As shown in Attachment 1, the requests come from the following Prop K categories:

- Caltrain Capital Improvement Program
- BART Station Access, Safety and Capacity
- New and Renovated Vehicles – Caltrain
- Rehabilitate/Upgrade Existing Facilities – Caltrain
- Guideways – Caltrain
- Visitacion Valley Watershed
- Traffic Calming
- Bicycle Circulation/Safety
- Transportation/Land Use Coordination

Caltrain Eligibility: The Prop K Expenditure Plan approved by the voters in November 2003 included Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) as an eligible recipient of San Francisco transportation sales tax funds. The intent of this change was to help offset the financial burden on the San Francisco Municipal Transportation Agency (SFMTA), which is the agency responsible for providing San Francisco's local match share of Caltrain's capital and operating budgets. Caltrain is also eligible for multiple other categories in the Prop K Expenditure Plan, including a dedicated category for Caltrain Electrification, also known as the Caltrain Early Investment Program (EIP), comprised of the Communications Based Overlay Signal System/Positive Train Control, electrification of the Caltrain line between San Jose and San Francisco, and the purchase of electric-multiple unit (EMU) vehicles to operate on the electrified system.

Every year, Caltrain staff review and rank projects for the annual capital budget, which is subject to extensive review, discussion, and negotiation by the three joint powers board member counties (San Francisco, San Mateo and Santa Clara). This process typically concludes in the fall. To accommodate this process, unallocated funds are programmed in the relevant 5-Year Prioritization Programs (5YPPs) as placeholders rather than as a list of specific projects.

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 of these funds, with conditions, and amendment of the relevant 5YPPs.

DISCUSSION

Attachment 1 summarizes the eleven 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.

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 \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the relevant 5YPPs.

ALTERNATIVES

1. Adopt a motion of support for the allocation \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of relevant 5YPPs, as presented.
2. Adopt a motion of support for the allocation of \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of relevant 5YPPs, 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 \$6,795,385 in Fiscal Year 2014/15 Prop K funds, with conditions. The allocations 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 \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of relevant 5YPPs.

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 (11)

Prop K Leveraging										
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District
Prop K	7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ -	\$ 1,000,000	69%	62%	Design	6,10
Prop K	7	PCJPB	Rail Grinding	\$ 620,400	\$ -	\$ 700,700	69%	11%	Construction	6,10
Prop K	8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000	\$ -	\$ 12,678,117	90%	84%	Construction	11
Prop K	17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ -	\$ 3,900,000	84%	73%	Construction	6,10
Prop K	20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ -	\$ 500,000	90%	58%	Construction	6,10
Prop K	22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ -	\$ 2,330,000	78%	87%	Construction	10
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ -	\$ 7,374,000	78%	83%	Construction	6,10
Prop K	27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ -	\$ 750,000	68%	73%	Planning	10,11
Prop K	38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ -	\$ 40,433	51%	0%	Planning	3
Prop K	39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ -	\$ 20,000	28%	0%	Construction	6
Prop K	44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ -	\$ 6,178,454	40%	89%	Construction	3
			TOTAL	\$ 6,795,385	\$ -	\$ 35,471,704	76%	81%		

Footnotes

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

² Acronyms include PCJPB (Peninsula Corridor Joint Powers Board (Caltrain)), BART (Bay Area Rapid Transit District), and SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ -	Prop K funds will be used to determine the safe load ratings of 103 bridges throughout the Caltrain corridor to comply with Federal Railroad Administration regulation. Anticipated completion by December 2015.
7	PCJPB	Rail Grinding	\$ 620,400	\$ -	Prop K funds will be used to conduct maintenance analysis and rail grinding of track on the Caltrain system. Anticipated construction completion by June 2016.
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000	\$ -	Prop K funds will leverage \$1.9 million in Lifeline Transportation Program funds programmed by the Transportation Authority and over \$10 million in BART funds to improve transit access at the Balboa Park BART/Muni Station. The project will construct a new boarding platform for the Muni key stop at the terminus of the J and K lines on the east side of the BART station, and an elevated walkway from the platform to a new pedestrian bridge connecting the east and west sides of the station. It includes new lighting, signage, and wall finishes. BART will coordinate with the SFMTA on a 10-week shut-down of the revenue loop through the Green yard to allow construction of the J/K platform. The SFMTA will continue to operate the J and K lines during the shut-down, and has developed an interim service plan with temporarily relocated stops. Both agencies will issue service bulletins advising passengers about transit access during the project. BART anticipates construction will begin in May 2015 and be completed by mid-2017.
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ -	Caltrain is requesting Prop K funds to perform mid-life overhauls of five F40 locomotives selected to become part of the small remaining diesel fleet post Caltrain electrification. Anticipated completed by June 2016.
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ -	Caltrain is requesting Prop K funds to perform repairs at various passenger stations, which may include but are not limited to: station building repairs; repair passenger shelters; replacing center track fence, windows, doors, and signage; refinishing pavement and tiles; and repairing walking surfaces. Caltrain anticipates construction to begin in January 2015 and be completed by December 2015.
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ -	Prop K funds will be used for the construction phase to replace the Quint Street Bridge. Project includes the removal of the existing street girder superstructure and foundation and replacement with a berm structure; construction of a retaining wall to protect train operations; and rough grading of the berm structure north of the bridge to prepare the site for the construction of the Quint-Jerrold connector road. Caltrain anticipates construction to begin in April 2015 and be completed by January 2016.

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ -	Prop K funds will be used to maintain the Caltrain railroad in a state of good repair. The project may include, but is not limited to, the replacement of rails, joins, at-grade rail panels, worn ties; minor repairs to bridges; and adding balast to tracks. Anticipated construction completion by December 2015.
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ -	This funding request will support the SFMTA's expanding role in the Geneva-Harney Bus Rapid Transit Feasibility Study (led by the Transportation Authority) and fund a follow-on pre-environmental phase (led by SFMTA). The BRT corridor extends from Balboa BART/Muni Station to Hunters Point Shipyard, including a connection to the Bayshore Caltrain Station. SFMTA's follow-on work will prepare the near-term BRT, which primarily uses existing streets, for environmental review. Service is needed no later than 2023 to support the shipyard redevelopment. The Feasibility Study will be completed by spring 2015. The pre-environmental work is anticipated to be completed by fall 2015. More information is available at www.genevabrt.org .
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ -	Prop K funds will be used for additional outreach and conceptual design of bulb outs to improve pedestrian and bicycle access and safety at seven locations, including one bus bulb, around John Yehall Chin Elementary School. This project has received a state Active Transportation Planning (ATP) grant for the environmental and design phases, and will compete for construction funds in a future ATP funding cycle. This project supports Vision Zero (e.g. four project locations are on a high-injury corridor). Anticipated completion of planning by March 2015. Pending funding, construction would start mid-2017.
39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ -	Caltrain is requesting Prop K funds for unforeseen construction management costs for the reconfiguration of the bicycle parking facility at the 4th and King Caltrain station. The Transportation Authority previously allocated \$165,000 in Prop K funds for a contractor to install automated bike parking, reconfiguration of retail and bike parking areas, and expansion of the facility to increase bike capacity from 130 to 185 bikes. Caltrain anticipates construction to begin in November 2014 and be completed in March 2015.

Attachment 2: Brief Project Descriptions¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ -	Prop K funds will leverage OneBayArea Grant (OBAG) funds programmed by the Transportation Authority, and state Safe Routes to School funds for streetscape and safety improvements to Broadway between Columbus and the Broadway Tunnel, including improvements near the Jean Parker Elementary School. The project will calm traffic by narrowing the roadway and travel lanes; improve pedestrian crossings with bulb-outs, raised crosswalks, and special paving; improve transit access with new bus bulbs and enhanced bus stops; landscape the existing sidewalk, new medians, and the Wayne Place; install bike sharrows; and add new benches and street lights. Of the \$5.11 million in OBAG funds awarded for construction, we worked with MTC and SFMTA to swap the State Transportation Improvement Program (STIP) (\$1.91 million) portion with SFMTA's revenue bonds to keep this project on schedule, given delayed STIP availability. SF Public Works anticipates construction will begin in May 2015 and be completed by April 2016.
TOTAL			\$ 6,795,385	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ -	
7	PCJPB	Rail Grinding	\$ 620,400	\$ -	
8	BART	Balboa Park Station Easide Connections	\$ 2,030,000	\$ -	
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ -	
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ -	
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ -	5-Year Prioritization Program (5YPP) Amendment: This allocation is contingent on a 5YPP amendment to the Guidways-Caltrain category to reprogram \$303,066 in funds deobligated from three prior year grants to the subject project. See attached 5YPP amendment for details.

Attachment 3: Staff Recommendations ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ -	
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ -	
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ -	5YPP Amendment: This allocation is contingent on a 5YPP amendment to redirect \$28,758 in Fiscal Year 2014/15 Prop K funds from the design phase to the planning phase of subject project. Adjustments are needed to align with the Active Transportation Program grant. See attached 5YPP amendment for details.
39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ -	
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ -	
TOTAL			\$ 6,795,385	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K FY 2014/15 Capital Budget¹

				Cash Flow Distribution					
EP #	Sponsor	Project Name	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/2028 ²
TRANSIT									
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856				
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 43,046,950	\$ 34,128,950	\$ 4,693,000	\$ 4,225,000			
5	TJPA	Downtown Extension	\$ 1,219,000	\$ 632,400	\$ 586,600				
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ 191,174	\$ 191,173				
7	PCJPB	Rail Grinding	\$ 620,400	\$ 310,200	\$ 310,200				
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000			\$ 2,030,000			
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
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ 521,429	\$ 521,428				
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ 105,495	\$ 105,494				
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ 303,066					
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ 621,704	\$ 621,703				
Transit Subtotal			\$ 182,935,438	\$ 38,178,842	\$ 7,348,454	\$ 9,347,490	\$ 1,500,000	\$ -	\$ 126,560,652
PARATRANSIT									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -
VISITACION VALLEY WATERSHED									
27	SFMTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFCTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ 112,866	\$ 87,134				
Visitacion Valley Watershed Subtotal			\$ 228,830	\$ 132,196	\$ 96,634	\$ -	\$ -	\$ -	\$ -
STREET AND TRAFFIC SAFETY									
34	SFPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557				
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517				
37	SFPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200					
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ 40,433					
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134				
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ 151,000	\$ 105,100				
39	PCJPB	San Francisco Bicycle Parking Facility Improvements -	\$ 20,000	\$ 20,000					
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
Streets and Traffic Safety Subtotal			\$ 5,535,552	\$ 4,476,244	\$ 1,059,308	\$ -	\$ -	\$ -	\$ -

Attachment 4.
Prop K FY 2014/15 Capital Budget¹

				Cash Flow Distribution					
EP #	Sponsor	Project Name	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/2028 ²
TSM/STRATEGIC INITIATIVES									
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 77,546	\$ 77,546					
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ 315,000	\$ 135,000				
43	SFCTA	San Francisco Corridor Management Study	\$ 300,000	\$ 75,000	\$ 125,000	\$ 100,000			
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			
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ 175,471	\$ 526,415				
TSM/Strategic Initiatives Subtotal			\$ 2,270,117	\$ 1,139,360	\$ 982,757	\$ 148,000	\$ -	\$ -	\$ -
TOTAL			\$ 200,639,937	\$ 53,596,642	\$ 9,487,153	\$ 9,495,490	\$ 1,500,000	\$ -	\$ 126,560,652

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

² 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 Summary¹

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/28²
Prior Allocations	\$ 193,844,552	\$ 51,194,804	\$ 7,123,606	\$ 7,465,490	\$ 1,500,000	\$ -	\$ 126,560,652
Current Request(s)	\$ 6,795,385	\$ 2,401,838	\$ 2,363,547	\$ 2,030,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 200,639,937	\$ 53,596,642	\$ 9,487,153	\$ 9,495,490	\$ 1,500,000	\$ -	\$ 126,560,652

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

² Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.

San Francisco Transportation Plan – Regional Transportation Plan/ Sustainable Communities Strategy

2017 Update Strategy for San Francisco



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

10.22.2014

What is the San Francisco Transportation Plan (SFTP)?

SF's long-range plan where all transportation modes, operators, and networks come together

Purposes:

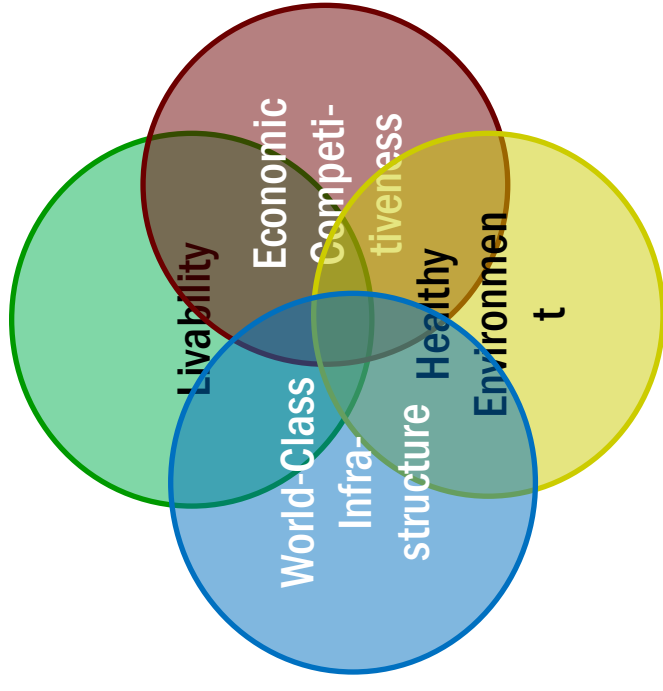
- ▶ Advance countywide planning
- ▶ Establish SF policy, project priorities
- ▶ Position SF for new funding opportunities

2004 Plan:

- ▶ Investment strategy basis for Prop K, guided key policy initiatives

2013 SFTP

- ▶ SoMa Deep Dive, Climate Strategy, Equity Framework



What is the Regional Transportation Plan/Sustainable Communities Strategy?

- ▶ The region's first RTP/SCS, Plan Bay Area, adopted in May 2013



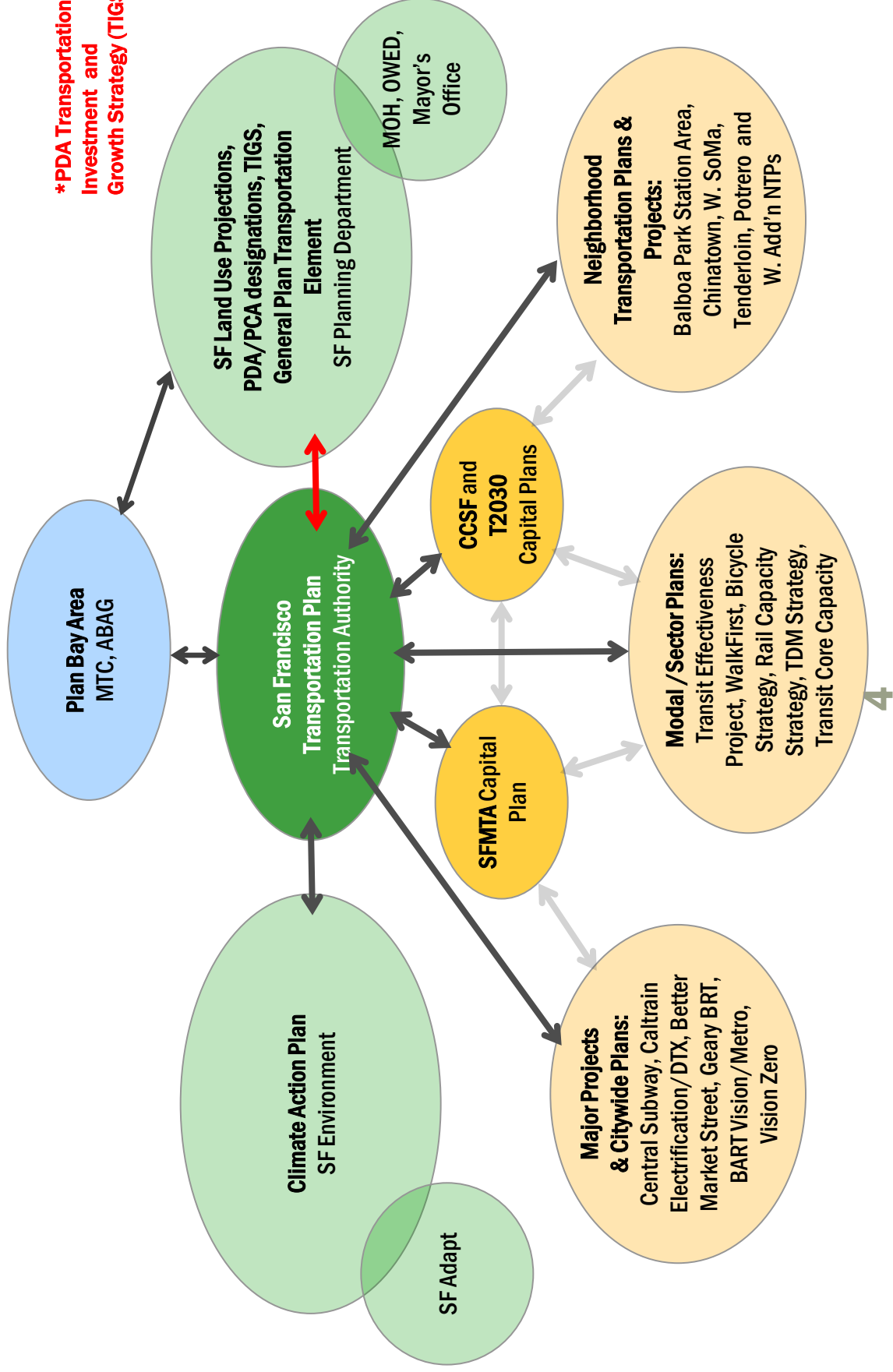
- ▶ Blueprint for the region's transportation investments over the next 28 years for the 9 Bay Area county region
 - ▶ Regional strategy to meet GHG reduction targets (-15%/capita)
 - ▶ Seeks to accommodate regional housing need at all income levels
- ▶ The SFTP provides SF's input into the RTP/SCS



San Francisco Transportation Plan, the RTP/SCS and Other City Efforts



***PDA Transportation Investment and Growth Strategy (TIGS)**



SFTP Features and Benefits



▲ **Long-Range System Planning**



▲ **Performance-based Prioritization Process**



Strategic Policy Initiatives



▲ **Leverage Funding Sources**



▲ **Public Involvement & Equity Analysis**

Coordinated Input into 2017 Update



Transportation

Land Use

- SF Jobs and Housing Forecast
- PDA/PCA update
- TIGS update
- Smart/Healthy Infill
- Cap and Trade (Affordable Housing)

Equity and Economic Development

- Community of Concern Definition
- Economic Development Strategy
- Prosperity Plan

Climate / Air Quality

- Sea Level Rise, Adaptation
- Community Risk Reduction

Coordinated Input into 2017 Update



- **CITYWIDE/SOMA PLANNING**
 - WalkFirst, Bicycle Strategy
 - Transit Core Capacity
 - Muni
 - BART
 - AC Transit
 - WETA
 - Freeway Corridor Management
 - TDM
- **MAJOR PROJECT UPDATES**
 - Caltrain Electrification/HSR
 - Transbay Transit Center/ Caltrain Extension, Railway/ Blvd Study
 - Better Market Street
 - Geary BRT
 - 16th Street, Geneva BRT
- **NEIGHBORHOOD PLANS**
 - W. Addition, SoMa, Potrero, Balboa Park, Chinatown, etc.

Transportation

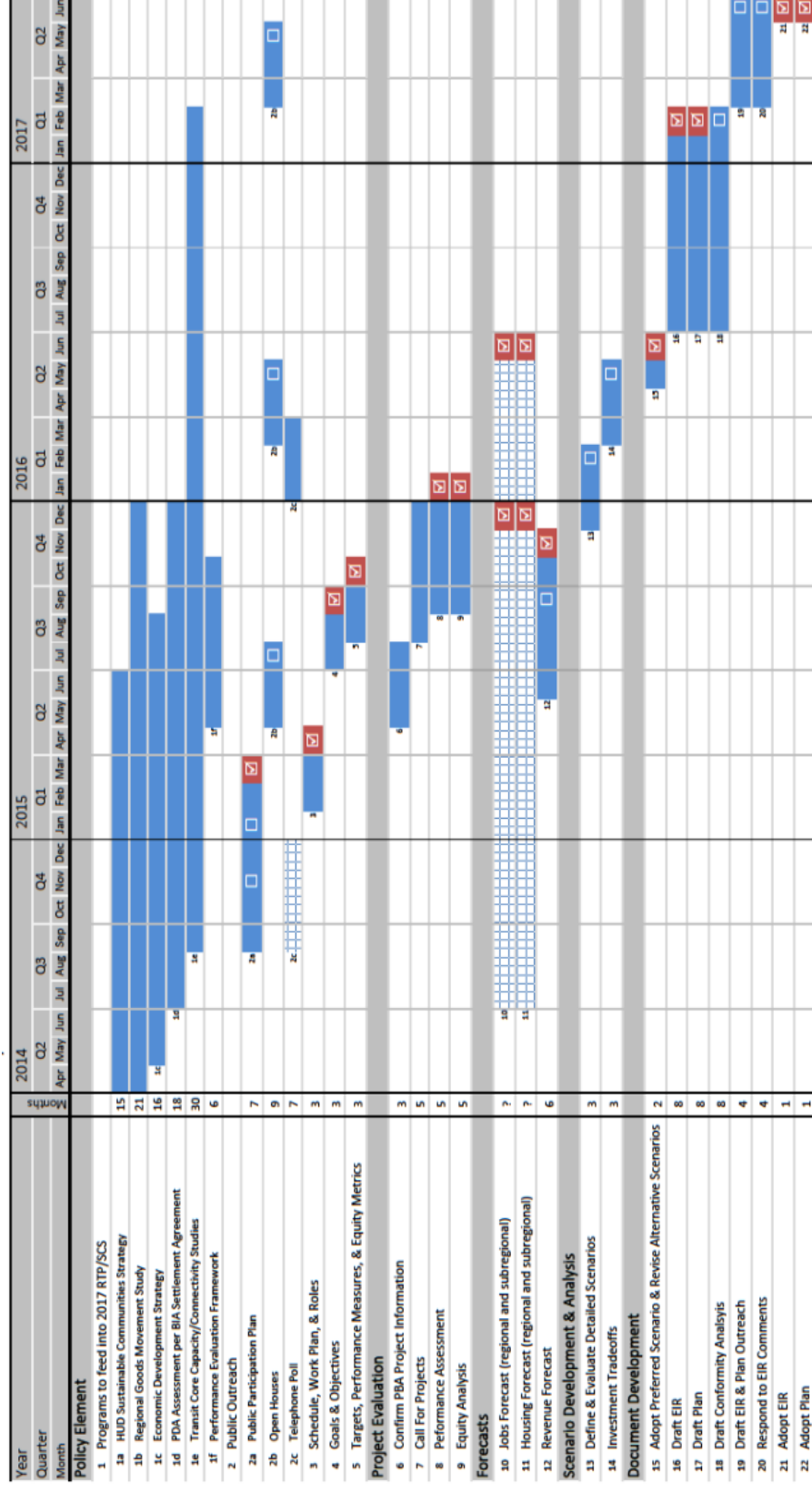
Land Use

Economic
Development

Climate

SFTP – RTP/SCS Update Timeline

- Draft RTP/SCS 2017 Schedule
- SFTP Update – launch October 2014, adoption in 2016



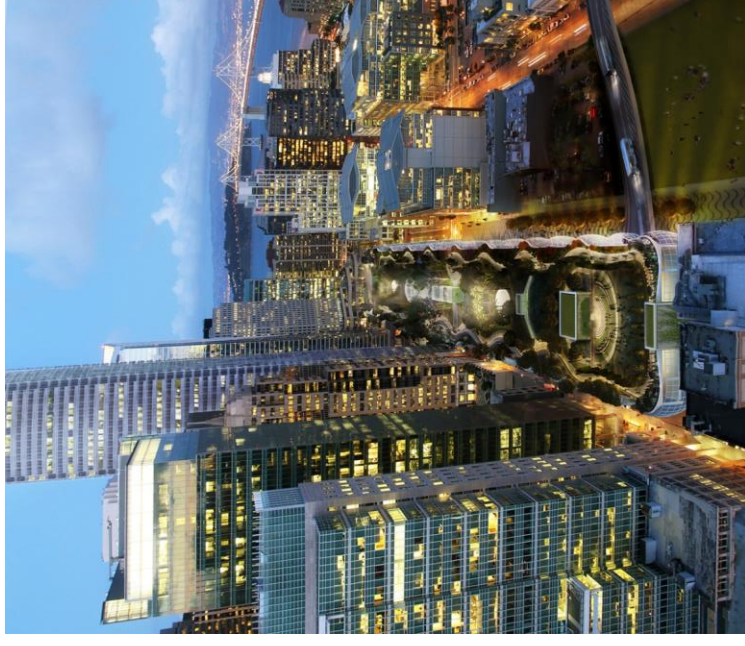


Multi-Agency Coordination Needed

- ▶ **RTP/SCS Policy Coordination**
 - ▶ Advise MTC/ABAG reps
 - ▶ Coordinate with other CMAs, cities
- ▶ **Long-range Planning**
 - ▶ Land use/TOD planning
 - ▶ Transit Capacity, Freeway Management
 - ▶ TDM

▶ **Capital Project Prioritization and Funding Strategy**

- ▶ MAP-21
- ▶ Regional Measure 3
- ▶ Local revenue measures (vehicle license fee, sales tax, other)



- ▶ Land Use Development Fees
- ▶ User Fees



RTP/SCS Contact:

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Memorandum

Date: 10.15.14 **RE:** Citizens Advisory Committee
October 22, 2014

To: Citizens Advisory Committee

From: Lee Saage – Deputy Director for Capital Projects

Subject: **INFORMATION** – Major Capital Projects Update – Islais Creek Maintenance Facility

Summary

The Islais Creek Maintenance Facility represents the first new San Francisco Municipal Transportation Agency (SFMTA) rubber-tire vehicle maintenance facility in the last 60 years. The project includes a fuel-and-wash building, a 65,000-square-foot motor coach maintenance and operations building, administration building, bus storage, and land acquisition. The facility will service 40- and 60-foot-long motor coaches. The facility will also be able to provide maintenance for the Van Ness Avenue Bus Rapid Transit fleet. The current budget is \$126.8 million making it one of the largest SFMTA facility projects that is receiving Prop K local transportation sales tax funds. Phase I of the project, which included sitework, bus storage, the fuel-and-wash building and the administration building, was completed in early 2013 and is now operational. Redesign work on Phase II, the maintenance building, was completed in September under an agreement with San Francisco Public Works for design and development of the contract documents. SFMTA advertised for bids for Phase II on October 10, 2014, with bids due on December 1, 2014. Substantial completion is scheduled for January 2017. **This is an information item.**

BACKGROUND

The Islais Creek Maintenance Facility represents the first new San Francisco Municipal Transportation Agency (SFMTA) rubber-tire vehicle maintenance facility in the last 60 years. With a current budget of \$126.8 million, it is also one of the largest SFMTA facility projects that is receiving Prop K local transportation sales tax dollars. The project includes a fuel-and-wash building, a 65,000-square-foot light and heavy maintenance building, administration building, bus storage, and land acquisition.

The project is being built in two phases. Phase I includes: sitework, bus storage, administration building, and the fuel-and-wash building. Phase I of the project was completed in early 2013 and is now operational. Phase II consists of the maintenance building. Originally intended to service 40-foot-long motor coaches, at the Transportation Authority's recommendation, the facility has been re-designed to also accommodate 60-foot-long articulated motor coaches. This change is not only in accordance with SFMTA's recent policy changes to increase the proportion of the longer coaches, but will also be the first increase in maintenance capabilities for these vehicles since 1989. It will also be able to provide maintenance for the Van Ness Avenue Bus Rapid Transit fleet. Redesign work on Phase II, the maintenance building, was completed under an agreement with the San Francisco Public Works (SFPW) for design and development of the contract documents.

This memorandum provides an update on the Islais Creek Maintenance Facility.

DISCUSSION

Budget and Cost: As of September 30, 2014, the project has incurred \$54.3 million in expenses against a current project budget of \$126,836,448. A cost summary is shown in the table below.

The original budget for this project, established in 2010, was \$67,969,512. According to the SFMTA, the main reasons for the increase were escalation, redesign to comply with new building codes, and converting the building to LEED Gold. The heated construction market was also a major contributor.

Budget By Phase		
	Phase I	Phase II
Right of Way	\$3,102,000	\$5,735,000
Conceptual Engineering	\$380,200	\$0
Detailed Design	\$3,421,800	\$13,157,000
Construction	\$34,781,000	\$66,259,448
Sub-total	\$41,685,000	\$85,151,448
TOTAL	\$126,836,448	

Funding: The funding plan for the project is shown below.

Funding By Source	
Federal Section 5309-Bus and Facilities	\$45,906,576
Federal Transit Administration - FTA CA-03	\$11,770,269
Federal Section 5307	\$7,587,165
State STP/CMAQ	\$3,958,000
CCSF General Obligation Bond (planned)	\$31,259,829
Prop K sales tax (SFCTA)	\$9,181,055
SFMTA Bond 2013	\$6,350,000
SFMTA Bond 2014	\$2,456,922
SFMRIC	\$6,227,618
Transit Impact Development Fee (TIDF)	\$1,240,000
TFCA-Program Manager (SFCTA)	\$500,000
AB664 Bridge Toll Funds	\$400,000

TOTAL \$126,837,434

Funds are mostly secured for the project except for \$31,259,829 in City and County of San Francisco General Obligation bond revenues, subject to voter approval this November.

Schedule: The major milestones in the current schedule for Phase II are shown below. Substantial completion is scheduled for January 2017.

Phase II Major Milestones	
Complete Design	September, 2014
Advertise for Bids	October, 2014
Open Bids	November, 2014
Award Contract	December, 2014
Notice -to- Proceed to Contractor	February, 2015
Substantial Completion	January, 2017

Status: Phase I was completed in early 2013 and is now in operation. SFMTA advertised for bids for Phase II on October 10 2014, with bids due on December 1, 2014.

DBE/SBE Program: Not available at the time of this writing.

Challenges: A significant portion of funding for Phase II (\$31.3 million) is dependent upon voter approval of the General Obligation bond on the November 2014 ballot. Should the bond measure not pass, Phase II of the project will have a funding shortfall. Our staff and consultants will be working with SFMTA in the following weeks to assist whenever possible to develop a backup plan to ensure that the project can remain on schedule.

This is an information item.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.