



# AGENDA

## FINANCE COMMITTEE Meeting Notice

**Date:** Tuesday, July 14, 2015; 11:00 a.m.  
**Location:** Committee 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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|--|-------------|
| <b>1. Roll Call</b>  |             |
| <b>2. Approve the Minutes of the June 9, 2015 Meeting – ACTION*</b>  | <b>3</b>    |
| <b>3. State and Federal Legislative Update – ACTION*</b>   | <b>7</b>    |
| <p>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 are seeking a recommendation to adopt the following new positions this month: support on Assembly Bill (AB) 744 (Chau), AB 902 (Bloom), AB First Extraordinary Session (ABX1) 1 (Alejo), ABX1 2 (Perea), and Senate Constitutional Amendment First Extraordinary Session (SCAX1) 1 (Huff); new support and seek amendment positions on Senate Bill (SB) 16 (Beall) and Senate Bill First Extraordinary Session (SBX1) 1 (Beall); and new oppose positions on SBX1 2 (Huff) and SBX1 3 (Vidak); and a change in position from oppose to watch on AB 744 (Perea).</p> |             |
| <b>4. Recommend Award of a Two-Year Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$400,000 for Planning and Engineering Services for the San Francisco Freeway Corridor Management Study Phase 2, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*</b>   | <b>35</b>   |

The Transportation Authority is seeking consultant services to support the Freeway Corridor Management Study (FCMS) Phase 2, which will explore feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco. The study will examine US-101 and I-280 for opportunities to: create a managed lane that may be restricted by occupancy and/or price; manage ramp access to the freeways; and use other demand- and/or information-based management strategies. This work stems from Phase 1 of the FCMS, which documented the project's goals and a range of potential strategies. The Transportation Authority Board adopted the FCMS Phase 1 report in March 2015. Phase 2 will be the performance-based technical analysis of strategies and produce recommended strategies and an implementation plan. On May 8, 2015, the Transportation Authority issued a Request for Proposals (RFP) for planning and engineering services for Phase 2 of the project. By the June 8, 2015 deadline, we received four proposals. A review panel comprised of Transportation Authority, San Francisco Municipal Transportation Agency, and California Department of

Transportation staff reviewed the proposals and interviewed three firms on June 17, 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, AECOM Technical Services, Inc.

## 5. Introduction of New Items – INFORMATION

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

## 6. Public Comment

## 7. Adjournment

### \* Additional materials

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# DRAFT MINUTES

## FINANCE COMMITTEE

Tuesday, June 9, 2015

### 1. Roll Call

Chair Avalos called the meeting to order at 11:07 a.m.

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

**Absent at Roll Call:** Commissioner Kim (entered during Item 2) (1)

### Consent Calendar

#### 2. Approve the Minutes of the May 12, 2015 Meeting – ACTION

#### 3. Recommend Authorizing the Executive Director to Execute Annual Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$1,950,000 and to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION

There was no public comment.

The Consent Calendar was approved without objection by the following vote:

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

Absent: Commissioner Kim (1)

Before adjournment, Commissioner Kim moved to rescind the Consent Calendar approved in her absence, seconded by Commissioner Campos. The motion to rescind the Consent Calendar was approved without objection by the following vote:

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

The Consent Calendar was approved without objection by the following vote:

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

### End of Consent Calendar

### 4. State and Federal Legislative Update – INFORMATION

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

Mr. Watts reported that the Self-Help Counties Coalition was closely following Assembly Bill (AB) 194, which dealt with high-occupancy toll (HOT) lanes. He said it was initially competing with a measure proposed by Governor Brown's administration that did not advance. He stated that AB 194 had cleared the Assembly and was pending referral in the Senate Rules Committee. He added that TransForm had proposed amendments to allow excess HOT lane revenue to be used for transit services and active transportation, rather than just highway maintenance. He said

another issue under discussion was whether to subsidize transponders for low- and moderate-income drivers. He said that AB 194 had language that required the Metropolitan Transportation Commission (MTC) to consult with local agencies including the Transportation Authority when developing HOT lanes and would allow local agencies to develop HOT lanes up until the implementation phase.

Mr. Watts said that Senate Bill (SB) 16 had advanced to the Senate floor and would likely be addressed in August. He said that MTC was seeking amendments to make existing self-help counties eligible for the 5% set aside to reward jurisdictions that raise new transportation revenues, to allow state funds to be spent on highway operations and management not just rehabilitation and maintenance, and to make the measures permanent beyond the initial five years.

Mr. Watts reported stated that AB 40, which was previously written to prohibit tolls on the Golden Gate Bridge for bicyclists and pedestrians, was now broadened to include all bridges under state or local control that provided access for bicyclists and pedestrians.

Chair Avalos asked if there had always been a watch position on AB 1360, which Mr. Watts confirmed. Chair Avalos noted that the city was still developing a position on how to deal with transportation network companies and said he would consider an oppose position until policymakers had a chance to catch up with the state legislature.

Commissioner Mar asked about four bills proposed by Senator Canella aimed at reducing speeds near schools. He noted the support position on SB 564 and asked for a status update on the three related bills that had watch positions: SB 595, SB 632, and SB 698. Mr. Watts replied that SB 632 was a two-year bill since the author was working with the California Department of Transportation on a path forward. He said the other bills were likely to move forward as written.

Commissioner Kim asked for an update on AB 528 which would prohibit Bay Area Rapid Transit strikes. Mr. Watts responded that the bill was not going to proceed this year or next year.

During public comment, Andrew Yip spoke on local transportation improvements.

5. **Recommend Awarding a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Vavrinek, Trine, Day & Co., LLP in an Amount Not to Exceed \$300,000 for Annual Audit Services, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

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

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Campos (1)

6. **Recommend Increasing the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$224,600 for a Total Amount Not to Exceed \$596,600, for Planning and Engineering Services for the 19th Avenue/M-Ocean View Project Pre-**

**Environmental Study Phase and Authorizing the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

Lis Brisson, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Mar asked about the location of the proposed state-owned bridge.

Ms. Brisson responded that the proposed bridge included in the feasibility study would cross Highway 1 from Font Boulevard to Randolph Street, and would require lowering the highway. She said since the bridge would cross a state right of way traveled by 72,000 vehicles per day, the challenge of disrupting traffic to build the bridge was one of the reasons they decided to consider alternative options.

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Campos (1)

**7. Recommend Adopting the Proposed Fiscal Year 2015/16 Annual Budget and Work Program – ACTION**

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

There was no public comment.

The item was approved without objection by the following vote:

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

**8. Introduction of New Items**

There was no public comment.

**9. Public Comment**

There was no public comment.

**10. Adjournment**

The meeting was adjourned at 11:40 a.m.



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# San Francisco County Transportation Authority

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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 **new support positions** on Assembly Bill (AB) 744 (Chau), AB 902 (Bloom), AB First Extraordinary Session (ABX1) 1 (Alejo), ABX1 2 (Perea), and Senate Constitutional Amendment First Extraordinary Session (SCAX1) 1 (Huff); **new support and seek amendment positions** on Senate Bill (SB) 16 (Beall) and Senate Bill First Extraordinary Session (SBX1) 1 (Beall); and **new oppose positions** on SBX1 2 (Huff) and SBX1 3 (Vidak); and a **change in position from oppose to watch** on AB 744 (Perea).

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2</a> Amended: 6/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (Dist 30)	<b>Community revitalization authority.</b> 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.	Senate Transportation and Housing	Watch	The intent is to provide for the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
<a href="#">AB 4</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Vehicle weight fees: transportation bond debt service.</b> 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 2 year	Watch	Similar to several bills from 2014, this bill seeks to restore state truck fees to fund highway repair instead of supporting Prop. 1B bond debt service.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 6</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wilk R</a> (Dist 38)	<b>Bonds: transportation: school facilities.</b> 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.
<a href="#">AB 8</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a> (Dist 43)	<b>Emergency services: hit-and-run incidents.</b> 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.	Senate 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.
<a href="#">AB 23</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Assembly Natural Resources	Oppose	This bill would postpone the effective date of the imposition of Cap and Trade emission regulations on fuel from 2015 to 2020 scheduled for the transportation fuels system.  The author is concerned that the public will be subject to a spike in fuel prices.  However, the effect of the deferral will be to reduce Cap and Trade auction revenues.



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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 24</a> Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian D</a> (Dist 46)	<b>Transportation network companies: public safety requirements.</b> 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. This bill would specifically require a transportation network company to comply with this provision and to provide for a mandatory controlled substance and alcohol testing certification program.	Assembly 2 year	Watch	Intended to further develop the existing transportation network company regulatory statutes by requiring TNC's to participate in DMV "pull-notice" program and that drivers are subject to drug/alcohol tests.
<a href="#">AB 28</a> Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a> (Dist 25)	<b>Bicycle safety: rear lights.</b> 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 reflector, a solid red light, or a flashing red 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.	Senate Third Reading	Watch	This is a new approach to bike safety that, as amended, would authorize bicyclists to have a solid or flashing red light in place of a reflector.
<a href="#">AB 35</a> Amended: 5/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Income taxes: credits: low-income housing: allocation increase.</b> Would, for calendar years beginning 2016, increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$300,000,000, as specified. The bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that meet specified criteria. This bill contains other related provisions.	Senate Gov. & F.	Support	AB 35 would increase the state tax credit for low income housing allocation by an additional \$300 million, which would allow the state to leverage an additional \$200 million in federal tax credits and at least \$400 million in federal tax -exempt bond authority annually for the creation and preservation of affordable rental homes for a broad range of lower income households through the state.
<a href="#">AB 40</a> Amended: 4/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a> (Dist 19)	<b>Toll bridges: pedestrians and bicycles.</b> Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and by private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges.	Senate Appropriations	Support	This measure would prohibit the Golden Gate Bridge District and other jurisdictions from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 61</a> Amended: 4/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen, Travis R</a> (Dist 72)	<b>Shuttle services: loading and unloading of passengers.</b> Would 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. The bill would state that it is the intent of the Legislature to not replace public transit services.	Assembly 2 year	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.
<a href="#">AB 156</a> Amended: 6/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a> (Dist 31)	<b>California Global Warming Solutions Act of 2006: disadvantaged communities.</b> Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. This bill contains other related provisions.	Senate Environmental Quality	Oppose	This bill requires the Air Resources Board (ARB) to include technical assistance funds to assist disadvantaged and low-income communities in its AB 32 Greenhouse Gas Reduction Fund (GGRF) Investment Plan.  The Metropolitan Transportation Commission has opposed this bill as the Bay Area has very few areas classified as "disadvantaged communities" and this program would redirect funds that would otherwise be directed to other transportation programs.
<a href="#">AB 162</a> Enrollment: 6/29/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Rodriguez D</a> (Dist 52)	<b>State highways: wrong-way driving.</b> 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 a preliminary version of the report to specified legislative committees on or before December 1, 2015, and the final report on or before July 1, 2016.	Assembly Enrollment	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 194</a> Amended: 6/1/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>High-occupancy toll lanes.</b> Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would authorize a regional transportation agency, in cooperation with the department, to apply to the California Transportation Commission to develop other toll facilities, as specified	Senate Transportation and Housing	Support	The author introduced this bill for the Self-Help County Coalition to provide authority for the State and regional transportation agencies to develop and operate toll facilities.  As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility.  Proposed amendments would permit local authority, under agreement to be responsible for environmental, design and financial studies. Metropolitan Planning Organization would operate the facility.
<a href="#">AB 208</a> Amended: 4/21/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bigelow R</a> (Dist 5)	<b>Vehicles: highway: lane use.</b> Current law requires, on a 2-lane highway where passing is unsafe due to specified reasons, a slow-moving vehicle behind which 5 or more vehicles are formed in a line to turn off the roadway at the nearest place designed as a turnout or wherever sufficient area of a safe turnout exists in order to permit the vehicles following it to proceed. This bill would make a technical, nonsubstantive change to that provision.	Senate Transportation and Housing	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.  Latest amendment uses term "roadway" to ensure the bill applies where bicyclist is on shoulder.
<a href="#">AB 212</a> Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Achadjian R</a> (Dist 35)	<b>State highways.</b> 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 2 year	Watch	This is a spot bill for which the author has not disclosed his intentions.
<a href="#">AB 227</a> Amended: 4/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (Dist 30)	<b>Transportation funding.</b> 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 2 year	Support	This bill mandates that State General Fund loans from transportation revenues be repaid.  Also extends P3 law.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 239</a> Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gallagher R</a> (Dist 3)	<b>Greenhouse gases: regulations.</b> 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 2 year	Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.
<a href="#">AB 313</a> Amended: 6/30/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Atkins D</a> (Dist 78)	<b>Enhanced infrastructure financing districts (IFDs).</b> Would require, after the adoption of a resolution of intention to establish the 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.	Senate Governance and Finance	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.
<a href="#">AB 318</a> Amended: 6/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau D</a> (Dist 49)	<b>Lost money and goods: bicycles: restoration to owner.</b> Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.	Senate Judiciary	Watch	This bill establishes a pilot program, until 2021, under which a public transit agency may donate to charity a portion of lost or unclaimed bicycles after 45 days.  LA Metro is sponsoring this bill because holding bicycles for 90 days is impartial and costly.
<a href="#">AB 378</a> Introduced: 2/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>State Highway 101 corridor.</b> 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 2 year	Support	The author seeks innovative means to address mobility in the Bay region's SR 101 corridor.  We have met with the author's staff to discuss the bill and are engaged in ongoing discussions with state, regional, and local stakeholders in the corridor.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 457</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez R</a> (Dist 67)	<b>High-occupancy toll lanes.</b> 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 2 year	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.
<a href="#">AB 464</a> Amended: 6/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>Transactions and use taxes: maximum combined rate.</b> Current law authorizes cities and counties, and, if specifically authorized, other local governmental entities, 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%.	Senate Third Reading	Support	Provides significant new local government sales tax capacity by increasing local cap from 2% to 3% beginning on January 1, 2016.
<a href="#">AB 481</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a> (Dist 74)	<b>Automated traffic enforcement systems.</b> 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 2 year	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.
<a href="#">AB 516</a> Amended: 6/30/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>Vehicles: temporary license plates.</b> Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. The bill would also, commencing January 1, 2018, increase the document processing charge, as specified, that a dealer may impose on the purchaser or lessee of a vehicle. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	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.  The bill is sponsored by the Metropolitan Transportation Commission to address bridge toll fare evasion.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 518</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Department of Transportation.</b> 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 2 year	Watch	Spot bill.
<a href="#">AB 528</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (Dist 16)	<b>San Francisco Bay Area Rapid Transit District: strikes: prohibition.</b> Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	Assembly 2 year	Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage.
<a href="#">AB 620</a> Introduced: 2/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández, Roger D</a> (Dist 48)	<b>High-occupancy toll (HOT) lanes: exemptions from tolls.</b> Would require the Los Angeles County Metropolitan Transportation Authority, 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 2 year	Watch	Expands LA Metro authority relative to HOT Lanes in its jurisdiction, requiring the agency to provide assistance to transit users and commuters of law and moderate income.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 744</a> Amended: 6/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau D</a> (Dist 49)	<b>Planning and zoning: density bonuses.</b> This bill would prohibit, at the request of the developer, a city, county, or city and county from imposing a minimum onsite parking requirement on a development that is located within one-half mile of a major transit stop, is a senior housing development, or is a special needs housing development, as those terms are defined. The bill would specify that a city, county, or city and county may impose a maximum onsite parking requirement for a development. In addition, parking requirements for affordable housing developments that qualify for a density bonus (based on dedicating a certain share of total housing units in a development for very low, low-, or moderate-income households) would be capped at 0.5 spaces per bedroom.	Senate Transportation and Housing	New – Recommend Support	This bill would, under certain conditions, eliminate minimum parking requirements.  Planning Department staff has asked the City to support this bill.
<a href="#">AB 779</a> Amended: 6/1/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Cristina D</a> (Dist 58)	<b>Environmental quality: transit priority areas.</b> 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 authorize the Office of Planning and Research to determine that transportation impacts for residential and mixed-use projects in transit priority areas do not meet the threshold of significance.	Senate Rules	Oppose	The bill requires OPR to delay guidelines that address other impacts of traffic in PDAs that seek to reduce GHG emissions to 2017.  Latest amendment eliminates the delayed date for guidelines. It clarifies that OPR may determine that residential and mixed-use projects in transit priority areas do not meet the threshold of "significant" for the purposes of CEQA, particularly when the VMT metric is used.
<a href="#">AB 828</a> Amended: 4/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Low D</a> (Dist 28)	<b>Vehicles: transportation network companies.</b> Current law defines a "transportation network company" to mean an organization, including, but not limited to, a corporation, limited liability company, partnership, sole proprietor, or any other entity, operating in California that provides prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with drivers using a personal vehicle. This bill 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, if specified conditions are satisfied.	Senate Transportation and Housing	Watch	Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 869</a> Amended: 6/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cooper D</a> (Dist 9)	<b>Public transportation agencies: fare evasion and prohibited conduct.</b> 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 conduct violation may be subject to those criminal penalties.	Senate Third Reading	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
<a href="#">AB 877</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a> (Dist 25)	<b>Transportation.</b> 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 2 year	Watch	This remains a spot bill regarding state transportation funding.  This bill also includes language declaring that the Legislature intends to enact legislation to explore a two-tiered road usage charge which would provide that a person who drives a car made in 2005 or before would pay a lesser surcharge than a person who drives a newer vehicle, and would continue to pay the lesser surcharge if he or she purchases a newer, more fuel-efficient vehicle.
<a href="#">AB 886</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau D</a> (Dist 49)	<b>Transportation service network provider: passenger privacy.</b> Would prohibit a transportation service network provider, as defined, from requesting or requiring personally identifiable data, as defined, of a passenger unless the information is used for certain purposes, including establishing, maintaining, and updating a customer's account. The bill would require the transportation service network provider to provide an accountholder with an opportunity to cancel or terminate an account.	Assembly 2 year	Watch	The bill seeks to encompass not just TNCs, but all future transportation services, including taxis, which may someday adopt online-enabled applications or platforms. This bill then seeks to protect TSNP customer data consistent with PUC information practices principles by limiting its collection, use, and sharing to only purposes necessary to complete a transaction, investigate criminal activities, and maintaining a user's account.



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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 902</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Traffic violations: diversion programs.</b> 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.	Senate Transportation and Housing	New – Recommend Support	The bill expands the applicability of local diversion programs for Vehicle Code violations not involving a motor vehicle from a “minor’s only” policy to include violators of all ages. A frequent violation that fits this program is running stop sign on a bicycle; the author is seeking to permit adults access to diversion programs for the educational experience and benefit.  SFMTA supports this bill.
<a href="#">AB 945</a> Amended: 5/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a> (Dist 19)	<b>Sales and use taxes: exemption: low-emission vehicles.</b> Would, on and after January 1, 2016, until January 1, 2021, provide a partial exemption from sales and use taxes with respect to the sale of specified low-emission vehicles, as provided. This bill contains other related provisions and other existing laws.	Assembly Appropriations Suspense File	Watch	The bill is intended to encourage out-of-state electric vehicle buyers to come to the factory and visit the state as part of their experience.  Recent amendments apply the exemption only on state, not local, sales taxes. The Bay Area Air Quality Management District has adopted a support position.
<a href="#">AB 1015</a> Enrollment: 6/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Parking: car share vehicles.</b> 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.	Assembly Enrolled	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
<a href="#">AB 1030</a> Amended: 5/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ridley-Thomas D</a> (Dist 54)	<b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</b> Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would, for projects involving hiring, require priority be given to projects that include partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	Senate Appropriations	Watch	Requires priority for cap and trade - funded projects by state grant agencies for projects with partnerships with training entities with proven record of placing disadvantaged workers.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1033</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Eduardo D</a> (Dist 56)	<b>Infrastructure financing.</b> 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 2 year	Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of P3s.
<a href="#">AB 1087</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Grove R</a> (Dist 34)	<b>Greenhouse Gas Reduction Fund: high-speed rail.</b> 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 2 year	Watch	This bill would dedicate the 25% share of cap and trade to (1) the ICS, and (2) blended system projects. This would prevent the ultimate project from being fully realized.
<a href="#">AB 1096</a> Amended: 6/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Vehicles: electric bicycles.</b> 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 manufacturers or distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed, and motor wattage. This bill contains other related provisions and other existing laws.	Senate Appropriations	Watch	This bill pertains to the definition of motorized bikes.
<a href="#">AB 1098</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Transportation: congestion management.</b> Current law requires a congestion management program to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would delete the traffic level of service standards as an element of a congestion management program 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. This bill contains other related provisions and other existing laws.	Assembly 2 year	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 Congestion Management Plan 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, and will reach out to author and the Office of Planning & Research.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1138</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	<b>High-speed rail: eminent domain.</b> 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 2 year	Oppose	Effect of the bill is to stop progress on Initial Construction Segment (ICS) phases of High Speed Rail project.
<a href="#">AB 1160</a> Amended: 4/14/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a> (Dist 74)	<b>Vehicles: automated traffic enforcement systems.</b> 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 2 year	Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.
<a href="#">AB 1164</a> Amended: 6/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a> (Dist 43)	<b>Water conservation: drought tolerant landscaping.</b> Would prohibit a city, including a charter city, county, and city and county, from enacting or enforcing any ordinance or regulation that prohibits the installation of synthetic grass or artificial turf on residential property. The bill would additionally state that this is an issue of statewide concern. This bill contains other related provisions.	Senate Governance and Finance	New – Recommend Delete from Matrix	Originally, required Caltrans to develop performance measures in consultation with a host of entities that include county transportation agencies.  Amended to prohibit restrictions by local government of installation of artificial grass.
<a href="#">AB 1171</a> Amended: 6/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: projects on expressways.</b> Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting.	Senate Appropriations	Watch	Extends to regional entities the use of CM/GC, but only in cases that the project is on an expressway in a local sales tax expenditure plan.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1176</a> Amended: 6/1/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pereira D</a> (Dist 31)	<b>Vehicular air pollution.</b> Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, for the purpose of reducing the greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified.	Senate Environmental Quality	New - Recommend Watch (was Oppose)	Creates the Advanced Low-Carbon Diesel Fuels Access Program, administered by the Energy Commission to fund advanced low-carbon diesel fueling infrastructure projects in disadvantaged communities.  MTC opposed an earlier version of this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine "disadvantaged communities" is flawed.  We are recommending changing position from oppose to watch since it was amended to eliminate dedication of funds to disadvantaged communities.
<a href="#">AB 1236</a> Amended: 4/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Local ordinances: electric vehicle charging stations.</b> Would require a city, county, or city and 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. The bill would provide for appeal of that decision to the planning commission, as specified.	Senate Transportation and Housing	Watch	Subjects electric vehicle charging station to requirement that local governments approve installations.
<a href="#">AB 1250</a> Amended: 3/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Vehicles: buses: gross axle weight.</b> Current law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Current law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. 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.	Senate Transportation and Housing	Watch	Sponsored by California Transit Association to provide extension of time to reconcile policy differences between local governments and transit agencies over the operation of buses that exceed state legal limits. ADA and CNG tanks added to buses pursuant to state or federal mandates may result in heavy vehicles.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1265</a> Amended: 4/29/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a> (Dist 31)	<b>Transportation projects: comprehensive development lease agreements.</b> Current law authorizes the Department of Transportation and regional transportation agencies, as defined, 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. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.	Assembly 2 year	Support	Extends public private partnership (P3) law through 2030.  Similar bill introduced in Special Session: ABX1 - 2 (Perea).
<a href="#">AB 1284</a> Amended: 4/8/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (Dist 16)	<b>Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee.</b> 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 provide that the Toll Bridge Program Oversight Committee is subject to the Bagley-Keene Open Meeting Act.	Senate Appropriations	Watch	Subjects BATA to open meeting Act requirements.
<a href="#">AB 1287</a> Amended: 6/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Vehicles: parking violations.</b> Current law requires San Francisco to provide to the transportation and judiciary committees of the Legislature, no later than March 1, 2015, an evaluation of the effectiveness and impact on privacy of video imaging parking violations occurring in transit-only traffic lanes if San Francisco installs automated forward-facing parking control devices on city-owned public transit vehicles for that purpose. This bill would delete obsolete provisions requiring the evaluation and would also delete the repeal date for San Francisco's authority to install the parking control devices, thereby extending the operation of those provisions indefinitely.	Senate Judiciary	Support	Grants city of San Francisco extended authority to install cameras on transit vehicles for enforcement of parking violations.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1335</a> Amended: 6/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Atkins D</a> (Dist 78)	<b>Building Homes and Jobs Act.</b> Would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225.	Assembly Third Reading	Support	This bill, which is similar to SB 391 (DeSaulnier) which we supported last year would impose a fee of \$75 on real property transactions. The bill is supported by the City and County of San Francisco, as a means to fulfill affordable housing needs in existing, developed communities.
<a href="#">AB 1336</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Salas D</a> (Dist 32)	<b>California Global Warming Solutions Act of 2006: disadvantaged communities.</b> Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires a minimum of 25% of the available moneys in the fund to be allocated to projects that provide benefits to disadvantaged communities. This bill instead would require a minimum of 40% of the available moneys in the fund to be allocated to projects that provide benefits to disadvantaged communities.	Assembly 2 year	Oppose	The author seeks to increase the amount of cap and trade funds available for the various ongoing cap and trade programs to disadvantaged communities from 25% in current law, to 40%.  MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine "disadvantaged communities" is flawed.
<a href="#">AB 1360</a> Amended: 5/13/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ling D</a> (Dist 19)	<b>Charter-party carriers of passengers: individual fare exemption.</b> Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a rideshare program operated by a transportation network company that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, and is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a single passenger traveling alone.	Senate Energy, Utilities and Communications	Watch	TNCs have recently started services to allow riders to be picked up at similar locations and share a driver and carpool at reduced fares. This bill would permit a TNC to operate a rideshare program and charge individual fares, provided that the individual fare is less than for the same ride it would be for a single passenger riding alone.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1364</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>California Transportation Commission.</b> 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 2 year	Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
<a href="#">AB 1384</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (Dist 16)	<b>Toll facilities: Metropolitan Transportation Commission (MTC)</b> Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the Metropolitan Transportation Commission 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 2 year	Watch	Spot bill relating to fiscal relationship between BATA and MTC.
<a href="#">AB 1422</a> Introduced: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cooper D</a> (Dist 9)	<b>Transportation network companies.</b> This bill would require a transportation network company to participate in the Department of Motor Vehicles' pull-notice system to regularly check the driving records of a participating driver regardless of whether the participating driver is an employee or an independent contractor of the transportation network company. Because a violation of this requirement would be a crime, the bill would impose a state-mandated local program.	Senate Transportation	New – Recommend Watch	This bill would require transportation network companies to participate in the Department of Motor Vehicles' (DMV) employer pull-notice (EPN) system to regularly check the driving records of a participating driver.  Similar to AB 24 (Nazarian).
<a href="#">AB 1486</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Obermolte R</a> (Dist 33)	<b>Vehicles: toll highways.</b> 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 2 year	Watch	Spot bill pertaining to toll highways.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">ABX11</a> Introduced: 6/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (Dist 30)	<b>Transportation funding.</b> 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 Print	New - Recommend Support	This bill mandates that State General Fund loans from transportation revenues be repaid.
<a href="#">ABX12</a> Introduced: 6/25/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a> (Dist 31)	<b>Transportation projects: comprehensive development lease agreements.</b> Current law authorizes the Department of Transportation and regional transportation agencies, as defined, 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 include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Assembly Print	New - Recommend Support	Extends public private partnership (P3) law indefinitely.  Similar to AB 1265 (Perea).
<a href="#">ACA 4</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Local government transportation projects: special taxes: voter approval.</b> Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.	Assembly Revenue and Taxation	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.



San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 1</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> 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.
<a href="#">SB 5</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 14)	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> 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.
<a href="#">SB 8</a> Amended: 2/10/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hertzberg D</a> (Dist 18)	<b>Taxation.</b> 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 2 year	Watch	Formerly, a spot bill, this is the author's attempt to change the emphasis of California's taxation system to incorporate taxes on services.

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
<p><a href="#">SB 9</a> Amended: 6/23/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Beall D</a> (Dist 15)</p>	<p><b>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program (TIRCP).</b> Current law establishes the Transit and Intercity Rail Capital Program, which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation, to fund capital improvements and operational investments to modernize California's rail systems to achieve certain policy objectives. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, expanding and improving transit services to increase ridership, and improving transit safety.</p>	<p>Assembly Natural Resources</p>	<p>Watch</p>	<p>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.  Amended to delete requirement that 90% of funds are for large projects that cost more than \$100 million.  In late June CalSTA announced the award of \$225 million in TIRCP funds, including \$41 million to the San Francisco Municipal Transportation Agency (SFMTA) for its Light Rail Vehicle Expansion project. SFMTA is targeting this program to pay back funds committed by the Metropolitan Transportation Commission.</p>
<p><a href="#">SB 16</a> Amended: 6/1/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Beall D</a> (Dist 15)</p>	<p><b>Transportation funding.</b> Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.</p>	<p>Senate Third Reading</p>	<p>New – Support and Seek Amendment (was watch)</p>	<p>Latest amendments would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. Raises gas tax .10 cents per gal., diesel .12 cents per gal., Vehicle Registration Fee (VRF) by \$35 and Vehicle License Fee (VLF) by .35%.  We are working with the Mayor's office and partner agencies to seek amendments that would provide flexibility to use funds for transit and to make the revenue measures permanent. We are also concerned that the VLF increase would decrease funding available if San Francisco passes its own VLF increase, which is currently planned to be placed on the ballot in November 2016.  Similar bill introduced in Special Session: SBX1-1 (Beall).</p>

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 34</a> Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (Dist 13)	<b>Automated license plate recognition (ALPR) systems: use of data.</b> 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. This bill contains other related provisions and other existing laws.	Assembly Privacy and Consumer Protection	Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.
<a href="#">SB 39</a> Amended: 4/8/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley D</a> (Dist 27)	<b>Vehicles: high-occupancy vehicle (HOV) lanes.</b> Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. 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.	Assembly Transportation	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.  The Transportation Budget Trailer Bill, AB 95, increased the number of decals from 70,000 to 85,000.
<a href="#">SB 59</a> Introduced: 12/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Knight R</a> (Dist 0)	<b>Vehicles: high-occupancy vehicle (HOV) lanes.</b> 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 2 year	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.
<a href="#">SB 64</a> Amended: 6/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Liu D</a> (Dist 25)	<b>California Transportation Plan.</b> The California Transportation Commission (CTC) is required to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. This bill would require that the annual report also include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system.	Assembly Appropriations	Watch	The bill seeks an independent review of Caltrans's 2015 California Transportation Plan and designates the CTC to prepare recommendations for statewide integrated multimodal transportation system improvements.
<a href="#">SB 154</a> Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	<b>California Environmental Quality Act.</b> 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 2 year	Watch	This is a CEQA spot bill.

## San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 158</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	<b>Transportation projects: comprehensive development lease agreements.</b> 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 2 year	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.
<a href="#">SB 166</a> Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Environmental Quality Act.</b> 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 2 year	Watch	CEQA spot bill.
<a href="#">SB 167</a> Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Global Warming Solutions Act of 2006.</b> 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 2 year	Watch	Spot bill that addresses AB 32 regulatory process.
<a href="#">SB 192</a> Amended: 4/30/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Liu D</a> (Dist 25)	<b>Bicycles: helmets.</b> Would require the Office of Traffic Safety, in coordination with the Department of the California Highway Patrol, to conduct a comprehensive study of bicycle helmet use, including specified information, and to report the study's findings by January 1, 2017, as specified.	Senate 2 year	Watch	The bill originally mandated that all bicycle riders and passengers wear helmets and, at night to also wear reflective safety apparel.  Amended to require a study by CHP of helmet use.

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 254</a> Amended: 6/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a> (Dist 26)	<b>State highways: relinquishment.</b> Current law provides for the California Transportation Commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.	Assembly Transportation	Watch	This bill authorizes the California Transportation Commission (CTC) to relinquish portions of the state highway system to a county or city without legislative action. This process would not apply to route segments on the interregional road system in statute.
<a href="#">SB 321</a> Amended: 5/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Motor vehicle fuel taxes: rates: adjustments.</b> Would, for the 2015-16 fiscal year and each fiscal year thereafter, require the State Board of Equalization, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the excise tax rate on motor vehicle fuel 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 existing law to maintain revenue neutrality for each year . This bill contains other related provisions and other existing laws.	Assembly Revenue and Taxation	Support	This bill would provide more flexibility to the Board of Equalization in establishing annual gas excise tax rates by extending the period from 3 to 5 years to ensure "revenue neutrality". This would address the volatility now observed in the annual tax-rate-setting process.
<a href="#">SB 413</a> Amended: 6/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wiecekowski D</a> (Dist 10)	<b>Public transit: prohibited conduct.</b> Current law makes it a crime, punishable as an infraction, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise on the facilities, vehicles, or property of the public transportation system, in specified circumstances. This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle.	Assembly Public Safety	Support - if Amended	Expands available administrative adjudicative remedies under law for new crimes including loud noise and not yielding reserved seats for elderly or disabled persons. SFMTA has requested our support for this bill to decriminalize youth fare evasion.  Adopted a support if amended position with direction to seek an amendment to provide relief for minors from having infractions on their permanent records, which was a concern for Finance Committee members in May. However, the bill still does not provide for relief for minors from records.

## San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 433</a> Amended: 5/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Berryhill R</a> (Dist 8)	<b>Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments.</b> Would, for the 2016-17 fiscal year to the 2020-21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	Assembly Revenue and Taxation	Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.
<a href="#">SB 491</a> Amended: 6/29/2015 <a href="#">pdf</a> <a href="#">html</a>	<b>Committee on Transportation and Housing</b>	<b>Transportation: omnibus bill.</b> 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, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures.	Assembly Transportation	Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
<a href="#">SB 508</a> Amended: 5/12/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Transportation funds: transit operators: pedestrian safety.</b> 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 fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index. The bill would also exempt startup costs for new transit services for up to 2 years.	Assembly Transportation	Watch	Updates decades-old mass transit program efficiency standards. Sponsored by California Transit Association.
<a href="#">SB 516</a> Amended: 5/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Fuller R</a> (Dist 16)	<b>Transportation: motorist aid services.</b> Current law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Current law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. This bill would require each service authority to determine how those moneys received by it are to be used by the service authority for the implementation, maintenance, and operations of a motorist aid system, including call boxes.	Assembly Appropriations	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.

San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 564</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: school zone fines.</b> 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.	Assembly Transportation	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor. SFMTA has also adopted a support position on this bill.
<a href="#">SB 595</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: prima facie speed limits: schools.</b> 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 2 year	Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.
<a href="#">SB 632</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: prima facie speed limits: schools.</b> 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 2 year	Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.
<a href="#">SB 698</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Active Transportation Program (ATP): school zone safety projects.</b> 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 2 year	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

July 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 782</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a> (Dist 26)	<b>State highways: relinquishment.</b> 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 2 year	Watch	This is a spot bill that is intended to streamline state highway relinquishments.
<a href="#">SBX11</a> Introduced: 6/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Transportation funding.</b> Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years.	Senate Transportation and Housing	New - Recommend Support and Seek Amendment	Latest amendments would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. Raises gas tax .10 cents per gal., diesel .12 cents per gal., Vehicle Registration Fee (VRF) by \$35 and Vehicle License Fee (VLF) by .35%.  We are working with the Mayor's office and partner agencies to seek amendments that would provide flexibility to use funds for transit and to make the revenue measures permanent. We are also concerned that the VLF increase would decrease funding available if San Francisco passes its own VLF increase, which is currently planned to be placed on the ballot in November 2016.  This bill is similar to SB 16 (Beall).



San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SBX12</a> Introduced: 6/30/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	<b>Greenhouse Gas Reduction Fund.</b> Existing law continuously appropriates 60% of the annual proceeds of the fund to various purposes, including high-speed rail, transit and intercity rail capital, low-carbon transit operations, and affordable housing and sustainable communities. This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.	From Printer	New – Recommend Oppose	The bill seeks to transfer from current Cap and Trade permanent allocations for High Speed Rail, rail and transit programs the amount of revenues attributable to the transportation fuels sector and make them available for public streets and highways.  The fuels sector is estimated to provide an amount of auction revenues estimated to be equal to 10 cents per gallon of fuel.  The effect of this would be to greatly reduce the amount of revenues available for programs like the Transit Intercity Rail Capital program in which SF Muni was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project.  Prohibits new bond sales for High Speed Rail, except for funding of book end projects and Connectivity Program projects.  Further, unspent bonds already sold would be used to retire existing Prop 1A high speed bond debt.  The effect of this bill would be to halt the High Speed Rail project, even though much desirable regional projects would be left untouched.
<a href="#">SBX13</a> Introduced: 7/1/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 14)	<b>Transportation bonds: highway, street, and road projects.</b> This bill 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 would require redirection of the unspent proceeds 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 June 7, 2016, statewide primary election.	From Printer	New – Recommend Oppose	
<a href="#">SBX14</a> Introduced: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Transportation funding.</b> This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Senate Second Reading	New – Recommend Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
<a href="#">SBX15</a> Introduced: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Transportation funding.</b> This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.		New – Recommend Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.

## San Francisco County Transportation Authority

July 2015

Bill #	Author	Description	Status	Position	Comments
<a href="#">SCA 5</a> Amended: 6/9/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hancock D</a> (Dist 9)	<b>Local government finance.</b> Would exempt from taxation an amount up to \$500,000 of tangible personal property used exclusively for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.	Senate Governance and Finance	New – Recommend Delete from Matrix	Was previously a bill to specify that the voter approval requirement is 55% for local government special taxes.  Recommending removing bill from the matrix because it no longer relates to transportation. Previously adopted a support position.
<a href="#">SCAX11</a> Introduced: 6/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	<b>Motor vehicle fees and taxes: restriction on expenditures.</b> Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	New - Recommend Support	Intended to protect new revenues generated by new transportation taxes or fees.

Total Measures: 89

Total Tracking Forms: 89



# Memorandum

**Date:** 07.07.15 **RE:** Finance Committee  
July 14, 2015

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

**From:** David Uniman – Deputy Director for Planning *DUE*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **ACTION** – Recommend Award of a Two-Year Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$400,000 for Planning and Engineering Services for the San Francisco Freeway Corridor Management Study Phase 2, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

## Summary

The Transportation Authority is seeking consultant services to support the Freeway Corridor Management Study (FCMS) Phase 2, which will explore feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco. The study will examine US-101 and I-280 for opportunities to: create a managed lane that may be restricted by occupancy and/or price; manage ramp access to the freeways; and use other demand- and/or information-based management strategies. This work stems from Phase 1 of the FCMS, which documented the project's goals and a range of potential strategies. The Transportation Authority Board adopted the FCMS Phase 1 report in March 2015. Phase 2 will be the performance-based technical analysis of strategies and produce recommended strategies and an implementation plan. On May 8, 2015, the Transportation Authority issued a Request for Proposals (RFP) for planning and engineering services for Phase 2 of the project. By the June 8, 2015 deadline, we received four proposals. A review panel comprised of Transportation Authority, San Francisco Municipal Transportation Agency, and California Department of Transportation staff reviewed the proposals and interviewed three firms on June 17, 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, AECOM Technical Services, Inc.

## BACKGROUND

The 2013 San Francisco Transportation Plan (SFTP) identified the need for a freeway corridor management strategy to manage expected future travel demand growth and improve the performance of the US-101 and I-280 corridors. The San Francisco Freeway Corridor Management Study (FCMS) is a performance-based assessment of strategies to meet those broad goals in the near- and medium-terms.

In 2014, California Department of Transportation (Caltrans) awarded a Partnership Planning for Sustainable Transportation grant to the Transportation Authority in the amount of \$300,000 to conduct the FCMS. In September 2014, the Transportation Authority approved Resolution 15-09, appropriating \$300,000 in Prop K sales tax funds to serve as local match for the Caltrans grant.

The FCMS is divided in two phases. In March 2015, the Transportation Authority Board unanimously approved the FCMS Phase 1 Report. This report set the foundation for the technical analysis in Phase 2. It described the existing and planned management strategies for US-101 and I-280, proposed a goals-based evaluation framework for the subsequent technical analysis, and identified the range of potential freeway management strategies to be analyzed. Phase 2 will be the performance-based technical analysis of strategies, producing recommended strategies and an implementation plan. The Transportation Authority seeks planning and engineering professional services to support this next phase of work.

## DISCUSSION

The purpose of this memorandum is to summarize the procurement process and recommend the award of a two-year contract for planning and engineering services for the FCMS Phase 2 to AECOM Technical Services, Inc. (AECOM). The main objective of this phase of the FCMS is to produce, through a performance-based technical analysis and screening of policy and physical (routing and configuration) alternatives, a recommended freeway corridor management strategy for the City and County of San Francisco and an accompanying implementation plan. The overall project budget for this phase is approximately \$500,000, with approximately \$200,000 from a prior Prop K appropriation for FCMS and \$300,000 from a Caltrans Partnership Planning for Sustainable Transportation grant. Our schedule anticipates completion of initial alternative screening, developing a short list of strategies on which the study will focus by December 2015, and final study completion, including implementation recommendations, in December 2016.

**Procurement Process:** We issued a Request for Proposals (RFP) for planning and engineering services on May 8, 2015. We held a pre-proposal conference on May 14, 2015, which provided opportunities for small businesses and larger firms to meet and form partnerships. 23 firms attended the conference.

For this contract, we established a Disadvantaged Business Enterprises (DBE) goal of 16%, accepting DBEs certified by the California Unified Certification Program. We took steps to encourage participation from DBE, including advertising in six local newspapers: Nichi Bei Weekly, Small Business Exchange, San Francisco Bay View, San Francisco Chronicle, San Francisco Examiner, and The Western Edition. We also distributed the RFP to certified DBEs and Local Business Enterprises, the Bay Area and cultural Chambers of Commerce, and the Small Business Council.

By the due date of June 8, 2015, we received four proposals. The review panel consisting of Transportation Authority, the San Francisco Municipal Transportation Agency, and Caltrans 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 three teams on June 17, 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 reflecting a clear understanding of study objectives and a strong plan to apply the team's knowledge to move quickly and efficiently through the feasibility screening and technical analysis processes; 2) its capabilities and experiences including the project manager and team members' successful completion of other similar projects, including the I-580 Express Lanes project for the Alameda County Transportation Commission and the I-680 Express Lanes project for the Bay Area Infrastructure Financing Authority; and 3) the team members' ability and previous experience in addressing specific technical questions posed in the RFP, including an analysis of the impact of employee shuttles on managed-lane facilities and successfully providing a robust operations analysis.

All teams' proposals exceeded the 16% DBE goal. The AECOM team has pledged a total DBE utilization of 18% through Asian Pacific-owned, San Francisco-based firm CHS Consulting Group.

### **ALTERNATIVES**

1. Recommend award of a two-year contract to AECOM in an amount not to exceed \$400,000, for planning and engineering services for the San Francisco FCMS Phase 2, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend award of a two-year contract to AECOM in an amount not to exceed \$400,000, for planning and engineering services for the San Francisco FCMS Phase 2, 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 June 24, 2015 meeting and adopted a motion of support for the staff recommendation.

### **FINANCIAL IMPACTS**

Budget for services identified in this contract will be provided by funds from a Caltrans Partnership Planning for Sustainable Transportation grant as well as Prop K sales tax funds appropriated through Resolution 15-09. The first year's activity is included in the Transportation Authority's Fiscal Year 2015/16 Budget. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

### **RECOMMENDATION**

Recommend award of a two-year contract to AECOM in an amount not to exceed \$400,000, for planning and engineering services for the San Francisco FCMS Phase 2, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.

Attachment:

1. San Francisco Freeway Corridor Management Study Phase 2 Scope of Services

**Attachment 1**  
**San Francisco Freeway Corridor Management Study Phase 2**  
**Scope of Services**

## **BACKGROUND**

### **Project Background and Purpose**

The 2013 San Francisco Transportation Plan identified San Francisco's need for a Freeway Corridor Management Study (FCMS). In addition to existing mobility and livability conditions that warrant improvement, San Francisco's US-101 and I-280 freeway corridors are forecast to face high growth in demand for travel between now and 2040. San Mateo and Santa Clara Counties are currently developing and implementing management strategies along these corridors, and the state and region are revising freeway management plans for California and for the Bay Area, respectively. The San Francisco FCMS is a performance-based evaluation of a range of freeway corridor management strategies, from signage and striping to high-occupancy vehicle (HOV) or Express Lanes.

Phase 1 of the FCMS documented the project's background, outlined goals and objectives, identified a range of potential strategies for achieving those goals, and described the existing institutional and regulatory framework in which San Francisco initiates this effort. The goals and objectives identified in Phase 1 will serve as the criteria by which strategies carried forward to Phase 2 will be evaluated. These goals include:

- Improve San Francisco freeway corridors' ability to move people to support economic competitiveness and accommodate existing and new residents and workers
- Improve trip reliability for all freeway corridor users and modes
- Improve travel mode choices for trips on freeway corridors that start or end in San Francisco
- Support coordinated and integrated strategies and plans across jurisdictional boundaries, including Caltrans, MTC, and adjacent counties
- Reduce freeway corridor emissions
- Ensure safe, equitable, and balanced local arterial and freeway operations while minimizing impacts on neighborhoods

In March 2015, the Transportation Authority Board adopted the FCMS Phase 1 Final Report and its recommended alternative.

### **Existing Work Products**

The FCMS Phase 1 Final Report and its appendices are available on the Transportation Authority website at <http://www.sfcta.org/sf-freeway-corridor-management-study>, and should be reviewed prior to commencing work. The body of the report includes information pertaining to potential operational and technological strategies for follow-up exploration in Phase 2 of the study. Appendix A-4 contains a detailed review of the current institutional context for managed lanes policy and systems development in San Francisco, including approval and financial responsibilities.

## Project Organization

The Transportation Authority will be the lead agency for this phase of work. Other participating agencies include the California Department of Transportation (Caltrans), and the San Francisco Municipal Transportation Agency (SFMTA). Roles include:

- **Transportation Authority:** lead agency, including overall project management; lead for public, stakeholder, and policy-maker outreach; lead for inter-agency coordination; and management of consultants
- **Caltrans:** technical review
- **SFMTA:** review of proposed designs including lane and intersection configurations, traffic controls and any effects on local streets and arterials, including transit lanes; review of traffic analysis

## SCOPE OF SERVICES

The Transportation Authority seeks consultant services to support the Freeway Corridor Management Study Phase 2, which will explore feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco. The study will examine US 101/I-80 and a portion of I-280 for opportunities to provide a managed lane on those corridors that may be restricted by occupancy or price, opportunities to manage ramp access to the freeways, as well as opportunities for other demand-and/or information-based management strategies. A study area will be confirmed through early tasks, but for purposes of this procurement should be assumed to be the US 101 corridor from the San Francisco / San Mateo County Line to the Central Freeway and the I-280 corridor from US 101 to 6<sup>th</sup> and King Streets. Additional adjacent freeway corridor segments, such as I-80, may be included in the analysis related to certain tasks for operational modeling purposes. The Transportation Authority has budgeted up to \$400,000 for this contract.

**Project Schedule:** The Transportation Authority desires that all tasks outlined in this scope of services be completed within two years from the execution of contract with the selected consultant.

**General:** The Consultant shall provide qualified planners, engineers and other professionals to provide the requested services. 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 Transportation Authority in the successful completion of this study.

**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 and analysis standards and guidelines of Caltrans, the SFMTA, and the San Francisco Department of Public Works (SF Public Works).

**Specific Tasks** include the following: 1) Project Initiation and Ongoing Management, 2) Interagency Coordination, 3) Outreach, 4) Goals Framework and Existing Conditions, 5) Physical and Operations Feasibility, 6) Initial Managed-Lane Network Scenario Definition, 7) Demand and Usage Analysis, 8)

Travel Time and Reliability Analysis, 9) Other Management Strategies, 10) Recommendations and Cost Estimate, 11) Implementation Plan, and 12) Final Report.

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, and the value of consultant services must stay within the Transportation Authority's budgeted amount. 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 final work plan and schedule for Consultant activities, including a budget by task;
- Revised scope and budget, as needed;
- Project reporting and invoices by task; and
- Monthly progress meetings.

Project team coordination meetings are expected to occur approximately monthly over the course of a two-year study. This task also provides for any ongoing management activity on an as-needed basis.

**Deliverables: Project workplan and schedule, monthly progress meeting attendance, regular project reports and invoices, revised scope and budget as needed.**

### **Task 2. Interagency Coordination**

#### **Task 2.1 Technical Advisory Committee**

Transportation Authority staff will convene and lead an interagency Technical Advisory Committee (TAC). The TAC will consist of at least the following agencies:

- SFMTA
- Caltrans
- California Highway Patrol
- MTC
- City/County Association of Governments of San Mateo County
- San Mateo County Transportation Authority
- Peninsula Corridor Joint Powers Board (Caltrain)
- Bay Area Rapid Transit District (BART)

Transportation Authority staff will convene the TAC on a quarterly basis throughout the study process to discuss and provide input on other study deliverables.

The Consultant will provide technical support at TAC meetings as needed (eight meetings).

#### **Task 2.2 Other Agency Coordination**

Consultant will assist Transportation Authority in preparing for and attending other interagency coordination meetings as needed (two meetings).



**Deliverables: Technical presentations, support at TAC and interagency coordination meetings as-needed.**

### **Task 3. Outreach**

**This task is not a part of this consultant contract but is described for informational purposes.**

Transportation Authority will undertake an outreach effort throughout the study process to inform the community of the study and its process and to incorporate community input. Transportation Authority will generate an outreach plan describing key stakeholders and diverse communities, and questions for which to seek input, public outreach and involvement activities, and communication channels to be used, including web-based and culturally appropriate channels. The outreach plan, being prepared by Transportation Authority, will include at least two hosted community meetings, workshops, direct outreach, and regular briefings to the Transportation Authority's Citizens Advisory Committee. Consultant will be asked to provide technical materials and may be asked to attend the meeting to answer questions.

**Deliverables: None.**

### **Task 4. Goals Framework and Existing Conditions Characterization**

In this task, the study will characterize existing conditions and trends for the study corridors. This work includes gathering, summarizing, assessing, and presenting several types of existing conditions information. Transportation Authority, with assistance from the consultant as needed, will gather information from readily available sources, including, but not limited to: relevant local and regional planning documents; traffic data and collision sources; as-built plans; available mapping and aerial imagery; and travel demand models. This effort will focus on collecting existing data and minimize creation or collection of new data, but the Transportation Authority may request Consultant to do so as appropriate to supplement existing sources. For purposes of this RFP, bidders should assume no data collection for this task and that Consultant effort for this task is limited to analyzing and synthesizing available data in the categories below:

1. Goals Framework - Goals, objectives, and performance metrics, starting from Phase 1 findings. At a minimum, the goals will address: person throughput; travel time and reliability; emissions; safety and equity; and effects on local streets.
2. Facilities Description - Existing freeway facility description: US 101/I-80, I-280. This discussion will include an inventory and analysis of cross sections and dimensions, including number of lanes, profile and elevation relative to surrounding streets, and on-ramp and off-ramp locations, configurations, lengths and profiles. The task will include developing simplified and/or schematic visual representations of this information.
3. Travel Conditions - Existing freeway travel conditions and trends: US 101/I-80, I-280. The task will describe daily volumes, travel speeds and travel time reliability, as well as time-of-day trends, including defining peak periods and describing travel conditions during those periods. The task will describe key congestion locations and analyze causes. The task will characterize recurrent and non-recurrent congestion. The task will describe, either via existing data or new collection, occupancy rates for vehicles in the corridors. The task will describe, either from empirical data or SF-CHAMP-derived projections, existing travel characteristics, markets, and origin-destination pairs for those travelers using the corridors and parallel transit services.

4. Parallel Routes/Services - Other corridor facilities. This task will describe alternate travel routes and modes in the 101/280 corridors, including parallel routes and services which may include Bayshore Boulevard, Potrero Avenue, Alemany Avenue, San Jose Avenue/Guerrero/Dolores Avenue, Junipero Serra/Portola Avenue, Ocean Avenue/Monterey Boulevard, Muni, Caltrain, San Mateo County Transit District, and BART. It will describe current volumes/ridership and service levels as applicable, including by time of day. The consultant will produce metrics describing the local street and transit network as well as the regional transit network. It is anticipated that approximately two freeway-to-freeway interchanges and 50 surface intersections where the freeway and local network interface will be inventoried and described. Collision and safety data will be collected and described, with an emphasis on collisions that occur at the interface between the freeway and local street network.
5. Planned Projects - The list of planned projects is to be developed in consultation with Transportation Authority staff, focusing on projects within the study's time horizon, including adjoining agency projects, which would most affect or be affected by management strategies for San Francisco freeways.

### **Deliverables: Goals Framework, Conditions Characterization Technical Memorandum.**

#### **Task 5. Physical and Operational Feasibility**

##### Task 5.1 Lane Conversion Feasibility

This task will assess the physical and practical operational feasibility of providing an actively managed lane by converting an existing mixed-flow lane on the mainline freeway network and/or local arterial network. The study will focus mainly on HOV conversion but will also explore the feasibility of priced managed lanes consistent to the extent possible with regional approaches. For both left-side and right-side lane concepts, the task will identify the physical design options and constraints, addressing safety and adequacy of right-of-way, lane continuity including weaving areas for merges and diverges, logical endpoints and connections to adjacent counties' facilities, access into and out of the lanes, technology issues, and enforcement issues. The study will consider need for multiple-lane designs. The task will provide both narrative and graphical descriptions of the options and constraints. The study will assess feasibility for freeway portions of US 101/I-80 and I-280 within San Francisco.

As detailed operational analysis and modeling resources are limited, the consultant will use industry-practice-informed professional judgment to assess whether converted lanes would provide a non-negligible positive travel time and/or reliability benefit for lane users, given current operational conditions and constraints, especially for US 101 near I-80, and near any other congested freeway-to-freeway junctions where queue spill-back or bottlenecks may occur (such as the US 101/I-280 junction). In the case where more operational information is required to perform this initial professional judgment assessment, the consultant may perform limited off-model calculations to estimate travel performance. The consultant will use this assessment to inform the feasibility of lane conversion. Alternatives that show exceptional benefit and minimal operational challenges will be identified for accelerated analysis with a goal of expedited implementation. Proposers are encouraged to describe their proposed approach to conducting this task in a defensible way given limited resources.

##### Task 5.2 Ramp Access Feasibility

Separately, the study may assess the feasibility of actively managing ramp access to US 101 and I-280. The study will consider options including ramp metering and selective ramp access restrictions, such as

HOV and priced access, and include consideration of the freeway-to-freeway ramps as well as the local access ramps. These options will be assessed to determine if active ramp management would provide a non-negligible travel time benefit to freeway users, as well as what impacts may occur to the local street and transit networks as a result.

### Task 5.3 Multimodal Safety Analysis

Using data on traffic volume, speed, and recurrent congestion locations collected in Task 4, and based on the analysis conducted in Task 5, consultant will identify interface points between the freeway and local networks that can be reasonably expected to see increased traffic volumes and/or speeds under various operational scenarios that will advance to further analysis. Consultant will also identify all interface points between the freeway and local networks that either fall along the Vision Zero High-Injury Network or have been classified as a Vision Zero High-Injury Intersection.

For those intersections identified, Transportation Authority will coordinate with SFMTA to identify up to five priority ramp touchdown points and associated intersections. Factors potentially including collision history, intersection configuration, signal timing, and traffic volumes will be evaluated. Treatments for these intersections, addressing specific issues identified in the assessment, will be recommended, building off of the Walk First toolbox and in coordination with Caltrans. Recommendations will take the form of narrative descriptions and example images as applicable. Detailed engineering design and graphics are not included in the project scope.

**Deliverables: Draft Lane Conversion and Ramp Access Control Feasibility Technical Memorandum, Draft and Final Multimodal Safety Technical Memorandum.**

### Task 6. Initial Managed-Lane Network Alternative Definition and Screening

Using the results of Task 5, the study will define managed-lane scenarios to test by combining physical network alternatives with operational policy options. The development process will consider alternatives featuring managed lanes and/or ramps on US 101, I-280, or both. These scenarios will be selected to maximize the feasibility of the network and the likelihood of near-term implementation. Under this task, the study will explore HOV (non-pricing) and pricing strategies for the managed-lane network. The consultant will define the pricing schemes to be evaluated, including price levels, times of day, and policy issues such as potential discounts, and, if feasible, include up to two pricing policy alternatives in the managed-lane network alternatives. Alternatives proposing to restrict access to the managed lane will include a definition of the relevant policy, e.g. HOV 2+, HOV 3+, transit, and/or a pricing scheme, including any proposed discount policies. The scenarios may also include ramp access control if warranted based on Task 5 results.

The scenarios will then be analyzed and screened through a process based on performance metrics as defined in Task 4 to produce up to three scenarios for further testing, identifying the advantages and disadvantages, both relative and absolute, of the various potential scenarios. This task will prioritize selecting promising alternatives which feature an HOV, transit, and/or price managed lane. The definition will include a narrative description and a visual representation of the proposed facilities.

This task will entail two rounds of review and refinement: Round 1 with internal Transportation Authority review and comment, and Round 2 with Interagency TAC review and comment.

**Deliverables: Round 1 Alternatives Definition, Round 2 Alternatives Definition, Alternatives Definition Report.**

### Task 7. Demand and Usage Analysis

This task will analyze the travel demand data and facility usage associated with the managed lane alternatives generated in Task 6. The task will produce estimates of demand/usage-related metrics as defined in Task 4 for all the transportation facilities and services of interest to the study. This task will also analyze any strategies prioritized for further study and that are amenable to testing via travel demand analysis as identified in Task 9 Other Management Strategies, which will be undertaken concurrently to Task 5. The analysis will utilize a travel demand model, such as SF-CHAMP. It will include multiple scenarios for a near term future-year horizon:

- Baseline “no-build”
- Proposed managed-lane scenarios (up to three)

The analysis will document assumptions used for future land use and transportation networks. The analysis will use model outputs to calculate metrics for each scenario as defined in Task 4. The analysis will account separately for the use of private transportation services, such as shuttles and ride-hailing services, and their potential use of any proposed managed lanes as defined in the scenarios. Proposers should include in their responses to this RFP their recommended approach for accounting for these private transportation services.

Transportation Authority staff will prepare model inputs in coordination with the consultant. Among the inputs to be determined are transportation network assumptions, including under-construction and already-planned projects, which Transportation Authority and the consultant will consider together. The inputs may also require inclusion of assumptions for how travel conditions relating to specific operational issues identified in Task 5 may change in each scenario that SF-CHAMP does not explicitly estimate. Transportation Authority staff and the consultant will need to determine the appropriate assumptions to make. Transportation Authority staff will generate a model input report that describes the assumptions. Transportation Authority staff will conduct model runs and provide model outputs to the consultant. The consultant will use model outputs to calculate metrics and document the analysis results in a technical memorandum.

### **Deliverables: Demand Analysis Technical Memorandum.**

#### **Task 8. Travel Time and Reliability Analysis**

##### **Task 8.1 Sketch-Level Analysis**

Conduct a sketch-level based analysis of the travel time and reliability effects of the proposed managed-lane alternatives developed in Task 6, for both current year and a near-term future horizon. The sketch-level analysis will document a methodology to generate estimates of travel time and reliability to compare effects among the defined scenarios. The travel time methodology may use a combination of existing conditions data, case studies from other areas, results from the Transportation Authority’s SF-CHAMP travel demand model and/or Dynamic Traffic Assignment (DTA) model, and/or other sources. Use of microsimulation is not anticipated for this subtask, and the effort is anticipated to only involve manual analyses (e.g., hand calculations). The analysis must account for the effects of merge and diverge operations, such as the US 101/I-80 junction, and will provide estimates showing effects for SF-based and –bound travelers separately from all freeway travelers. The reliability methodology may utilize a combination of existing conditions data, case studies from other areas, qualitative description, and/or probabilistic analysis. The analysis will also generate estimates of the effects on parallel routes and services, with attention to potential spillover onto parallel routes and changes in ridership on parallel transit services, as well as the groups of travelers and neighborhoods that would be most affected. With SFMTA oversight, consultant will generate the estimate of effects on travel time and reliability for the

local street and transit network. The Consultant shall clearly indicate the assumptions or recommendations for sketch-level analyses.

### Task 8.2 Scenario Refinement

Develop a refined list of up to three scenarios that are operationally and financially feasible. Criteria to be considered will include conclusions and observations from the sketch-level based analysis; existing and required policies; operational characteristics; available and applicable funding; or other factors developed in consultation with the Transportation Authority. All outstanding questions or issues shall be clearly documented for further development in a future phase, such as the Caltrans project development and/or environmental review process.

### Task 8.3 Operations Modeling

Create an operations model to support analysis of up to three refined managed-lane concepts resulting from Task 8.2. This effort will focus on the following subtasks:

- a. Create, calibrate, and validate a freeway operations model (e.g., FREQ) at a level necessary to further analyze potential operational issues or operationally challenging locations previously identified, including weaving and ramp access restriction analysis, bottleneck locations, and other characteristics that potentially impact freeway operations. The geographic extent of the model will be US 101/I-80 from the southern San Francisco County Line to the Bay Bridge and I-280 from US 101 to 6<sup>th</sup> Street and King Street. Note that for US 101, the model should be able to account for queue spillback effects caused by Bay-Bridge-bound traffic. The model will cover base and near-term future near-term horizon year scenarios in the a.m. and p.m. peak periods, to be determined based on the findings for time-of-day existing freeway performance that will be completed in Task 4. The model's methodology, assumptions, and validation process will be documented.
- b. Use the model to support the preliminary feasibility assessment in Task 5 if needed; and to assist in generating metrics for the travel time and reliability analysis. The model should establish a high-level operational feasibility for the managed-lane scenarios, detailing design elements that appear operationally complex, e.g., that may require managed lanes and general purpose lanes or on- or off-ramps to weave across one another. The analysis must account for the effects of merge and diverge operations, such as the US 101/I-280 junction. The analysis will provide estimates of performance for both managed lanes and general purpose lanes within the corridor. The model will also provide estimates of queuing effects for on-ramps, for the purpose of identifying potential effects to the local network. The model will also provide outputs to inform a reliability analysis.
- c. Analyze the results from the modeling, producing metrics and/or visual displays of transportation performance to support the previous analyses. The metrics to be reported will include those needed to calculate overall travel time and reliability estimates and other metrics as identified under Task 4 Goals and Conditions.
- d. If needed, refine the modeled scenarios and re-test them for transportation performance. Two additional scenario tests can be assumed.

#### Task 8.4 Pricing Alternatives Assessment

For those refined scenarios that include a price managed lane, the consultant will use the results from this task and Task 7 to produce conceptual level estimates of overall demand, characteristics of travelers using the freeway and freeway alternatives within the corridor, usage of the managed lanes, and revenues generated, if applicable.

**Deliverables: Sketch Travel Time and Reliability Technical Memorandum (including Refined Alternative Recommendation); Calibrated, validated operations model; Model results for one no-build and up to three build scenarios, plus two additional refined scenarios if needed; Refined Travel Time and Reliability Technical Memorandum, including data collection summary and operations model results; Pricings Alternatives Assessment Technical Memorandum.**

#### Task 9. Other Management Strategies

This task will conduct a screening process to select and prioritize the freeway and demand management strategies identified in FCMS Phase 1 Visioning for further study. The task will utilize the evaluation framework devised in the Task 4 Conditions Characterization and provide a narrative description of whether and why each strategy considered is recommended for further study. The screening process will prioritize strategies that have proven benefits in a context relevant to San Francisco. Strategies not meeting this criterion will be removed from further consideration. Of the remaining strategies, the process will determine whether the strategy would address the goals and objectives commensurate to its cost and impacts relative to other options. Chronologically, this task will be undertaken concurrently with Task 5 Lane Conversion and Ramp Access Control Feasibility in order to be used as assumptions as needed in Tasks 6, 7, and/or 8.

**Deliverables: Freeway Management Strategy Assessment Technical Memorandum.**

#### Task 10. Recommendations and Cost Estimate

This task will produce a set of recommended freeway management strategies to advance for implementation. The task will utilize the evaluation framework as defined in Task 4 Conditions Characterization, supplying the underlying metrics to determine which strategy or strategies best meet the study's overall goals and objectives. Some of these metrics will derive from microsimulation and SF-CHAMP modeling and some will need to be otherwise generated by the consultant. The recommendations will include consideration of public input and the managed-lane and ramp access control scenarios, as well as any other management strategies as identified in Task 9 Other Management Strategies. The task will consider and produce both near-term and long-term recommendations. For each recommended strategy, the study will generate planning level estimates for both capital and operating costs, based on information from similar projects and programs, and also including costs for development phases, financing and program management. For budgeting purposes, assume costing effort to be completed on six strategies.

**Deliverables: Recommendation Technical Memorandum, Cost Estimate Technical Memorandum.**

#### Task 11. Implementation Plan

In this task, the study will create an implementation plan for the recommendations. The implementation plan will address, for all recommended strategies and solutions:

- Federally required documentation and approvals

- Caltrans-required documentation and approvals, including development of a project fact sheet and project charter
- Required legislative approvals
- Local agreements, approvals and/or policy actions
- Community process
- Environmental review process
- Conceptual Cost Estimates
- Possible Funding Sources
- Sequencing of Improvements
- Next-phase project design/development
- Other next steps

The task will describe the scopes of these documents and approvals. The task will identify the type of participation (lead, support, approval, etc.) is needed from the involved agencies, including from the Transportation Authority, the SFMTA, SF Public Works, MTC/Bay Area Toll Authority, other county transportation agencies, Caltrans, and the FHWA. The task will also generate a schedule of activities for implementation of the recommendations.

**Deliverables: Implementation Plan Memorandum.**

#### **Task 12. Final Report**

The consultant will produce a final report describing the results of the study process. The report will summarize previous study products, and those previous study products could be included as appendices to the report itself. The consultant will first produce an annotated outline for review with Transportation Authority staff. After adjustments, the consultant will produce a Round 1 report for Transportation Authority and TAC review and comment. The consultant will incorporate Transportation Authority and TAC comments into a Round 2 report. In addition, the report will include an executive summary of approximately 10 pages. Also in this task, the consultant will provide a presentation slide deck summarizing the study, for use in conducting outreach and the Transportation Authority Board approval process.

**Deliverables: Annotated Final Report Outline, Round 1 Final Report, Round 2 Final Report, Final Report Presentation Slide Deck.**