



AGENDA

FINANCE COMMITTEE Meeting Notice

Date: 11:00 a.m., Tuesday, April 14, 2015

Location: Room 263, City Hall

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

Clerk: Steve Stamos

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- 1. **Roll Call**
- Consent Calendar**
- 2. **Approve the Minutes of the March 10, 2015 Meeting – ACTION*** 5
- 3. **Recommend Awarding a Three-Year Legal Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP and Wendel, Rosen, Black & Dean LLP, in an Amount Not to Exceed \$750,000 for General Legal Counsel Services, and Authorizing the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*** 9

The Transportation Authority maintains a contract with the City and County of San Francisco Office of the City Attorney for routine contract legal matters, and retains Nixon Peabody LLP and Squire Sanders & Dempsey LLP as bond counsel. We also contract with Nossaman LLP (Nossaman) for specialized transportation legal counsel services. That contract is in its fifth year and expires this month. The Transportation Authority’s policy is to competitively re-bid professional services contracts after five years. Thus, on December 12, 2014, we issued a Request for Proposals (RFP 14/15-03) for legal counsel services. By the due date of January 12, we received seven responsive bids, which included both a technical and cost component. On January 16, we issued an invitation to interview four firms. Interviews were conducted on January 21 by a selection panel comprised of Transportation Authority staff. Based on this competitive selection process, the selection panel recommended award of a legal counsel services contract to the two highest-ranked firms, Nossaman and Wendel, Rosen, Black & Dean LLP (Wendel Rosen). Giving the wide range of desired proficiencies and experience, there is a need for broad and deep access to legal services in the contract. Therefore, we propose to contract with two firms which the Transportation Authority may call upon. This also is intended to mitigate any conflicts of interest, increase competition and allow for improved responsiveness (e.g. during times of peak demand). **We are seeking a recommendation to award a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000 for general legal counsel services, and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

End of Consent Calendar

4. State and Federal Legislative Update – ACTION* 13

Every month, we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. The attached matrix tracks the latest activity on state bills and the positions previously adopted by the Transportation Authority. We will also provide highlights of the President's GROW AMERICA Act, a six-year, \$478 billion transportation reauthorization bill that would increase federal surface transportation funding and provide certainty to state and local governments with a long-term federal funding commitment. **We are seeking a recommendation to adopt the following new position this month: support on Senate Constitutional Amendment 5 (Hancock).**

5. Recommend Awarding an 18-Month Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$450,000 for Planning, Engineering, and Environmental Services for the I-280 Interchange Modifications at Balboa Park, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION* 33

The Transportation Authority is seeking planning, engineering, and environmental services as needed to secure project approval from the California Department of Transportation and environmental clearance for the realignment of the southbound I-280 off-ramp to Ocean Avenue, and to prepare a Ramp Closure Analysis for the northbound I-280 on-ramp from Geneva Avenue, as part of the I-280 interchange modifications at Balboa Park Project. This work stems from recommended in the Balboa Park Station Area Circulation Study Final Report, which the Transportation Authority adopted last June. On February 6, 2015, the Transportation Authority issued a Request for Proposals (RFP) for planning, engineering, and environmental services for the project. By the March 9, 2015 deadline, we received two proposals. A review panel comprised of Transportation Authority staff reviewed the proposals and interviewed both firms on March 18, 2015. Based on the competitive selection process defined in the evaluation criteria of the RFP, the review panel recommends the award of a consultant contract to the top-ranked firm of AECOM Technical Services, Inc. (AECOM). **We are seeking a recommendation to award an 18-month contract to AECOM in an amount not to exceed \$450,000 for planning, engineering, and environmental services for the I-280 interchange modifications at Balboa Park, and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

6. Introduction of New Items – INFORMATION

7. Public Comment

8. Adjournment

* Additional materials

Please note that the meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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Finance Committee Meeting Agenda

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If any materials related to an item on this agenda have been distributed to the Finance Committee after distribution of the agenda packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; website www.sfethics.org.



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DRAFT MINUTES

FINANCE COMMITTEE

Tuesday, March 10, 2015

1. Roll Call

Chair Avalos called the meeting to order at 11:05 a.m.

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

Absent at Roll Call: Commissioner Kim (entered during Item 3) (1)

2. Approve the Minutes of the February 10, 2015 Meeting – ACTION

There was no public comment.

The minutes were approved by the following vote:

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

Absent: Commissioner Kim (1)

3. State and Federal Legislative Update –ACTION

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

Chair Avalos asked about the status of Assembly Bill (AB) 1138, which would prevent high-speed rail from moving forward. Mr. Watts responded that it would likely fail similar to efforts last year.

Chair Avalos asked if Governor Brown was likely to support AB 228. Mr. Watts replied that the California Department of Finance was likely to oppose it over concerns about loan repayment.

Chair Avalos asked if AB 464 would have to be passed by the legislature only and not the voters. Mr. Watts responded in the affirmative since it was statutory legislation. Chair Avalos asked if the bill would modify the required voter threshold for local sales tax measures. Mr. Watts responded that another bill would address that concern.

Mr. Watts said a bill similar to AB 516, which would require temporary license plates, failed last year. Chair Avalos asked if the bill would require an appropriation. Mr. Watts stated that there probably would be one as the bill imposed a state mandate.

Commissioner Campos asked what staff was doing to protect local interests in AB 194. Tilly Chang, Executive Director, replied that she had communicated with the Metropolitan Transportation Commission (MTC) and other agencies to seek stronger language than “consult” to protect local interests. She added that managed lanes were already authorized in the East Bay and South Bay, and she wanted to improve upon this. Commissioner Campos asked how MTC staff had responded to her advocacy. Ms. Chang said they hadn’t reached agreement yet.

Commissioner Mar asked why staff proposed to support Senate Bill (SB) 564 but recommended watch positions on SB 595 and SB 632. Mr. Watts responded that the redefinition of school zones would have unintended consequences that the author was working to address.

Commissioner Mar moved to amend the item to change the position on AB 40 from watch to support, seconded by Commissioner Campos. Commissioner Mar noted that the Golden Gate Bridge was a historic treasure and access for pedestrians and cyclists shouldn't be restricted. Commissioner Kim also expressed support for AB 40.

Commissioner Kim asked what the San Francisco Municipal Transportation Agency (SFMTA) would do with camera enforcement through AB 1287. Ms. Chang responded that currently, SFMTA used cameras to enforce double parking, but the bill would allow SFMTA to enforce moving violations such as use of a transit only lane. Commissioner Kim asked how SFMTA proved that a car was double parked and how many tickets had been issued. Ms. Chang offered to get back to the commissioner with details. Commissioner Kim said she supported legislation to allow enforcement of transit only lanes and supported opposing AB 1160 which would prevent safety cameras. Ms. Chang said she did not know how many red light cameras the city had but that she would get back to the commissioner and could also bring the information to the next Vision Zero Committee meeting.

There was no public comment.

The amendment to the item was approved without objection by the following vote:

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

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

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

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

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

Commissioner Campos asked who was responsible for disposing of the contaminated soil found in the Folsom and Fremont Street Off-Ramp realignment project.

Tilly Chang, Executive Director, responded that the Transportation Authority, on behalf of the San Francisco Office of Investment and Infrastructure, was the project sponsor and therefore the responsible party to facilitate the movement of the contaminated soil. She added that while the California Department of Transportation (Caltrans) owned the property, the City would permanently be considered the generator of the material and responsible for the material, even after it was properly disposed of.

Commissioner Campos asked if Caltrans would reimburse the Transportation Authority for disposing of the material.

Ms. Chang responded that the material could have been laid there five to ten years ago when Caltrans completed the west span approach project but that Caltrans believed that project was independent of this one and did not have responsibility in this case. She said the City held the sole responsibility because it was disturbing the material and causing the ramp to be rebuilt.

Chair Avalos asked what the expected trend for sales tax revenues would be in Fiscal Year 2015/16 and how staff planned to budget for the next fiscal year.

Ms. Fong responded that the Transportation Authority worked with Beacon Economics to study sales tax trends and that Beacon Economics projected a three percent increase in the next fiscal year. She said the projections were reviewed every few years and that she also worked with the San Francisco Office of the Controller to compare estimates. Ms. Fong added that staff was currently preparing the Fiscal Year 2015/16 budget and that it would be brought before the Board in May.

Chair Avalos asked if the Transportation Authority ever had a different projection for sales tax revenues than the Office of the Controller.

Ms. Fong responded that the numbers were generally aligned and that the two agencies compared numbers on a yearly basis to reconcile any discrepancies.

Chair Avalos asked if the biggest amendment to this year's budget was decreasing the expected expenditure of \$25 million for the San Francisco Municipal Transportation Agency's Radio Replacement Project, and whether any costs not incurred in this fiscal year would rollover into next fiscal year.

Ms. Fong responded in the affirmative to both questions, and stated that it represented \$25 million of the total \$30 million adjustment for Capital Projects expenditures in the budget amendment.

There was no public comment.

The item was approved without objection by the following vote:

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

5. Introduction of New Items

There was no public comment.

6. Public Comment

There was no public comment.

7. Adjournment

The meeting was adjourned at 11:43 a.m.



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Memorandum

Date: 04.08.15 **RE:** Finance Committee
April 14, 2015

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

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Awarding a Three-Year Legal Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP and Wendel, Rosen, Black & Dean LLP, in an Amount Not to Exceed \$750,000 for General Legal Counsel Services, and Authorizing the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority maintains a contract with the City and County of San Francisco Office of the City Attorney for routine contract legal matters, and retains Nixon Peabody LLP and Squire Sanders & Dempsey LLP as bond counsel. We also contract with Nossaman LLP (Nossaman) for specialized transportation legal counsel services. That contract is in its fifth year and expires this month. The Transportation Authority's policy is to competitively re-bid professional services contracts after five years. Thus, on December 12, 2014, we issued a Request for Proposals (RFP 14/15-03) for legal counsel services. By the due date of January 12, we received seven responsive bids, which included both a technical and cost component. On January 16, we issued an invitation to interview four firms. Interviews were conducted on January 21 by a selection panel comprised of Transportation Authority staff. Based on this competitive selection process, the selection panel recommended award of a legal counsel services contract to the two highest-ranked firms, Nossaman and Wendel, Rosen, Black & Dean LLP (Wendel Rosen). Giving the wide range of desired proficiencies and experience, there is a need for broad and deep access to legal services in the contract. Therefore, we propose to contract with two firms which the Transportation Authority may call upon. This also is intended to mitigate any conflicts of interest, increase competition and allow for improved responsiveness (e.g. during times of peak demand). **We are seeking a recommendation to award a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000 for general legal counsel services, and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

BACKGROUND

The Transportation Authority contracts with City departments and outside firms for certain specialized professional services in areas where factors like costs, work volume or the degree of specialization required would not justify the use of in-house staff. At present, the City Attorney's Office advises the Transportation Authority in resolving routine contract legal matters and Nixon Peabody LLP and Squire Sanders & Dempsey LLP act as bond counsel for the Transportation Authority's commercial paper program. The Transportation Authority currently contracts with Nossaman LLP (Nossaman) for specialized transportation legal counsel services. That contract will be in its fifth year and expires on June 30, 2015. The Transportation Authority's policy is to competitively re-bid professional services contracts after five years.

DISCUSSION

The purpose of this memorandum is to describe the procurement process and recommend award of a legal services contract to Nossaman and Wendel, Rosen, Black & Dean LLP (Wendel Rosen) to serve as its general counsel for an initial period of three years. Given the wide range of desired proficiencies and experience, there is a need for broad and deep access to legal services in the contract. Thus, we propose to contract with two firms which the Transportation Authority may call upon. This also is intended to mitigate any conflicts of interest, increase competition and allow for improved responsiveness (e.g. during times of peak demand).

Legal services will be requested on an hourly reimbursable basis, plus expenses, and may include, but are not limited to, the following categories of action:

1. **Parliamentary Procedure, Transportation Authority Board and Citizens Advisory Committee Rules.** Attendance at board and committee meetings, consultation on Rules of Order, Ralph M. Brown Act, Administrative Code, Elections Code, and conflict of interest issues. Attendance at meetings will be on an as-needed basis, upon request from the Transportation Authority's Executive Director.
2. **Administration.** Advise on all labor-related issues such as benefits, hiring, discipline, termination, and review of internal policies and procedures. As needed, review and/or draft legal documents including contracts, specifications, or standard grant agreements, including necessary legal opinions on restrictions, revisions, claims, default liability, protests and appeals.
3. **Financial.** Assist in the review of financial, budgetary and debt program matters, including developing opinions on debt issuance documents and offering memoranda, Transportation Authority financial presentations, representations and audit documents, budget inquiries, and review of investment, debt and fiscal policies.
4. **Sales Tax and Vehicle Registration Fee Administration.** Address questions regarding the validity, collection, administration and use of sales tax and vehicle registration fee revenues. Assist with the interpretation of the Expenditure Plan and Transportation Authority Strategic Plan funding requirements, categories and subcategories, requirements applicable to the Transportation Authority and sponsoring agencies; reimbursement eligibility; applicability of environmental and other state or federal requirements; and the like.
5. **Congestion Management Agency, Transportation Fund for Clean Air, Vehicle Registration Fee for Transportation Improvements (Prop AA) and Treasure Island Mobility Management Agency Programs.** Review issues of jurisdiction and legal authority, environmental requirements, restrictions, formation and legislation, and state and federal requirements.
6. **Legislation.** Assist in drafting or reviewing legislation and the legislative process.
7. **Litigation.** Prepare necessary documents and provide legal representation in court as required to initiate and prosecute or respond to lawsuits.
8. **General Advice.** Provide verbal or written advice, as requested by the Transportation Authority, on questions concerning the conformity of any contemplated Transportation Authority action with applicable law and other matters.

Procurement Process: On December 12, 2014, we issued a Request for Proposals (RFP 14/15-03) for legal counsel services. By the due date of January 12, 2015, we received seven proposals in response to the

RFP. One additional proposal was disqualified due to its submission past the due date and time. The review panel, consisting of three Transportation Authority staff from various divisions, reviewed the proposals based on the qualifications and other criteria detailed in the RFP. The panel interviewed four firms on January 21, 2015. Based on the selection panel's evaluation of the proposals, the review panel recommended award of the contract to the two highest-ranked firms of Nossaman and Wendel Rosen. These firms provide a robust set of skills, specialists, and relevant experience. In particular, Nossaman builds upon a proven track record of performance, and Wendel Rosen demonstrates a strong set of qualifications and management approach.

We will receive federal financial assistance to fund a portion of this procurement, and will adhere to federal regulations pertaining to Disadvantaged Business Enterprises (DBE). For this contract, we have established a DBE goal of 10%, accepting certifications issued by the Transportation Authority, the City and County of San Francisco, the California Unified Certification Program and the California Department of General Services. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: San Francisco Daily Journal, Nichi Bei Weekly, San Francisco Bay View, San Francisco Examiner, San Francisco Chronicle, Small Business Exchange, and the Western Edition. We also distributed the RFP to certified small, disadvantaged and local businesses, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils.

The Nossaman team has pledged a total DBE utilization of 10% through its DBE-certified subcontractor, Law Offices of Alexis S. M. Chiu. The Wendel Rosen team has pledged a total DBE utilization of 10% and through its DBE-certified subcontractor, Curls Bartling P.C., which is also certified as a Minority-owned Business Enterprise, Women-Owned Business Enterprise, Small Business Enterprise, and Local Business Enterprise.

ALTERNATIVES

1. Recommend awarding a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000 for general legal counsel services, and authorizing the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend awarding a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000 for general legal counsel services, and authorizing the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its March 25, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This contract will be funded from a combination of federal, state, regional and Prop K funds. The first year's activity was included in the Transportation Authority's amended Fiscal Year 2014/15 Budget. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

RECOMMENDATION

Recommend awarding a three-year legal services contract, with an option to extend for two additional one-year periods, to Nossaman and Wendel Rosen, in an amount not to exceed \$750,000 for general legal counsel services, and authorizing the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.

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Bills of Interest

To view documents associated with the bill, click the bill number link. To view the bill text, click the PDF or HTML link.
 Staff is recommending a new support position on Senate Constitutional Amendment 5 (Hancock) this month.

Bill #	Author	Description	Status	Position	Comments
AB 2 Amended: 3/26/2015 pdf html	Alejo D (Dist 30)	Community revitalization authority. Would authorize certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization plan for the community revitalization and investment area that includes elements describing and governing revitalization activities.	Assembly Housing and Community Development	Watch	Formerly a spot bill. The intent is to provide for the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
AB 4 Introduced: 12/1/2014 pdf html	Linder R (Dist 60)	Vehicle weight fees: transportation bond debt service. Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Assembly Transportation	Watch	Similar to several bills from 2014, this bill seeks to restore state truck fees to fund highway repair instead of supporting Prop. 1B bond debt service.
AB 6 Introduced: 12/1/2014 pdf html	Wilk R (Dist 38)	Bonds: transportation: school facilities. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	Assembly Transportation	Oppose	Prohibits sale of bonds to support High-Speed Rail program. Directs unspent bond funds to retire debt from Prop 1A and would authorize use of bond proceeds for K-12 building purposes.

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Bill #	Author	Description	Status	Position	Comments
AB 8 Introduced: 12/1/2014 pdf html	Gatto D (Dist 43)	Emergency services: hit-and-run incidents. Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	Assembly Public Safety	Support	This bill expands the Amber Alert system to create a new yellow alert to call attention to hit and run incidents when a person dies or suffers bodily harm.
AB 23 Introduced: 12/1/2014 pdf html	Patterson R (Dist 23)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Assembly Natural Resources	Oppose	This bill would postpone the effective date of the imposition of Cap and Trade emission regulations on fuel from 2015 to 2020 scheduled for the transportation fuels system. The author is concerned that the public will be subject to a spike in fuel prices. However, the effect of the deferral will be to reduce Cap and Trade auction revenues.
AB 24 Amended: 3/16/2015 pdf html	Nazarian D (Dist 46)	Transportation network companies: public safety requirements. Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system and provides for mandatory Department of Justice background checks of every driver, except as specified, who is either employed by, or under contract to, the applicant. This bill would specifically require a transportation network company to comply with these provisions.	Assembly Utilities and Commerce	Watch	Intended to further develop the existing transportation network company regulatory statutes.
AB 28 Amended: 2/11/2015 pdf html	Chu D (Dist 25)	Bicycle safety: rear lights. Current law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. This bill would require that a bicycle operated under those circumstances be equipped with a red flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the red flashing light, reflective gear worn by the bicyclist.	Assembly Transportation	Watch	This is a new approach to bike safety that would require reflective clothing or flashing lights in lieu of reflective lights.

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Bill #	Author	Description	Status	Position	Comments
AB 40 Introduced: 12/1/2014 pdf html	Ting D (Dist 19)	Golden Gate Bridge: sidewalk fees. Current law establishes bridge and highway districts and various regional transportation authorities and transit districts, including the Golden Gate Bridge, Highway and Transportation District, and prescribes the powers and duties of the district, including the power to fix and collect all tolls for the use of the district's property. This bill would prohibit the district from fixing or collecting any tolls or access fees for pedestrian and bicyclist use of the Golden Gate Bridge sidewalks.	Assembly Transportation	Support	This measure would prohibit the Golden Gate Bridge District from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.
AB 61 Introduced: 12/12/2014 pdf html	Allen, Travis R (Dist 72)	Shuttle services: loading and unloading of passengers. Would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined.	Assembly Transportation	Watch	The bill expands authority now existing for local authorities to grant transit agencies the right to stop and pick up passengers to also apply to shuttle service vehicles.
AB 162 Amended: 3/24/2015 pdf html	Rodriguez D (Dist 52)	State highways: wrong-way driving. Would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to update a 1989 report on wrong-way driving on state highways to account for technological advancements and innovation, to include a review of methods studied or implemented by other jurisdictions and entities to prevent wrong-way drivers from entering state highways, and to provide the report to specified legislative committees on or before January 1, 2017. This bill contains other related provisions.	Assembly Transportation	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.
AB 194 Introduced: 1/28/2015 pdf html	Frazier D (Dist 11)	High-occupancy toll lanes. Would delete the requirement that high-occupancy toll (HOT) lanes facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the California Transportation Commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions.	Assembly Transportation	Support	The author introduced this bill for the Self-Help County Caucus to provide authority for the State and regional transportation agencies to develop and operate toll facilities. As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility. We support a recent amendment which would permit a local transportation authority to be responsible for environmental, design, construction, and financial studies. MPO would operate the facility.

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Bill #	Author	Description	Status	Position	Comments
AB 208 Amended: 3/26/2015 pdf html	Bigelow R (Dist 5)	Bicycles: Three Feet for Safety Act. Would require the operator of a bicycle behind which 5 or more vehicles are formed in a line, to turn off the roadway at the nearest place designated as a turnout in order to permit the vehicles following him or her to proceed if the driver of a motor vehicle is unable to overtake or pass a bicycle proceeding in the same direction on a highway at a distance less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator.	Assembly Transportation	New - Recommend Watch	Adds to the new 3 foot bike clearance law a new requirement that the bicyclist pull over at a turnout if 5 or more vehicles are following.
AB 212 Introduced: 2/2/2015 pdf html	Achadjian R (Dist 35)	State highways. Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	Watch	This is a spot bill for which the author has not disclosed his intentions.
AB 223 Introduced: 2/3/2015 pdf html	Dahle R (Dist 1)	Highways: exit information signs. Current law requires the Department of Transportation, until January 1, 2021, to allow the placement of information signs along State Highway Route 65 within, or at exits leading to, the City of Lincoln, and requires the department to report, by January 1, 2020, to the transportation committees of the Senate and Assembly on the implementation of this provision and on its recommendations as to whether the period of this authorization should be extended, and whether the authorization should be expanded to other urban areas. This bill would additionally require the department, until January 1, 2021, to allow the placement of information signs along Interstate 80 within, or at exits leading to, the City of Truckee.	Assembly Transportation	New - Recommend Delete from Matrix	Authorizes extension of the use of new information signs under study now on State Route 65 in Lincoln. The bill would add authority for these signs on I-80 near Truckee. Recommend deleting from matrix because no longer relevant to San Francisco.
AB 227 Introduced: 2/3/2015 pdf html	Alejo D (Dist 30)	Transportation funding. Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly Transportation	Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also, extends public private partnership law.

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Bill #	Author	Description	Status	Position	Comments
AB 239 Introduced: 2/5/2015 pdf html	Gallagher R (Dist 3)	Greenhouse gases: regulations. Would prohibit the State Air Resources Board (ARB), on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	Assembly Natural Resources	Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.
AB 313 Introduced: 2/12/2015 pdf html	Atkins D (Dist 78)	Enhanced infrastructure financing districts (IFDs). Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	Assembly Local Government	Watch	The author is addressing the elimination of dwelling units under the state's new Enhanced IFD law; essentially the bill would establish requirements for replacement of units and a relocation assistance process.
AB 378 Introduced: 2/18/2015 pdf html	Mullin D (Dist 22)	State Highway 101 corridor. Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.	Assembly Print	Support	The author seeks innovative means to address mobility in the Bay region's State Highway 101 corridor. We have met with the author's staff to discuss and are engaged in ongoing discussions with state/regional/local stakeholders in the corridor.
AB 457 Amended: 3/26/2015 pdf html	Melendez R (Dist 67)	High-occupancy toll lanes. Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes. Current law requires the commission, in cooperation with the Legislative Analyst, to annually prepare a report on the progress of the development and operation of these facilities. This bill would instead require the commission, in cooperation with the Legislative Analyst, to prepare this report every two years.	Assembly Transportation	Watch	A spot bill. Discussions with the author's office indicate that she seeks more transparent notification to motorists on toll signs in Orange county.
AB 464 Introduced: 2/23/2015 pdf html	Mullin D (Dist 22)	Transactions and use taxes: maximum combined rate. Current law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Assembly Revenue and Taxation	Support	Provides significant new local government sales tax capacity by setting local cap at 3%.

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Bill #	Author	Description	Status	Position	Comments
AB 481 Introduced: 2/23/2015 pdf html	Harper R (Dist 74)	Automated traffic enforcement systems. Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the system meets certain requirements. Current law authorizes a governmental agency to contract out the operation of the system under certain circumstances, except for specified activities. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	Watch	This is a spot bill. The author has not indicated his ultimate intent for the bill, but it is apparent from public statements he does not endorse use of automated traffic enforcement.
AB 516 Introduced: 2/23/2015 pdf html	Mullin D (Dist 22)	Vehicles: temporary license plates. Would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to provide temporary license plates, and would require the system to begin operation on or before January 1, 2017. The bill would also require, commencing January 1, 2017, a motor vehicle dealer or lessor retailer to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate. Because a violation of this provision would be a crime, this bill would impose a state-mandated local program.	Assembly Transportation	Support	This bill requires development of a statewide temporary license plate (TLP) system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser.
AB 518 Introduced: 2/23/2015 pdf html	Frazier D (Dist 11)	Department of Transportation. Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	Assembly Transportation	Watch	Spot bill.
AB 528 Introduced: 2/23/2015 pdf html	Baker R (Dist 16)	San Francisco Bay Area Rapid Transit District (BART): strikes: prohibition. Would prohibit BART employees from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	Assembly Print	Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage.

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Bill #	Author	Description	Status	Position	Comments
AB 620 Introduced: 2/24/2015 pdf html	Hernández, Roger D (Dist 48)	High-occupancy toll lanes: exemptions from tolls. Would require the Los Angeles County Metropolitan Transportation Authority (L.A. Metro), in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.	Assembly Transportation	Watch	Expands LA Metro authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income.
AB 779 Amended: 3/26/2015 pdf html	Garcia, Cristina D (Dist 58)	Environmental quality: transit priority areas. Would provide that the transportation impact related to greenhouse gas (GHG) emissions of a project located within a transit priority area is not a significant impact on the environment. This bill contains other related provisions and other existing laws.	Assembly Transportation	New - Recommend Watch	Originally a spot bill. Now it requires Office of Planning and Research to update guidelines to address other impacts of traffic in Priority Development Areas that seek to reduce GHG emissions.
AB 828 Introduced: 2/26/2015 pdf html	Low D (Dist 28)	Vehicles: transportation network companies. Would exclude from the definition of "commercial vehicle," for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network company.	Assembly Utilities and Commerce	Watch	Spot bill to address transportation network companies.
AB 869 Introduced: 2/26/2015 pdf html	Cooper D (Dist 9)	Public transportation agencies: fare evasion and prohibited conduct. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties.	Assembly Transportation	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
AB 877 Amended: 3/26/2015 pdf html	Chu D (Dist 25)	Transportation. Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	Assembly Transportation	Watch	This remains a spot bill regarding state transportation funding.

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Bill #	Author	Description	Status	Position	Comments
AB 902 Amended: 3/26/2015 pdf html	Bloom D (Dist 50)	Traffic violations: diversion programs. Current law provides that a local authority may not allow a person who has committed a traffic violation under the Vehicle Code to participate in a driver awareness or education program as an alternative to those penalties and procedures, unless the program is a diversion program for a minor who commits an infraction not involving a motor vehicle and for which no fee is charged. This bill would instead allow any person of any age who commits an infraction not involving a motor vehicle to participate in a diversion program of the type described above. This bill would make other technical, nonsubstantive changes.	Assembly Transportation	Watch	Spot bill related to bicyclist laws. Now relates to motor vehicle code violation and diversion program.
AB 1015 Introduced: 2/26/2015 pdf html	Bloom D (Dist 50)	Parking: car share vehicles. Would authorize a local authority to, by ordinance or resolution, designate certain streets or portions of streets for the nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program. The bill would authorize the local ordinance or resolution to include a mechanism for the payment of fees to the local authority, as specified.	Assembly Transportation	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
AB 1030 Introduced: 2/26/2015 pdf html	Ridley-Thomas D (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Would require a state agency that allocates moneys from the Greenhouse Gas Reduction Fund to prioritize projects that include project labor agreements with targeted hire goals, community workforce agreements that connect local residents to jobs or training opportunities, or partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	Assembly Natural Resources	Watch	Requires priority for cap and trade - funded projects that incorporate Project Labor (PLAs).
AB 1033 Introduced: 2/26/2015 pdf html	Garcia, Eduardo D (Dist 56)	Infrastructure financing. The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank, within the Governor's Office of Business and Economic Development, to be governed by a specified board of directors. The act makes findings and declarations, provides definitions, and authorizes the board to take various actions in connection with the bank, including the issuance of bonds, as specified. This bill, among other things, would revise the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure.	Assembly Jobs, Economic Development and the Economy	Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of public private partnerships.

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Bill #	Author	Description	Status	Position	Comments
AB 1087 Introduced: 2/27/2015 pdf html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: high-speed rail (HSR). Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.	Assembly Natural Resources	Watch	This bill would dedicate the 25% share of cap and trade to (1) the Initial Construction Segment, and (2) blended system projects (including Caltrain Electrification). This would prevent the ultimate HSR project from being fully realized without an alternate funding source.
AB 1096 Amended: 3/26/2015 pdf html	Chiu D (Dist 17)	Vehicles: electric bicycles. Would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require a person riding an electric bicycle to comply with the specified requirements relating to the operation of bicycles. The bill would prohibit persons under 14 years of age from operating a class 3 electric bicycle. The bill would also require persons operating, or riding upon, a class 3 electric bicycle to wear a helmet, as specified. The bill would also make conforming changes.	Assembly Transportation	Watch	This bill now pertains to the definition of motorized bikes.
AB 1098 Amended: 3/26/2015 pdf html	Bloom D (Dist 50)	Transportation: congestion management. This bill would delete the traffic level of service standards as an element of a congestion management program (CMP) and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. The bill would revise and recast the requirements for other elements of a congestion management program by, among other things, requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share and requiring the designated agency, for roadway capacity expansion projects, to include in the 7-year capital improvement program an analysis of the potential for induced vehicle travel.	Assembly Transportation	Watch	This bill would revise the metrics related to congestion management programs, bringing them in line with SB 375, require the regional agency to evaluate how the CMP is achieving GHG reductions, and support the region's Sustainable Communities Strategy. We are supportive of recent amendments, and we are actively working with other Bay Area Congestion Management Agencies to review and comment upon the proposed legislation.
AB 1115 Amended: 3/26/2015 pdf html	Salas D (Dist 32)	State highways: litter cleanup and abatement. Current law requires the Department of Transportation to maintain the state highways and, within its maintenance programs relating to litter cleanup and abatement, to assign a high priority to litter deposited along state highway segments adjoining storm drains, streams, rivers, waterways, beaches, the ocean, and other environmentally sensitive areas. Existing law authorizes the department to use litter traps in drains and any other effective technology in carrying out these responsibilities. This bill would instead require the department to use litter traps in drains and any other effective technology in carrying out these responsibilities.	Assembly Transportation	New – Recommend Delete from Matrix	This was a spot bill related to CTC approval of advance expenditure of funds. Now it applies to Caltrans litter control efforts. Recommend deleting from matrix because no longer relevant to San Francisco.

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Bill #	Author	Description	Status	Position	Comments
AB 1138 Introduced: 2/27/2015 pdf html	Patterson R (Dist 23)	High-speed rail: eminent domain. Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	Assembly Transportation	Oppose	Effect of the bill is to stop progress on Initial Construction Segment phases of High Speed Rail project.
AB 1160 Introduced: 2/27/2015 pdf html	Harper R (Dist 74)	Vehicles: automated traffic enforcement systems. Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.	Assembly Transportation	Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.
AB 1164 Amended: 3/26/2015 pdf html	Gatto D (Dist 43)	State highways: performance measures. Would require the Department of Transportation to develop performance measures, in consultation with specified entities, to establish an evaluation and rating of the overall quality of the state highway system, and would require a report to specified committees of the Legislature in that regard annually until 2020. The bill would also require the department to post the report on its Internet Web site.	Assembly Transportation	New - Recommend Watch	Requires Caltrans to develop performance measures in consultation with a host of entities that include county transportation agencies.
AB 1171 Introduced: 2/27/2015 pdf html	Linder R (Dist 60)	Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: projects on expressways. Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Transportation	Watch	Extends to regional entities the use of CM/GC, but only in cases that the project is on an expressway that is not on the state highway system and is in a voter-approved expenditure plan.

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Bill #	Author	Description	Status	Position	Comments
AB 1236 Introduced: 2/27/2015 pdf html	Chiu D (Dist 17)	Local ordinances: electric vehicle charging stations. Would require a city or county to approve the installation of electric vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. This bill contains other related provisions and other existing laws.	Assembly Local Government	Watch	Subjects EV charging station to requirement that local governments approve installations.
AB 1250 Amended: 3/19/2015 pdf html	Bloom D (Dist 50)	Vehicles: buses: gross axle weight This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.	Assembly Transportation	New – Recommend Watch	This is a California Transit Association sponsored bill to provide an extension of time to reconcile the policy difference between local jurisdictions and transit agencies over the operation of buses that exceed state vehicle code limits on bus weights. Cities/counties claim excess weight damages roadways, while some transit buses exceed legal limits due to ADA equipment, CNG tanks and other causes that are implemented in the furtherance of mandates.
AB 1265 Introduced: 2/27/2015 pdf html	Perea D (Dist 31)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would delete obsolete cross-references and make technical changes to these provisions.	Assembly Transportation	Support	Extends public private partnership law, indefinitely.
AB 1284 Introduced: 2/27/2015 pdf html	Baker R (Dist 16)	Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee. Current law requires the Department of Transportation and the Bay Area Toll Authority (BATA) to form the Toll Bridge Program Oversight Committee. Current law provides that the committee is not a state body or a local agency for the purposes of the open meeting laws applicable to either state bodies or local agencies known as the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act, respectively. This bill would delete that provision and would thereby make the Toll Bridge Program Oversight Committee subject to the Bagley-Keene Open Meeting Act.	Assembly Transportation	Watch	Subjects BATA to open meeting Act requirements.

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Bill #	Author	Description	Status	Position	Comments
AB 1287 Introduced: 2/27/2015 pdf html	Chiu, D (Dist 17)	Vehicles: parking violations: cameras. Would authorize San Francisco to install forward-facing cameras to record parking violations and high-occupancy lane and intersection obstruction violations. The bill would require a high-occupancy lane or intersection obstruction violation recorded pursuant to these provisions to be subject to a civil penalty not to exceed \$100. The bill would delete the repeal date, thereby extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws.	Assembly Transportation	Support	Grants city of San Francisco authority to install cameras for enforcement of parking and HOV violations.
AB 1364 Introduced: 2/27/2015 pdf html	Linder, R (Dist 60)	California Transportation Commission (CTC). Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Assembly Transportation	Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
AB 1384 Introduced: 2/27/2015 pdf html	Baker, R (Dist 16)	Toll facilities: Metropolitan Transportation Commission Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the Metropolitan Transportation Commission (MTC) in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would make a technical, nonsubstantive change to this limitation on contributions.	Assembly Print	Watch	Spot bill relating to fiscal relationship between BATA and MTC.
AB 1486 Introduced: 2/27/2015 pdf html	Oberholte, R (Dist 33)	Vehicles: toll highways. Current law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	Watch	Spot bill pertaining to toll highways.

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Bill #	Author	Description	Status	Position	Comments
ACA 4 Introduced: 2/27/2015 pdf html	Frazier D (Dist 11)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.	Assembly Print	Support	This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.
SB 1 Introduced: 12/1/2014 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.	Senate Environmental Quality	Oppose	This bill would eliminate the extension of Cap and Trade emission regulations scheduled for the transportation fuels system. Differs from AB 23 as this bill permanently prohibits the Cap and Trade regulations from affecting the fuels sector.
SB 5 Introduced: 12/1/2014 pdf html	Vidak R (Dist 14)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Senate Environmental Quality	Oppose	This bill would postpone the effective date of the extension of Cap and Trade emission regulations from 2015 to 2020 scheduled for the transportation fuels system. The author is concerned that the public will be subject to a spike in fuel prices. However, the effect of the deferred will be to reduce Cap and Trade auction revenues.

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Bill #	Author	Description	Status	Position	Comments
SB 8 Amended: 2/10/2015 pdf html	Hertzberg D (Dist 18)	Taxation. Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate, would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.	Senate Governance and Finance	Watch	Although a spot bill, this is the author's attempt to change the emphasis of California's taxation system to incorporate taxes on services.
SB 9 Amended: 3/24/2015 pdf html	Beall D (Dist 15)	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program. Would, under the Greenhouse Gas Reduction Fund, modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. It allows for multi-year funding commitments for a project and authorizes the California Transportation Commission to approve a Letter of No Prejudice, allowing sponsors to spend local funds on an authorized project for subsequent reimbursement. This bill contains other existing laws.	Senate Transportation and Housing	Watch	This bill would alter the focus for Rail and Transit Cap and Trade funds to only address large-scale transit projects that promote a direct connection to the state's High Speed Rail System. Guidelines for expanding the first \$25 million in this category were finalized; a competitive call for projects was released by the State Transportation Agency. The San Francisco Municipal Transportation Agency is targeting this program to pay back funds committed by the Metropolitan Transportation Commission to its light rail vehicle procurement contract option for 40 expansion vehicles.
SB 16 Amended: 3/26/2015 pdf html	Beall D (Dist 15)	Department of Transportation: budgetary cost-savings plan: state highway operation and protection program. Would require the Department of Transportation, by April 1, 2016, and as part of its budget for the 2016-17 fiscal year, to prepare a plan to identify up to \$200,000,000 annually in cost savings from its budget, and to submit the plan to the appropriate policy committees of the Senate and the Assembly. This bill contains other related provisions and other existing laws.	Senate Rules	Watch	The author is seeking to compel Caltrans to adopt more program efficiencies and then direct the resulting savings into road repair and litter control. Further amended to require support and capital allocation to be made on a project basis.
SB 34 Introduced: 12/1/2014 pdf html	Hill D (Dist 13)	Automated license plate recognition systems: use of data. Would impose specified requirements on an "ALPR operator" as defined, including, among others, ensuring that the information the ALPR operator collects is protected with certain safeguards, and implementing and maintaining specified security procedures and a usage and privacy policy with respect to that information.	Senate Transportation and Housing	Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.

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Bill #	Author	Description	Status	Position	Comments
SB 39 Introduced: 12/1/2014 pdf html	Pavley D (Dist 27)	Vehicles: high-occupancy vehicle lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Senate Transportation and Housing	Oppose	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000.
SB 45 Amended: 3/9/2015 pdf html	Mendoza D (Dist 32)	Workforce development: federal Workforce Innovation and Opportunity Act. Would require the state, in conformity with WIOA and after consultation with local boards and chief elected officials, to identify planning regions. The bill would require local boards and chief elected officials to prepare regional plans for those planning regions, as specified. By imposing this requirement on local government, the bill would impose a state-mandated local program. The bill would also require the board to aid the Governor in facilitating system alignment across the core programs of WIOA, as defined, and make related and conforming changes. This bill contains other related provisions and other existing laws.	Senate Appropriations	Recommend Delete from Matrix	This was initially a spot bill intended to provide tax increment authority for economic development purposes and infrastructure. Now, amended to pertain to federal workforce act.
SB 59 Introduced: 12/19/2014 pdf html	Knight R (Dist 0)	Vehicles: high-occupancy vehicle (HOV) lanes. Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules	Watch	This spot bill amends the core statute that provides authority for exclusive HOV lanes. The author has since assumed his congressional seat and there is no clear understanding of what plans may be in store for this bill.
SB 154 Introduced: 2/2/2015 pdf html	Huff R (Dist 29)	California Environmental Quality Act. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report, as defined, on a project that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would make technical, nonsubstantive changes to the definition of "environmental impact report."	Senate Rules	Watch	This is a CEQA spot bill.
SB 158 Amended: 3/26/2015 pdf html	Huff R (Dist 29)	Transportation projects: comprehensive development lease agreements. Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.	Senate Rules	Watch	This was initially a spot bill to address the P3 law. It has been amended to apply solely to the 710 N project in L.A county.

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April 2015

Bill #	Author	Description	Status	Position	Comments
SB 166 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Environmental Quality Act. The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to those provisions. This bill contains other existing laws.	Senate Rules	Watch	CEQA spot bill.
SB 167 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006. The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would make nonsubstantive changes to these provisions. This bill contains other existing laws.	Senate Rules	Watch	Spot bill that addresses AB 32 regulatory process.
SB 192 Introduced: 2/10/2015 pdf html	Liu D (Dist 25)	Bicycles: helmets. Would require every person, regardless of age, to wear a bicycle helmet when operating a bicycle, riding on a bicycle as a passenger, or riding in a trailer towed by a bicycle. The bill would also require a person engaged in these activities in the darkness to wear retroreflective high-visibility safety apparel, as specified. Because a violation of this requirement would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	Watch	The bill mandates that all bicycle riders and passengers wear helmets and, at night to also wear reflective safety apparel.
SB 321 Amended: 3/26/2015 pdf html	Beall D (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by current law to maintain revenue neutrality.	Senate Governance and Finance	Support	This bill would provide more flexibility to the Board of Equalization in establishing the annual gas excise tax rates by extending the period from 3 to 5 years to ensure revenue neutrality. This would address the volatility now observed in the annual tax-rate-setting process.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
SB 413 Introduced 2/25/2015 pdf html	Wiecekowski D (Dist 10)	Public transit: prohibited conduct. Existing law also authorizes a public transportation agency to adopt an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. Existing law requires the ordinance to include the statutory provisions governing the administrative penalties.	Senate Transportation and Housing	New – Recommend Watch	Expands available administrative adjudicative remedies under law for new crimes including loud noise and not yielding reserved seats for elderly or disabled persons.
SB 491 Introduced: 2/26/2015 pdf html	Committee on Transportation and Housing	Transportation: omnibus bill. Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
SB 516 Introduced: 2/26/2015 pdf html	Fuller R (Dist 16)	Transportation: motorist aid services. Current law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. This bill would instead require that those moneys be used for service expenses associated with the implementation, maintenance, and operations of a motorist aid system.	Senate Transportation and Housing	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.
SB 508 Introduced 2/26/2015 pdf html	Beall D (Dist 15)	Transit operations: financial requirements. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of “operating cost” used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years.	Senate Transportation and Housing	New – Recommend Watch	Updates decade-old mass transit program efficiency standards. Sponsored by California Transit Association.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
SB 564 Introduced: 2/26/2015 pdf html	Cannella R (Dist 12)	Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Senate Transportation and Housing	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.
SB 595 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules	Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.
SB 632 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour 24 hours a day. This bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway, with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,320 feet from a school building or grounds thereof.	Senate Transportation and Housing	Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.
SB 698 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Active Transportation Program: school zone safety projects. Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.	Senate Environmental Quality	Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.

San Francisco County Transportation Authority

April 2015

Bill #	Author	Description	Status	Position	Comments
SB 782 Introduced: 2/27/2015 pdf html	Allen D (Dist 26)	State highways: relinquishment. Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.	Senate Rules	Watch	This is a spot bill that is intended to streamline state highway relinquishments.
SCA 5 Introduced: 3/26/2015 pdf html	Hancock D (Dist 9)	Local government: special taxes: voter approval. Would 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 Print	New - Recommend Support	Would specify that the voter approval requirement is 55% for local government special taxes.

Total Measures: 74

Total Tracking Forms: 74




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Memorandum

Date: 04.08.15 *RE:* Finance Committee
April 14, 2015

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

From: Lee Saage – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: **ACTION** – Recommend Awarding an 18-Month Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$450,000 for Planning, Engineering, and Environmental Services for the I-280 Interchange Modifications at Balboa Park, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is seeking planning, engineering, and environmental services as needed to secure project approval from the California Department of Transportation and environmental clearance for the realignment of the southbound I-280 off-ramp to Ocean Avenue, and to prepare a Ramp Closure Analysis for the northbound I-280 on-ramp from Geneva Avenue, as part of the I-280 interchange modifications at Balboa Park Project. This work stems from recommended in the Balboa Park Station Area Circulation Study Final Report, which the Transportation Authority adopted last June. On February 6, 2015, the Transportation Authority issued a Request for Proposals (RFP) for planning, engineering, and environmental services for the project. By the March 9, 2015 deadline, we received two proposals. A review panel comprised of Transportation Authority staff reviewed the proposals and interviewed both firms on March 18, 2015. Based on the competitive selection process defined in the evaluation criteria of the RFP, the review panel recommends the award of a consultant contract to the top-ranked firm of AECOM Technical Services, Inc. (AECOM). **We are seeking a recommendation to award an 18-month contract to AECOM in an amount not to exceed \$450,000 for planning, engineering, and environmental services for the I-280 interchange modifications at Balboa Park, and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

BACKGROUND

In June 2014, the Transportation Authority Board unanimously approved the Balboa Park Station Area Circulation Study Final Report. This study identified a recommended alternative involving three project elements aimed at re-configuring the I-280 Geneva and Ocean Avenue freeway ramps within the next ten years to reduce the negative impacts on the local community resulting from automobiles accessing the regional road network; enhance safety, accessibility, and convenience for pedestrians and bicyclists; support efficient, reliable bus and light rail operations; and minimize impacts to traffic going to or coming from I-280. The Transportation Authority is leading the effort to implement these recommendations and seeks planning, engineering, and environmental professional services to support the next phase of work.

DISCUSSION

The purpose of this memorandum is to summarize the procurement process and recommend the award of an 18-month contract for planning, engineering, and environmental services for the I-280

interchange modifications at Balboa Park to AECOM Technical Services, Inc. (AECOM). The main objectives of this phase of work are to produce a Ramp Closure Analysis for the northbound I-280 on-ramp from Geneva Avenue; advance design of the southbound I-280 off-ramp to Ocean Avenue realignment to the 30% level; produce the Project Study Report/Project Report documentation for the southbound I-280 off-ramp to Ocean Avenue, required by California Department of Transportation (Caltrans) for projects that affect highways within their jurisdiction; and prepare required Environmental Documentation (California Environmental Quality Act and National Environmental Policy Act) and updated capital costs for the southbound I-280 off-ramp to Ocean Avenue. The overall project budget for this phase is \$750,000 from a Prop K appropriation approved in February 2015, through Resolution 15-41. Our initial schedule anticipates completion of the Ramp Closure Analysis for Element 1 by early 2016 and the project development phase for Element 2, including environmental review and a signed PSR/PR by all parties, by July 2016.

Procurement Process: We issued a Request for Proposals (RFP) for planning, engineering, and environmental services on February 6, 2015. We held a pre-proposal conference on February 17, 2015, which provided opportunities for small businesses and larger firms to meet and form partnerships. Ten firms attended the conference.

For this contract, we established a Disadvantaged, Local, and Small Business Enterprises (DBE/LBE/SBEs) goal of 28%, accepting DBEs certified by the Transportation Authority or the California Unified Certification Program, LBEs certified by the City, SBEs certified by the California Department of General Services (CA DGS), or a combination of DBEs, LBEs, and SBEs totaling 28% will satisfy the DBE/LBE/SBE goal. We took steps to encourage participation from DBE/LBE/SBEs, including advertising in eight local newspapers: the Ingleside-Excelsior Light, Nichi Bei Weekly, Small Business Exchange, San Francisco Bay View, San Francisco Chronicle, San Francisco Examiner, The Western Edition, and World Journal. We also distributed the RFP to certified DBE/LBE/SBEs, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils.

By the due date of March 9, 2015, we received two proposals. The review panel consisting of Transportation Authority staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposers' understanding of project objectives, technical and management approach, and capabilities and experience. The panel interviewed both teams on March 18, 2015. Based on the competitive selection process, the review panel recommended the award of a consultant contract to the top-ranked firm of AECOM. The recommended team distinguished itself on the basis of: 1) its strong technical management approach focused on risk management, strong quality assurance/quality control, and a clear plan to move quickly through the Caltrans process; and 2) its capabilities and experiences including the project manager's Caltrans experience and team members' successful recent completion of other Project Study Reports for similar projects.

Both teams' proposals exceeded the 28% DBE/LBE/SBEs goal. The AECOM team includes 29% DBE participation from three firms: Asian Pacific-owned firms CHS Consulting Group and WRECO, and women-owned firm Merrill Morris Partners. CHS Consulting Group and Merrill Morris Partners are also based in San Francisco.

ALTERNATIVES

1. Recommend awarding an 18-month contract to AECOM in an amount not to exceed \$450,000 for planning, engineering, and environmental services for the I-280 Interchange Modifications at Balboa Park, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, as requested.

2. Recommend awarding an 18-month contract to AECOM in an amount not to exceed \$450,000 for planning, engineering, and environmental services for the I-280 Interchange Modifications at Balboa Park, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

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

FINANCIAL IMPACTS

Budget for services identified in this contract will be provided by funds from Prop K sales tax funds appropriated through Resolution 15-41. The first year's activity is included in the Transportation Authority's amended Fiscal Year 2014/15 Budget. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

RECOMMENDATION

Recommend awarding an 18-month contract to AECOM in an amount not to exceed \$450,000, for planning, engineering, and environmental services for the I-280 Interchange Modifications at Balboa Park, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.

Attachment:

1. I-280 Interchange Modifications at Balboa Park Scope of Services

Attachment 1
I-280 Interchange Modifications at Balboa Park
Scope of Services

BACKGROUND

The Balboa Park Station Area, located on the central south side of San Francisco, is a busy and multi-faceted hub of transportation activity. Home to the busiest Bay Area Rapid Transit (BART) station outside of Downtown San Francisco, a San Francisco Municipal Transportation Agency (SFMTA) Muni light rail terminal and maintenance facility, multiple bus lines along Geneva and Ocean Avenues, and a historic streetcar depot, this area is one of the most important and heavily used transit hubs in the region. Meanwhile, Interstate 280 (I-280) traverses the neighborhood, with six freeway ramps tying into the local street network directly adjacent to the BART Station. While this interchange provides vehicular access to regional transit and other neighborhood destinations, it also contributes to congestion, safety, and access issues, and degrades the quality of the surrounding area.

Multiple planning and engineering feasibility studies have explored ways to improve various aspects of the station area, including the *Balboa Park Station Area Plan* (2009), *Balboa Park Station Pedestrian and Bicycle Connection Project* (2009), and the *Balboa Park Station Capacity and Conceptual Engineering Study* (2011). Most recently, the 2014 *Balboa Park Circulation Study* (BPCS) focused specifically on re-configurations of the I-280 Geneva and Ocean Avenue freeway ramps that could further improve station access and circulation. The BPCS study area was limited to the triangular region formed by Ocean Avenue, Geneva Avenue, and Alemany Boulevard, though the preliminary traffic analysis extended beyond these limits. The purpose of the BPCS was to seek potential changes to the circulation system to:

- Reduce the negative impacts on the local community resulting from automobiles accessing the regional road network
- Support efficient, reliable bus and light rail operations
- Enhance safety, accessibility, and convenience for pedestrians and bicyclists
- Minimize impacts to traffic going to/coming from I-280
- Develop feasible solutions that can be implemented within ten years

In June 2014, the Transportation Authority Board adopted the BPCS Final Report and its recommended alternative. The recommended alternative involved three project elements:

Element 1: Close the northbound I-280/Geneva Avenue on-ramp

Element 2: Realign the southbound I-280/Ocean Avenue off-ramp into a “T” intersection with a new signal on Ocean Avenue.

Element 3: Construct a new northbound frontage road between Geneva Avenue and Ocean Avenue, immediately east of I-280, to accommodate a new kiss-and-ride drop off area with direct connection to the BART Westside Walkway.

Further development of Element 3 will be deferred pending completion and Federal Highway Administration (FHWA) approval of the Ramp Closure Analysis for Element 1

Existing Work Products: The BPCS and its appendices are available on the Transportation Authority website at www.sfcta.org/balboa and should be reviewed prior to commencing work. The body of the

report includes information pertaining to issues surrounding the Balboa Park Station Area and associated roadways, pedestrian and bicycle counts, and existing land uses. Appendix C contains the engineering feasibility assessment and cost estimates, including preliminary plan and profile layouts.

The BPCS conducted two rounds of public outreach meetings, as well as meetings with targeted stakeholders, including:

- California Department of Transportation (Caltrans), SFMTA, BART, San Francisco Planning Department (SF Planning)
- District 11 Supervisor John Avalos
- District 7 Supervisor Norman Yee
- Balboa Park Community Advisory Committee
- District 11 Council
- Excelsior Action Group
- Oceanview, Merced Heights, Ingleside - Neighbors in Action
- City College of San Francisco

The Round 2 Outreach Summary Report is included in the BPCS Final Report Appendix D.

Project Organization: The Transportation Authority will be the lead agency for this phase of work and is expected to be the lead agency for subsequent phases, including implementation. Other participating agencies include Caltrans, the SFMTA, and SF Planning. Roles include:

- **Transportation Authority:** lead agency, including overall project management; lead for public, stakeholder, and policy-maker outreach; lead for inter-agency coordination; management of consultants; and lead agency under the California Environmental Quality Act (CEQA).
- **Caltrans:** independent quality assurance and approval of the Project Study Report/Project Report (PSR/PR); and lead agency under the National Environmental Policy Act (NEPA).
- **SFMTA:** review of proposed designs including lane and intersection configurations, traffic controls and any effects on transit lanes; review of traffic analysis.
- **SF Planning:** support coordination between transportation and land use/urban design; plans are intended to blend with SF Planning Ocean Avenue Corridor Design proposals.

SCOPE OF SERVICES

The Transportation Authority seeks consultant services to support the I-280 Interchange Improvements at Balboa Park project development phase that will: prepare a detailed traffic analysis of proposed changes to the interchange ramps as described in Elements 1 and 2; produce a Ramp Closure Analysis for Element 1; advance design of Element 2 to the 30% level; produce the PSR/PR documentation for Element 2, required by Caltrans for projects that affect highways within their jurisdiction; prepare required Environmental Documentation (CEQA and NEPA) for Element 2; provide updated capital costs for Element 2; advance a funding and implementation strategy for each of Element 1 and 2; and continue public and stakeholder coordination and involvement.

Project Schedule: The Transportation Authority desires that the Ramp Closure Analysis for Element 1 be completed by early 2016 and the project development phase for Element 2, including environmental review (CEQA and NEPA) and a signed PSR/PR by all parties, by July 2016. The schedule for subsequent phases of the Project is dependent on funding availability and implementation decisions.

General: The Consultant shall provide qualified planners, engineers and other professionals to provide the requested services. Consultants must have experience successfully completing Caltrans PSR and PR documents. All management, planning, engineering and design tasks are to be performed in accordance with applicable federal, state and local criteria and guidelines. By submitting a proposal to provide services, the Consultant represents itself as fully qualified to provide the requested services and knowledgeable concerning laws, regulations, and procedures to be followed. The Consultant will be expected to have all capabilities needed to assist the SFMTA and Transportation Authority in the successful completion of PSR-Project Development Support.

Licensing Requirements: All persons performing work for which the California Professional Engineers Act (Building and Professions Code §§ 6700-6799) requires licensing as professional engineers in the State of California shall be so licensed. Each person shall be licensed in the discipline appropriate for that person's scope of responsibility and anticipated tasks.

Standards and Guidelines: The Consultant shall be versed in design standards and guidelines of Caltrans, the SFMTA, and the San Francisco Department of Public Works (SF Public Works), and proficient in AutoCAD, MicroStation, and SimTraffic. Coordination will be required to determine proper application of design standards and guidelines and format for engineering design work.

Specific Tasks include the following: 1) Project Initiation and Ongoing Management, 2) Traffic Analysis, 3) Ramp Closure Analysis for Element 1, 4) Environmental Documentation for Element 2, 5) Caltrans Project Documentation Package for Element 2, 6) Communications and Outreach, and 7) Funding and Implementation Strategy. The tasks are detailed below.

Proposers may suggest changes/additions/subtractions to the task descriptions and the division of responsibility between the Transportation Authority and the consultant team as a part of their proposals, but this should be stated clearly. The Transportation Authority is interested in establishing an efficient process that utilizes both in-house and consultant expertise.

Task 1. Project Initiation and Ongoing Project Management

The Consultant shall be responsible for:

- Producing a refined work plan and schedule for Consultant activities, including a budget by task;
- Project reporting and invoices by task; and
- Participating in regular coordination meetings with project team members and periodic meetings with external stakeholders.

Project team coordination meetings are expected to occur approximately bi-weekly. Coordination with external stakeholders will be led by the Transportation Authority and includes meetings and coordination with Caltrans and the SFMTA, as well as other stakeholders including but not limited to: the FHWA, SF Planning, BART, SF Public Works, the San Francisco Public Utilities Commission. The Consultant may be required to attend up to 12 external coordination meetings.

Deliverables: Refined work plan and schedule, meeting attendance, regular project reports and invoices.

Task 2. Traffic Analysis

The Consultant will be responsible for preparation of a detailed traffic analysis for the proposed improvements. The analysis will expand on the preliminary analysis performed in the BPCS, and will

include four scenarios: baseline existing condition, implementation of Element 1 alone, implementation of Element 2 alone, and implementation of both Elements 1 and 2. The analysis may also include evaluating the proposed improvements both with and without the following:

- A new left-turn movement from the southbound I-280 off-ramp onto eastbound Ocean Avenue; and
- A right-turn pocket from westbound Ocean Avenue onto the northbound I-280 on-ramp.

The Consultant will identify the area of potential effect for changes to traffic resulting from implementation of the proposed changes to the interchange ramps.

The Consultant will be responsible for collecting needed counts and existing conditions data as inputs to the travel demand model and traffic analysis. If possible, data should be collected prior to the planned start of construction on the transit-only lanes associated with the SFMTA's Balboa Park Station Area and Plaza Improvement Project in July 2015.

The Transportation Authority will produce travel demand projections using SF-CHAMP for each scenario. The Consultant will be responsible for providing input to Transportation Authority staff on travel demand inputs, reviewing travel demand outputs, and specifying the format of outputs needed to complete the traffic analysis.

The traffic analysis to be produced by the Consultant will include evaluation of Level of Service, queuing, and delay for freeway ramps, I-280 mainline, and signalized intersections within the affected area, as well as transit delay along Geneva and Ocean Avenues. Respondents are encouraged to propose an approach and tools for this analysis. The analysis shall be sufficient for use in Tasks 3, 4, and 5. The Consultant will produce a memo summarizing the methodology, assumptions, and outputs produced.

Deliverables: Traffic analysis results and documentation memo for use with Tasks 3, 4, and 5.

Task 3. Ramp Closure Analysis for Northbound I-280 On-Ramp from Geneva Avenue

The Consultant will be responsible for the preparation of a Ramp Closure Analysis for the proposed closure of the northbound I-280 on-ramp from Geneva Avenue. The Analysis will include a statement of purpose and need, collision history, congestion issues, and a detailed traffic analysis. In addition to the traffic analysis in Task 2, the BPCS may be used as a resource for inputs to the Ramp Closure Analysis.

The Draft Ramp Closure Analysis will be submitted to Caltrans and FHWA for review. The Consultant will be responsible for preparing a response to one round of comments received on the Draft and preparation of a Final Ramp Closure Analysis for approval by Caltrans and FHWA.

Deliverables: Draft Ramp Closure Analysis, Response to agency comments, and Final Ramp Closure Analysis.

Task 4. Environmental Documentation for Southbound I-280 Off-Ramp to Ocean Avenue Realignment

This task involves all work to develop an environmental document for Element 2 in coordination with Caltrans to a level necessary to obtain environmental clearance. It is assumed that the relevant document types will be a Categorical Exclusion per NEPA and either a Categorical Exemption or Mitigated Negative Declaration per CEQA. The Transportation Authority will be the CEQA lead agency. NEPA clearance is included to ensure project eligibility for federal funding. Caltrans will be the NEPA lead agency.

The Transportation Authority is aware of potential methane gas in the vicinity of the southbound I-280 off-ramp at Ocean Avenue. The consultant should include in their proposal necessary additional studies related to this potential issue.

Deliverables: Draft environmental documents, prepared in accordance with current Caltrans standards; written responses to all comments received after circulation of the draft environmental documents; and final environmental documents.

Task 5. Caltrans Project Documentation Package for the Southbound I-280 Off-Ramp to Ocean Avenue Realignment

This task involves all work to develop the project documents for Element 2 that are necessary to obtain project approval from Caltrans. This task will include:

- Project Mapping – aerial photogrammetric surveying and field mapping work to support the aerial photo surveying process
- Utility Identification within the Project Limits
- Preparation of Project Design in Plan and Profile (Geometric Approval Drawings); engineering drawing will be completed to the 30% level
- Preparation of Design Exception Fact Sheets needed to obtain Caltrans Approval for deviations from design standards
- Preparation of a Preliminary Traffic Management Plan
- Preparation of a Preliminary Risk Register
- Preparation of a Caltrans Right-of-Way Data Sheet
- Preparation of the Preliminary Storm Water Data Report
- Preliminary Construction and Right-of-Way Cost Estimates
- Draft PSR/PR Documentation, Written Response to all Agency Comments received on the Draft PSR/PR

Deliverables: Draft PSR/PR Documentation, written response to all agency comments received on the Draft PSR/PR.

Task 6. Communications and Outreach

The Transportation Authority will lead the public outreach process, first developing a public involvement plan to meet the Project's public involvement goals and objectives. This will include targeted plans for the notification, engagement techniques, and process for involving the community in advancing the design and ensuring the project design is coordinated with other agency/stakeholder plans for the area. The techniques used may be tailored to the demographic and linguistic needs of the project area neighborhoods. Outreach activities could include small group meetings, public meetings, and attendance at other agency outreach events for projects in the area. The Transportation Authority will be primarily responsible for developing outreach materials as well as ongoing communications tools, such as a project website, fact sheet, and regular email updates. In addition, Transportation Authority staff will brief the Balboa Park Community Advisory Committee and Transportation Authority Board at key milestones. They may also present to other agency groups.

The Consultant will support agency staff by providing input on the Public and Stakeholder Involvement Plan, supporting the development of communications material content as needed, providing logistical support for meetings, attending up to 10 public outreach meetings or presentations, and providing summary reports for each meeting.

Deliverables: Comments on Public and Stakeholder Involvement Plan and communications materials, attendance at meetings.

Task 7. Funding and Implementation Strategy

The Transportation Authority will lead this task with Consultant input. This task involves identifying likely potential fund sources for the final design and construction of Element 2. If the Ramp Closure Analysis under Task 3 is approved by both Caltrans and FHWA, a Funding and Implementation Strategy for Element 1 will also be developed. It will include the use of traffic analysis results to determine key next steps toward implementation of Element 1, potentially including a pilot project or phased implementation.

The Consultant will support agency staff by providing input on the Funding and Implementation Strategy.

Deliverables: Comments on draft Funding and Implementation Strategy.