

STAFF REPORT

SUBJECT: State Legislative Update

FROM: Angela Swanson, Senior Grants & Project Management Specialist

DATE: May 2, 2016

Action Requested

Staff requests the Board of Directors accept the report as presented; adopt the legislative positions recommended herein and direct staff to communicate these positions with the Legislature.

Background

LAVTA staff tracks legislative activities each session that may impact the transit agency. This report identifies pending bills of particular interest that the agency may choose to take a position on during the course of the session.

Discussion

The Legislature in May is focused on hearing and acting on moving bills in their houses of origin. The deadline for bills to pass out of a policy committee is April 22, and bills must pass out of fiscal committees by May 27. The deadline to move bills from the house of origin is June 3rd.

State Budget

This is also the time for the “May Revise” of the governor’s proposed FY2016-17 budget. Reports are that the governor’s office will release it about May 12th. In January, the Governor’s initial budget proposal outlined a \$122 billion General Fund spending plan, along with \$48 billion in special funds, to total \$170 billion. The Governor forecasted the 2015-16 fiscal year ending with a \$5.2 billion surplus – of which he proposed placing \$1.6 billion of the surplus in the Rainy Day Fund.

The Transportation portion of the budget reiterated the governor’s funding proposal released in August 2015 and assumed those proposals would be adopted as part of the budget deal. To recap, the governor’s transportation funding plan would generate \$3.6 billion annually through existing revenue streams, excise taxes on gasoline and diesel fuels, a new \$65 vehicle fee, and increased Cap and Trade revenues. The May Revise will give a temperature check on the Governor’s proposals.

Transportation Package

In 2015 the Governor called for an Extraordinary Special Session on Transportation which remains in session and many new bills have been introduced. Little progress has been realized, with no changes on the key measures introduced by the Governor and his proxies last summer. Despite intense deal-brokering behind the scenes, no major financing or programmatic changes were realized although the introduced legislation remains actionable. If the governor, Senate and Assembly majority leaders plan to pass a transportation package including new taxes, discussions will be required with Republicans to secure the necessary votes for approval. The outlook for enacting any new taxes is uncertain at best in an election year.

2016 Regular Session.

Relatively few new bills are on the radar. We highlight here the handful of bills of significant interest to LAVTA:

AB 1746 (Stone) “Bus on Shoulder” LAVTA is among a group of seven transit authorities named in this bill which seeks to expand the ability of select agencies to authorize the operation of transit buses on the shoulder of a segment of a state highway during peak traffic periods. LAVTA proposes to implement the “bus on shoulder” provisions along I-680 for the 70X route. The Central Contra Costa Transit Authority (CCCTA) is also named in the bill and would operate along a segment of I-680 that includes the same service area. The text of AB 1746 is attached as Attachment 1 of this report.

Suggested LAVTA Position: SUPPORT MTC, ACTC and CTA have all taken positions of support.

AB 1591 (Frazier) Transportation Funding. The Assembly Transportation Committee Chair has authored a major transportation funding package that would raise over \$7 Billion in annual state transportation funding, more than doubling current state revenue dedicated to transportation infrastructure. AB 1591 is the most aggressive proposal to date addressing the need for making a meaningful inroads on the \$137 Billion of need to improve road conditions. The proposal emphasizes “Fix It First” priorities, dedicating the vast majority of the funds to roadway repairs. It also creates a new ongoing funding streams for: goods movement (\$1.2 billion) and public transit (\$200 million). Also proposed is a state-local partnership program (\$228 million) designed to incentivize more counties to adopt a sales taxes for transportation.

Suggested LAVTA Position: SUPPORT. This bill is supported by CTA

AB 1640 (Stone) Retirement: Public Employees. This bill would clarify that public transit employees hired between January 1, 2013 and December 30, 2014 are exempt from the Public Employees Pension Reform Act of 2013 (PEPRA). In doing so, the bill would remove any ambiguity regarding the applicability of PEPRA to these public transit employees, limiting it only to employees hired after December 30, 2014; and create consistency in the manner in which public transit employees, across public transit agencies and various retirement systems, are impacted by PEPRA.

Suggested LAVTA Position: SUPPORT This bill is supported by CTA

AB 2090 (Alejo) Low Carbon Transit Operations Program (LCTOP). This bill would authorize a recipient transit agency to apply for and receive, LTOP funds for the purpose of maintaining transit service levels, if the recipient transit agency is experiencing a fiscal emergency.

Suggested LAVTA Position: SUPPORT This bill is supported by CTA, CalACT.

AB 2222 (Holden) Transit Passes. This bill would create a new program that would appropriate \$50 million annually from the Greenhouse Gas Reduction Fund for a Transit Pass Program. The bill directs Caltrans to work with the Air Board on developing guidelines that would allow public transit operators and others to apply for these funds in order to provide free or reduced price transit passes to public school students and college students.

Suggested LAVTA Position: WATCH

AB 2762 (Baker) This bill would establish the Altamont Pass Regional Rail Authority for purposes of planning and delivering a cost effective and responsive interregional rail connection between the Bay Area Rapid Transit (BART) District's rapid transit system and the Altamont Corridor Express in the Tri-Valley, within the City of Livermore, that meets the goals and objectives of the community. The bill would require the authority's governing board to be composed of 12 representatives and would authorize the authority to appoint an executive who may appoint staff or retain consultants. The bill would provide specified authorizations and duties to the authority and transfer all unencumbered moneys dedicated for the completion of the connection to the authority. The bill would require BART to assume ownership of all physical improvements, and to assume operational control, maintenance responsibilities, and related financial obligations for the connection, upon its completion. The bill would require the Department of Transportation to expedite reviews and requests related to the connection. See Attachment 2.

Suggested LAVTA Position: SUPPORT

SB 824 (Beall) Low Carbon Transit Operations Program (LCTOP). *Co-Sponsored by CTA.* Would amend the LCTOP to essentially allow an operator to bank or loan its annual share of these funds. In addition, SB 824 would allow an operator to apply to Caltrans for a "letter of no prejudice" that would allow an operator to proceed with an eligible project using its own funds and then use LCTOP funds to reimburse the operator.

Suggested LAVTA Position: SUPPORT

SB 1128 (Glazer) Commute Benefit Policies. This bill would indefinitely extend the statutory authorization for a Bay Area commute benefit ordinance which has reduced single-occupancy vehicle trips, greenhouse gas emissions and air pollution, while delivering economic benefits to employers and employees.

Suggested LAVTA Position: SUPPORT This bill is supported by CTA, CalACT.

Recommendation

The F&A Committee received this report and has recommended it to the Board of Directors for action. Staff recommends the Board accept the report as presented; adopt the legislative positions recommended herein and direct staff to take action to communicate these positions with the Legislature.

Attachments:

1. AB 1746
2. AB 2762

Approved: _____

AMENDED IN ASSEMBLY MARCH 30, 2016

AMENDED IN ASSEMBLY MARCH 9, 2016

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

ASSEMBLY BILL

No. 1746

Introduced by Assembly Member Mark Stone

February 2, 2016

An act to amend Section 148.1 of the Streets and Highways Code, and to amend Section 21650 of the Vehicle Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1746, as amended, Mark Stone. Transit buses.

Existing law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Existing law requires that the highway segments to be used for the program are to be jointly determined by the districts, the department, and the Department of the California Highway Patrol, and imposes other conditions and requirements.

Existing law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the *Livermore Amador Valley Transit Authority*, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit.

This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit services of the ~~6~~ 7 entities described above, subject to the same conditions and requirements. Two years after commencing the operation of the program, the bill would require a participating entity, in conjunction with the department and the Department of the California Highway Patrol, to submit a report to the Legislature that includes specified information about the program. The bill would also require the participating entity to post the report on its Internet Web site to enable the public to access the report.

Vote: majority. Appropriation: no. Fiscal committee: yes.
 State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 148.1 of the Streets and Highways Code
 2 is amended to read:
 3 148.1. (a) Notwithstanding any other law, the Alameda-Contra
 4 Costa Transit District, the Central Contra Costa Transit Authority,
 5 *the Livermore Amador Valley Transit Authority*, the
 6 Monterey-Salinas Transit District, the North County Transit
 7 District, the San Diego Association of Governments, the San Diego
 8 Metropolitan Transit System, the Santa Clara Valley Transportation
 9 Authority, and the Santa Cruz Metropolitan Transit District may
 10 conduct a transit bus-only program using the shoulders of certain
 11 highways in the state highway system within the areas served by
 12 the transit services of each entity, with the approval of the
 13 department and the Department of the California Highway Patrol.
 14 The department, the Department of the California Highway Patrol,
 15 and each participating transit entity shall jointly determine the
 16 segments of each highway where it is appropriate to designate the
 17 shoulders as transit bus-only traffic corridors, based upon factors
 18 that shall include, but are not limited to, right-of-way availability
 19 and capacity, peak congestion hours, and the most heavily
 20 congested areas. Under the program, the participating transit
 21 entities shall actively work with the department and the Department
 22 of the California Highway Patrol to develop guidelines that ensure
 23 driver and vehicle safety and the integrity of the infrastructure.
 24 (b) The development of the guidelines shall be done with
 25 transparency, including the opportunity for public comment.

1 (c) The department and the participating transit entities shall
2 monitor the state of repair of highway shoulders used in the
3 program, including repairs attributable to the operation of transit
4 buses on the shoulders.

5 (d) The participating transit entities shall be responsible for all
6 costs attributable to this program, including costs related to repairs
7 attributable to the operation of transit buses on shoulders.

8 (e) The program may commence operation as soon as guidelines
9 are agreed to by the participating transit entities, the department,
10 and the Department of the California Highway Patrol.

11 (f) (1) Two years after commencing the operation of the
12 program, a participating transit entity, in conjunction with the
13 department and the Department of the California Highway Patrol,
14 shall submit a report to the Legislature that includes all of the
15 following:

16 (A) Information regarding the geographic scope of the program.

17 (B) A copy of the guidelines agreed to by the participating entity,
18 the department, and the Department of the California Highway
19 Patrol.

20 (C) Information about any highway modifications.

21 (D) Information regarding the costs associated with the program.

22 (E) Performance measures used to evaluate the success of the
23 program, such as safety, freeway operations, and transit travel time
24 reliability and savings.

25 (2) The participating entity shall post the report required by this
26 subdivision on its Internet Web site to enable the public to access
27 the report.

28 (3) The report submitted pursuant to paragraph (1) shall be
29 submitted in compliance with Section 9795 of the Government
30 Code.

31 (g) As used in this section, “highway” includes “freeway.”

32 SEC. 2. Section 21650 of the Vehicle Code is amended to read:
33 21650. Upon all highways, a vehicle shall be driven upon the
34 right half of the roadway, except as follows:

35 (a) When overtaking and passing another vehicle proceeding
36 in the same direction under the rules governing that movement.

37 (b) When placing a vehicle in a lawful position for, and when
38 the vehicle is lawfully making, a left turn.

39 (c) When the right half of a roadway is closed to traffic under
40 construction or repair.

1 (d) Upon a roadway restricted to one-way traffic.

2 (e) When the roadway is not of sufficient width.

3 (f) When the vehicle is necessarily traveling so slowly as to
4 impede the normal movement of traffic, that portion of the highway
5 adjacent to the right edge of the roadway may be utilized
6 temporarily when in a condition permitting safe operation.

7 (g) This section does not prohibit the operation of bicycles on
8 any shoulder of a highway, on any sidewalk, on any bicycle path
9 within a highway, or along any crosswalk or bicycle path crossing,
10 where the operation is not otherwise prohibited by this code or
11 local ordinance.

12 (h) This section does not prohibit the operation of a transit bus
13 on the shoulder of a state highway in conjunction with the
14 implementation of a program authorized pursuant to Section 148.1
15 of the Streets and Highways Code on state highways within the
16 areas served by the transit services of the Alameda-Contra Costa
17 Transit District, the Central Contra Costa Transit Authority, the
18 Monterey-Salinas Transit District, the North County Transit
19 District, the San Diego Association of Governments, the San Diego
20 Metropolitan Transit System, the Santa Clara Valley Transportation
21 Authority, or the Santa Cruz Metropolitan Transit District. *Code.*

AMENDED IN ASSEMBLY APRIL 5, 2016

AMENDED IN ASSEMBLY MARCH 15, 2016

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

ASSEMBLY BILL

No. 2762

Introduced by Assembly Member Baker

February 19, 2016

~~An act to amend Section 30814 of the Streets and Highways Code, relating to transportation. An act to add Chapter 8 (commencing with Section 132651) to Division 12.7 of the Public Utilities Code, relating to transportation.~~

LEGISLATIVE COUNSEL'S DIGEST

AB 2762, as amended, Baker. ~~Toll bridges: pedestrians and bicycles. Transportation: Altamont Pass Regional Rail Authority.~~

Existing law provides for the creation of statewide and local transportation agencies, which may be established as joint powers authorities or established expressly by statute. Existing law establishes the Bay Area Rapid Transit District, which is authorized to acquire, construct, own, operate, control, or use rights-of-way, rail lines, bus lines, stations, platforms, switches, yards, terminals, parking lots, and any and all other facilities necessary or convenient for rapid transit service.

This bill would establish the Altamont Pass Regional Rail Authority for purposes of planning and delivering a cost effective and responsive interregional rail connection between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express in the Tri-Valley, within the City of Livermore, that meets the goals and objectives of the community. The bill would require the authority's

governing board to be composed of 12 representatives and would authorize the authority to appoint an executive who may appoint staff or retain consultants. The bill would provide specified authorizations and duties to the authority.

This bill would require all unencumbered moneys dedicated for the completion of the connection to be transferred to the authority. The bill would require the Bay Area Rapid Transit District to assume ownership of all physical improvements, and to assume operational control, maintenance responsibilities, and related financial obligations for the connection, upon its completion. The bill would require the Department of Transportation to expedite reviews and requests related to the connection. The bill would require the authority to provide a project update report to the public, to be posted on the authority’s Internet Web site, on the development and implementation of the connection.

By imposing new duties on local governmental entities, this bill would create a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

~~Existing law, until January 1, 2021, prohibits a toll from being imposed on the passage of a pedestrian or bicycle over any bridge that is part of the state highway system, as specified.~~

~~This bill would extend that prohibition until January 1, 2022.~~

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: ~~no~~yes.

The people of the State of California do enact as follows:

- 1 SECTION 1. *The Legislature finds and declares all of the*
- 2 *following:*
- 3 (a) *Commute patterns throughout northern California, and in*
- 4 *particular through the Altamont Pass corridor, traverse the*
- 5 *boundaries of traditional metropolitan planning agencies. The*
- 6 *Altamont Pass corridor, located in the center of northern*
- 7 *California’s megaregion, is the gateway to the Tri—Valley—a*

1 vital node in the bay area's economic ecosystem and a key bay
2 area transportation route. Strategic and planned interregional
3 mobility is essential to sustained economic vitality.

4 (b) Connecting the Bay Area Rapid Transit District's rapid
5 transit system and the Altamont Corridor Express in Livermore,
6 as recommended by the Metropolitan Transportation Commission's
7 regional rail plan, would increase interregional mobility, providing
8 much-needed highway capacity for expanded goods movement to
9 the bay area's five seaports. It would also relieve pressure on
10 Interstate 580 and other transportation systems, given the
11 exponential population growth in the central valley.

12 (c) The Bay Area Rapid Transit District has stated its priority
13 is to operate and maintain its existing core commuter rail system;
14 expansion is not a priority for the Bay Area Rapid Transit District.
15 Recent rail expansions in other parts of the state have been
16 successfully implemented by single purpose agencies such as the
17 Metro Gold Line Foothill Extension Construction Authority and
18 the Santa Clara Valley Transportation Authority.

19 (d) The Altamont Pass Regional Rail Authority is needed to
20 connect the Bay Area Rapid Transit District's rapid transit system
21 and the Altamont Corridor Express in Tri-Valley and would be
22 responsive to local needs and issues by including local stakeholders
23 in land use and transit planning decisions.

24 (e) Consistent with the Bay Area Regional Rail Plan adopted
25 by the Metropolitan Transportation Commission (Resolution 3826),
26 the heavy rail connection between the Bay Area Rapid Transit
27 District's rapid transit system and the Altamont Corridor Express
28 is a matter of state interest, and all planning, analysis, alternatives,
29 and mitigations for projects undertaken by the Altamont Pass
30 Regional Rail Authority should be consistent with that state
31 interest.

32 SEC. 2. It is the intent of the Legislature to establish the
33 Altamont Pass Regional Rail Authority to plan and deliver a cost
34 effective and responsive rail extension that connects the Bay Area
35 Rapid Transit District's rapid transit system and the Altamont
36 Corridor Express in the Tri-Valley, within the City of Livermore,
37 to address regional economic and transportation challenges.

38 SEC. 3. Chapter 8 (commencing with Section 132651) is added
39 to Division 12.7 of the Public Utilities Code, to read:

1
2 CHAPTER 8. ALTAMONT PASS REGIONAL RAIL AUTHORITY

3
4 132651. As used in this chapter, the following terms have the
5 following meanings:

6 (a) "Authority" means the Altamont Pass Regional Rail
7 Authority created under this chapter.

8 (b) "Bay Area Rapid Transit" means the Bay Area Rapid Transit
9 District's rapid transit system.

10 (c) "Board" means the governing board of the authority.

11 (d) "Connection" means an interregional rail connection
12 between Bay Area Rapid Transit and the Altamont Corridor
13 Express in the Tri-Valley, within the City of Livermore.

14 (e) "Phase 1 Project" means the first phase of the connection,
15 which will extend Bay Area Rapid Transit along Interstate 580 to
16 a new station in the vicinity of the Isabel Avenue interchange in
17 the City of Livermore.

18 132652. The authority is hereby established for purposes of
19 planning and delivering a cost-effective and responsive connection
20 that meets the goals and objectives of the community.

21 132653. By December 1, 2017, the board shall publish a
22 detailed management, finance, and implementation plan relating
23 to the connection.

24 132655. The governing board of the authority shall be
25 composed of one representative from each of the following entities
26 to be appointed by the governing board, mayor, or supervisor of
27 each entity:

- 28 (a) The Altamont Corridor Express.
- 29 (b) The Bay Area Rapid Transit District.
- 30 (c) The City of Dublin.
- 31 (d) The City of Livermore.
- 32 (e) The City of Pleasanton.
- 33 (f) The City of Tracy.
- 34 (g) The County of Alameda.
- 35 (h) The County of San Joaquin.
- 36 (i) The East Bay Leadership Council.
- 37 (j) Innovation Tri-Valley.
- 38 (k) The Livermore Amador Valley Transit Authority.
- 39 (l) San Joaquin Partnership.

1 132660. (a) *The board may appoint an executive director to*
2 *serve at the pleasure of the board.*

3 (b) *The executive director is exempt from all civil service laws*
4 *and shall be paid a salary established by the board.*

5 (c) *The executive director may appoint staff or retain consultants*
6 *as necessary to carry out the duties of the authority.*

7 (d) *All contracts approved and awarded by the executive*
8 *director shall be awarded in accordance with state and federal*
9 *laws relating to procurement. Awards shall be based on price or*
10 *competitive negotiation, or on both of those things.*

11 132665. *The Livermore Amador Valley Transit Authority shall*
12 *enter into a memorandum of understanding with the San Joaquin*
13 *Regional Rail Commission to comanage the rail-specific elements*
14 *necessary to support the authority. For an initial one-year period,*
15 *the Livermore Amador Valley Transit Authority's administrative*
16 *staff shall, if that authority has appointed a member to the board*
17 *in accordance with Section 132655, provide all necessary*
18 *administrative support to the board to perform its duties and*
19 *responsibilities and may perform for the board any and all*
20 *activities that they are authorized to perform for the Livermore*
21 *Amador Valley Transit Authority. At the conclusion of the initial*
22 *period, the board may, through procedures that it determines,*
23 *select the Livermore Amador Valley Transit Authority, San Joaquin*
24 *Regional Rail Commission, or another existing public rail transit*
25 *agency for one three-year term immediately following the initial*
26 *period, and thereafter for five-year terms, to provide all necessary*
27 *administrative support staff to the board to perform its duties and*
28 *responsibilities.*

29 132670. *The Bay Area Rapid Transit District shall identify and*
30 *expeditiously enter into an agreement with the authority to hold*
31 *in trust for the authority all real and personal property and any*
32 *other assets accumulated in the planning, environmental review,*
33 *design, right-of-way acquisition, permitting, and construction of*
34 *the connection, including, but not limited to, rights-of-way,*
35 *documents, interim work products, studies, third-party agreements,*
36 *contracts, and design documents, as necessary for completion of*
37 *the connection.*

38 132675. *All unencumbered moneys dedicated for the completion*
39 *of the Phase 1 Project or the connection shall be transferred to*
40 *the authority for the completion of the connection.*

1 132680. *The authority shall not be responsible for any core*
2 *system upgrades that preexist its establishment. This includes both*
3 *existing core system deficiencies necessary to support planned*
4 *service frequency upgrades and any core system upgrades needed*
5 *to support prior system expansions, including, but not limited to,*
6 *the Silicon Valley rapid transit corridor.*

7 132685. *Upon the completion of the connection or any phase*
8 *of the connection, the Bay Area Rapid Transit District shall assume*
9 *ownership of all physical improvements constructed for that phase*
10 *or the connection, and shall assume operational control,*
11 *maintenance responsibilities, and related financial obligations of*
12 *the phase or connection.*

13 132690. (a) *The authority has all of the powers necessary for*
14 *planning, acquiring, leasing, developing, jointly developing,*
15 *owning, controlling, using, jointly using, disposing of, designing,*
16 *procuring, and building the Phase 1 Project and connection,*
17 *including, but not limited to, all of the following:*

18 (1) *Acceptance of grants, fees, allocations, and transfers of*
19 *moneys from federal, state, and local agencies, including, but not*
20 *limited to, moneys from local measures, as well as private entities.*

21 (2) *Acquiring, through purchase or through eminent domain*
22 *proceedings, any property necessary for, incidental to, or*
23 *convenient for, the exercise of the powers of the authority.*

24 (3) *Incurring indebtedness, secured by pledges of revenue*
25 *available for the Phase 1 Project or connection completion.*

26 (4) *Contracting with public and private entities for the planning,*
27 *design, and construction of the connection. These contracts may*
28 *be assigned separately or may be combined to include any or all*
29 *tasks necessary for completion of the Phase 1 Project or*
30 *connection.*

31 (5) *Entering into cooperative or joint development agreements*
32 *with local governments or private entities. These agreements may*
33 *be entered into for purposes of sharing costs, selling or leasing*
34 *land, air, or development rights, providing for the transferring of*
35 *passengers, making pooling arrangements, or for any other*
36 *purpose that is necessary for, incidental to, or convenient for the*
37 *full exercise of the powers granted to the authority. For purposes*
38 *of this paragraph, “joint development” includes, but is not limited*
39 *to, an agreement with any person, firm, corporation, association,*
40 *or organization for the operation of facilities or development of*

1 *projects adjacent to, or physically or functionally related to, the*
2 *Phase 1 Project or connection.*

3 *(6) Relocation of utilities, as necessary for completion of the*
4 *connection.*

5 *(7) Conducting all necessary environmental reviews, including,*
6 *but not limited to, completing environmental impact reports.*

7 *(b) The duties of the authority include, but are not limited to,*
8 *both of the following:*

9 *(1) Conducting the financial studies and the planning and*
10 *engineering necessary for completion of the Phase 1 Project and*
11 *connection. Although this duty rests solely on the authority, the*
12 *authority may exercise any of the powers described in subdivision*
13 *(a) to fulfill this duty.*

14 *(2) Adoption of an administrative code, not later than December*
15 *1, 2017, for administration of the authority in accordance with*
16 *any applicable laws, including, but not limited to, the Ralph M.*
17 *Brown Act (Chapter 9 (commencing with Section 54950) of Part*
18 *1 of Division 2 of Title 5 of the Government Code), the provisions*
19 *of this chapter; laws generally applicable to local agency*
20 *procurement and contracts, laws relating to contracting goals for*
21 *minority and women business participation, and the Political*
22 *Reform Act of 1974 (Title 9 (commencing with Section 81000) of*
23 *the Government Code).*

24 *132694. The authority shall enter into a memorandum of*
25 *understanding with the Bay Area Rapid Transit District that shall*
26 *address the ability of the Bay Area Rapid Transit District to review*
27 *any significant changes in the scope of the design or construction,*
28 *or both design and construction, of the Phase 1 Project and*
29 *connection.*

30 *132695. The Department of Transportation shall expedite*
31 *reviews and requests related to the Phase 1 Project or connection*
32 *and shall provide responses within 60 days.*

33 *132697. On or before December 1, 2017, and annually*
34 *thereafter, the authority shall provide a project update report to*
35 *the public, to be posted on the authority's Internet Web site, on*
36 *the development and implementation of the Phase 1 Project and*
37 *connection. The report, at a minimum, shall include a project*
38 *summary, as well as details by phase, with all information*
39 *necessary to clearly describe the status of the phase, including,*
40 *but not limited to, all of the following:*

- 1 (a) A summary describing the overall progress of the phase.
- 2 (b) The baseline budget for all phase costs, by segment or
- 3 contract.
- 4 (c) The current and projected budget, by segment or contract,
- 5 for all phase costs.
- 6 (d) Expenditures to date, by segment or contract, for all phase
- 7 costs.
- 8 (e) A summary of milestones achieved during the prior year and
- 9 milestones expected to be reached in the coming year.
- 10 (f) Any issues identified during the prior year and actions taken
- 11 to address those issues.
- 12 (g) A thorough discussion of risks to the project and steps taken
- 13 to mitigate those risks.

14 132699. The authority shall be dissolved upon both the
 15 completion of the connection and the assumption by Bay Area
 16 Rapid Transit District of operational control of the connection as
 17 provided in Section 132685.

18 SEC. 4. If the Commission on State Mandates determines that
 19 this act contains costs mandated by the state, reimbursement to
 20 local agencies and school districts for those costs shall be made
 21 pursuant to Part 7 (commencing with Section 17500) of Division
 22 4 of Title 2 of the Government Code.

23 SECTION 1. Section 30814 of the Streets and Highways Code
 24 is amended to read:

25 30814. (a) No toll shall be imposed on the passage of a
 26 pedestrian or bicycle over any bridge that is part of the state
 27 highway system, on which the travel of pedestrians and bicycles
 28 is otherwise authorized, and on which tolls are imposed on the
 29 passage of motor vehicles, including any bridge constructed
 30 pursuant to a franchise granted under this article.

31 (b) This section shall remain in effect only until January 1, 2022,
 32 and as of that date is repealed, unless a later enacted statute, that
 33 is enacted before January 1, 2022, deletes or extends that date.