



AGENDA

FINANCE COMMITTEE Meeting Notice

Date: Tuesday, October 20, 2015; 11:30 a.m.
Location: Committee Room 263, City Hall
Commissioners: Avalos (Chair), Mar (Vice Chair), Campos, Cohen, Kim and Wiener (Ex Officio)

Clerk: Steve Stamos

Page

1. Roll Call

Consent Calendar

- 2. Approve the Minutes of the September 8, 2015 Meeting – ACTION* 5**
- 3. Recommend Executing Cooperative Agreement No. 04-2582 with the California Department of Transportation for the I-280 Interchange Modifications at Balboa Park in a Total Amount Not to Exceed \$150,000, and Authorizing the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION* 9**

The Transportation Authority is seeking project approval from the California Department of Transportation (Caltrans) and environmental clearance for the realignment of the southbound I-280 off-ramp to Ocean Avenue as part of the I-280 Interchange Modifications at Balboa Park Project. In order to construct the off-ramp realignment, Cooperative Agreement No. 04-2582 must be executed with Caltrans. Caltrans has requested reimbursement in an amount not to exceed \$150,000 for work associated with this cooperative agreement. The overall project budget for this phase is \$750,000 from a Prop K appropriation approved in February 2015, through Resolution 15-41.

End of Consent Calendar

- 4. State and Federal Legislative Update – INFORMATION/ACTION* 13**
- Every month, we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. The attached matrix tracks the latest activity on state bills and the positions previously adopted by the Transportation Authority. We are not recommending any new positions this month, but are reporting on the status of bills as of the end of the session.
- 5. Recommend Awarding a Three-Year Consultant Contract, with an Option to Extend for Two Additional One-Year Periods, to Smith, Watts and Hartmann in an Amount Not to Exceed \$135,000 for State Legislative Advocacy Services, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION* 47**

The Transportation Authority seeks to contract with a legislative advocate experienced in transportation legislation and in the state legislative process to monitor and analyze proposed state legislation affecting the Transportation Authority, assist in the development of new legislation, and develop strategies for advancing legislative initiatives beneficial to the Transportation Authority and its programs. On August 12, 2015, the Transportation Authority issued a request for proposals (RFP) for state legislative and advocacy services. By the proposal deadline of September 14, 2015, one firm submitted a bid, which included both a technical and cost component. Based on the process defined in the evaluation criteria of the RFP document, the selection panel, comprised of Transportation Authority staff, recommended award of the state and legislative advocacy services contract to the firm of Smith, Watts and Hartmann.

- 6. Recommend Increasing the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$1,000,000, to a Total Amount Not to Exceed \$16,935,000 to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project, and Authorizing the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION***

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The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island Ramps Improvement Project. In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61 the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. The project is currently in the construction phase approximately 69% complete and progressing satisfactorily, however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support efforts beyond what was anticipated in the original scope. Construction completion is anticipated by August 2016. This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Execution of this contract amendment is contingent on the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

- 7. Recommend Increasing the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$1,350,000, to a Total Amount Not to Exceed \$7,650,000 to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project, and Authorizing the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION***

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The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island Ramps Improvement Project. In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$6,300,000 for construction support services including construction inspection and testing. The project is currently in the construction phase approximately 69% complete and progressing satisfactorily; however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support efforts beyond what was anticipated in the original scope. Construction completion is anticipated by August 2016. This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Execution of this contract amendment is contingent on the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

- 8. 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.

9. Public Comment**10. Adjournment**

* Additional materials

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There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

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

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DRAFT MINUTES

FINANCE COMMITTEE

Tuesday, September 8, 2015

1. Roll Call

Chair Avalos called the meeting to order at 11:14 a.m.

Present at Roll Call: Commissioners Avalos, Cohen and Kim (3)

Absent at Roll Call: Commissioners Campos (entered during Item 4) and Mar (2)

Consent Calendar

2. Approve the Minutes of the July 14, 2015 Meeting – ACTION

3. Investment Report for the Quarter Ended June 30, 2015 – INFORMATION

There was no public comment.

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

Ayes: Commissioners Avalos, Cohen and Kim (3)

Absent: Commissioners Campos and Mar (2)

End of Consent Calendar

4. State and Federal Legislative Update – ACTION

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

Chair Avalos asked if the bills directing cap and trade funding to disadvantaged communities, as defined by the state, had support. Mr. Watts responded that they did not.

Commissioner Kim asked if Assembly Bill Extraordinary Session 6 was related to high speed rail revenues and Mr. Watts responded that it referred to cap and trade revenues.

Commissioner Avalos asked if the proposed bill redirecting cap and trade funds away from the Affordable Housing Community Sustainability fund to highways was likely to be successful. Mr. Watts replied that he did not believe it would, and that it would likely not meet state requirements for reducing greenhouse gases.

Commissioner Kim asked for an update on Assembly Bill (AB) 6, which the Transportation Authority had adopted an oppose position on. Mr. Watts replied that it would not move forward this year and would be carried over as a two-year bill. Commissioner Kim asked if he thought it would gain ground next year. Mr. Watts responded that he did not think so.

Commissioner Kim asked about the status of AB 23. Mr. Watts responded that the bill was in the same position as AB 6 since it had failed to meet the required deadline so it would also be a two-year bill and taken up in January. He added that he did not think there was support for it.

Commissioner Cohen inquired about the status of AB 2, regarding community revitalization authority and whether it was likely to move forward. Mr. Watts answered that the bill had been moving through the legislative process and had a good chance of being passed. Commissioner Cohen asked about AB 313, regarding the elimination of dwelling units. Mr. Watts replied that AB 313 was meant to make the approval of last year's Enhanced Infrastructure Financing District legislation more palatable to opponents and noted that Assembly Speaker Atkins was confident that Governor Brown would support it.

Commissioner Cohen said she agreed with the support position on AB 35, which would increase the state tax credit for affordable housing, and asked how it would be applied. Mr. Watts replied that it would increase the amount available for the existing program statewide.

Commissioner Cohen asked whether AB 61, which would expand the authority of transit agencies' to allow shuttle operators to stop and pick up passengers, would allow them to charge more for use of the transit stops. Mr. Watts said he was not sure but noted that the bill could not move forward until next year. Commissioner Cohen asked what the bill's author had intended since he was a representative from Southern California. Mr. Watts replied that the author had read an article about what was happening in San Francisco and thought he could help resolve the issue. He added that there was support on record but not enough to move the bill along. Commissioner Cohen asked if San Francisco representatives were supportive of the bill and Mr. Watts replied that he did not know but would check and report back.

Commissioner Cohen asked why there was a support position proposed for AB 744, which would eliminate minimum parking requirements near major transit stops and other special housing. Mr. Watts said the bill was supported by the San Francisco Planning Department.

Chair Avalos noted that AB 744 had passed through the Assembly and was going through the Senate, and asked if the bill was likely to pass. Mr. Watts responded that he believed it would be approved because he had sat through the hearing where it passed readily.

During public comment, Andrew Yip commented on the need for passion in their advocacy.

Mr. Watts reported on Governor Brown's \$3.6 billion proposal to raise transportation revenue. He said this would result in a modest increase in excise and diesel fuel taxes, a road use charge similar to the existing vehicle registration fee, and a one-time repayment from the state's general fund. He stated that the legislation contained other elements such as an advanced mitigation program to help projects through the environmental mitigation process, an expansion of an environmental review exemption for road safety and repair projects within the existing right of way, and an extension of public private partnership law.

Chair Avalos asked if the bill could be approved in the current special session. Mr. Watts responded that the special session was running concurrently with the regular session, which would end on Friday of that week, but that the special session could be extended.

Francisco DaCosta commented on bills being deliberated in Sacramento. He said that San Francisco needed to look at congestion and the increase in its carbon footprint. He noted there was a lot to be done in the city's southeast sector, particularly with respect to roads and quality of life issues.

Tilly Chang, Executive Director, expressed appreciation for Governor Brown for his proposal and San Francisco's delegation of representatives for all their hard work bringing the proposed revenue measure for transportation to this point. She said it was clear that the state was focused

on addressing the highway repair backlog but that they also worked with urban areas to advocate for the inclusion of funds for transit state of good repair, as well as bike, pedestrian, and complete streets improvements. She recognized Assemblymember Chiu and Ed Reiskin, Director of Transportation at the San Francisco Municipal Transportation Agency Director, for organizing efforts throughout the state.

The item was approved without objection by the following vote:

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

Absent: Commissioner Mar (1)

Commissioner Campos motioned to excuse Commissioner Mar's absence, seconded by Commissioner Cohen.

5. Recommend Executing a Funding Agreement with the Bay Area Rapid Transit (BART) District for a Three-Year Period in an Amount Not to Exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION

Ryan Greene-Roesel, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Avalos asked whether there had been previous outreach to BART riders to encourage them to travel outside the peak period, and if it had been successful.

Ms. Greene-Roesel responded that outreach on this scale had not previously been attempted, but that the results would be closely monitored to determine whether the approach was cost-effective.

Commissioner Campos asked how the software would work.

Ms. Greene-Roesel responded that interested riders would sign up with their Clipper Cards, and a software program would determine how to target incentives to travelers to maximize shifting out of the peak period.

Anna LaForte, Deputy Director for Policy and Programming, commented that the total cost of the program was \$953,000, of which \$508,000 would be provided from a Value Pricing Program award which the Transportation Authority received from the Federal Highway Administration; \$400,000 would be from BART operating revenues; and the remaining \$45,000 would be from Prop K sales tax revenues.

During public comment, Andrew Yip said that if trains could be provided every minute, there would be no crowding.

The item was approved without objection by the following vote:

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

Absent: Commissioner Mar (1)

6. Introduction of New Items – INFORMATION

There was no public comment.

7. Public Comment

During public comment, Andrew Yip commented on the District 3 Supervisorial election.

8. Adjournment


The meeting was adjourned at 11:50 a.m.




Memorandum

Date: 10.13.15 **RE:** Finance Committee
October 20, 2015

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

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: **ACTION** – Recommend Executing Cooperative Agreement No. 04-2582 with the California Department of Transportation for the I-280 Interchange Modifications at Balboa Park in a Total Amount Not to Exceed \$150,000, and Authorizing the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions

Summary

The Transportation Authority is seeking project approval from the California Department of Transportation (Caltrans) and environmental clearance for the realignment of the southbound I-280 off-ramp to Ocean Avenue as part of the I-280 Interchange Modifications at Balboa Park Project. In order to construct the off-ramp realignment, Cooperative Agreement No. 04-2582 must be executed with Caltrans. Caltrans has requested reimbursement in an amount not to exceed \$150,000 for work associated with this cooperative agreement. The overall project budget for this phase is \$750,000 from a Prop K appropriation approved in February 2015, through Resolution 15-41.

BACKGROUND

In June 2014, through Resolution 14-86, the Transportation Authority Board unanimously approved the Balboa Park Station Area Circulation Study Final Report. This study identified a recommended alternative involving three project elements aimed at re-configuring the I-280 Geneva and Ocean Avenue freeway ramps within the next ten years to reduce the negative impacts on the local community resulting from automobiles accessing the regional road network; enhance safety, accessibility, and convenience for pedestrians and bicyclists; support efficient, reliable bus and light rail operations; and minimize impacts to traffic going to or coming from I-280. California Department of Transportation (Caltrans) approval is required for implementation of any modifications to the interchange.

This phase of work will advance design of the southbound I-280 off-ramp to Ocean Avenue realignment to the 30% level; produce the Project Study Report/Project Report (PSR/PR) documentation for the southbound I-280 off-ramp to Ocean Avenue, required by Caltrans for projects that affect highways within its jurisdiction; and prepare required Environmental Documentation (California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA)) and updated capital costs for the southbound I-280 off-ramp to Ocean Avenue. The overall project budget for this phase is \$750,000 from a Prop K appropriation approved in February 2015, through Resolution 15-41. Our initial schedule anticipates completion of the project development phase, including environmental review and a signed PSR/PR by all parties, by July 2016.

DISCUSSION

The purpose of this memorandum is to recommend the execution of a cooperative agreement with Caltrans for the project development phase of the Southbound I-280 Off-Ramp to Ocean Avenue Realignment Project, part of the I-280 interchange modifications at Balboa Park.

On May 15, 2015, Caltrans determined that there was significant justification to recognize the Transportation Authority as the lead agency under CEQA. Caltrans will be NEPA lead agency. On July 20, 2015, Caltrans approved our request to prepare a combined PSR/PR as the required Project Initiation Document (PID), a major step in expediting the project approval process.

Cooperative Agreement No. 04-2582 defines the responsibilities for both the Transportation Authority and Caltrans for project development work required for the project. Government Code section 65086.5 authorized Caltrans to review and approve PIDs prepared by local agencies as reimbursed work. Caltrans responsibilities include review and approval of the PSR/PR prepared by the Transportation Authority, provision of relevant Caltrans proprietary data and maps for the project area to the Transportation Authority, participation in project development team meetings, and provision of independent quality insurance of the work performed by the Transportation Authority and its consultants. In addition, Caltrans will perform quality control/quality assurance program process reviews for environmental documentation. The culmination of this phase of work will be approved environmental clearance under both CEQA and NEPA, and Caltrans project approval allowing the project to proceed to final design and implementation, anticipated to be completed in July 2016.

The Transportation Authority is responsible for all project costs, including preparation of the PSR/PR and environmental documentation, and reimbursement to Caltrans. Caltrans staff have reviewed the project description and evaluated the expected level of effort. The cooperative agreement includes a reimbursement amount not to exceed \$150,000.

ALTERNATIVES

1. Recommend executing Cooperative Agreement No. 04-2582 with Caltrans for the I-280 interchange modifications at Balboa Park in a total amount not to exceed \$150,000, and authorizing the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions, as requested.
2. Recommend executing Cooperative Agreement No. 04-2582 with Caltrans for the I-280 interchange modifications at Balboa Park in a total amount not to exceed \$150,000, and authorizing the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its September 30, 2015 meeting and adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

Budget for services identified in this agreement will be provided by funds from Prop K sales tax funds appropriated through Resolution 15-41 and were included in the Transportation Authority's adopted Fiscal Year 2015/16 budget.

RECOMMENDATION

Recommend executing Cooperative Agreement No. 04-2582 with Caltrans for the I-280 interchange modifications at Balboa Park in a total amount not to exceed \$150,000, and authorizing the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions.



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San Francisco County Transportation Authority
October 2015

Bills of Interest

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

Staff is not recommending any new positions this month.

Bill #	Author	Description	Status	Position	Comments
AB 2 Chaptered: 9/22/2015 pdf html	Alejo D (Dist 30)	Community revitalization authority. Would authorize certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization.	Assembly Chartered	Watch	The intent is to provide for the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
AB 4 Introduced: 12/1/2014 pdf html	Linder R (Dist 60)	Vehicle weight fees: transportation bond debt service. Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Assembly 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.
AB 6 Introduced: 12/1/2014 pdf html	Wilk R (Dist 38)	Bonds: transportation: school facilities. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	Assembly 2 year	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.
AB 8 Chaptered: 9/28/2015 pdf html	Gatto D (Dist 43)	Emergency services: hit-and-run incidents. Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would authorize the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	Assembly Chartered	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.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 23 Introduced: 12/1/2014 pdf html</p>	<p>Patterson R (Dist 23)</p>	<p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.</p>	<p>Assembly 2 Year</p>	<p>Oppose</p>	<p>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.</p>
<p>AB 24 Amended: 4/22/2015 pdf html</p>	<p>Nazarian D (Dist 46)</p>	<p>Transportation network companies: public safety requirements. Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system. 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.</p>	<p>Assembly 2 year</p>	<p>Watch</p>	<p>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.</p>
<p>AB 28 Chaptered: 10/7/2015 pdf html</p>	<p>Chu D (Dist 25)</p>	<p>Bicycle safety: rear lights. Current law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. This bill would require that a bicycle operated under those circumstances be equipped with a red reflector or a solid or flashing red light with a built-in 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.</p>	<p>Assembly Chaptered</p>	<p>Watch</p>	<p>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.</p>

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Bill #	Author	Description	Status	Position	Comments
AB 35 Vetoed: 10/1/2015 pdf html	Chiu D (Dist 17)	Income taxes: credits: low-income housing: allocation increase. Would, for calendar years 2016 through 2021, inclusive, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$100,000,000, 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.	Vetoed	Support	AB 35 would increase the state tax credit for low income housing allocation by an additional \$100 million, which would allow the state to leverage additional federal tax credits and 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.
AB 40 Chaptered: 10/7/2015 pdf html	Ting D (Dist 19)	Toll bridges: pedestrians and bicycles. Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would, until January 1, 2021, prohibit a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges.	Assembly Chaptered	Support	This measure would prohibit the toll bridge from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks through 2021.
AB 61 Amended: 4/20/2015 pdf html	Allen, Travis R (Dist 72)	Shuttle services: loading and unloading of passengers. 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.
AB 156 Amended: 8/18/2015 pdf html	Perea D (Dist 31)	California Global Warming Solutions Act of 2006: disadvantaged communities. 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.	Senate 2 year	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.

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Bill #	Author	Description	Status	Position	Comments
AB 162 Chaptered: 7/15/2015 pdf html	Rodriguez D (Dist 52)	State highways: wrong-way driving. Would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to update a 1989 report on wrong-way driving on state highways to account for technological advancements and innovation, to include a review of methods studied or implemented by other jurisdictions and entities to prevent wrong-way drivers from entering state highways, and to provide 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 Chaptered	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.
AB 194 Chaptered: 10/9/2015 pdf html	Frazier D (Dist 11)	High-occupancy toll lanes. Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes. This bill would authorize a regional transportation agency or the department to apply to the commission to develop HOT lanes and other toll facilities, as specified, and would delete the January 1, 2012, deadline for HOT lane applications and remove the existing limitation on the number of facilities that may be approved.	Assembly Chaptered	Support	The author introduced this bill for the Self-Help County Caucus to provide authority for the State and regional transportation agencies to develop and operate toll facilities. As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility. Amendments adopted would permit local authority, under agreement to be responsible for environmental, design and financial studies. MPO would operate the facility.
AB 208 Chaptered: 9/4/2015 pdf html	Bigelow R (Dist 5)	Vehicles: highway: lane use. Would require, on a 2-lane highway where passing is unsafe due to specified reasons, any vehicle proceeding upon the highway at a speed less than the normal speed of traffic moving in the same direction at that time, behind which 5 or more vehicles are formed in line, to turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists.	Assembly Chaptered	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.
AB 212 Introduced: 2/2/2015 pdf html	Achadian R (Dist 35)	State highways. Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	Assembly 2 year	Watch	This is a spot bill for which the author has not disclosed his intentions.

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Bill #	Author	Description	Status	Position	Comments
AB 227 Amended: 4/15/2015 pdf html	Alejo D (Dist 30)	Transportation funding. Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly 2 year	Support	This bill mandates that State General Fund loans from transportation revenues be repaid.
AB 239 Introduced: 2/5/2015 pdf html	Gallagher R (Dist 3)	Greenhouse gases: regulations. Would prohibit the State Air Resources Board, 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.
AB 313 Chaptered: 9/22/2015 pdf html	Atkins D (Dist 78)	Enhanced infrastructure financing districts. Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	Assembly Chaptered	Watch	The author is addressing the elimination of dwelling units under the state's new Enhanced IFD law; essentially the bill would establish requirements for replacement of units and a relocation assistance process.
AB 318 Amended: 6/11/2015 pdf html	Chau D (Dist 49)	Lost money and goods: bicycles: restoration to owner. 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 2 year	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. L.A Metro is sponsoring this bill because holding bicycles for 90 days is impartial and costly.
AB 378 Introduced: 2/18/2015 pdf html	Mullin D (Dist 22)	State Highway 101 corridor. Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.	Assembly 2 year	Support	The author seeks innovative means to address mobility in the Bay region's SR 101 corridor.

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Bill #	Author	Description	Status	Position	Comments
AB 457 Amended: 3/26/2015 pdf html	Melendez R (Dist 67)	High-occupancy toll lanes. Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes. Current law requires the commission, in cooperation with the Legislative Analyst, to annually prepare a report on the progress of the development and operation of these facilities. This bill would instead require the commission, in cooperation with the Legislative Analyst, to prepare this report every two years.	Assembly 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.
AB 464 Vetoed: 8/17/2015 pdf html	Mullin D (Dist 22)	Transactions and use taxes: maximum combined rate. 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%.	Assembly Vetoed	Support	Provides significant new local government sales tax capacity by setting local cap at 3%. Latest amendment would retain 2% "cap" through 2016, with the cap increased to 3% after 2016.
AB 481 Introduced: 2/23/2015 pdf html	Harper R (Dist 74)	Automated traffic enforcement systems. Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the system meets certain requirements. Current law authorizes a governmental agency to contract out the operation of the system under certain circumstances, except for specified activities. This bill would make technical, nonsubstantive changes to these provisions.	Assembly 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.
AB 516 Amended: 7/16/2015 pdf html	Mullin D (Dist 22)	Vehicles: temporary license plates. 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. This bill contains other related provisions and other existing laws.	Senate 2 year	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. This bill is sponsored by the Metropolitan Transportation Commission to address bridge toll fare evasion.

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Bill #	Author	Description	Status	Position	Comments
AB 518 Introduced: 2/23/2015 pdf html	Frazier D (Dist 11)	Department of Transportation. Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	Assembly 2 year	Watch	Spot bill.
AB 528 Introduced: 2/23/2015 pdf html	Baker R (Dist 16)	San Francisco Bay Area Rapid Transit District: strikes: prohibition. 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.
AB 620 Introduced: 2/24/2015 pdf html	Hernández, Roger D (Dist 48)	High-occupancy toll lanes (HOT): exemptions from tolls. 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 their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income.

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Bill #	Author	Description	Status	Position	Comments
AB 744 Chaptered: 10/9/2015 pdf html	Chau D (Dist 49)	Planning and zoning: density bonuses. Current law prohibits a city, county, or city and county from requiring a vehicular parking ratio for a housing development that meets specified criteria in excess of specified ratios. This bill would, notwithstanding the above-described provisions, additionally prohibit, at the request of the developer, a city, county, or city and county from imposing a vehicular parking ratio, inclusive of handicapped and guest parking, in excess of 0.5 spaces per bedroom on a development that includes the maximum percentage of low- or very low income units, as specified, and is located within 1/2 mile of a major transit stop, as defined, and there is unobstructed access to the transit stop from the development.	Assembly Chaptered	Support	This bill would regulate a city/county to reduce minimum parking requirements for developments near major transit stops on senior or special needs housing. City planning staff has asked for support of this bill.
AB 779 Amended: 8/19/201 pdf html	Garcia, Cristina D (Dist 58)	Transportation: congestion management program. Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways.	Senate 2 Year	Support	Latest amendment eliminates level of service as an element of a congestion management plan.
AB 828 Amended: 7/14/201 pdf html	Low D (Dist 28)	Vehicles: transportation services. Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Senate 2 year	Watch	Amended to exclude transportation network company vehicles from "commercial vehicle" definition under certain conditions.

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Bill #	Author	Description	Status	Position	Comments
AB 869 Amended: 6/18/2015 pdf html	Cooper D (Dist 9)	Public transportation agencies: fare evasion and prohibited conduct. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties.	Senate 2 year	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
AB 877 Amended: 3/26/2015 pdf html	Chu D (Dist 25)	Transportation. Would expand the California Transportation Commission (CTC) 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 as well as increasing the CTC to 15 members. 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.

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Bill #	Author	Description	Status	Position	Comments
AB 886 Amended: 3/26/2015 pdf html	Chau D (Dist 49)	Transportation service network provider (TNSP): passenger privacy. 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 account holder with an opportunity to cancel or terminate an account.	Assembly 2 year	Watch	The bill seeks to encompass not just transportation network companies (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 Public Utilities Commission (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.
AB 902 Chaptered: 9/21/2015 pdf html	Bloom D (Dist 50)	Traffic violations: diversion programs. Current law provides that a local authority may not allow a person who has committed a traffic violation under the Vehicle Code to participate in a driver awareness or education program as an alternative to the imposition of 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 that is sanctioned by local law enforcement	Assembly Chaptered	Support	This bill expands the applicability of local diversion programs for vehicle code violations not involving a motor vehicle from a "minors-only" policy to include violators of all ages. A frequent violation that fits this program is running a stop sign on a bicycle; the author is seeking to permit adults access to diversion programs for the educational experience and benefit.
AB 945 Amended: 5/20/2015 pdf html	Ting D (Dist 19)	Sales and use taxes: exemption: low-emission vehicles. 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 2 Year	Watch	The San Francisco Municipal Transportation Agency supports this bill. 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.

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Bill #	Author	Description	Status	Position	Comments
AB 1015 Chartered: 7/2/2015 pdf html	Bloom D (Dist 50)	Parking: car share vehicles. Would authorize a local authority to, by ordinance or resolution, designate certain streets or portions of streets for the nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program.	Assembly Chartered	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
AB 1030 Amended: 7/7/2015 pdf html	Ridley-Thomas D (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. 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 require priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.	Senate 2 year	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.
AB 1033 Introduced: 2/26/2015 pdf html	Garcia, Eduardo D (Dist 56)	Infrastructure financing. The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank, within the Governor's Office of Business and Economic Development, to be governed by a specified board of directors. The act makes findings and declarations, provides definitions, and authorizes the board to take various actions in connection with the bank, including the issuance of bonds, as specified. This bill, among other things, would revise the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure.	Assembly Jobs, Economic Development and the Economy	Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of public private partnerships.
AB 1087 Introduced: 2/27/2015 pdf html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: high-speed rail. 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.
AB 1096 Chartered: 10/7/2015 pdf html	Chiu D (Dist 17)	Vehicles: electric bicycles. Would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require 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. The bill would require every electric bicycle manufacturer to certify that it complies with specified equipment and manufacturing requirements.	Assembly Chartered	Watch	This bill pertains to the definition of motorized bikes.

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Bill #	Author	Description	Status	Position	Comments
AB 1098 Amended: 3/26/2015 pdf html	Bloom D (Dist 50)	Transportation: congestion management. 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 greenhouse gas 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 the author and the Office of Planning and Research.
AB 1138 Introduced: 2/27/2015 pdf html	Patterson R (Dist 23)	High-speed rail: eminent domain. Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	Assembly 2 year	Oppose	Effect of the bill is to stop progress on initial construction segment phases of High Speed Rail project.
AB 1160 Amended: 4/14/2015 pdf html	Harper R (Dist 74)	Vehicles: automated traffic enforcement systems. Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.	Assembly 2 year	Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.

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Bill #	Author	Description	Status	Position	Comments
AB 1171 Chaptered: 10/1/2015 pdf html	Linder R (Dist 60)	Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: projects on expressways. Would authorize regional transportation agencies, as defined, to use the CM/GC 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 CM/GC method, and (3) the board of the regional transportation agency adopts the method in a public meeting.	Assembly Chaptered	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.
AB 1176 Amended: 8/18/2015 pdf html	Perea D (Dist 31)	Vehicular air pollution. 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. This bill contains other related provisions.	Senate Appropriations	Watch	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.
AB 1236 Chaptered: 10/8/2015 pdf html	Chiu D (Dist 17)	Local ordinances: electric vehicle charging stations. Would require a city, county, or city and county to approve an application for 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.	Assembly Chaptered	Watch	Subjects EV charging station to requirement that local governments approve installations.
AB 1250 Chaptered: 10/4/2015 pdf html	Bloom D (Dist 50)	Vehicles: buses: axle weight. 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.	Assembly Chaptered	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
AB 1265 Amended: 4/29/2015 pdf html	Perea D (Dist 31)	Transportation projects: comprehensive development lease agreements. 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 law, indefinitely. Similar bill introduced in Special Session: ABX1 - 2 (Perea) and SBX1-14 (Cannella).
AB 1284 Chaptered: 8/11/2015 pdf html	Baker R (Dist 16)	Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee. Current law requires the Department of Transportation and the Bay Area Toll Authority (BATA) to form the Toll Bridge Program Oversight Committee. Current law provides that the committee is not a state body or a local agency for the purposes of the open meeting laws applicable to either state bodies or local agencies known as the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act, respectively. This bill would delete that provision and would provide that the Toll Bridge Program Oversight Committee is subject to the Bagley-Keene Open Meeting Act.	Assembly Chaptered	Watch	Subjects BATA to open meeting act requirements.
AB 1287 Chaptered: 10/4/2015 pdf html	Chiu D (Dist 17)	Vehicles: parking violations. 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.	Assembly Chaptered	Support	Grants city of San Francisco extended authority to install cameras for enforcement of parking and HOV violations.
AB 1335 Amended: 6/3/2015 pdf html	Atkins D (Dist 78)	Building Homes and Jobs Act. 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. This bill contains other related provisions and other existing laws.	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.

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Bill #	Author	Description	Status	Position	Comments
AB 1336 Amended: 3/26/2015 pdf html	Salas D (Dist 32)	California Global Warming Solutions Act of 2006: disadvantaged communities. 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.
AB 1360 Amended: 7/2/2015 pdf html	Ting D (Dist 19)	Charter-party carriers of passengers: individual fare exemption. Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a service operated by a transportation network company or a charter-party carrier of passengers 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, 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 passenger traveling alone.	Senate 2 year	Watch	Transportation network companies (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.
AB 1364 Introduced: 2/27/2015 pdf html	Linder R (Dist 60)	California Transportation Commission. 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.
AB 1384 Introduced: 2/27/2015 pdf html	Baker R (Dist 16)	Toll facilities: Metropolitan Transportation Commission (MTC). Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the MTC in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would make a technical, nonsubstantive change to this limitation on contributions.	Assembly 2 year	Watch	Spot bill relating to fiscal relationship between BATA and MTC.

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Bill #	Author	Description	Status	Position	Comments
AB 1422 Chapters: 10/11/2015 pdf html	Cooper D (Dist 9)	Transportation network companies (TNCs). Would provide that a TNC is eligible and required 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. This bill contains other related provisions and other existing laws.	Assembly Chapters	Watch	The bill requires transportation network companies to participate in the Department of Motor Vehicles pull-notice system to regularly check the driving record of a participating driver. Similar to AB 24 (Nazarian). Spot bill pertaining to toll highways.
AB 1486 Introduced: 2/27/2015 pdf html	Oberholte R (Dist 33)	Vehicles: toll highways. Current law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently. This bill would make technical, nonsubstantive changes to these provisions.	Assembly 2 year	Watch	
ABX1.1 Introduced: 6/23/2015 pdf html	Alejo D (Dist 30)	Transportation funding. Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly Print	Support	This bill mandates that State General Fund loans from transportation revenues be repaid.
ABX1.2 Introduced: 6/25/2015 pdf html	Perea D (Dist 31)	Transportation projects: comprehensive development lease agreements. 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	Support	Extends public private partnership law indefinitely. Similar to AB 1265 (Perea) and SBX1 14 (Cannella).

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Bill #	Author	Description	Status	Position	Comments
ABX1 3 Amended: 9/3/2015 pdf html	Frazier (Dist 11)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.	Assembly Conference Committee	Watch	Special session spot bill.
ABX1 4 Introduced: 7/9/2015 pdf html	Frazier D (Dist 11)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. 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.	Senate Rules	Watch	Special session spot bill.
ABX1 6 Introduced: 7/16/2015 pdf html	Hernández Roger D (Dist 48)	Affordable Housing and Sustainable Communities Program. Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.	Assembly Print	Oppose	The bill would require 20% of the affordable housing program under cap and trade go to projects in rural areas.
ABX1 7 Introduced: 7/16/2015 pdf html	Nazarian D (Dist 46)	Public transit funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Assembly Print	Support	The bill would seek to increase cap and trade revenues to 2 transit programs (1) rail capital and (2) transit operations. This bill is the same as SBX1 8 (Hill).

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Bill #	Author	Description	Status	Position	Comments
ABX1.8 Introduced: 7/16/2015 pdf html	Chiu D (Dist 17)	Diesel sales and use tax. Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Assembly Print	Support	The bill seeks to increase State Transit Assistance funds by increasing the sales tax rate and diesel. This bill is the same as SBX1 7 (Allen).
ABX1.9 Introduced: 8/17/2015 pdf html	Levine D (Dist 10)	Richmond-San Rafael Bridge. Would require the Department of Transportation, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.	Assembly Print	Watch	This author is addressing a congestion issue afflicting Marin and Contra Costa Counties by mandatory Caltrans to restore a 3rd lane on Richmond bridge.
ABX1.10 Introduced: 8/19/2015 pdf html	Levine D (Dist 10)	Public works: extra compensation. Would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.	Assembly Print	Watch	Would restrict state agencies from providing extra payments to contractors on megainfrastructure projects.
ABX1.13 Introduced: 8/31/2015 pdf html	Grove R (Dist 34)	Greenhouse Gas Reduction Fund: streets and highways. This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 50% of the annual proceeds of the Greenhouse Gas Reduction Fund, with 50% of that appropriation to the Department of Transportation for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes.	Assembly Print	Oppose	Continuously appropriates 50% of the annual proceeds of Cap and Trade funds, with 50% to Caltrans for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes. Among other concerns, there is a poor nexus with state highway and local streets and roads maintenance with GHG reduction.

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Bill #	Author	Description	Status	Position	Comments
ABX1 14 Introduced: 8/31/2015 pdf html	Waldron R (Dist 75)	State Highway Operation and Protection Program: local streets and roads: appropriation. Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.	Assembly Print	Watch	Continuously appropriates \$1 billion from the General Fund, with 50% to Caltrans for maintenance of the state highway system or to the State Highway Operation and Protection Program, and 50% to cities and counties by formula for street and road purposes.
ABX1 15 Introduced: 8/31/2015 pdf html	Patterson R (Dist 23)	State Highway Operation and Protection Program: local streets and roads: appropriation. Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the 2015-16 fiscal year, 50% to Caltrans for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to cities and counties by formula for street and road purposes.	Assembly Print	Watch	Reduces the current year \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, 50% to Caltrans for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to cities and counties by formula for street and road purposes.

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Bill #	Author	Description	Status	Position	Comments
ABX1.16 Introduced: 8/31/2015 pdf html	Patterson R (Dist 23)	State highways: transfer to local agencies: pilot program. This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program.	Assembly Print	Watch	Establishes a pilot program within Caltrans, over a 5-year period, under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. Any cost savings realized by a participating county to be used by the county for other transportation priorities.
ABX1.17 Introduced: 8/31/2015 pdf html	Achadjian R (Dist 35)	Greenhouse Gas Reduction Fund: state highway operation and protection program. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state 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. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.	Assembly Print	Oppose	Continuously appropriates 25% of the annual Cap and Trade proceeds for projects in the state highway operation and protection program. Among other concerns such as wishing to see more cap and trade funds available for transit, this bill is intended to fund state highway rehabilitation and maintenance which has a poor nexus with GHG reduction.

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Bill #	Author	Description	Status	Position	Comments
<p>ABX1 18 Introduced: 8/31/2015 pdf html</p>	<p>Linder R (Dist 60)</p>	<p>Vehicle weight fees: transportation bond debt service. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>Prohibits truck weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds. Excludes the California Transportation Commission from the Transportation Agency and establishes it as an entity in the state government.</p>
<p>ABX1 19 Introduced: 8/31/2015 pdf html</p>	<p>Linder R (Dist 60)</p>	<p>California Transportation Commission. Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing 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.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>Excludes the California Transportation Commission from the Transportation Agency and establishes it as an entity in the state government.</p>

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Bill #	Author	Description	Status	Position	Comments
ABX1 20 Introduced: 8/31/2015 pdf html	Gaines R (Dist 6)	State government: elimination of vacant positions: transportation: appropriation. Existing law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate \$685,000,000 from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the state highway operation and protection program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.	Assembly Print	Watch	This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. It would also continuously appropriate \$685,000,000 from the General Fund, with 50% to be made available to Caltrans for maintenance of the state highway system or for purposes of the state highway operation and protection program, and 50% to be made to cities and counties by a specified formula for street and road purposes.
ABX1 21 Introduced: 8/31/2015 pdf html	Olbermole R (Dist 30)	Environmental quality: highway projects. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve 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. CEQA also 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. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. The bill would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.	Assembly Print	Watch	Prohibits a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it finds an imminent threat to health/safety or unforeseen ecological values that would be harmed.

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Bill #	Author	Description	Status	Position	Comments
ACA 4 Amended: 8/17/2014 pdf html	Frazier D (Dist 11)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, and county, or special district 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.	Assembly 2 Year	Support	This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.
SB 1 Introduced: 12/1/2014 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.	Senate 2 Year	Oppose	This bill would eliminate the extension of Cap and Trade emission regulations scheduled for the transportation fuels system. Differs from AB 23 as this bill permanently prohibits the Cap and Trade regulations from affecting the fuels sector.
SB 5 Introduced: 12/1/2014 pdf html	Vidak R (Dist 14)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Senate 2 Year	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.
SB 8 Amended: 2/10/2015 pdf html	Hertzberg D (Dist 18)	Taxation. Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate, would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.	Senate 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.

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Bill #	Author	Description	Status	Position	Comments
SB 9 Chapters: 10/9/2015 pdf html	Beall D (Dist 15)	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program. Would modify the purpose of the Transit and Intercity Rail Capital Program to delete references to operational investments and instead provide for the funding of transformative capital improvements, as defined, 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.	Senate Chapters	Watch	This bill would alter the focus for Rail and Transit Cap and Trade funds to 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.
SB 16 Amended: 6/1/2015 pdf html	Beall D (Dist 15)	Transportation funding. 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.	Senate Inactive File	Support / Seek Amendments	Latest amendments reflect a major new state/local transportation funding bill. It 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., VRF by \$35 and 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.
SB 34 Chapters: 10/6/2015 pdf html	Hill D (Dist 13)	Automated license plate recognition systems: use of data. Would impose specified requirements on an "ALPR operator" as defined, including, among others, maintaining reasonable security procedures and practices to protect ALPR information and implementing a usage and privacy policy with respect to that information, as specified. The bill would impose similar requirements on an "ALPR end-user," as defined. This bill contains other related provisions and other existing laws.	Senate Chapters	Watch	Similar bill introduced in Special Session: SBX1-1 (Beall). The bill is intended to enhance the automated license plate recognition end-user data collection.

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Bill #	Author	Description	Status	Position	Comments
SB 39 Amended: 4/8/2015 pdf html	Pavley D (Dist 27)	Vehicles: high-occupancy vehicle (HOV) lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). 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.
SB 59 Introduced: 12/19/2014 pdf html	Knight R (Dist 0)	Vehicles: high-occupancy vehicle (HOV) lanes. Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.	Senate 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.
SB 64 Chaptered: 10/9/2015 pdf html	Liu D (Dist 25)	California Transportation Plan. The California Transportation Commission 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.	Senate Chaptered	Watch	The bill seeks an independent review of Caltrans' 2015 California Transportation Plan and designates the CTC to prepare recommendations for statewide integrated multimodal transportation system improvements.
SB 154 Introduced: 2/2/2015 pdf html	Huff R (Dist 29)	California Environmental Quality Act. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report, as defined, on a project that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would make technical, nonsubstantive changes to the definition of "environmental impact report."	Senate 2 year	Watch	This is a CEQA spot bill.
SB 158 Amended: 3/26/2015 pdf html	Huff R (Dist 29)	Transportation projects: comprehensive development lease agreements. Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.	Senate 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 LA county.

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Bill #	Author	Description	Status	Position	Comments
SB 166 Introduced: 2/5/2015 pdf html	Gaines R (Dist 1)	California Environmental Quality Act. The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to those provisions. This bill contains other existing laws.	Senate 2 year	Watch	CEQA spot bill.
SB 192 Amended: 4/30/2015 pdf html	Liu D (Dist 25)	Bicycles: helmets. 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.
SB 254 Amended: 6/2/2015 pdf html	Allen D (Dist 26)	State highways: relinquishment. 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 2 year	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 budget trailer bill was approved to accomplish the goals of this bill.
SB 321 Amended: 8/18/2015 pdf html	Beall D (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.	Senate 2 year	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.

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Bill #	Author	Description	Status	Position	Comments
<p>SB 413 Chaptered: 10/7/2015 pdf html</p>	<p>Wreckowski D (Dist 10)</p>	<p>Public transit: prohibited conduct. 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 unreasonably loud sound equipment on or in a public transportation system facility or vehicle.</p>	<p>Senate Chaptered</p>	<p>Support - if Amended</p>	<p>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 clearly does not provide for relief for minors from records.</p>
<p>SB 433 Amended: 5/7/2015 pdf html</p>	<p>Berryhill R (Dist 8)</p>	<p>Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. 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.</p>	<p>Assembly 2 year</p>	<p>Watch</p>	<p>Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.</p>
<p>SB 491 Chaptered: 10/2/2015 pdf html</p>	<p>Committee on Transportation and Housing</p>	<p>Transportation: omnibus bill. Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues, 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.</p>	<p>Senate Chaptered</p>	<p>Watch</p>	<p>This is the Transportation Omnibus bill. It may only contain technical law changes.</p>

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Bill #	Author	Description	Status	Position	Comments
SB 508 Chaptered: 10/9/2015 pdf html	Beall D (Dist 15)	Transportation funds: transit operators: pedestrian safety. 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.	Senate Chaptered	Watch	Updates decades-old mass transit program efficiency standards. Sponsored by California Transit Association.
SB 516 Chaptered: 10/4/2015 pdf html	Fuller R (Dist 16)	Transportation: motorist aid services. 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.	Senate Chaptered	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.
SB 564 Introduced: 2/26/2015 pdf html	Cannella R (Dist 12)	Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Assembly 2 year	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.
SB 595 Introduced: 2/27/2015 pdf html	Cannella R (Dist 12)	Vehicles: prima facie speed limits: schools. Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.	Senate 2 year	Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.

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Bill #	Author	Description	Status	Position	Comments
<p>SB 632 Introduced: 2/27/2015 pdf html</p>	<p>Cannella R (Dist 12)</p>	<p>Vehicles: prima facie speed limits: schools. Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour 24 hours a day. This bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway, with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,320 feet from a school building or grounds thereof.</p>	<p>Senate 2 year</p>	<p>Watch</p>	<p>The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.</p>
<p>SB 698 Introduced: 2/27/2015 pdf html</p>	<p>Cannella R (Dist 12)</p>	<p>Active Transportation Program (ATP): school zone safety projects. Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.</p>	<p>Senate 2 year</p>	<p>Watch</p>	<p>Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.</p>
<p>SB 782 Introduced: 2/27/2015 pdf html</p>	<p>Allen D (Dist 26)</p>	<p>State highways: relinquishment. Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.</p>	<p>Senate 2 year</p>	<p>Watch</p>	<p>This is a spot bill that is intended to streamline state highway relinquishments.</p>

San Francisco County Transportation Authority
October 2015

Bill #	Author	Description	Status	Position/ Seek Amendments	Comments
SBX1.1 Amended: 9/1/2015 pdf html	Beall D (Dist 15)	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.	Senate Appropriations	Support/ Seek Amendments	Latest amendments reflect a major new state/local transportation funding bill. It 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., VRF by \$70. 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. This bill is similar to SB 16 (Beall).
SBX1.2 Introduced: 6/30/2015 pdf html	Huff R (Dist 29)	Greenhouse Gas Reduction Fund. Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.	Senate Transportation and Infrastructure Development	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 a fuel tax of 10 cents per gallon. The effect of this would be to greatly reduce the amount of revenues available for programs like the Transit Inter-city Rail Capital program in which SFMTA was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project.

San Francisco County Transportation Authority
October 2015

Bill #	Author	Description	Status	Position	Comments
SBX1.3 Amended: 8/17/2015 pdf html	Vidak R (Dist 14)	Transportation bonds: highway, street, and road projects. 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 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.	Senate	Oppose	Prohibits new bond sales for High Speed Rail, except for funding of bookend 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 desirable regional projects would be left untouched.
SBX1.4 Amended: 9/4/2015 pdf html	Beall D (Dist 15)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes 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 Conference Committee	Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
SBX1.5 Introduced: 7/7/2015 pdf html	Beall D (Dist 15)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. 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.	Assembly Desk	Watch	Special session spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
SBX1.6 Introduced: 7/13/2015 pdf html	Runner R (Dist 21)	Greenhouse Gas Reduction Fund: transportation expenditures. Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission (CTC) for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.	Senate	Oppose	Redirects cap and trade funds from high speed rail and other transit programs to the CTC for state highways and local roads with a greatly reduced amount for transit.

San Francisco County Transportation Authority
October 2015

Bill #	Author	Description	Status	Position	Comments
SBX1 7 Amended: 9/3/2015 pdf html	Allen D (Dist 26)	Diesel sales and use tax. Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.	Senate Appropriations	Support	The bill seeks to increase transit funds by increasing the diesel sales tax rate. Bill is the same as ABX1 8 (Chiu).
SBX1 8 Introduced: 7/16/2015 pdf html	Hill D (Dist 13)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Senate Appropriations	Support	The bill would increase cap and trade funding dedicated to (1) transit capitol (2) transit operation. Bill is the same as ABX1 7 (Nazarian).
SBX1 9 Introduced: 7/16/2015 pdf html	Moorlach R (Dist 37)	Department of Transportation. Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.	Senate	Watch	The most prominent element of this bill would be to mandate that Caltrans contract with qualified private entities for architectural and engineering services for a minimum of 50% of the total annual value of these services with respect to public works of improvements undertaken by Caltrans.
SBX1 10 Introduced: 7/16/2015 pdf html	Bates R (Dist 36)	Regional transportation capital improvement funds. Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.	Senate Transportation and Infrastructure Development	Watch	This bill would transfer regional State Transportation Improvement Program (STIP) funds directly to Metropolitan Planning Organizations for allocation to county projects.

San Francisco County Transportation Authority

October 2015

Bill #	Author	Description	Status	Position	Comments
SBX1 11 Amended: 9/4/2015 pdf html	Berryhill R (Dist 8)	Environmental quality: transportation infrastructure. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve 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 exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions.	Senate Transportation and Infrastructure Development	Watch	Broadens current law to provide CEQA exemption for safety and repairs on roadways that is within the road footprint.
SBX1 12 Amended: 8/20/2015 pdf html	Runner R (Dist 21)	California Transportation Commission. Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Senate Appropriations	Watch	Re-establishes independence of CTC from the Transportation Agency.
SBX1 13 Amended: 9/3/2015 pdf html	Vidak R (Dist 14)	Office of the Transportation Inspector General. Would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.	Senate Appropriations	Watch	Creates a new Inspector General office to oversee effectiveness of Caltrans and High Speed Rail Authority.
SBX1 14 Introduced: 7/16/2015 pdf html	Cannella R (Dist 12)	Transportation projects: comprehensive development lease agreements. 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. 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.	Senate Transportation and Infrastructure Development	Support	Extends current public private partnership law indefinitely. Similar to AB 1265 (Perea) and ABX1 2 (Perea).

San Francisco County Transportation Authority
October 2015

Bill #	Author	Description	Status	Position	Comments
SCA 5 Amended: 7/16/2015 pdf html	Hancock D (Dist 9)	Local government finance. Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used 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 & Finance	Support	Would specify that the voter approval requirement is 55% for local government special taxes.
SCAX1.1 Introduced: 6/19/2015 pdf html	Huff R (Dist 29)	Motor vehicle fees and taxes: restriction on expenditures. 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 Appropriations	Support	Intended to protect new revenues generated by new transportation taxes or fees.

Total Measures: 111

Total Tracking Forms: 111



Memorandum

Date: 10.13.15 **RE:** Finance Committee
October 20, 2015

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

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*

Through: Tilly Chang – Executive Director *TCC*

Subject: **ACTION** – Recommend Awarding a Three-Year Consultant Contract, with an Option to Extend for Two Additional One-Year Periods, to Smith, Watts and Hartmann in an Amount Not to Exceed \$135,000 for State Legislative Advocacy Services, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority seeks to contract with a legislative advocate experienced in transportation legislation and in the state legislative process to monitor and analyze proposed state legislation affecting the Transportation Authority, assist in the development of new legislation, and develop strategies for advancing legislative initiatives beneficial to the Transportation Authority and its programs. On August 12, 2015, the Transportation Authority issued a request for proposals (RFP) for state legislative and advocacy services. By the proposal deadline of September 14, 2015, one firm submitted a bid, which included both a technical and cost component. Based on the process defined in the evaluation criteria of the RFP document, the selection panel, comprised of Transportation Authority staff, recommended award of the state and legislative advocacy services contract to the firm of Smith, Watts and Hartmann.

BACKGROUND

The Transportation Authority contracts with City and County of San Francisco (City) departments and outside firms for certain specialized professional services in areas where factors like costs, work volume or the degree of specialization required would not justify the use of in-house staff. The Transportation Authority is seeking a legislative advocate experienced in transportation legislation and in the state legislative process to monitor and analyze proposed state legislation affecting the Transportation Authority, assist in the development of new legislation, and develop strategies for advancing legislative initiatives beneficial to the Transportation Authority and its programs. The Transportation Authority uses these services to take positions on bills affecting its role as administrator of local transportation sales tax funds, as the Congestion Management Agency for San Francisco, as the San Francisco Program Manager for the Transportation Fund for Clean Air Program, as the administrator of Prop AA vehicle registration fee and as the Treasure Island Mobility Management Agency.

The Transportation Authority's current contract with Smith, Watts, and Hartmann for state legislative analysis and advocacy services is in its fifth year and will expire on October 31, 2015. The Transportation Authority's policy is to competitively re-bid professional services contracts after five

years.

DISCUSSION

The purpose of this memorandum is to describe the procurement process and recommend award of the advocacy services contract to Smith, Watts, and Hartmann.

This consultant is expected to provide the Transportation Authority effective representation and advocacy on all state surface transportation, congestion management, transportation funding, infrastructure finance and delivery, transportation-related land use, climate change and clean air initiatives before the Legislature, state agencies and related interest groups.

The consultant will perform the following tasks:

- Provide advice, counsel and assistance to the Transportation Authority on all state legislative issues involving transportation policy, transportation funding, infrastructure finance and delivery, congestion management, transportation-related land use, climate change and clear air issues;
- Monitor pending legislation and advise the Transportation Authority of the status and impact of legislation affecting the Transportation Authority and/or its programs;
- Assist the Transportation Authority in developing an annual overall state transportation legislative/appropriations strategy, in coordination with other City and regional transportation agencies;
- Act as liaison, as needed and requested by the Executive Director, to the Senate and Assembly Transportation Committees of the Legislature, as well as to the California Department of Transportation, the California Air Resources Board and the California Transportation Commission;
- Suggest, develop and help implement legislation which supports the Transportation Authority's goals and objectives;
- Coordinate legislative initiatives with the Metropolitan Transportation Commission and other self-help counties in the region and the state;
- Coordinate legislative initiatives with the City's Sacramento legislative advocate, to ensure synergy and avoid duplication of efforts on issues on which both City and Transportation Authority may choose to take positions;
- Provide timely responses to legislative requests for testimony or information on Transportation Authority initiatives or bills affecting the Transportation Authority;
- Represent the Transportation Authority's interests before the legislature or in individual meetings with legislators and staff, as directed;
- Assist the Transportation Authority in developing an annual overall state transportation legislative and appropriations strategy, in coordination with other city and regional transportation agencies;
- Provide other legislative services as needed.

Written reports will be required, as follows:

- Monthly progress/cost reports on pending legislation and specific legislative activities performed by category, staff assignment, and hours worked;
- Presentations to the Citizens Advisory Committee, Finance Committee and/or Board, upon request;
- Memoranda on specific issues as requested by the Executive Director or the Chief Deputy Director;
- Updates on bills monitored by the Transportation Authority during legislative sessions; and
- Draft report advising the development of the Annual State Legislative Program.

On August 12, 2015, the Transportation Authority issued a Request for Proposals (RFP 15/16-01) for state legislative and advocacy services. By the due date of September 14, 2015, we received one proposal in response to the RFP. The review panel, consisting of Transportation Authority staff, reviewed the proposal based on the qualifications and other criteria detailed in the RFP. Based on the selection panel's evaluation of the proposal, the panel recommended award of the contract to the firm of Smith, Watts & Hartmann. The contract will be for a three-year term, with options to renew for two additional one-year terms at the Transportation Authority's discretion, based on satisfactory performance and annual negotiation of costs.

For this contract, we have established a Disadvantaged Business Enterprise (DBE)/Local Business Enterprise (LBE)/Small Business Enterprise (SBE) goal of 10%, accepting certifications by the Transportation Authority, the City, the California Department of General Services, or the California Unified Certification Program. We took steps to encourage participation from DBEs, LBEs and SBEs, including distributing the RFP to the Transportation Authority's mailing list, DBEs, LBEs, SBEs, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils. We also advertised the RFP in seven newspapers: Nichi Bei Weekly, San Francisco Bay View, San Francisco Chronicle, San Francisco Examiner, Sacramento Bee, Small Business Exchange, and the Western Edition. Smith, Watts and Hartmann is a certified SBE and has pledged a total SBE utilization of 100% for the proposed contract.

ALTERNATIVES

1. Recommend awarding a three-year consultant contract, with an option to extend for two additional one-year periods, to Smith, Watts and Hartmann, in an amount not to exceed \$135,000 for state legislative advocacy services, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend awarding a three-year consultant contract, with an option to extend for two additional one-year periods, to Smith, Watts and Hartmann, in an amount not to exceed \$135,000 for state legislative advocacy services, 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 considered this item at its September 30, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

The total cost of the contract will not exceed \$135,000 for the initial three years. A portion of the first year's activity was included in the Transportation Authority's adopted Fiscal Year 2015/16 budget. Sufficient funds will be included in future budgets to cover the cost of this contract.

RECOMMENDATION


Recommend awarding a three-year consultant contract, with an option to extend for two additional one-year periods, to Smith, Watts and Hartmann, in an amount not to exceed \$135,000 for state legislative advocacy services, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.




Memorandum

Date: 10.13.15 **RE:** Finance Committee
October 20, 2015

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

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: **ACTION** – Recommend Increasing the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$1,000,000, to a Total Amount Not to Exceed \$16,935,000 to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project, and Authorizing the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island Ramps Improvement Project. In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61 the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. The project is currently in the construction phase approximately 69% complete and progressing satisfactorily, however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support efforts beyond what was anticipated in the original scope. Construction completion is anticipated by August 2016. This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Execution of this contract amendment is contingent on the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA is currently working with the Transportation Authority in securing all approvals for the project. TIDA asked the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the I-80/YBI Interchange Improvement Project because of its expertise in funding and interacting with the California

Department of Transportation (Caltrans) on design aspects of the project. The scope of the I-80/YBI Interchange Improvement Project includes two major components: 1) The I-80/YBI Ramps Improvement Project, which includes constructing new westbound on and off ramps (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB); and 2) seismic retrofit of the existing YBI Bridge Structures on the west side of the island a critical component of island traffic circulation leading to and from SFOBB.

Over the last seven years, the Transportation Authority I-80/YBI Ramps Improvement Project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement, with Caltrans as the National Environmental Policy Act lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act lead agency, was approved in December 2011. The Transportation Authority also completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013. On December 17, 2013, through Resolution 14-37, the Transportation Authority awarded a construction contract to the lowest responsible and responsive bidder, Golden State Bridge, Inc., in the amount of \$49,305,345.50 for the project and authorized the Executive Director to execute the construction contract and all other supporting documents, and authorize a construction allotment of \$63,874,686.

DISCUSSION

The purpose of this memorandum is to recommend increasing the amount of the professional services contract with AECOM Technical Services, Inc. (AECOM) by \$1,000,000 to a total amount not to exceed \$16,935,000 to complete design support services for the I-80/YBI Ramps Improvement Project.

In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61, the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In October 2009, through Resolution 10-21, the Transportation Authority authorized the execution of Caltrans Cooperative Agreements to allow for reimbursement of Caltrans estimated capital and support costs by temporarily shifting funds from the AECOM professional services contract line item and thereby reduced the AECOM contract by \$1,465,000 to a not to exceed amount of \$6,735,000. In June 2010, through Resolution 10-72, the Transportation Authority approved increasing the consultant contract by \$9,200,000 for an amount not to exceed \$15,935,000 to complete preliminary engineering and design.

The project is currently in the construction phase approximately 69% complete and progressing satisfactorily. Construction completion is anticipated by August 2016. The construction of the Transportation Authority's I-80/YBI Ramps Improvement project is occurring in close proximity to the Caltrans construction of the SFOBB East Span Seismic Safety Project and the tightly constrained working areas on YBI result in multiple on-going changes and modifications to design and construction methods. Overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection, testing and support efforts beyond what was anticipated in the original scope. Examples include nesting birds which resulted in delays and additional monitoring and stage construction changes; re-staging of traffic and detour roads to accommodate United States Coast Guard requirements, Caltrans SFOBB contract staging changes, and contractor's preferred work sequencing; bridge seismic joint revisions; on-going coordination with utility companies for relocation and tie-ins; differing site conditions; unidentified utilities and other buried objects; and extensive coordination with Caltrans Design and Construction Oversight in review of submittals and contract change orders.

Since a portion of this contract is anticipated to be funded with federal financial assistance from the Federal Highway Administration, administered by Caltrans, the Transportation Authority will adhere to federal regulations pertaining to disadvantaged business enterprises (DBE). To date, AECOM has maintained 10% DBE participation from six sub-consultants: Asian Pacific-owned firms, AGS, Inc., Earth Mechanics, Inc., and CHS Consulting Group; Hispanic and women-owned firm, Apex Civil Engineering; Hispanic-owned firm, Cadre Design Group, Inc.; and women-owned firm, Haygood and Associates Landscape Architects. AGS, Inc. and CHS Consulting Group are also based in San Francisco.

Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. In July 2013, through Resolution 14-01, the Transportation Authority and TIDA entered into a Memorandum of Agreement for the construction phase of the project that established the terms and conditions of each party's roles and responsibilities.

ALTERNATIVES

1. Recommend increasing the amount of the professional services contract with AECOM by \$1,000,000, to a total amount not to exceed \$16,935,000 to complete design support services for the I-80/YBI Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend increasing the amount of the professional services contract with AECOM by \$1,000,000, to a total amount not to exceed \$16,935,000 to complete design support services for the I-80/YBI Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its September 30, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program (HBP) and State Prop 1B Seismic Retrofit funds. Funds for this contract amendment are coming from the overall existing construction contingency allocation included in the construction phase budget for the project, approved through Resolution 14-37. Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds, from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA. A portion of the proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment. Sufficient funds will be included in future budgets to cover the remaining cost of the contract.

RECOMMENDATION

Recommend increasing the amount of the professional services contract with AECOM by \$1,000,000, to a total amount not to exceed \$16,935,000 to complete design support services for the I-80/YBI

Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services

Attachment 1: Appendix A
Services to be provided by Contractor
I-80/Yerba Buena Island Westbound Ramps Project
Tasks Required for Design Support During Construction (Amendment I)

This Summary of Tasks has been prepared for the San Francisco County Transportation Authority (Authority) in order to describe the remaining effort required to prepare the required final construction contract advertisement documentation including preparation of bid ready final Plans, Specifications, and Estimates (PS&E) and associated Right of Way documentation for the I-80/Yerba Buena Island Westbound Ramps Project.

Amendments A, B, C, and D were approved previously for Project Approval/Environmental Document and Preliminary Engineering tasks. Amendment E was approved previously for the Final Design phase to prepare Plans, Specifications and Estimates (PS&E) to ready-to-list stage. Amendment F was approved previously for Right of Way acquisition and supporting engineering phase activities. Amendment G was approved previously for additional Final PS&E and Right of Way activities. Amendment H covered activities necessary for the advertisement of the project and to provide basic design support during construction of the project. This Amendment I covers unforeseen design support during construction activities including additional tree surveys for birds, weekly Caltrans OSD review support, CCSF/TIDA coordination, and substantially more RFIs/CCOs due to differing site and as-built conditions, changes by Caltrans and contractor methods.

The following tasks represent the work required to provide continued and additional Design Support During Construction during the Construction Phase of this project, and the development and design of the projects landscape plan:

Task 301.0 Project Management, QA/QC

Project Management activities will continue to the completion of the project and include coordination with SFCTA and the Construction Management team on a regular basis to ensure the design intent is understood and issues and decisions relating to historical decisions are maintained.

Agency and Adjacent Project Coordination:

Continuous coordination with Federal, State, and Local agencies is required to ensure requirements of all are met. Coordination with the multiple projects that comprise the SFOBB East Span Seismic Safety Project is a fundamental responsibility of this project. There will be design and construction overlap with the YBITS1, YBITS2 and YBI Westside Viaducts projects. Also, the Treasure Island Yerba Buena Island Redevelopment project will tie directly into this project. Coordination includes traffic circulation, construction staging, access, bicycle/pedestrian, etc

Deliverables: Meeting Minutes, Action Items Responses, Progress Reports

Task 302.0 Roadway/General Design Support During Construction

The Roadway/Civil and General design support includes all work related to the roadway design, drainage, utilities, electrical, lighting, construction traffic control and staging, and building relocation site work. This work is a key component of the overall project and critical path schedule. Many of these elements have milestone dates and liquidated damages associated with the work and it is important that any requests for information (RFI's) related to the design are addressed quickly and any contract change orders (CCO's) are developed and issued in time so as not to delay the project. Additionally these tasks include addressing final comments from the Construction Management (CM) Team on the Ready To List (RTL) PS&E package, and providing advertisement support to SFCTA and the CM Team.

Task 302.03 Meetings - Weekly Coordination and Other Various Coordination Meetings

The design team will attend meetings to support the construction phase as necessary. It was assumed the design team's involvement in weekly coordination meetings be more frequent in the early part of the project (first six months) and taper off as the construction progresses. Complexity of the construction and heavy Caltrans oversight has required weekly design team involvement beyond the six months. The design team will continue attending weekly meetings for an additional six (6) months and taper off to bi-weekly and then bi-monthly construction meetings. The construction coordination meetings will be on Yerba Buena Island at CM team office. Additionally, the design team will attend meetings with TIDA redevelopment, Caltrans, and CCSF SFPUC as necessary to support the project.

Deliverables: Meeting Notes, Action Item Responses

Task 302.04 Construction Support - RFI responses and CCO preparation

The design team will continue to respond to RFI's passed on from the CM team related to roadway and civil design elements. The design team will provide an initial response within 24 hours of receiving the RFI. RFI response documentation could include email response, technical memorandum response, hand sketches, calculation backup, or CAD drawings. When necessary a CCO plan or specification will be prepared. For this scope of work it is assumed there will be an additional five (5) CCO's beyond the original five (5) CCO's related to the roadway design, construction traffic control and staging, utilities, electrical or drainage elements.

Deliverables: RFI Response Documentation, CCO Plan/Specifications

Task 302.06 Building Relocation/Section 106 Oversight and Reviews

During the construction phase of the project the design team will provide technical oversight to the CM team on all historical elements (Officers Historic District buildings) and the relocation of historic Quarters 10/Building 267. With this amendment this work include any revalidation work related to the historic resources. This will include reviewing all submittals related to the relocation and rehabilitation of the historic buildings, providing comments and suggestions. The design team will be on site to provide general oversight during the building relocation in coordination with the CM team. It is assumed the CM team will provide inspection of the building relocation. The design team will provide oversight on the preservation of the buildings in the Officers Historic District in the form of reviewing photo documentation, observing monitoring instrumentation installation, reviewing monitoring status reports, and reviewing and commenting on protection plans. The design team in this oversight role will be available to review/inspect any damage to the historic structures and providing comments and repair suggestions to the CM team and SFCTA.

Deliverables: Submittal Comments, Technical Memorandums

Task 302.07 Building Relocation Site Construction Support

The design team will provide support to the CM team related to the building site plans and construction. The building site includes the relocated Q10/B267, new Restrooms, and general site improvements. The design team will address RFI's related to the buildings and prepare any necessary CCO plan/specifications. It is assumed there will be an additional three (3) CCO's beyond the original three (3) CCO's related to the building site will be prepared. The design team will review required submittals related to design intent (materials, colors, styles, structural), and provide comments. It is assumed the CM team will review submittals related to construction methods, provide all inspection, including special inspections. The design team will review all submittals related to the historic buildings Q10/B267.

Deliverables: Revised Plans, Submittal Comments, RFI Responses, CCO preparations

Task 302.08 Environmental Resources Support

The design team will provide pre-construction biological resource support in the form of pre-construction bird surveys, and limited support as necessary during construction related to bird issues. The design team will complete two preconstruction bird surveys, one in late August, and a second two weeks prior to construction start. The bird surveys include biologist's field surveys of the project site and trees identified for removal and technical memorandum summarizing the findings and adherence to the final Environmental Document requirements. The second bird survey will include a bat survey of the trees and buildings. Bird surveys are multiple day field reviews and monitoring. The bat survey will include both visual field reviews and an acoustical night time bird survey.

The design team will provide as needed archeological and paleontological monitoring and oversight. An archeological monitoring plan will be developed for work near the archeological site previously excavated by Caltrans. During excavation for the two foundations near this site the design team's archeological lead will be on site to monitor excavation. For this scope the design team will have a paleontologist on retainer for any potential response needs. It is assumed that no paleontological issues will be discovered during construction.

Deliverables: Technical Memorandums, Archeological Monitoring Plan, Meeting Notes

Task 303.0 Structures Design Support During Construction

The complex nature of this project and involvement of Caltrans oversight has created significant RFI's and changes to the design, beyond the original anticipated level of Design Support During Construction. The design team recognizes this is a complex project and requires significant design support in order to ensure all questions from each party are addressed and the project can be constructed in a quality manner.

Task 303.02 Structures A, C & D Construction Support

The level of design support for structures B&E in terms of responding to RFI's, working through submittal comments from Caltrans, gaining Caltrans approvals for CCO's and coordinating and discussing design issues with Caltrans has been way beyond the original scope of work. The number of RFI's to respond to and the amount of back and forth between Caltrans, the Contractor and the CM Team has been beyond the normal design support for a bridge project. The RFI's have been on the order of 5-10 times more than anticipated.

The design team will continue to review shop drawings and provide comments to the CM team. It is assumed that one additional shop drawings for each structure C and D will be required. Shop drawings will be returned within five days. Shop drawing comments will be provided in a matrix format. It is assumed no shop drawings for reinforcement will be reviewed, and the CM team will cover all false work shop drawings reviews/approvals.

The design team will respond to RFI's in the form of emails, letters, sketches, calculations, technical memorandums, or CAD drawings. The design team will review and prepare CCO plan and specification changes as necessary. It is assumed there will be an additional ten (10) CCO's beyond the original five (5) CCO's will be required for structures B and E.

Deliverables: Shop Drawing Comments, RFI Response Documentation, CCO Plans/Specifications

Task 303.03 Structures A, C & D Meetings

The design team structural engineer responsible for structures A, C, and D will attend weekly meetings in-person with Caltrans Structures Design Oversight until all Caltrans OSD submittals are approved. The design team structural engineer will then be available to attend meetings on an as-needed basis.

Deliverables: Action Item Responses, Meeting Notes

Task 303.06 Structures B & E Construction Support

The level of design support for structures B&E in terms of responding to RFI's, working through submittal comments from Caltrans, gaining Caltrans approvals for CCO's and coordinating and discussing design issues with Caltrans has been way beyond the original scope of work. The number of RFI's to respond to and the amount of back and forth between Caltrans, the Contractor and the CM Team has been beyond the normal design support for a bridge project. The RFI's have been on the order of 5-10 times more than anticipated, in particular on structures B&E the use of GFRC panels has resulted in substantial RFI responses. The design team recognizes this is a complex project and requires significant design support during construction.

The design team will continue to review shop drawings and provide comments to the CM team. It is assumed that one additional shop drawings for each structure B, and E will be required. Shop drawings will be returned within five days. Shop drawing comments will be provided in a matrix format. It is assumed no shop drawings for reinforcement will be reviewed, and the CM team will cover all false work shop drawings reviews/approvals.

The design team will continue to respond to RFI's in the form of emails, letters, sketches, calculations, technical memorandums, or CAD drawings. The design team will prepare CCO plan and specification changes as necessary. It is assumed an additional ten (10) CCO's beyond the original four (4) CCO's will be required for structures B and E.

Deliverables: Shop Drawing Comments, RFI Response Documentation, CCO Plans/Specifications

Task 303.07 Structures B & E Meetings

The design team lead structural engineer will attend select meetings and conference calls as necessary. These will include the GFRC presentation, up to 2 additional in person meetings, and teleconferences with Caltrans as necessary. The lead structures engineer is available to attend weekly meetings as necessary via teleconference.

Deliverables: Action Item Responses, Meeting Notes

Task 304.0 YBI Ramps Landscape Plan and Specifications

The scope and administration of an accompanying landscape plan for this project has been discussed but details have not been finalized with Caltrans on the development and construction of landscaping. AECOM supported by Haygood and Associates will initiate the development of a landscape concept plan, consulting with TIDA and Caltrans on current plan concepts on the Island. The plan will be developed within the framework of the SHPO MOA requirements for the Historic Landscape Plan. Once the concept plan is agreed to final PS&E will be developed for the landscape plans, planting and irrigation plans..

Task 303.02 YBI Landscape Plans and Specifications

The development of the landscape plan concept and PS&E general scope of services includes preparation of PS&E landscape documents for submittals at 35%, 65%, 95%, 100%, final and ready to list. Also included are bid support services, construction support services, inspections at completion of plant establishment period and preparation of as-builts. Haygood and Associates will review available Caltrans, TIDA and historic landscape reports to develop a conceptual landscape plan within the YBI Ramps project area. This conceptual plan will be presented and discussed at a meeting with representative agencies. The conceptual plan will be a rendered color diagram exhibit. The plan will include requirements of the SHPO MOA, concepts for planters at Clipper Cove, and under and around the new YBI Ramps. No landscape plans will be developed for detour road areas. Upon agreement of the general concept, 65%, 90%, and final PS&E plans including landscape plans, planting plans, irrigation plans and full special project specifications will be completed for advertisement within YBITS3 or CCO into the current construction contract. Haygood will provide limited inspection, and design support services during implementation of the landscape plan.




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Memorandum

Date: 10.13.15 **RE:** Finance Committee
October 20, 2015

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

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: **ACTION** – Recommend Increasing the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$1,350,000, to a Total Amount Not to Exceed \$7,650,000 to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project, and Authorizing the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island Ramps Improvement Project. In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$6,300,000 for construction support services including construction inspection and testing. The project is currently in the construction phase approximately 69% complete and progressing satisfactorily; however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support efforts beyond what was anticipated in the original scope. Construction completion is anticipated by August 2016. This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Execution of this contract amendment is contingent on the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA is currently working with the Transportation Authority in securing all approvals for the project. TIDA asked the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the I-80/YBI Interchange Improvement Project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The scope of the I-80/YBI Interchange Improvement Project includes two major components: 1) The I-80/YBI Ramps Improvement Project, which includes constructing new westbound on and off ramps (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB); and 2) seismic

retrofit of the existing YBI Bridge Structures on the west side of the island a critical component of island traffic circulation leading to and from SFOBB.

Over the last seven years, the Transportation Authority I-80/YBI Ramps Improvement Project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement, with Caltrans as the National Environmental Policy Act lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act lead agency, was approved in December 2011. The Transportation Authority also completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013. On December 17, 2013, through Resolution 14-37, the Transportation Authority awarded a construction contract to the lowest responsible and responsive bidder, Golden State Bridge, Inc., in the amount of \$49,305,345 for the project and authorized the Executive Director to execute the construction contract and all other supporting documents, and authorize a construction allotment of \$63,874,686.

DISCUSSION

The purpose of this memorandum is to recommend increasing the amount of the professional services contract with Parsons Brinckerhoff, Inc. (PB) by \$1,350,000, to a total amount not to exceed \$7,650,000, to complete construction management support services for the I-80/YBI Ramps Improvement Project.

In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to PB in an amount not to exceed \$6,300,000 for construction support services including construction inspection and testing. The project is currently in the construction phase, approximately 69% complete and progressing satisfactorily. Construction completion is anticipated by August 2016. The construction of the Transportation Authority's I-80/YBI Ramps Improvement Project is occurring in close proximity to the Caltrans construction of the SFOBB East Span Seismic Safety Project and the tightly constrained working areas on YBI result in multiple on-going changes and modifications to design and construction methods. Overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection, testing and support efforts beyond what was anticipated in the original scope. Examples include nesting birds which resulted in delays and additional monitoring and stage construction changes; re-staging of traffic and detour roads to accommodate United States Coast Guard requirements, Caltrans SFOBB contract staging changes, and contractor's preferred work sequencing; bridge seismic joint revisions; on-going coordination with utility companies for relocation and tie-ins; differing site conditions; unidentified utilities and other buried objects; and extensive coordination with Caltrans Design and Construction Oversight in review of submittals and contract change orders.

Since a portion of this contract is anticipated to be funded with federal financial assistance from the Federal Highway Administration, administered by Caltrans, the Transportation Authority will adhere to federal regulations pertaining to disadvantaged business enterprises (DBE). To date, PB has maintained 15% DBE participation from two sub-consultants: African-American-owned and San Francisco-based firm, Transamerican Engineers & Associates; and Hispanic-owned firm, Garcia and Associates.

Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. In July 2013, through Resolution 14-01, the Transportation Authority and TIDA entered into a Memorandum of Agreement

for the construction phase of the project that established the terms and conditions of each party's roles and responsibilities.

ALTERNATIVES

1. Recommend increasing the amount of the professional services contract with PB by \$1,350,000, to a total amount not to exceed \$7,650,000 to complete construction support services for the I-80/YBI Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend increasing the amount of the professional services contract with PB by \$1,350,000, to a total amount not to exceed \$7,650,000 to complete construction support services for the I-80/YBI Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its September 30, 2015 meeting and unanimously recommended a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program (HBP) and State Prop 1B Seismic Retrofit funds. Funds for this contract amendment are coming from the overall existing construction contingency allocation. Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds, from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA. A portion of the proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment. Sufficient funds will be included in future budgets to cover the remaining cost of the contract.

RECOMMENDATION

Recommend increasing the amount of the professional services contract with PB by \$1,350,000, to a total amount not to exceed \$7,650,000 to complete construction support services for the I-80/YBI Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services

Attachment 1: Appendix A
Services to be Provided by Contractor

I. Description of Services

Contractor shall provide the necessary full construction management services for the I-80/YBI Ramps Project in San Francisco, California. The construction management contract for the YBI Ramps Project will consist of a three-phase effort with Phase 1 consisting of pre-construction services; Phase 2 consisting of construction phase management services, and Phase 3 consisting of post construction phase services.

The construction management (CM) services required will include:

TASK1-PRE-CONSTRUCTION SERVICES (COMPLETED)

- Perform constructability / biddability review of the construction contract documents (construction plans, special provisions, bid proposal and relevant information) for the project and submit a constructability report on discrepancies, inconsistencies, omissions, ambiguities, proposed changes and recommendations.
- Prepare a detailed Critical Path Method (CPM) construction schedule including pre-construction and construction activities.
- Management of the construction contract bidding phase; and management of the pre-bid conference and bid opening procedures including review of bids, bid bonds, insurance certificates and related contractor bid proposal submittals; and assist the Authority in selecting a the recommended lowest qualified bidder.
- Process construction contract for execution by the contractor.
- Arrange for, coordinate and conduct a pre-construction conference, including preparation of meeting minutes.
- Complete review, comment and approval of the Construction Contractor's baseline schedule of work.
- Review and comment on the Transportation Authority's construction contract administration procedures and policies.

TASK 2 - CONSTRUCTION PHASE SERVICES (ONGOING)

- Perform all necessary construction administration functions as required by the Authority's Construction Contract Administration Procedures, Caltrans Standard Specifications, the project Special Provisions, and Caltrans Construction and Local Programs Manual including:
 - o Perform all required field inspection activities, monitor contractor's performance and enforce all requirements of applicable codes, specifications, and contract drawings.
 - o Provide inspectors for day-to-day on the job observation/inspection of work. The inspectors shall make reasonable efforts to guard against defects and deficiencies in the work of the Construction Contractor and to ensure that provisions of the contract documents are being met.
 - o Prepare daily inspection reports documenting observed construction activities.
 - o Hold weekly progress meetings, weekly or as deemed necessary, between contractors, the Authority, Caltrans oversight, U.S. Coast Guard, TIDA, the City and other interested parties. Prepare and distribute minutes of all meetings.
 - o Take photographs and videotape recordings of pre-construction field conditions,

- o during construction progress, and post construction conditions.
 - o Prepare and recommend contractor progress payments including measurements of bid items. Negotiate differences over the amount with the contractor and process payments through the Authority Project Manager.
 - o Monitor project budget, purchases and payment.
 - o Prepare monthly progress reports documenting the progress of construction describing key issues cost status and schedule status.
 - o Prepare quarterly project status newsletters and issue press releases for project milestones. Provide one groundbreaking ceremony and one ribbon cutting ceremony.
- Establish and process project control documents including:
 - o Daily inspection diaries
 - o Weekly progress reports
 - o Monthly construction payments
 - o Requests for Information (RFI)
 - o Material certifications
 - o Material Submittals
 - o Weekly Statement of Working Days
 - o Construction Change Orders
 - o State Compliance Monitoring Unit to review contractor certified payrolls
- Review of construction schedule updates:
 - o Review construction contractor's monthly updates incorporating actual progress, weather delays and change order impacts. Compare work progress with planned schedule and notify construction contractor of project slippage. Review Construction Contractor's plan to mitigate schedule delay. Analyze the schedule to determine the impact of weather and change orders.
- Evaluate, negotiate, recommend, and prepare change orders. Perform quantity and cost analysis as required for negotiation of change orders.
- Analyze additional compensation claims submitted by the Construction Contractor and prepare responses. Perform claims administration including coordinating and monitoring claims responses, logging claims and tracking claims status.
- Process all Construction Contractor submittals and monitor design consultant and Caltrans review activities.
- Review contractor's falsework and shoring submittals.
- Review, comment and facilitate responses to RFI's. Prepare responses to RFI on construction issues. Transmit design related RFI's to designer. Conduct meetings with Construction Contractor and other parties as necessary to discuss and resolve RFI's.
- Act as construction project coordinator and the point of contact for all communications and interaction with the Construction Contractor, Caltrans, US Coast Guard, TIDA, the City, US Navy, project designer and all affected parties.
- Schedule, manage and perform construction staking in accordance with the methods, procedures and requirements of Caltrans Surveys Manual and Caltrans Staking Information.
- Provide additional CM Services per Amendment No. 1: (ADDITIONAL SERVICES)

- Coordinate building permit and resolve design/City issues related to the relocation of Quarters 10 and Building 267 to Clipper Cove.
- Provide time lapse photography and web-based photography management system.
- Provide 3.5 months additional CM Services, mitigative efforts, and change orders associated with species protection/compliance with the Federal Migratory Bird Treaty Act. Mitigate project delays caused by nesting birds.
- Provide expedited submittal reviews required to mitigate project delays caused by nesting birds.
- Provide additional source inspection for Glass Fiber Reinforced Concrete Architectural Cladding
- Provide coordination, change order, source inspection necessitated by Caltrans – directed change from modular bridge expansion joints to specialized seismic bridge expansion joints.
- Provide additional utility coordination to identify existing utilities and to relocate these utilities. Provide detailed coordination with SFPUC Water and Power.
- Provide coordination and CM Services related to construction staging changes requested by United States Coast Guard and Caltrans.

TASK 3 - POST-CONSTRUCTION SERVICES

- Perform Post Construction Phase activities including:
 - Prepare initial punch list and final punch list items.
 - Finalize all bid items, claims, and change orders. Provide contract change order documentation to project designer. Coordinate preparation of record drawings (as-built drawings) by project designer.
 - Provide final inspection services and project closeout activities, including preparation of a final construction project report per Federal and State requirements.
 - Turn all required construction documents over to Authority and Caltrans for archiving.