



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos, CA 94070

**June 4, 2015 – Thursday**

**5:00 p.m.**

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Hearing – Fiscal Year 2016 Budget
  - a. Authorize Adoption of the Fiscal Year 2016 Budget in the Amount of \$64,537,182 RESOLUTION
4. Report of the Citizens Advisory Committee
5. Consent Calendar RESOLUTION

Members of the public or Board may request that an item under the Consent Calendar be considered separately

  - a. Approval of Minutes of May 7, 2015
  - b. Acceptance of Statement of Revenues and Expenditures for April 2015
  - c. Authorize Conditional Allocation of \$1.5 Million in New Measure A Highway Supplemental Roadway Projects Funds to the City of San Carlos for the Design Phase of the U.S. 101/Holly Interchange Project
6. Public Comment  
Public comment by each individual speaker shall be limited to one minute
7. Nominating Committee Report for the Citizens Advisory Committee MOTION

(Canepa, Horsley)

  - a. Appointment of Citizens Advisory Committee Member Olma O'Neill
8. Chairperson's Report
9. San Mateo County Transit District Liaison Report INFORMATIONAL
10. Joint Powers Board Report INFORMATIONAL
  - a. Presentation on Annual Caltrain Passenger Counts INFORMATIONAL

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

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|--|---------------|
| 11. Report of the Executive Director   | INFORMATIONAL |
| 12. Program  |               |
| a. Program Report: Transit – Caltrain Modernization Program  | INFORMATIONAL |
| b. Capital Projects Quarterly Status Report – 3 <sup>rd</sup> Quarter<br>Fiscal Year 2015  | INFORMATIONAL |
| c. Update on State and Federal Legislative Program   | INFORMATIONAL |
| 13. Requests from the Authority  |               |
| 14. Written Communications to the Authority  |               |
| 15. Date/Time of Next Meeting: Thursday, August 6, 2015, 5 p.m. at<br>San Mateo County Transit District Administrative Building,<br>Bacciocco Auditorium, 2 <sup>nd</sup> Floor, 1250 San Carlos Avenue,<br>San Carlos, CA 94070   |               |
| 16. Report of Legal Counsel  |               |
| a. Closed Session: Conference with Legal Counsel – Existing<br>Litigation Pursuant to Government Code Section 54956.9(d)(1):<br>Pacifigans for a Scenic Coast, Pacifigans for Highway 1<br>Alternatives, and Center for Biological Diversity vs. Federal<br>Highway Administration, California Department of<br>Transportation, Malcolm Dougherty, U.S. Fish and Wildlife<br>Service, National Park Service, U.S. Army Corps of Engineers,<br>San Mateo County Transportation Authority and City of<br>Pacifica. Case No. 3:15-cv-02090-LB |               |
| b. Closed Session: Conference with Legal Counsel – Existing<br>Litigation Pursuant to Government Code Section 54956.9(d)(1):<br>Pacifigans for a Scenic Coast vs. California Department of<br>Transportation, Respondents and Defendants, and San Mateo<br>County Transportation Authority and City of Pacifica, Real<br>Parties in Interest and Defendants. Case No. CIV 523973   |               |
| 17. Adjournment  |               |

## **INFORMATION FOR THE PUBLIC**

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at [www.smcta.com](http://www.smcta.com).

### **Location, Date and Time of Regular Meetings**

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The building is also accessible by SamTrans bus routes ECR, FLX, 260, 295 and 398. Additional transit information can be obtained by calling 1-800-660-4287 (TTY 650-508-6448) or 511.

The Transportation Authority (TA) meets regularly on the first Thursday of the month at 5 p.m. The TA Citizens Advisory Committee (CAC) meets regularly on the Tuesday prior to the first Thursday of the month at 4:30 p.m. at the San Mateo County Transit District Administrative Building.

### **Public Comment**

If you wish to address the Board, please fill out a speaker's card located on the agenda table. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the Authority Secretary, who will distribute the information to the Board members and staff.

Members of the public may address the Board on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to one minute and items raised that require a response will be deferred for staff reply.

### **Accessibility for Individuals with Disabilities**

Upon request, the TA will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the Authority Secretary at the San Mateo County Transportation Authority, 1250 San Carlos Avenue, San Carlos, CA 94070-1306 or emailed to [board@smcta.com](mailto:board@smcta.com); or by phone at 650-508-6242, or TTY 650-508-6448.

### **Availability of Public Records**

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **ADOPTION OF PROPOSED BUDGET FOR FISCAL YEAR 2016**

**ACTION**

During the set public hearing, staff will present the Proposed Fiscal Year (FY) 2016 budget. Staff recommends the Board adopt the proposed FY2016 budget in the amount of \$64,537,182, following the public hearing.

**SIGNIFICANCE**

At the May 7<sup>th</sup> Board meeting, staff presented a preliminary FY2016 San Mateo County Transportation Authority (TA) Budget. The FY2016 Preliminary Budget was \$63.7 million and was composed of \$27.7 million in Annual Allocations, \$33.5 million in projected Program Expenditures, \$1.2 million in Oversight, and \$1.3 million in Administrative expenses.

**Since the May Board presentation of the preliminary budget, staff has increased, by \$1 million, the anticipated sales tax receipts to \$77 million. This increased the Annual Allocations by \$0.4 million to \$28.1 million and projected Program Expenditures by \$0.4 million to \$33.9 million. There were no changes in Oversight and Administrative expenses.**

Section 131266 of the California Public Utilities Code requires that the TA conduct a public hearing prior to adopting the annual budget.

**Revenues**

For FY2016, total revenue for the TA is projected to be \$81.2 million, an **increase** of \$2.7 million or 3.5 percent greater than the FY2015 revised budget. **Sales tax receipts are projected to be \$77 million**, reflecting an **increase** of \$2 million from the FY2015 revised budget.

The projected revenue increase is also composed of the following:

- Interest Income is projected to **increase** by \$0.7 million or 30.7 percent due to a projected increase in interest rates.

## Expenditures

Proposed expenditures for FY2016 fall into four categories:

### **Annual Allocations (line 16)**

In accordance with the 2004 Transportation Expenditure Plan (2004 TEP) approved by the voters, annual allocations have been budgeted to four plan categories according to percentages of projected sales tax revenue as listed below.

<b>Local Streets/Transportation - 22.5%</b>	<b>\$17.3 million</b>
<b>Caltrain Improvements – Operating - 8.0%</b>	<b>\$6.2 million</b>
<b>Accessible Services/Paratransit - 4.0%</b>	<b>\$3.1 million</b>
San Francisco International Airport Bay Area Rapid Transit Extension - 2.0%	\$1.5 million

**Total annual allocations are projected at \$28.1 million**, an increase of \$0.8 from FY2015 revised budget.

### **Program Expenditures (line 18)**

Program expenditures include projects with FY2016 funding requirements as detailed in Attachment B.

Program Expenditures include the following categories:

- **Alternative Congestion Relief – The \$770,000 budgeted for FY2016** is the full 1 percent of projected sales tax outlined in the 2004 TEP. Of the \$770,000, \$435,000 is proposed to be set aside for the Peninsula Traffic Congestion Relief Alliance's Transportation Demand Management (TDM) Program.
- **Dumbarton** – The Dumbarton Maintenance of Way project (TA project #745) is budgeted at \$400,000, based on projected needs for FY2016.
- **Caltrain** – The San Mateo County Local Share (TA project #605) for the system-wide improvement program **for FY2016 is budgeted at \$6.2 million**, subject to potential changes to the final FY2016 Caltrain Capital Budget. System-wide capital improvements anticipated to be undertaken in FY2016 for the Caltrain system include: State of Good Repair rolling stock, signal, track and station work. These funds will be matched with monies from Caltrain partners, the Santa Clara Valley Transportation Authority and the City and County of San Francisco.
- **Pedestrian and Bicycle** – The **Pedestrian and Bicycle line item for \$2.3 million** represents the projected 3 percent of sales tax revenues designated for this category in the 2004 TEP. These funds will be used for projects selected through future calls for projects.

- **Local Shuttle** – The \$3.1 million for this line item represents the funds available for shuttles receiving allocations through the FY2015/16 Shuttle Program call for projects.
- **Streets and Highways** – In accordance with the 2004 TEP and the TA's Strategic Plan 2014-2019, **the Streets and Highways Program expenditures include funding for key congested corridors in the amount of \$13.3 million, and for supplemental roadway projects in the amount of \$7.8 million.** The budgeted amounts for these two programs are based on projected revenues for FY2015; actual revenues will be used for projects selected through future calls-for-projects.

**Oversight (line 20)**

The oversight category contains \$1.2 million for TA costs associated with implementing the various TEP categories of the original and new Measure A programs. Oversight includes programming and monitoring of projects, calls for projects and administration of the policies and procedures from the 2004 Measure. These expenditures will be funded from interest earned on the investment of fund balances.

**Administrative (line 26)**

Total administrative expenditures are projected to **increase** by \$111,134 or 9 percent from the FY2015 revised budgets. The increase is mainly due to the new Commercial General Liability and Public Office Liability insurance policies. For FY2016, it is proposed that \$739,869 be used for staff support, which is below 1 percent of the projected sales tax revenues as allowed for such expenditures in the 2004 TEP.

**BACKGROUND**

The TA was formed in 1988 with voter passage of Measure A, the half-cent sales tax for countywide transportation projects and programs. The original Measure A expired December 31, 2008. In 2004, county voters overwhelmingly approved a reauthorization of Measure A through 2033. The TA's role is to administer the proceeds from Measure A to fund a broad spectrum of transportation-related projects and programs.

**Changes from the staff report distributed on May 7<sup>th</sup> are presented in bold, blue font.**

Prepared By: Ladi Millard, Director, Budgets  
 Stephen Franke, Senior Budget Analyst

650-508-7755  
 650-508-6206

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FY2016 PROPOSED BUDGET

	FY2014 <u>ACTUAL</u> A	FY2015 <u>ADOPTED</u> B	FY2015 <u>REVISED</u> C	FY2016 <u>PROPOSED</u> D	FY16 PROPOSED TO FY15 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
<b>REVENUE:</b>							
1 Sales Tax	77,625,765	72,000,000	75,000,000	77,000,000	2,000,000	2.7%	1
2							2
3 Interest Income	4,020,964	2,284,610	2,284,610	2,985,683	701,073	30.7%	3
4							4
5 Miscellaneous Income	7,171,994	-	-	-	-		5
6							6
7 Rental Income	1,203,816	1,203,300	1,203,300	1,232,840	29,540	2.5%	7
8							8
9 Grant Proceeds	121,754	-	-	-	-		9
10							10
11 <b>TOTAL REVENUE</b>	<b>90,144,293</b>	<b>75,487,910</b>	<b>78,487,910</b>	<b>81,218,523</b>	<b>2,730,613</b>	<b>3.5%</b>	11
12							12
13							13
14 <b>EXPENDITURES:</b>							14
15							15
16 Annual Allocations	28,333,404	26,280,000	27,375,000	28,105,000 (1)	730,000	2.7%	16
17							17
18 Program Expenditures	45,799,236	39,712,000	83,058,350	33,895,000 (1)	(49,163,350)	-59.2%	18
19							19
20 Oversight	1,164,071	1,185,000	1,185,000	1,185,000 (1)	-	0.0%	20
21							21
22 Administrative:							22
23 Staff Support	531,403	706,634	706,634	739,869	33,235	4.7%	23
24 Measure A Info-Others	5,993	16,500	16,500	16,500	-	0.0%	24
25 Other Admin Expenses	299,647	313,520	517,914	595,813	77,899	15.0%	25
26 Total Administrative	837,043	1,036,654	1,241,048	1,352,182	111,134	9.0%	26
27							27
28 <b>TOTAL EXPENDITURES</b>	<b>76,133,754</b>	<b>68,213,654</b>	<b>112,859,398</b>	<b>64,537,182</b>	<b>(48,322,216)</b>	<b>-42.8%</b>	28
29							29
30 <b>EXCESS/(DEFICIT)</b>	<b>14,010,539</b>	<b>7,274,256</b>	<b>(34,371,488)</b>	<b>16,681,341</b>	<b>51,052,829</b>	<b>-148.5%</b>	30
31							31
32 <b>BEGINNING FUND BALANCE</b>	<b>445,209,646</b>	<b>459,220,185</b>	<b>459,220,185</b>	<b>424,848,697</b>	<b>(34,371,488)</b>		32
33							33
34 <b>ESTIMATED ENDING FUND BALANCE</b>	<b>459,220,185</b>	<b>466,494,441</b>	<b>424,848,697</b>	<b>441,530,038</b>	<b>16,681,341</b>	<b>3.9%</b>	34
35							35
36 (1) See Attachment B for details.							36
37							37
38 <b>FUND BALANCE (2)</b>							38
39							39
40 <b>Beginning Fund Balance</b>		1988 Measure 227,241,785	2004 Measure 197,606,912	Aggregate 424,848,697			40
41 Excess/(Deficit)		1,005,429	15,675,912	16,681,341			41
42 <b>Ending Fund Balance</b>		<u>228,247,214</u>	<u>213,282,824</u>	<u>441,530,038</u>			42
43							43
44 Capital Appropriation Carryover		112,534,435	129,359,912	241,894,347			44
45 Undesignated (3)		115,712,779	83,922,912	199,635,691			45
46 <b>Total Ending Fund Balance</b>		<u>228,247,214</u>	<u>213,282,824</u>	<u>441,530,038</u>			46
47							47

48 (2) Fund Balance is based on actuals for FY2014 and budgeted figures for FY2015.

49 (3) Undesignated funds are funds collected but not budgeted or allocated. The 1988 Undesignated funds are projected to include \$69 million for Caltrain, \$40 million for Dumbarton and  
50 \$3 million for Highways. The 2004 Undesignated funds include \$76.1 million for Highways, \$4 million for Ped&Bike, and \$2.3 million for Shuttles.

**ATTACHMENT B**

**FY2016 ALLOCATIONS AND EXPENDITURES**

				<b>Prior Approved Budget</b>	<b>FY2016 Proposed</b>	<b>Total Approved Budget</b>	<b>Budgeted Non-Measure A</b>	<b>Total Measure A Share</b>
<b>ANNUAL ALLOCATIONS:</b>								
1	Allocation to Local Entities			N/A	17,325,000			N/A
2	Transfer to SMCTD for Caltrain			N/A	6,160,000			N/A
3	Paratransit			N/A	3,080,000			N/A
4	SFO BART Extension			N/A	1,540,000			N/A
5					28,105,000			
6								
7	<b>PROGRAM EXPENDITURES:</b>							
8								
9	ALTERNATIVE CONGESTION RELIEF							
10	00903	Alternative Congestion Relief Program	(1)	3,380,000	770,000	4,150,000		4,150,000
11	DUMBARTON							
12	00745	Maintenance of Way		1,784,500	400,000	2,184,500		2,184,500
13	CALTRAIN							
14	00605	San Mateo Local Share JPB CIP		65,297,540	6,160,000	71,457,540	2,733,100	68,724,440
15	PEDESTRIAN AND BICYCLE PROGRAM							
16	00816	Set-aside for Call for Projects	(2)	11,118,824	2,310,000	13,428,824	-	13,428,824
17	LOCAL SHUTTLE							
18	00902	Set-aside for Call for Projects	(3)	10,544,777	3,080,000	13,624,777	-	13,624,777
19	STREETS AND HIGHWAYS							
20	00900	Key Congested Corridors Program	(4)	61,461,000	13,321,000	74,782,000	-	74,782,000
21	00901	Supplemental Roadway Program	(4)	36,237,000	7,854,000	44,091,000	-	44,091,000
22								
23				189,823,641	33,895,000	223,718,641	2,733,100	220,985,541
24								
25								
26	<b>OVERSIGHT:</b>							
27								
28	00740	Program Planning and Management		4,810,000	1,185,000	5,995,000	-	5,995,000
29				4,810,000	1,185,000	5,995,000	-	5,995,000
30								
31								

(1) Funds proposed in FY2016 for the Alternative Congestion Relief Program represent 1% of sales tax revenues, and include funds proposed for the Alliance's Countywide TDM program (\$435K).

(2) The Pedestrian and Bicycle Set-aside for Call for Projects (\$2.31M) represents the estimated funds to be collected in FY16, which will be reserved for the FY2016/17 Call for Projects.

(3) The Local Shuttle Set-aside for Call for Projects (\$3.1M) represents the estimated funds to be collected in FY16 which will be reserved for future Call for Projects.

(4) The Key Congested Corridors and Supplemental Roadway Programs represent 17.3% and 10.2% respectively of Measure A revenues projected to be collected in FY16 and are placeholders until specific projects are selected under these categories.

**RESOLUTION NO. 2015 –**

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE OF CALIFORNIA**

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**ADOPTING A BUDGET IN THE AMOUNT OF \$64,537,182 FOR FISCAL YEAR (FY) 2016**

**WHEREAS**, Section 131265(a) of the California Public Utilities Code requires the Board of Directors to adopt an annual budget for the San Mateo County Transportation Authority (TA); and

**WHEREAS**, in accordance with Section 131266 of the California Public Utilities Code, the TA conducted a public hearing concerning the annual budget at its meeting on June 4<sup>th</sup>, 2015; and

**WHEREAS**, the Executive Director has prepared and presented to the Board of Directors the proposed budget for FY2016 which includes; Annual Allocations in the amount of \$28,105,000, Program Expenditures in the amount of \$33,895,000, Oversight in the amount of \$1,185,000, and Administrative Expenses in the amount of \$1,352,182.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority adopt the budget for FY2016, a copy of which is attached to and incorporated herein as Attachments A and B.

Regularly passed and adopted this 4<sup>th</sup> day of June, 2015 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**MINUTES OF MAY 7, 2015**

**MEMBERS PRESENT:** D. Canepa, C. Groom, C. Johnson, K. Matsumoto (Chair),  
M.A. Nihart

**MEMBERS ABSENT:** D. Horsley, T. Nagel

**STAFF PRESENT:** J. Averill, J. Cassman, A. Chan, S. Gaffney, G. Harrington,  
J. Hartnett, R. Haskin, J. Hurley, M Martinez, N. McKenna,  
S. Murphy, M. Simon, J. Slavitt, S. van Hoften

Chair Karyl Matsumoto called the meeting to order at 5:06 p.m. and Director Cameron Johnson led the Pledge of Allegiance.

**SWEARING IN**

Martha Martinez, Authority Secretary, administered the Oath of Office to Mr. Johnson representing City Selection Committee – Southern Judicial Cities.

Director Carole Groom arrived at 5:09 p.m.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

Barbara Arietta, CAC Chair, reported on the meeting of May 5, 2015 (see attached).

**APPROVAL OF CONSENT CALENDAR**

- Approval of Minutes of April 2, 2015
- Acceptance of Statement of Revenues and Expenditures for March 2015
- Annual Reaffirmation of the Investment Policy and Reauthorization to Invest Monies with the Local Agency Investment Fund
- Call for Public Hearing for Preliminary Fiscal Year (FY) 2016 Budget on June 4, 2015

Motion/Second: Nihart/Canepa

Ayes: Canepa, Groom, Johnson, Nihart, Matsumoto

Absent: Horsley, Nagel

**PUBLIC COMMENT**

Greg Conlon, Atherton, said the holdout stations for Atherton and Burlingame Caltrain Stations are not in the Peninsula Corridor Joint Powers Board budget, but should be due to safety concerns.

**NOMINATING COMMITTEE REPORT FOR THE CITIZENS ADVISORY COMMITTEE (CANEPA, HORSLEY)**

Director David Canepa said the TA received 17 applications to fill six positions on the CAC. He and Director Don Horsley conducted interviews April 23 and recommend Barbara Arietta, incumbent from Pacifica; Diana Bautista, incumbent from Daly City; Philip Rosenblatt from Half Moon Bay; Shaunda Scruggs from Belmont; and

Laurie Simonson, incumbent from Burlingame, to a three-year term ending May 31, 2018, and Paul Young from South San Francisco to a partial term ending May 31, 2016.

Motion/Second: Canepa/Groom

Ayes: Canepa, Groom, Johnson, Nihart, Matsumoto

Absent: Horsley, Nagel

### **CHAIRPERSON'S REPORT – KARYL MATSUMOTO**

#### **Certificate of Appreciation to Former CAC Member Doris Maez**

Chair Matsumoto presented a certificate of appreciation to Doris Maez, former CAC member, for 17 years of service on the CAC. Ms. Maez said the CAC members have seasoned information and it was a joy and privilege to serve on the CAC.

### **SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORTS**

The May 6 report is in the reading file.

### **PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) REPORT**

The May 7 report is in the reading file.

### **Presentation on Annual Caltrain Passenger Counts**

Jim Hartnett, Executive Director, said this report will be provided at another time. Ridership is up, and not just during peak hours. There has been some shift from peak hours and enhanced ridership at other times of the day.

### **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Hartnett said:

- He has been involved in more than 85 meetings since he started last month.
- There were 17 onramp meters activated on southbound U.S. Highway 101 between the San Francisco County line and California Route 92 for the afternoon peak period of 2:30 p.m. to 8 p.m. On May 12, operations will be expanded to include the morning peak period of 6 a.m. to 10 a.m. California Department of Transportation (Caltrans) will be monitoring the ramp metering with the aim of optimizing it.
- The San Pedro Creek Bridge Replacement Project is back on track after a six-month hiatus due to environmental needs.

### **FINANCE**

#### **Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2015**

Monique Spyke, Public Financial Management Group (PFM), said interest rates generally fell at quarter end due to disappointing economic data and a change in market expectations about the timing of the Federal funds rate hike. The two-year treasury yield fell from 67 basis points to 56 basis points at the end of the quarter. The two-year treasury is a good proxy for the TA's portfolio because it is generally the average maturity range for investments purchased for the portfolio. At quarter end, the yield on the TA's portfolio was 57 basis points. PFM has been trying to keep duration of the portfolio in line with duration of the TA's benchmarks and looking to find the best value on the yield curve, being investments in the 2.5 to 3.5 investment range.

Motion/Second: Nihart/Johnson  
Ayes: Canepa, Groom, Johnson, Nihart, Matsumoto  
Absent: Horsley, Nagel

**Authorize Award of Contract to Vavrinek, Trine, Day & Co., LLP to Provide Financial Audit Services for a Firm-Fixed Price of \$164,860 Over a Five-Year Term, and Requested Additional Financial Auditing Services at the Not-to-Exceed Amount of \$100,000**

Gigi Harrington, Deputy CEO, said Bruce Petrozza is the new Director, Contracts and Procurement.

Ms. Harrington said award of this contract will change the auditor. A re-procurement is done every five years to have a fresh set of eyes to look at the procedures and the books.

Mr. Hartnett said should the need arise, the auditor could report directly to the SamTrans Board Audit Committee and bypass the Executive Director and other staff if they feel it is appropriate.

Motion/Second: Canepa/Nihart  
Ayes: Canepa, Groom, Johnson, Nihart, Matsumoto  
Absent: Horsley, Nagel

**Authorize Reallocation of \$700,000 of Measure A Funding from Preparation of a Project Initiation Document to Fund Further Technical Studies Associated with the Highway 101 High Occupancy Vehicle (HOV) Lanes Project**

Joe Hurley, Director, TA Program, said the TA, in partnership with the City/County Association of Governments (C/CAG), embarked on an effort to develop and expedite mitigation strategies to deal with congestion on the Highway 101 corridor. A Project Initiation Document was prepared and approved by Caltrans. Some funds remain in the budget and C/CAG requested the residual dollars be made available to advance and continue technical studies associated with HOV lanes. This action will allow the funds to be used now to collect data and analysis six months sooner than the Call for Projects (CFP) process.

Public Comment

Emily Loper, Bay Area Council (Council), said the Council represents 250 of the region's largest employers. Traffic delay is a serious concern for employers. This corridor is the most economically productive 48 miles in California, and the population along the corridor produce nearly a quarter of all the tax revenue in the State. She said HOV and express lanes would improve traffic flow. The Council supports reallocating these funds to further technical studies and move forward with this project.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said C/CAG put up \$85,000 to start the process on alleviating the congestion on Highway 101. He said \$700,000 is a good expenditure to find out what can be done with the possible addition of express lanes. It is a complicated engineering project to figure out how to

get another lane. He said the Chamber of Commerce strongly urges the Board to support this study.

Michael Alba, Global Transportation Program Manager, LinkedIn, said he encourages the Board to advance this project as soon as possible.

Tiffany Seeney, Transportation Manager, Facebook, said Facebook fully supports this reallocation and anything to move this project quickly to get congestion relief.

Greg Conlon, Atherton, said congestion relief should come from Caltrain, and this money should be spent on Caltrain for longer cars.

Motion/Second: Johnson/Nihart

Ayes: Canepa, Groom, Johnson, Nihart, Matsumoto

Absent: Horsley, Nagel

### **Preliminary FY2016 Budget**

Shannon Gaffney, Acting Budget Manager, presented:

- FY2016 revenues total \$80.2 million
  - Sales Tax: \$76 million
  - Interest Income: \$3 million
  - Rental income: \$1.2 million
- Net increase in revenue is \$1.7 million
- Total annual allocations are \$27.7 million
  - Local Streets/Transportation: \$17.1 million
  - Caltrain Improvements – Operating: \$6.1 million
  - Accessible Services/Paratransit: \$3 million
  - San Francisco International Airport Bay Area Rapid Transit (BART) Extension: \$1.5 million
- Total program expenditures are projected to be \$33.5 million
  - Alternative Congestion Relief: \$800,000
  - Dumbarton: \$400,000
  - Caltrain: \$6.1 million
  - Pedestrian and Bicycle: \$2.3 million
  - Local Shuttle: \$3 million
  - Streets and Highways: \$20.9 million
- Total FY2016 expenditures are projected to be \$63.7 million
- Net decrease in expenditures is projected to be \$49.1 million
- Ending fund balance is projected to be \$441.3 million

Director Mary Ann Nihart said the Highway Program is oversubscribed, and asked if that has to do with the number of applications that come in and the amount of appropriations that are already made. Ms. Gaffney said it has to do with the need exceeding the funding that is available.

Director Canepa asked what the source of the rental income is. Ms. Gaffney said the income is from property on the Dumbarton corridor and station rental income, which was purchased in part with Measure A dollars.

Chair Matsumoto asked if the \$441.3 million includes encumbered funding. Ms. Gaffney yes.

## **PROGRAM**

### **Program Report: Transit – Dumbarton Corridor**

April Chan, Executive Officer, Planning and Development, presented:

- History of Project
  - The TA financed the purchase of the Dumbarton right of way for \$14 million in 1994 using Original Measure A funds. The San Mateo County Transit District (District) is the owner of record of Dumbarton Rail Corridor.
  - The TA Board approved the transfer of \$50 million from Grade Separation category to the Caltrain category for the Dumbarton Rapid Rail Project.
  - The New Measure A provided \$30 million for Dumbarton station facilities through East Palo Alto, Menlo Park and Redwood City.

Director Groom asked if East Palo Alto, Menlo Park and Redwood City would have station improvements if the Dumbarton Rail Project continued. Joan Cassman, General Counsel, said the \$30 million cannot be divorced from the Dumbarton Rail Corridor. She said the funding is provided for station facilities and rail corridor improvements in the communities of Redwood City, Menlo Park, and East Palo Alto in conjunction with the Dumbarton Rail Corridor.

- Dumbarton Rail Project and Funding Partners
  - TA
  - Santa Clara Valley Transportation Authority (VTA)
  - Alameda County Transportation Commission (ACTC)
  - Metropolitan Transportation Commission (MTC)
  - Capitol Corridor Joint Powers Authority
  - Original funding commitments have since been redirected to other projects because this project was placed on hold.
- Environmental Review Process
  - Funding partners established a policy advisory committee to review the environmental review process.
  - Caltrain is the project manager and looked at three rail alternatives ranging from \$721 million to \$806 million in 2011 dollars.
  - The process began in 2010, was placed on hold in 2012 when Alameda County sales tax failed, and was suspended due to the lack of a robust funding plan.
- Information Request
  - A subset of the policy advisory committee voted to continue advocacy.
  - City representatives requested information on the restart of the environmental review for the project, which would include \$400,000 to \$500,000 in environmental support and \$40,000 to \$60,000 for staff support.

Chair Matsumoto said the original policy advisory committee has sunset and asked if this group of individuals formed a coalition of their own advocating for the project. Ms. Chan said yes.

- Other Related Planning and Project Efforts
  - The General Plan update in the city of Menlo Park is looking at the land use around the Dumbarton rail corridor, and increasing the density of the area.
  - Facebook is exploring the construction of a bicycle/pedestrian trail along the Dumbarton West Bay rail corridor.
- TA's Considerations
  - TA concludes its work on the project with no additional funding to restart the environmental review.
  - Consider exploring other options.
- Next Steps
  - City representatives meet May 29 to receive updates on the information request.
  - Staff returns to the Board with recommendations at a later meeting.

Director Canepa asked how it would work if there is no willing partner. Alameda County should provide significant funding. He asked what can be done with the excess dollars and if the dollars can be programmed differently. Ms. Chan said ACTC has no money for the Dumbarton Rail Project. They recognize there is a transportation problem across the corridor, and if there is interest on both ends to engage in planning studies to find alternatives, their measure might be flexible enough to find some funding.

Director Johnson asked how much public funding has been spent on the project. Ms. Chan said \$14 million was spent on the environmental document and design, funds coming from MTC, the TA, ACTC, and VTA.

Director Johnson asked if the District owns and paid for the right of way. Ms. Chan said the TA financed the purchase for \$14 million, but it did not make sense for the TA to own transportation assets, so the title was transferred to the District.

Director Nihart asked if there is an actual record that the individuals representing the cities are functioning on behalf of the cities. Mark Simon, Executive Officer, Public Affairs, said they are not acting in a sanctioned way; the city councils they are serving on have not taken a formal position. It is not an official effort and is still in the early stages.

#### Public Comment

Greg Conlon, Atherton, said someone ran off with the \$90 million for the BART Warm Springs Tunnel, and asked where that money came from and why didn't that money get returned. He said that money could be used for the holdout stations.

Mr. Simon said that was money that was allocated to the region. MTC allocated \$90 million to the BART project because they didn't perceive the Dumbarton Rail Project as going forward. It was initially a loan that was subsequently forgiven.

Director Groom said the staff report states MTC redirected Regional Measure 2 funds originally set aside for the Dumbarton Rail Project to other projects, including \$20 million

for Caltrain electrification and \$14.7 million for the replacement of the Dumbarton Express bus fleet.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said the TA became the regional lead agency for the project. Interest diffused because of the long wait. People are stuck in traffic on the Dumbarton Bridge. He said this is an East Bay problem because East Bay residents work on the Peninsula. It is time for the East Bay to step up and figure out if they have money to continue this operation. If the East Bay can't come up with funding, the \$49 million that was brought over from Caltrain should be used for the San Mateo County local match for electrification.

Rich Hedges, San Mateo, said there has been an effort to move BART to San Jose. There was not a lot of support for Dumbarton Rail Project, but there was a lot of support to get BART in the South Bay.

### **Presentation on the Highway Program CFP**

Joel Slavitt, Manager, Programming and Monitoring, presented:

- Program Overview
  - The program goal is to reduce congestion, improve throughput and safety on the most critical commute corridors.
  - The program receives 27.5 percent of the revenues from Measure A.
- Project Eligibility
  - Capital funding is available for project development, right of way acquisition, and construction to:
    - Key Congested Areas (KCA) on State highways 101, 280, 92, and 1
    - Supplemental Roadways on highways and other roadways
  - Ineligible projects and activities include:
    - Maintenance/rehabilitation
    - Separate pedestrian/bicycle overcrossings
- Proposed Process
  - CFP to be issued May 8, 2015
    - Covers FY2016 and FY2017
    - Up to \$125 million available
  - Proposals will be evaluated by a panel of TA and external agency staff
- Evaluation Criteria
  - Need
  - Effectiveness
  - Readiness
  - Funding leverage
  - Policy consistency and sustainability
- Summary of Proposed Revisions
  - Sponsors are encouraged to coordinate with the TA to better ensure sufficient resources and expertise are in place to improve project delivery.
  - Vary weighting for Need and Effectiveness criteria based on status of environmental clearance.
  - There is no set-aside for KCA planning projects.
  - Resolutions from sponsors are required for all projects.
- Next Steps

- May 8: CFP released
- May 11: CFP workshop
- June 15: Applications due
- September: Draft program of projects to TA CAC and Board
- October: Approval of proposed highway program of projects

Chair Matsumoto asked why Interstate 380 is not listed in the eligible projects. Mr. Slavitt said any highway or roadway can be eligible, and there is a project identified on Interstate 380.

Director Canepa said Interstate 380 is bottled up and he would be interested to see the plan to address it. Mr. Hurley said South San Francisco, in partnership with San Bruno, has sponsored a preliminary planning study to address congestion and safety issues on Interstate 380. He said he will report back to the Board when the study is concluded.

### **Update on State and Federal Legislative Program**

Seamus Murphy, Director, Government and Community Affairs, said reauthorization for Federal surface transportation programs expires at the end of the month. The Highway Trust Fund has enough funding to support programs through the end of July and it is possible to get a short-term extension that would not require any additional revenue. There is a proposal for an extension through the end of the year, but the question is where they will find the \$10 billion needed to support it.

Gus Khouri, Khouri Consulting, said Assembly Bill (AB) 464 by Assemblymember Kevin Mullin raises the local sales tax cap from 2 to 3 percent. It gives the Board the flexibility to ask the voters to entertain another sales tax measure for transportation. This bill has made it through both policy committees. The labor communities, MTC, and other counties are in support of this measure.

Mr. Khouri said AB194 would allow Caltrans and local transportation agencies to submit an application to the California Transportation Commission to implement High Occupancy Toll lane congestion pricing. He is working to make sure C/CAG is referenced in the legislation since they are the congestion management agency for San Mateo County, and the legislation would require MTC to coordinate with C/CAG before an application is submitted.

Mr. Khouri said transportation funding is a complicated issue. Proposition 1B was one-time funding. The gas tax hasn't been adjusted since 1994. The self-help counties make up two-thirds of all available funding in the State for transportation. The conversation has been heightened because of the recognition that there is no more Proposition 1B funding. Speaker Toni Atkins proposed to get funds from the commercial truck weight fees, which was ended under the previous administration. Speaker Atkins also wants to impose a new registration fee of \$52 per vehicle. The Republicans want any increase in the registration fee to go to streets and highways. Several other proposals are in the works and the Legislature has to submit something to the governor by June 15 to be in the budget that is signed and implemented July 1.

Director Nihart said there is a nexus between storm water and highways. The funding sources are completely siloed. She asked if there has been any movement in the budget for that. Mr. Khouri said no. There is not much in the budget to help local transportation agencies. He said he is happy to let State representatives know that is a concern.

**REQUESTS FROM THE AUTHORITY**

None

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

No discussion.

**REPORT OF LEGAL COUNSEL**

No report.

**DATE AND PLACE OF NEXT MEETING**

June 4, 2015 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070

The meeting adjourned at 6:48 p.m.

## **TA CAC Chair's Report**

### **May 7, 2015**

**Good afternoon Madam Chair and Board members.**

**I am pleased to report that the CAC was very pleasantly surprised to have our new Executive Director, Jim Hartnett, come and speak to our CAC members at our Tuesday meeting. The CAC was highly enthused to hear Mr. Hartnett's compliments concerning their diligence in performing their tasks as members of the CAC and we look forward to working with him.**

**In reference to the staff presentations and actions taken by the CAC at Tuesday's meeting, I have the following to report:**

**(TA Item 5a)** The CAC reviewed the TA Board's Minutes of April 2, 2015, without questions or comments.

**(TA Item 5b)** The CAC supported the action before the Board to accept the Statement of Revenues and Expenditures for March 2015, without questions or comments.

**(TA Item 5c)** Following both a comprehensive high level overview of our Investment Policy by Carlos Oblites, Manager of PFMS Management, and a robust Q and A session directly following, the CAC voted to support the Annual Reaffirmation of the Investment Policy and Reauthorization to Invest Monies with the Local Agency Investment Fund.

**(TA Item 12a)** The CAC supported the Board's Acceptance of the Quarterly Investment Report and Fixed income Market Review and Outlook for the Quarter Ended March 31, 2015.

**(TA Item 12b)** Upon the conclusion of a brief Q and A session with Adwoa Oni, Contract Officer, the CAC supported the Awarding of a Contract to Vavrinek, Trine, Day & Co.,LLP to Provide Financial Audit Services for a Firm-Fixed Price of \$164,860 Over a Five-Year Term, and Requested Additional Auditing Services at the Not-to-Exceed Amount of \$100,000.

**(TA Item 12c)** The CAC supported the Reallocation of \$700,000 of Measure A Funding from the Preparation of a Project Initiation Document to Fund Further Technical Studies Associated with the Highway 101 High Occupancy Vehicle Lanes Project. The CAC believes that this is an important step in helping to identify and expedite the implementation solutions to the ever increasing traffic congestion on US 101, critical to the economic vitality of the region.

**(TA Item 12d)** Shannon Gaffney, Acting Budget Manager, delivered a comprehensive overview of the Preliminary FY2016 Budget, which included information on the FY 2016 TA revenue increases and decreases, program expenditures and administrative costs, along with specific details on the annual allocations for local streets/transportation, Caltrain improvements, accessible services/Paratransit, and the SFO BART Extension.

**(TA Item 13a)** The CAC was very pleased to receive a presentation from April Chan, Executive Director, Planning and Development, on the Dumbarton Rail Update. The update included detailed information on the project's history, the Dumbarton Rail Corridor's Environmental process and the recent request for information on restarting the environmental review process along with information on the Dumbarton PAC status and other related planning and project efforts.

**(TA Item 13b)** Joel Slavit, Manager, Programming and Monitoring, delivered a comprehensive presentation to the CAC on the Highway Program 2015 Call for Projects, detailing both its significance and background. The presentation overview included information on the project eligibility, the proposed process and evaluation criteria, along with the summary of proposed revisions, as well as the next steps in the schedule timeline.

**(TA Item 13c)** The CAC was pleased to receive an update from Shweta Bhatnagar, Government Affairs Officer, on Cap and Trade Revenues, and was especially interested to receive information on newly amended bills that the staff continues to monitor and take positions on, including Assemblyman Frazier's Bill AB 194, which authorizes a regional transportation agency to apply for high-occupancy toll lanes, and Senator Jim Beall's Senate Bill SB 16, which introduces legislation that would address the State's \$59 billion backlog in deferred road maintenance through a five year funding plan.

In my own report to the CAC, I advised the following:

I shared the results of MTC's s recently updated Regional Pavement Report.

We said good-bye to CAC member April Vargas, who chose not to re-apply due to career commitments. In the eight years that she has served on our committee, April has proven herself to be a hard-working, dedicated and dynamic member of the CAC, as well as a great representative from the mid-coast where she lives. We shall miss the energy that she brought to the CAC and wish her well on her future career endeavors.

In Joe's report to the CAC, he gave us a brief update on the San Pedro Creek Project in Pacifica stating that work had resumed on April 15th and is due to be completed in October of this year. He also gave the CAC an update on the ramp metering lights which have been activated on southbound US 101.

**Respectfully submitted,**

**BARBARA ARIETTA**  
**Chair, San Mateo County Transportation Authority, CAC**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES  
FOR THE PERIOD ENDING APRIL 30, 2015**

**ACTION**

Staff proposes the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of April 2015 and supplemental information.

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$69,722,073- line 7) is **better** than staff projections by \$4,644,943 or 7.1 percent. *Interest Income* (\$2,413,414 – line 2) is \$508,124 or 26.7 percent **better** than projections due to higher than budgeted returns.

*Total Revenue* (\$69,722,073 - line 7) is \$5,775,717 or 7.7 percent **worse** than prior year performance mainly due to an unbudgeted recovery payout from the Lehman Brothers bankruptcy received in the prior year. *Sales Tax* (\$66,294,562 - line 1) is \$2,577,631 or 4 percent **better**, slightly offset by *Interest Income* (\$2,413,414 - line 2) which is \$1,121,632 or 31.7 percent **worse** than prior year.

**Expenditures:** *Total Administrative Expenses* (\$1,010,125 - line 22) is **better** than staff projections by \$46,211 or 4.4 percent. Within total administrative expenses, *Staff Support* (\$450,983 - line 18) is \$5,396 or 1.2 percent **better** than staff projections. *Other Admin Expense* (\$558,601 – line 20) is **better** than staff projections by \$31,506 or 5.3 percent.

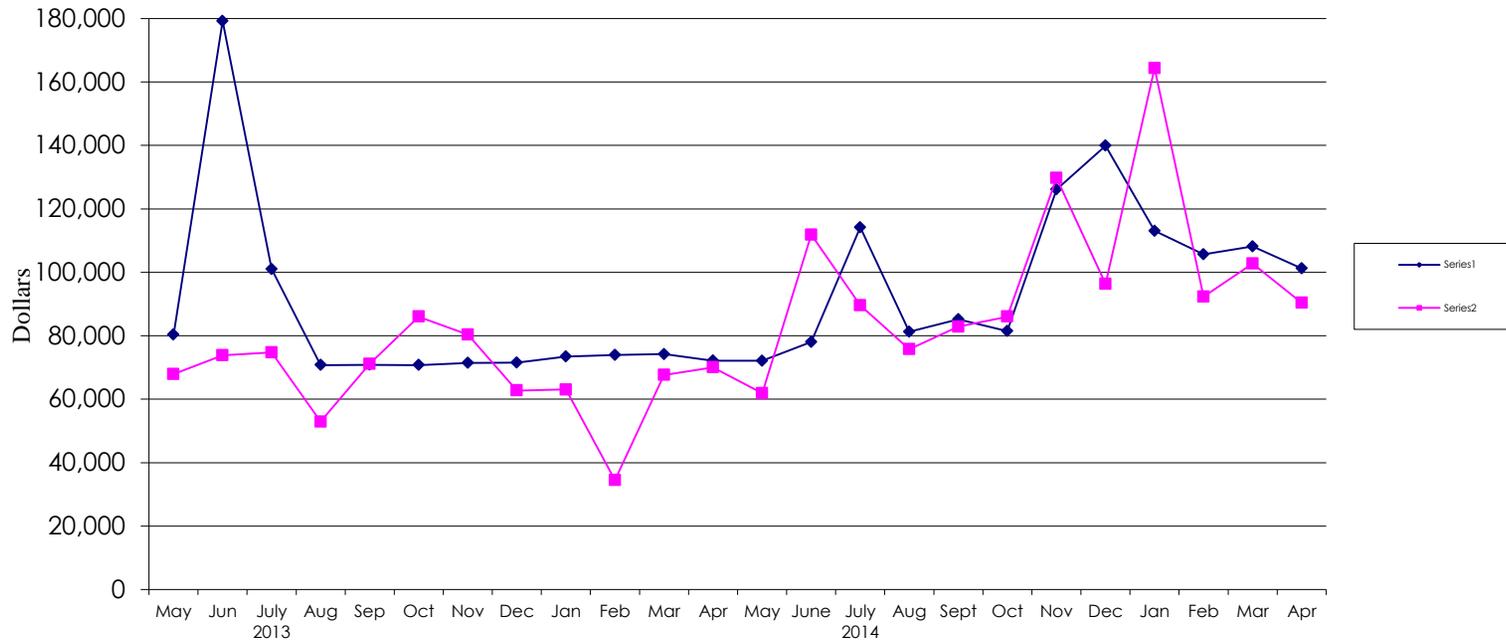
**Budget Amendment:** There are no budget revisions for the month of April 2015.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**Fiscal Year 2015**  
**April 2015**

% OF YEAR ELAPSED: **83.3%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	6,290,900	63,716,931	66,294,562	62,170,000	106.6%	72,000,000	75,000,000	82.9%
2 Interest Income	212,649	3,535,046	2,413,414	1,905,290	126.7%	2,284,610	2,284,610	83.4%
3 Miscellaneous Income	0	7,171,994	0	0	0.0%	0	0	0.0%
4 Rental Income	105,230	1,007,147	1,014,097	1,001,840	101.2%	1,203,300	1,203,300	84.3%
5 Grant Proceeds	0	66,671	0	0	0.0%	0	0	0.0%
6								
7 <b>TOTAL REVENUE</b>	<b>6,608,779</b>	<b>75,497,790</b>	<b>69,722,073</b>	<b>65,077,130</b>	<b>107.1%</b>	<b>75,487,910</b>	<b>78,487,910</b>	<b>88.8%</b>
8								
<b>EXPENDITURES:</b>								
10 Annual Allocations	2,296,179	23,256,680	24,197,515	22,692,050	106.6%	26,280,000	27,375,000	88.4%
12 Program Expenditures	2,922,402	30,178,553	32,392,747	34,398,250	94.2%	39,712,000	41,017,000	79.0%
14 Oversight	65,992	1,035,703	642,750	888,750	72.3%	1,185,000	1,185,000	54.2%
16 Administrative								
17 Staff Support	43,512	454,225	450,983	456,379	98.8%	706,634	530,914	84.9%
18 Measure A Info-Others	-	7,273	540	9,850	5.5%	16,500	16,500	3.3%
19 Other Admin Expenses	46,907	201,780	558,601	590,107	94.7%	313,520	693,634	80.5%
21								
22 Total Administrative	90,419	663,277	1,010,125	1,056,336	95.6%	1,036,654	1,241,048	81.4%
23								
24 <b>TOTAL EXPENDITURES</b>	<b>5,374,991</b>	<b>55,134,214</b>	<b>58,243,136 (1)</b>	<b>59,035,386</b>	<b>98.7%</b>	<b>68,213,654</b>	<b>70,818,048</b>	<b>82.2%</b>
25								
26 <b>EXCESS (DEFICIT)</b>	<b>1,233,787</b>	<b>20,363,576</b>	<b>11,478,936</b>	<b>6,041,744</b>		<b>7,274,256</b>	<b>7,669,862</b>	
27								
28 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>445,209,646</b>	<b>459,220,186</b>	<b>401,849,379</b>		<b>401,849,379</b>	<b>459,220,186</b>	
29								
30 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>465,573,222</b>	<b>470,699,122 (2)</b>	<b>407,891,123</b>		<b>409,123,635</b>	<b>466,890,048</b>	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		1,736,748		FY 2014 Carryover of Commitments (Audited)			286,900,375	
35 Current Committed Fund Balance		299,475,287 (3)		FY 2015 Additional Commitments (Budgeted)			68,213,654	
36 Undesignated Cash & Net Receivable		<u>169,487,088</u>		Reso #2014-14			204,394	
37 Total		<u>470,699,122 (2)</u>		Reso #2015-15			2,400,000	
38				Less: Current YTD expenditures			<u>(58,243,136) (1)</u>	
39				Current Committed Fund Balance			<u>299,475,287 (3)</u>	
40								
41 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
42 against the annual budget. When comparing it to the amounts shown in the								
43 "% of PROJ" column, please note that individual line items reflect variations								
44 due to seasonal activities during the year.								
45								
46 * The TA Adopted Budget is the Board adopted budget effective June 5, 2014.								
47 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
48								
49								
50								
51								
52								
53								
54								
55								

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



**Current Year Data**

	Jul 14	Aug '14	Sep '14	Oct '14	Nov '14	Dec '14	Jan '15	Feb '15	Mar '15	Apr '15	May '15	Jun '15
<b>MONTHLY EXPENSES</b>												
Staff Projections	114,189	81,282	85,162	81,511	126,094	139,911	113,065	105,674	108,174	101,274		
Actual	89,611	75,787	82,854	86,024	129,718	96,320	164,355	92,299	102,738	90,419		
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	114,189	195,471	280,633	362,144	488,238	628,149	741,214	846,888	955,062	1,056,336		
Actual	89,611	165,398	248,252	334,276	463,994	560,314	724,669	816,968	919,706	1,010,125		
Variance-F(U)	24,578	30,073	32,381	27,868	24,244	67,835	16,545	29,920	35,356	46,211		
Variance %	21.52%	15.38%	11.54%	7.70%	4.97%	10.80%	2.23%	3.53%	3.70%	4.37%		



BOARD OF DIRECTORS 2015

KARYL MATSUMOTO, CHAIR  
 DAVID CANEPA, VICE CHAIR  
 CAROLE GROOM  
 DON HORSLEY  
 TERRY NAGEL  
 MARY ANN NIHART

JIM HARTNETT  
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF APRIL 30, 2015

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.535%	\$ 271,340,264	\$ 271,340,264
Local Agency Investment Fund	**	Liquid Cash	0.283%	\$ 26,987,700	\$ 26,987,700
Investment Portfolio	***	Liquid Cash	0.551%	\$ 154,095,208	\$ 154,197,369
Other		Liquid Cash	0.000%	\$ 1,736,748	\$ 1,736,748
				<u>\$ 454,159,920</u>	<u>\$ 454,262,081</u>

Accrued Earnings for April, 2015 \$ 210,680.21  
 Cumulative Earnings FY2015 \$ 2,438,202.26

\* County Pool average yield for the month ending April 30, 2015 was 0.535%. As of April, 2015 the amortized cost of the Total Pool was \$4,350,965,074.21 and the fair market value per San Mateo County Treasurer's Office was \$4,361,396,594.71.

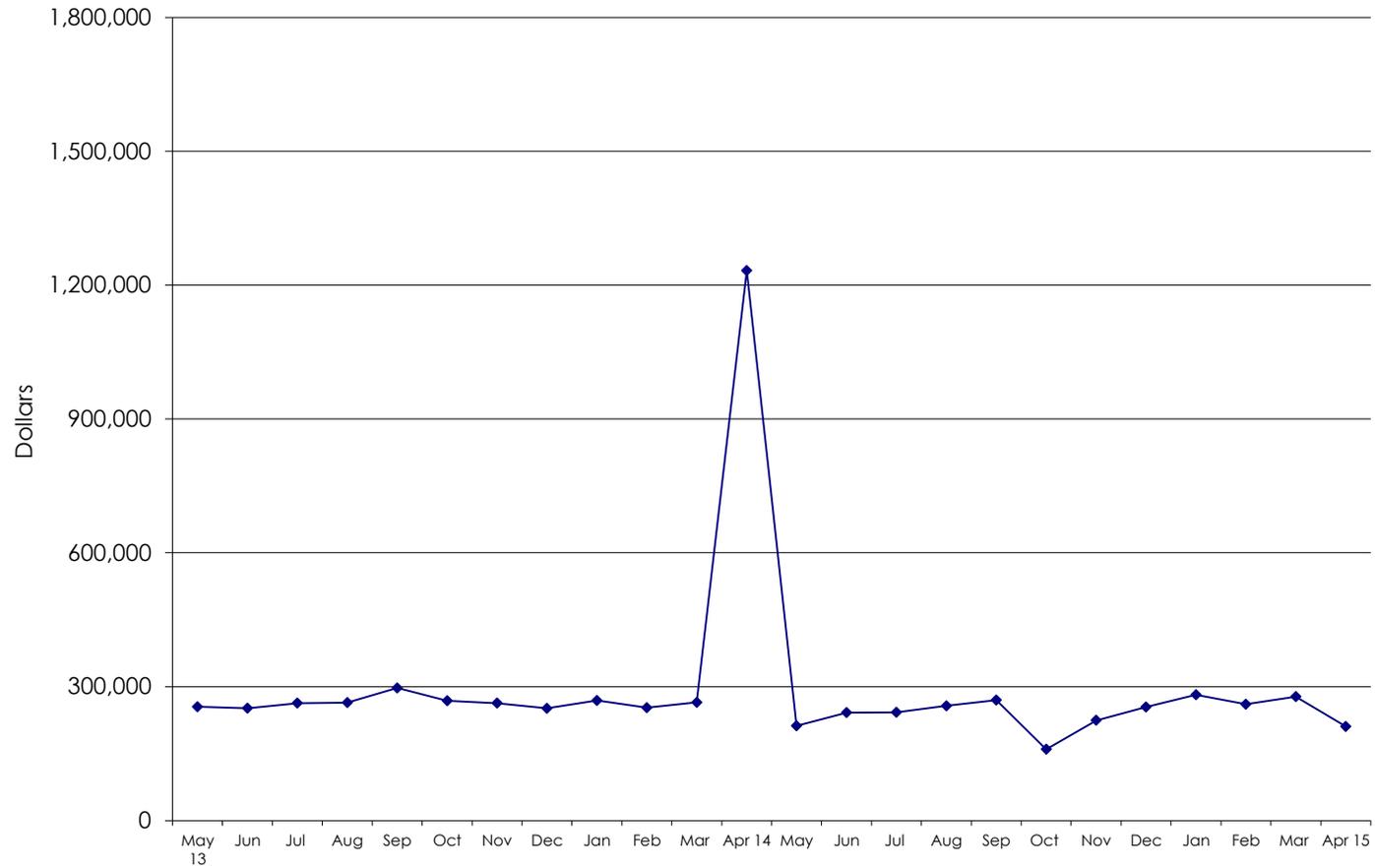
\*\* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

\*\*\* The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INTEREST STATEMENT  
APRIL 2015**

FY2015	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	242,490.89	242,490.89
AUGUST	256,957.94	499,448.83
SEPTEMBER	270,061.65	769,510.48
OCTOBER	159,455.01	928,965.49
NOVEMBER	224,449.31	1,153,414.80
DECEMBER	254,147.71	1,407,562.51
JANUARY	281,855.13	1,689,417.64
FEBRUARY	260,377.14	1,949,794.78
MARCH	277,727.27	2,227,522.05
APRIL	210,680.21	2,438,202.26
MAY		2,438,202.26
JUNE		2,438,202.26

### SMCTA Interest Income



NOTE: Treasury Inflation Protected Security (TIPS) matured 4/15/14. Interest for the inflation component is paid at maturity.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INTEREST ON INVESTMENTS  
April 30, 2015**

DESCRIPTION	TOTAL INVESTMENT 04-30-15	INTEREST RECEIVABLE 03-31-15	PREPAID INT RECEIVABLE 03-31-15	INTEREST EARNED 04-30-15	INTEREST RECEIVED 04-30-15	ADJ.	INTEREST RECEIVABLE 04-30-15
LAIF	26,987,699.74	19,995.25	0.00	6,933.53	19,024.79	845.89	8,749.88
COUNTY POOL	271,340,264.35	554,806.79	0.00	118,329.85	536,673.12		136,463.52
BANK OF AMERICA	1,185,544.33	-	0.00				0.00
WELLS FARGO	63,282.88	-	0.00				0.00
US BANK (Cash on deposit)	487,920.66	-	0.00				0.00
INVESTMENT PORTFOLIO	154,095,207.87	293,591.18	0.00	84,383.22	211,562.50	187.73	166,599.63
	<u>454,159,919.83</u>	<u>868,393.22</u>	<u>0.00</u>	<u>209,646.59</u>	<u>767,260.41</u>	<u>1,033.62</u>	<u>311,813.02</u>

**APRIL 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned Per Report	04/30/15	210,680.21
<b>Add:</b>		
<b>Less:</b>		
Management Fees		(9,493.31)
Amortized Premium/Discount		(9,516.91)
Capital Gain(Loss)		2,074.13
Total Interest & Capital Gain(Loss)		<u>193,744.12</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	2,438,202.26
<b>Add:</b>	
<b>Less:</b>	
Management Fees	(74,161.09)
Amortized Premium/Discount	(119,025.93)
Capital Gain(Loss)	(24,683.51)
Total Interest	<u>2,220,331.73</u>

Balance Per Ledger as of	04/30/15	
Exp. Acct. 530011 - Amort Prem/Disc		(119,025.93)
Management Fees (530040)*		(74,161.09)
Int Acct. 409100 - Co. Pool		1,509,339.64
Int Acct. 409100 - LAIF		50,753.71
Int Acct. 409101 - Portfolio Funds		859,870.24
Gain(Loss) Acct. 405210		(24,683.51)
		<u>2,202,093.06</u>

**Extraordinary one time items:**

\* Management Fees variance of \$243 to be corrected in May.

**INVESTMENT PORTFOLIO**  
**April 30, 2015**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	PREPAID	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE	
			PURCHASE PRICE	ADJUSTED	VALUE					REC'VBLE	INT REC'VBLE	EARNED			REC'VBLE	LESS PREPAID		
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>																		
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>																		
US TREASURY NOTE	912828TX8	02-01-13	14,998,828.13	14,967,150.00	15,021,090.00	11-15-15	0.375%	156.2500	30	21,287.98		4,687.50			(25.89)	25,949.59	25,949.59	15,000,000
US TREASURY NOTE	912828VL1	12-19-13	25,057,734.38	20,025,000.00	25,082,025.00	07-15-16	0.625%	434.0278	30	32,803.87		13,020.83			(71.94)	45,752.76	45,752.76	25,000,000
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	12,030,936.00	10-15-16	0.625%	208.3333	30	34,615.38		6,250.00	37,500.00		(86.69)	3,278.69	3,278.69	12,000,000
US TREASURY NOTE	912828WX4	8/27/14	17,998,593.75	18,047,880.00	18,032,346.00	07-31-16	0.500%	250.0000	30	14,917.13		7,500.00			(41.44)	22,375.69	22,375.69	18,000,000
US TREASURY NOTE	912828WF3	03-28-14	8,909,172.27	9,971,900.00	8,955,943.64	11-15-16	0.625%	155.1215	30	23,653.31		1,601.34			507.52	25,762.17	25,762.17	8,935,000.00
US TREASURY NOTE	912828T8	03-23-15	14,830,857.42		14,859,281.25	04-30-19	1.250%	515.6250	30	77,941.99		15,468.75	92,812.50		(93.82)	504.42	504.42	14,850,000
																		60.96%
<b><u>U.S. GOVERNMENT AGENCIES</u></b>																		
FNMA	31398A4M1	09-13-13	10,221,000.00	10,244,600.00	10,073,630.00	10-26-15	1.625%	451.39	30	69,965.28		13,541.67	81,250.00			2,256.95	2,256.95	10,000,000
FNMA	3135GOVA8	05-13-13	24,041,832.00	23,865,600.00	24,045,192.00	03-30-16	0.500%	333.33	30	333.33		10,000.00				10,333.33	10,333.33	24,000,000
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	9,991,310.00	07-05-16	0.375%	104.17	30	8,958.33		3,125.00				12,083.33	12,083.33	10,000,000
FNMA	3135 GOYE7	03-07-14	15,029,400.00	14,991,150.00	15,031,575.00	08-26-16	0.625%	260.42	30	9,114.58		7,812.50				16,927.08	16,927.08	15,000,000
																		38.35%
<b><u>COLLATERIZED MORTGAGE OBLIGATIONS</u></b>																		
FNMA	3136ANJY4	04-30-15	1,075,646.17		1,074,039.72	04-01-18	1.550%	45.85	30	0.00		1,375.63		(0.01)	1,375.62	1,375.62		1,065,000
<b><u>CASH INVESTMENT</u></b>																		
																		0.70%
<b><u>MATURED/CALLED</u></b>																		
US TREASURY NOTE	912828WF3	4/30/15																
<b>TOTAL</b>			<u>154,095,207.87</u>	<u>134,024,300.00</u>	<u>154,197,368.61</u>					<u>293,591.18</u>	<u>0.00</u>	<u>84,383.22</u>	<u>211,562.50</u>	<u>187.73</u>	<u>166,599.63</u>	<u>166,599.63</u>	<u>153,850,001.00</u>	

19-May-15 Weighted Average Interest Rate 0.5506%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS  
 FY2014 & FY2015  
 APRIL 2015

5/22/15 3:29 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
<b>FY2014:</b>						
1st Quarter	16,550,000	16,550,000	1st Quarter	19,083,485	2,533,485	19,083,485
2nd Quarter	17,525,000	17,525,000	2nd Quarter	20,600,946	3,075,946	20,600,946
3rd Quarter	17,380,000	19,252,500	3rd Quarter	18,013,666	(1,238,834)	18,013,666
4th Quarter	16,545,000	18,672,500	4th Quarter	19,927,668	1,255,168	19,927,668
<b>FY2014 Total</b>	<b>68,000,000</b>	<b>72,000,000</b>	<b>FY2014 Total</b>	<b>77,625,765</b>	<b>5,625,765</b>	<b>77,625,765</b>
<b>FY2015:</b>						
Jul. 14	5,250,000	5,800,699	Sep. 14	6,020,400	219,701	6,020,400
Aug. 14	5,250,000	5,800,699	Oct. 14	6,020,400	219,701	6,020,400
Sep. 14	6,650,000	7,347,552	Nov. 14	7,843,800	496,248	7,843,800
3 Months Total	17,150,000	18,948,951		19,884,600	935,649	19,884,600
Oct. 14	5,725,000	6,325,524	Dec. 14	7,647,001	1,321,477	7,647,001
Nov. 14	5,725,000	6,325,524	Jan. 15	6,510,300	184,776	6,510,300
Dec. 14	6,955,000	6,955,000	Feb. 15	8,472,100	1,517,100	8,472,100
6 Months Total	35,555,000	38,555,000		42,514,001	3,959,001	42,514,001
Jan. 15	5,400,000	5,400,000	Mar. 15	5,389,661	(10,339)	5,389,661
Feb. 15	5,400,000	5,400,000	Apr. 15	5,575,900	175,900	5,575,900 (1)
Mar. 15	6,700,000	6,700,000	May 15			6,700,000 (1)
9 Months Total	53,055,000	56,055,000		53,479,562	4,124,562	60,179,562
Apr. 15	6,115,000	6,115,000	Jun. 15			6,115,000 (1)
May 15	6,215,000	6,215,000	Jul. 15			6,215,000
Jun. 15	6,615,000	6,615,000	Aug. 15			6,615,000
<b>FY2015 Total</b>	<b>72,000,000</b>	<b>75,000,000</b>	<b>FY2015 Total</b>	<b>53,479,562</b>	<b>4,124,562</b>	<b>79,124,562</b>
	19,884,600		1st Quarter			
	22,629,401		2nd Quarter			
	17,665,561		3rd Quarter			
	6,115,000		4th Quarter			
	<u>66,294,562</u>		YTD Actual Per Statement of Revenue & Expenses			

(1) Includes Accrual for Quarterly Adjustment

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF APRIL 30, 2015

	<u>4/30/2015</u>
Cash -- Bank of America Checking Account	1,185,544.33
Cash -- Wells Fargo Lockbox Account	63,282.88
Cash - US Bank (on deposit)	487,920.66
LAIF	26,987,699.74
County Pool	271,340,264.35
Investment Portfolio	154,095,207.87
	<hr/>
Total	<u><u>454,159,919.83</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**CHECKS WRITTEN**  
**April 2015**

Unit	Ref	Name	Date	Amount	Description
SMCTA	001008	SAN MATEO COUNTY TRANSIT DISTRICT	4/6/2015	941,938.73	Staff costs, Redi-Wheels, Caltrain, etc.
SMCTA	001009	SAN MATEO COUNTY TRANSIT DISTRICT	4/13/2015	1,043,922.28	Staff costs, Redi-Wheels, Caltrain, etc.
SMCTA	001010	PENINSULA CORRIDOR JOINT POWERS BOARD	4/20/2015	1,214,371.09	Capital Programs <sup>(1)</sup>
SMCTA	001011	MATSUMOTO, KARYL M.	4/20/2015	100.00	Board of Directors Compensation
SMCTA	001012	GROOM, CAROLE	4/20/2015	100.00	Board of Directors Compensation
SMCTA	001013	NAGEL, TERRY	4/20/2015	100.00	Board of Directors Compensation
SMCTA	001014	HORSLEY, DONALD	4/20/2015	100.00	Board of Directors Compensation
SMCTA	001015	CANEPA, DAVID	4/20/2015	100.00	Board of Directors Compensation
SMCTA	001016	NIHART, MARY ANN	4/20/2015	100.00	Board of Directors Compensation
SMCTA	001017	PENINSULA CORRIDOR JOINT POWERS BOARD	4/27/2015	1,263,554.22	Capital Programs <sup>(2)</sup>
SMCTA	003966	BANK OF NEW YORK MELLON, THE	4/6/2015	1,500.00	Admin Fees
SMCTA	003967	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	4/6/2015	6,552.00	Legal Services
SMCTA	003968	OFFICEMAX	4/6/2015	76.51	Office supplies
SMCTA	003969	TOWN OF COLMA	4/6/2015	82,232.64	Capital Programs <sup>(3)</sup>
SMCTA	003970	CITY OF DALY CITY	4/13/2015	7,656.74	Capital Programs <sup>(4)</sup>
SMCTA	003971	BKF ENGINEERS	4/20/2015	42,926.50	Consultants
SMCTA	003972	OFFICEMAX	4/20/2015	40.60	Office supplies
SMCTA	003973	URS CORPORATION	4/20/2015	47,781.24	Consultants
SMCTA	003974	BURLINGAME, CITY OF	4/27/2015	13,089.00	Capital Programs <sup>(5)</sup>
SMCTA	003975	DMJM HARRIS/MARK THOMAS JV	4/27/2015	14,032.43	Consultants
SMCTA	003976	OFFICEMAX	4/27/2015	99.98	Office supplies
SMCTA	003977	PLAZA FLORIST & GIFTS	4/27/2015	54.50	Miscellaneous
SMCTA	003978	SAN CARLOS, CITY OF	4/27/2015	135,861.24	Capital Programs <sup>(6)</sup>
SMCTA	003979	SLAVIT, JOEL A	4/27/2015	1,161.16	Seminar Travel
SMCTA	003980	URS CORPORATION	4/27/2015	65,418.88	Capital Programs <sup>(7)</sup>
				<u>4,882,869.74</u>	

- (1) Grade Sep - San Bruno \$5,817.85; Downtown Extension \$501.20; CBOSS/PTC Project \$31,813.98; Caltrain Electrification \$816,766.53; Boarding Platform Impr-Atherton \$3,871.15; 25th Ave Grade Separation \$139,663.31; SM Bridges Improvement Proj \$215,937.07
- (2) Grade Sep - San Bruno \$10,138.87; Downtown Extension \$2,025.05; CBOSS/PTC Project \$213,512.36; Caltrain Electrification \$800,699.68; 25th Ave Grade Separation \$44,593.61; SM Bridges Improvement Proj \$191,801.27; SSF Caltrain Station \$783.38
- (3) Call for Proj-Ped&Bike FY14/15
- (4) FY14 Call fo Prj Local Shuttle
- (5) Broadway Grade Separation
- (6) 101 Holly St Interchange
- (7) 101 Peninsula Ave/Poplar I/C \$46,068.95; 101 Interchange to Broadway \$19,349.93



## **BUDGET IMPACT**

The requested funds are included in the Fiscal Year (FY) 2015 budget and were programmed by the Board in October 2012.

## **BACKGROUND**

At the October 4, 2012 meeting, the Board approved 23 projects to receive \$82.71 million in Measure A Highway Program funds by taking two separate actions. The first action was to program and allocate funds to one group of projects, and the second was to only program funds to the other group of projects. The distinction between these two actions was as follows:

- **Program and allocate:** In some cases, the Board programmed and allocated funds to projects in a single combined action. Funds could be expended on the project and reimbursed by the TA based on that single combined action.
- **Program only:** In other cases, the Board only programmed funds as a commitment to a project, without also allocating those funds. In these cases, any expenditures on the project were not eligible for reimbursement by the TA until future action by the Board to allocate the programmed funds. The allocation of programmed funds was conditioned on the project (or sponsor) fulfilling certain conditions, i.e. project readiness to start the next phase. Sponsors must demonstrate that the condition had been met before requesting a Board allocation for programmed funds.

Prepared By: Joseph Hurley, Director, TA Program

650-508-7942

**RESOLUTION NO. 2015 –**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE OF CALIFORNIA**

\* \* \*

**ALLOCATING \$1.5 MILLION TO THE US/101 HOLLY INTERCHANGE PROJECT IN  
NEW MEASURE A FUNDS FROM THE HIGHWAY PROGRAM CATEGORY FOR THE  
DESIGN PHASE OF THE PROJECT**

**WHEREAS**, on November 2, 2004, the voters of San Mateo County approved continued collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

**WHEREAS**, the 2004 Transportation Expenditure Plan designates 10.2 percent of the New Measure A revenues to fund supplemental roadway projects under the Highway Program; and

**WHEREAS**, the TA issued a Call for Projects in May 2012 for the Highway Program Category; and

**WHEREAS**, the City of San Carlos (City) submitted an application which included \$3 million for the Project Approval/Environmental Document (PA/ED) and design phases for the US 101/Holly Interchange (Project); and

**WHEREAS**, on October 4, 2012, by Resolution No. 2012-17, the TA Board of Directors authorized the programming of \$3 million in New Measure A funding with an allocation of \$1.5 million for the PA/ED phase conditioned on the approval of a Project Study Report and an additional \$1.5 million for the design phase conditioned on the securing environmental clearance; and

**WHEREAS**, on May 2, 2013, by Resolution No. 2013-09 the TA Board of Directors authorized the allocation of \$1.5 million in New Measure A funding from the Highway Program – Supplemental Roadway Projects category – for the PA/ED phase of the Project; and

**WHEREAS**, the City anticipates securing environmental clearance mid-June 2015, fulfilling the condition for the allocation of funds for the design phase of the Project; and

**WHEREAS**, the City has requested that the Measure A funding be conditionally allocated so the Project does not incur a delay moving into the design phase.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby conditionally approves the allocation of \$1.5 million in New Measure A funding from the Highway Program – Supplemental Roadway Project category– for the design phase for the US 101 Holly Interchange modification project upon the City securing environmental clearance; and

**BE IT FURTHER RESOLVED** that the Executive Director or his designee is authorized to execute any necessary documents or agreements and to take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 4<sup>th</sup> day of June, 2015 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**AGENDA ITEM # 9  
JUNE 4, 2015**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

TO: Transportation Authority

FROM: Karyl Matsumoto  
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF JUNE 3, 2015**

The summary report will be made available at the Board meeting.

Prepared By: Josh Averill

650-508-6223



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STAFF REPORT**

**TO:** Transportation Authority

**THROUGH:** Jim Hartnett  
Executive Director

**FROM:** C.H. (Chuck) Harvey Deputy CEO  
Gigi Harrington Deputy CEO

**SUBJECT: CAPITAL PROJECTS QUARTERLY STATUS REPORT –  
3rd QUARTER FISCAL YEAR 2015**

**ACTION**

No action required. The attached [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

**SIGNIFICANCE**

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Prepared by: Kelvin Yu, Manager, Project Controls  
Joseph M. Hurley, Director, TA Program

650-622-7853  
650-508-7942

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Mark Simon  
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

This report is for information only. No Board action is required.

**SIGNIFICANCE**

Staff will provide regular updates to the Board in accordance with the approved Legislative Program.

**STATE ISSUES**

May Budget Revision

On May 14, Governor Brown released the "May Revise," the Administration's update to the governor's January proposed budget for Fiscal Year 2015-16. Like the January budget, the update contains minimal changes to the State's traditional transportation funding sources. The State Transit Assistance Program, projected in January to accumulate \$387.8 million in revenues, is now expected to produce \$351.5, a decrease of \$36.3 million.

The governor's budget update does not consider any new options for funding highway maintenance, but does state that the Administration is working with the Legislature on its proposals to put together a funding package by the end of the year. One such proposal is Senate Bill 16 (Beall), which would generate \$3-\$3.5 billion for State highways and local streets and roads from a combination of revenue sources, including increased fuel taxes and vehicle registration fees.

The May revision also updates the Administration's plan for spending additional Cap and Trade revenues. The Administration proposes directing a significant amount of the additional revenue to mass transportation-eligible programs. Investment in programs that support mass transportation are proposed to more than double, growing from \$815 million to \$1.6 billion.

Proposed program investment includes:

<b>2015-16 Cap and Trade Expenditure Plan</b>					
<b>(Dollars in Millions)</b>					
<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>Jan 10/ Accelerated Drought</i>	<i>May Revision</i>	<i>Total</i>
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250	\$250	\$500
	State Transit Assistance	Low Carbon Transit Operations Program	\$50	\$50	\$100
	Transportation Agency	Transit and Intercity Rail Capital Program	\$100	\$165	\$265
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$200	\$200	\$400
	Air Resources Board	Low Carbon Transportation	\$200	\$150	\$350

**FEDERAL ISSUES**

Nothing to report.

Prepared By: Seamus Murphy, Director, Government and Community Affairs 650-508-6388

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>AB 4</b> <b>Linder R</b></p> <p><b>Truck Weight Fees: bond debt service</b></p>	<p>4/23/15</p> <p>Assembly Transportation Committee</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. These fees, which total \$800 to \$900 million annually, have been diverted to pay for General Obligation bond debt service associated with Proposition 1B. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill, notwithstanding these provisions or any other law, until January 1, 2020, would 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.</p>	
<p><b>AB 21</b> <b>Perea D</b></p> <p><b>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</b></p>	<p>5/18/15</p> <p>Senate Rules Committee</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board (CARB) as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires CARB to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires CARB to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions.</p> <p>The bill require CARB in preparing its scoping plan to consult with specified state agencies regarding matters involving energy efficiency and the facilitation of the electrification of the transportation sector.</p> <p><b>Last amended on 5/5/15</b></p>	
<p><b>AB 28</b> <b>Chu D</b></p> <p><b>Bicycle safety: rear lights</b></p>	<p>5/19/15</p> <p>Senate Rules Committee</p>	<p>Existing 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. A violation of this requirement is an infraction.</p> <p>This bill would instead require that a bicycle operated under those circumstances be equipped with a red reflector, a solid red light, or a flashing red light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. <b>Last amended on 4/22/15</b></p>	

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>AB 33</b> <b>Quirk D</b></p> <p><b>California Global Warming Solutions Act of 2006: Climate Change Advisory Council</b></p>	<p>5/6/15</p> <p>Assembly Appropriations Committee</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years.</p> <p>This bill would establish the Climate Change Advisory Council in state government and would assign the council specified duties, including, among others, developing an analysis of various strategies to achieve the statewide greenhouse gas emissions limit. The bill also would require the state board to establish consistent metrics to accurately quantify reductions in greenhouse gas emissions, quantify public health benefits, and measure the cost-effectiveness of the various strategies identified by the council. <b>Last amended on 4/6/15</b></p>	
<p><b>AB 156</b> <b>Perea D</b></p> <p><b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund:</b></p>	<p>4/29/15</p> <p>Assembly Appropriations Committee</p>	<p>Existing 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.</p> <p>This bill would require the department to include in the 3-year investment plan an allocation to the state board to provide technical assistance to disadvantaged communities and other communities with median incomes at or below 80 percent of the statewide median income. The state board would determine which communities require technical assistance and would assist them in proposing specified projects for inclusion in the 3-year investment plan. <b>Last amended 4/16/15</b></p>	

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>AB 194</b> <b>Frazier D</b></p> <p><b>HOT</b> <b>Lanes</b></p>	<p>4/29/15</p> <p>Assembly Appropriations Committee</p>	<p>Existing law authorizes a regional transportation agency, as defined, in cooperation with the department to apply to the California Transportation Commission (CTC) to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit, consistent with established standards, requirements, and limitations that apply to specified facilities. Existing law limits the number of approved facilities to not more than 4, 2 in northern California and 2 in southern California, and provides that no applications may be approved on or after January 1, 2012.</p> <p>This bill would delete the requirement that the above-described facilities are consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the CTC to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. It would provide that these provisions do not authorize the conversion of any existing non-toll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions.</p> <p>Additionally, the bill would require the regional transportation agency to give a local transportation authority, as specified, the option of entering into agreements for project development, engineering, financial studies, and environmental documentation for each construction project or segment, and would authorize the local transportation authority to be the lead agency for those construction projects or segments.</p> <p>Finally, this bill would authorize the department to apply to the commission to develop and operate HOT lanes and associated facilities pursuant to similar provisions. <b>Last amended on 4/7/15</b></p>	
<p><b>AB 227</b> <b>Alejo D</b></p> <p><b>Transportation</b> <b>Funding</b></p>	<p>4/16/15</p> <p>Assembly Budget Committee</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts, including commercial truck weight fees, to the General Fund, with various repayment dates specified.</p> <p>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. <b>Last amended on 4/15/15</b></p>	
<p><b>AB 323</b> <b>Olsen D</b></p> <p><b>CEQA</b> <b>Exemption:</b> <b>Roadway</b> <b>improvement</b></p>	<p>5/7/15</p> <p>Senate Environmental Quality Committee</p>	<p>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.</p> <p>This bill would extend the above exemption until January 1, 2020. <b>Last amended on 4/6/15</b></p>	

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<b>AB 378</b> <b>Mullin D</b>  <b>State Highway 101 Corridor</b>	2/18/15  Introduced  Two-year Bill	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system.</p> <p>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.</p>	<b>Support in Concept</b>
<b>AB 400</b> <b>Alejo D</b>  <b>Changeable Message Signs</b>	5/7/15  Senate Transportation & Housing Committee	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law, the Outdoor Advertising Act, provides for the regulation by the department of advertising displays, as defined, within view of public highways. Existing law also authorizes the department to install and maintain information signs along state highways.</p> <p>This bill would require the department, by June 30, 2016, to update its internal policies to allow displays of safety, transportation-related, and voting-relating messages on changeable message signs, as defined.</p> <p><b>Last amended on 3/26/15</b></p>	
<b>AB 464</b> <b>Mullin D</b>  <b>Local Sales Tax Cap</b>	5/19/15  Senate Rules Committee	<p>Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%.</p> <p>This bill would increase the maximum combined rate to 3%. <b>Last amended on 4/6/15.</b></p>	<b>Support</b>
<b>AB 516</b> <b>Mullin D</b>  <b>Temporary License Plates</b>	5/20/15  Assembly Appropriations Committee	<p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires vehicle dealers and lessor-retailers to attach numbered report-of-sale forms issued by the DMV to a vehicle at the time of sale, and to submit to the DMV an application for registration of the vehicle, and the applicable fees, within a specified period after the date of sale. A violation of the Vehicle Code an infraction, but makes counterfeiting a license plate a felony.</p> <p>This bill would require the DMV to develop a temporary license plate system to enable vehicle dealers that are private industry partners, and first-line service providers, as <i>defined</i>, to provide temporary license plates, and would require the system to begin operation on or before January 1, 2017. The bill would also require, commencing January 1, 2017, a motor vehicle dealer that is a private-industry partner to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate. <b>Last amended on 4/20/15</b></p>	<b>Support</b>

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>AB 869</b> <b>Cooper D</b></p> <p><b>Public Transportation Fare Evasion</b></p>	<p>5/7/15</p> <p>Senate Rules Committee</p>	<p>Existing 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.</p> <p>This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger misconduct to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions.</p> <p>The bill would also require the processing agency to dismiss the original notice of fare evasion and make no further attempts to collect the administrative penalty if the person is charged with an infraction or misdemeanor after failing to pay the administrative penalty or successfully complete the civil administrative process. The bill would require the processing agency to personally serve the person charged with an infraction or misdemeanor with a new notice of fare evasion that sets forth the criminal violation. <b>Last amended on 4/13/15</b></p>	
<p><b>AB 1068</b> <b>Allen R</b></p> <p><b>CEQA: Priority Projects</b></p>	<p>4/6/15</p> <p>Assembly Natural Resources Committee</p> <p>Two-Year Bill</p>	<p>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 procedures by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA and the judicial remedies available.</p> <p>This bill would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports, as specified. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction, as provided.</p>	

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>AB 1098</b> <b>Bloom D</b></p> <p><b>Traffic Congestion Management</b></p>	<p>4/21/15 Assembly Transportation Committee</p> <p>Two-Year Bill</p>	<p>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. It would revise and recast the requirements for other elements of a congestion management program by, among other things, requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share and requiring the designated agency, for roadway capacity expansion projects, to include in the 7-year capital improvement program an analysis of the potential for induced vehicle travel.</p> <p>The bill would require the regional agency to evaluate how the congestion management program contributes to achieving a specified greenhouse gas reduction target for the region established by the State Air Resources Board. <b>Last amended 3/26/15</b></p>	
<p><b>AB 1171</b> <b>Linder R</b></p> <p><b>Construction Manager/General Contractor Method</b></p>	<p>5/19/15</p> <p>Senate Rules Committee</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements.</p> <p>This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the expressways are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. <b>Last amended on 4/21/15</b></p>	
<p><b>AB 1250</b> <b>Bloom D</b></p> <p><b>Bus Axle Weights</b></p>	<p>5/7/15</p> <p>Senate Transportation &amp; Housing Committee</p>	<p>Existing law, operative January 1, 2016, and subject to exception for certain transit buses, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds.</p> <p>Exempts transit buses procured through a solicitation process that was issued before January 1, 2016, from the statutory weight limit of 20,500 pounds on any one axle of a bus. <b>Last amended on 3/19/15</b></p>	
<p><b>AB 1265</b> <b>Perea D</b></p> <p><b>Public-Private Partnerships</b></p>	<p>5/6/15</p> <p>Assembly Appropriations Committee</p>	<p>Authorizes public-private partnership (P3s) agreements for transportation, thereby extending the authority until January 1, 2030. <b>Last amended on 4/29/15</b></p>	

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>AB 1288</b> <b>Atkins D</b></p> <p><b>California Global Warming Solutions Act of 2006: regulations.</b></p>	<p>4/28/15</p> <p>Assembly Appropriations Committee</p>	<p>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.</p> <p>The act authorizes the state board to include the use of market-based compliance mechanisms and to adopt a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases, applicable from January 1, 2012, to December 31, 2020, inclusive, as specified.</p> <p>This bill would no longer limit the applicability of a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases from January 1, 2012, to December 31, 2020.</p>	
<p><b>AB 1364</b> <b>Linder R</b></p> <p><b>California Transportation Commission</b></p>	<p>3/23/15</p> <p>Assembly Transportation Committee</p> <p>Two-Year Bill</p>	<p>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.</p> <p>This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government.</p>	
<p><b>AB 1384</b> <b>Baker R</b></p> <p><b>Toll Facilities: MTC</b></p>	<p>3/2/15</p> <p>Introduced</p> <p>Two-Year Bill</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to make direct contributions to the commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues.</p> <p>This bill would make a technical, non-substantive change to this limitation on contributions.</p>	

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>ACA 4</b> <b>Frazier D</b></p> <p><b>55% Threshold for Local Sales Tax Measures: transportation</b></p>	<p>4/28/15</p> <p>Assembly Revenue &amp; Taxation Committee</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.</p>	<p><b>Support</b></p>
<p><b>SB 1</b> <b>Gaines R &amp;</b> <b>SB 5</b> <b>Vidak R</b></p> <p><b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption</b></p>	<p>4/22/15</p> <p>Senate Environmental Quality Committee</p> <p>Failed Passage</p>	<p>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, and to adopt rules and regulations in an open, public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing 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.</p> <p>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. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025.</p>	

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>SB 9</b> <b>Beall D</b></p> <p><b>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program</b></p>	<p>4/23/15</p> <p>Senate Transportation &amp; Housing Committee</p>	<p>Existing 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 (Fund). The Fund provides 10% of the annual proceeds to the Transit and Intercity Rail Capital Program as a continuous appropriation for purposes of providing resources for capital improvements and operational investments to modernize California's rail systems to achieve certain policy objectives, including the reduction of greenhouse gas emissions and the expansion and integration of rail services.</p> <p>This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, the expansion of transit services to increase ridership, and to improve transit safety. The bill would instead require that the Transportation Agency adopt a multiyear program of projects for funding, and require the California Transportation Commission to allocate funding to applicants pursuant to the program of projects. The bill would require that 90% of available funds be programmed and allocated to projects with a total cost of \$100,000,000 or more, and 10% to projects with a total cost of less than \$100,000,000.</p> <p>The bill would require the Transportation Agency, in selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, would add additional factors to be considered in evaluating applications for funding, and would expand certain factors considered to include bus transit service.</p> <p>The bill would require the Transportation Agency, in cooperation with the California Transportation Commission, to develop, by July 1, 2016, a 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. <b>Last amended on 5/5/15</b></p>	

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>SB 16</b> <b>Beall D</b></p> <p><b>Transportation Funding</b></p>	<p>5/20/15</p> <p>Senate Appropriations Committee</p> <p>Set for Hearing On 5/26/15</p>	<p>This bill would create a five-year funding plan (FY 15-16 to 19-20) for addressing highway and local streets and roads maintenance by increasing the gas and diesel tax by .10 cent and .12 cents, respectively, increases the annual motor vehicle registration fee by \$35, and imposes a new \$100 annual motor vehicle registration fee for zero-emission vehicles. Of the amount generated, 5% would be allocated to counties that approve a local sales tax measure on or after July 1, 2015, with the remaining funds being split 50/50 between the SHOPP and local streets and roads. The amount directed to LSR, would go out based on the current formula. Of the 12-cent increase on diesel, .2 cents would be used to fund the Trade Corridor Investment Fund. The bill would also redirect the use of truck weight fees back to transportation, over a five-year period, rather than paying down bond debt service and require that outstanding loans made to the General Fund be repaid over a period of three years. The bill would increase the vehicle license fee from .65% to 1% for a five-year period and have those funds be used to pay down transportation bond-debt service. If the package is not reauthorized by the legislature at the end of the five-year period, the gas tax increases and \$35 vehicle registration fee would expire, but the \$100 vehicle registration fee on zero-emission vehicles and truck weight fees would be used for maintenance of the state highway system or SHOPP. The CTC would make allocations for the program. Finally, the bill would require Caltrans to present a plan to the CTC, which would find 30% efficiency within the department over the subsequent 3 years, with the ongoing savings to result in increased capital expenditures for highway maintenance and the SHOPP.</p> <p><b>Last amended on 5/13/15</b></p>	
<p><b>SB 32</b> <b>Pavley D</b></p> <p><b>Greenhouse Gas Emissions Limits</b></p>	<p>5/18/15</p> <p>Senate Appropriations Committee</p>	<p>This bill would require the state board to approve a statewide greenhouse gas emission <i>emissions</i> limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure <i>the</i> long-term emissions reductions advance specified criteria. <b>Last amended on 3/16/15</b></p>	
<p><b>SB 39</b> <b>Pavley D</b></p> <p><b>Vehicles: High-occupancy vehicle lanes</b></p>	<p>5/7/15</p> <p>Assembly Rules Committee</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Under existing law, until January 1, 2019, or until federal authorization expires, or until the Secretary of State receives a specified notice, those lanes may be used by certain vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). In addition, existing law authorizes the DMV to issue no more than 70,000 of those identifiers.</p> <p>This bill would increase the number of those identifiers that the DMV is authorized to issue to 85,000.</p> <p><b>Last amended on 4/8/15</b></p>	

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>SB 122</b> <b>Jackson D</b></p> <p><b>CEQA:</b> <b>Record of</b> <b>Proceedings</b></p>	<p>5/4/15</p> <p>Senate Appropriations Committee</p>	<p>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. 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 for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects.</p> <p>This bill would require a lead agency to submit to the State Clearinghouse <i>those</i> environmental documents in <i>either a hard-copy or electronic form</i> as prescribed by the office. The bill would instead require the office to establish and maintain a database for the collection, storage, retrieval, and dissemination of environmental documents and notices prepared pursuant to CEQA and to make the database available online to the public. The bill would eliminate the requirement to provide copies of documents to the California State Library. The bill would require the office to submit to the Legislature a report, by July 1, 2016, describing the implementation of this requirement and a status report, by July 1, 2018. <b>Last amended on 4/20/15</b></p>	
<p><b>SB 321</b> <b>Beall D</b></p> <p><b>Motor Vehicle</b> <b>Fuel Rate</b> <b>Adjustments</b></p>	<p>5/20/15</p> <p>Senate Floor</p>	<p>Existing law requires the State Board of Equalization, for the 2011–12 fiscal year and each fiscal year thereafter, on or before March 1 of the fiscal year immediately preceding the applicable fiscal year, to adjust the motor vehicle fuel tax rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the sales and use tax exemption on motor vehicle fuel, based on estimates made by the board. Existing law also requires, in order to maintain revenue for each year, the board to take into account actual net revenue gain or loss for the fiscal year ending prior to the rate adjustment date. Existing law requires this adjusted rate to be effective during the state's next fiscal year.</p> <p>This bill for the 2015–16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality.</p> <p>This bill would also authorize, if, due to clear changes in either fuel prices or consumption in the state, the board makes a determination that the amount of revenue being generated by the motor vehicle fuel tax will be significantly different than the estimates made by the board, the board to adjust the rate more frequently than annually, but no more frequently than every six months in order to reduce the potential volatility of the revenues. <b>Last amended on 4/23/15</b></p>	<p><b>Support</b></p>

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>SB 348</b> <b>Galgiani D</b></p> <p><b>CEQA</b> <b>Exemptions For</b> <b>Grade Crossings</b></p>	<p>5/13/15</p> <p>Assembly Rules Committee</p>	<p>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. 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 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 exempts from its requirements railroad grade separation projects that eliminate existing grade crossings or that reconstruct existing grade separations. CEQA authorizes a lead agency, if it determines that a project is exempt from the requirements of CEQA, to file a notice of exemption with specific public entities.</p> <p>This bill would require a lead agency, if it determines that the above exemption applies to a project that the agency approves or determines to carry out, to file a notice of exemption with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county.</p> <p>Existing law grants to the Public Utilities Commission (PUC) the authority to regulate railroad crossings, as prescribed. Existing law, until January 1, 2016, exempts from CEQA the closure of a railroad grade crossing by order of the PUC under that authority if the PUC finds the crossing to present a threat to public safety. Existing law requires a state or local agency that determines that this exemption applies to a project that the agency approves or determines to carry out to file a specified notice with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county.</p> <p>This bill would extend to January 1, 2019 the repeal date for those provisions. <b>Last amended on 4/6/15</b></p>	<p><b>Support</b></p>

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>SB 391</b> <b>Huff R</b></p> <p><b>Assault and Battery: transit employees</b></p>	<p>4/22/15</p> <p>Senate Public Safety Committee</p> <p>Two-Year Bill</p>	<p>Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment.</p> <p>Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Under existing law a battery committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. Under existing law, if an injury is inflicted the battery is punishable by imprisonment in a county jail not exceeding one year, by a fine of \$2,000, or by both that fine and imprisonment, or by imprisonment in a county jail for 16 months, or 2 or 3 years.</p> <p>This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program.</p> <p>This bill would also make a battery committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. The bill would, if the battery results in an injury, make the battery punishable by imprisonment in a county jail not exceeding one year, by a fine of \$2,000, or by both that fine and imprisonment, or by imprisonment in a county jail for 16 months, or 2 or 3 years. By expanding the scope of a crime, this bill would impose a state-mandated local program.</p> <p><b>Last amended on 4/21/15</b></p>	

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>SB 413</b> <b>Wieckowski D</b></p> <p><b>Public Transit: prohibited conduct</b></p>	<p>5/20/15</p> <p>Senate Floor</p>	<p>Existing 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 or selling or peddling any goods, merchandise, property, or services of any kind whatsoever on the facilities, vehicles, or property of the public transportation system, in specified circumstances.</p> <p>Existing law also authorizes a public transportation agency to adopt an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. Existing law requires the ordinance to include the statutory provisions governing the administrative penalties.</p> <p>This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person. The bill would make a 3rd or subsequent violation of the prohibition against selling or peddling goods, merchandise, property, or services, as specified, punishable as a misdemeanor.</p> <p>This bill would authorize these administrative penalties to also 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 to a person failing to yield seating reserved for an elderly or disabled person. The bill would authorize the administrative penalties to be applied to minors and would delete the requirement for the ordinance to include the statutory provisions.</p> <p><b>Last amended on 4/16/15</b></p>	

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>SB 508</b> <b>Beall D</b></p> <p><b>Transit Operations: financial requirements</b></p>	<p>5/18/15</p> <p>Assembly Rules Committee</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in non-urbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes.</p> <p>Existing law also creates the State Transit Assistance program, under which certain revenues in the Public Transportation Account are allocated by formula for public transportation purposes. Under that program, funds may not be allocated to a transit operator for operating purposes unless the operator meets certain efficiency standards. Compliance with the efficiency standards is based on whether the operator's total operating cost per revenue vehicle hour is increasing by no more than the Consumer Price Index, as specified. Existing law imposes no restrictions on allocations of funds for capital purposes. Existing law provides for funds withheld from an operator to be retained by the allocating transportation planning agency for allocation in a later year if the operator can subsequently meet the efficiency standards, and in certain cases, provides for the funds to be reallocated to other transit purposes, or to revert to the Controller.</p> <p>This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain fuel, insurance, and claims settlement cost increases beyond the Consumer Price Index. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of local funds and "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation.</p> <p>The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, also generally requires the allocation of 2% of available funds to cities and counties for facilities for bicycles and pedestrians. Existing law provides that a city or county may expend up to 5% of its bicycle and pedestrian allocation to supplement moneys from other sources to fund bicycle safety education programs, as long as this amount is not used to fully fund the salary of any one person.</p> <p>This bill would also authorize the funding of pedestrian safety education programs from the 5% amount.</p> <p>This bill, rather than making an operator ineligible to receive State Transit Assistance program funds for operating purposes for an entire year for failing to meet the efficiency standards, would instead reduce the operator's operating allocation by a specified percentage, based on the percentage amount that the operator failed to meet the efficiency standards, as specified. The bill would delete provisions related to funds withheld, reallocated, or reverted by the transportation planning agency. <b>Last amended on 5/12/15</b></p>	

## SMCTA Bill Matrix – May

Measure	Status	Bill Summary	Position
<p><b>SB 516</b> <b>Fuller R</b></p> <p><b>Motorist Aid Program</b></p>	<p>5/20/15</p> <p>Senate Floor</p>	<p>Existing 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. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist aid system of call boxes.</p> <p>This bill would instead require that those moneys be used for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes. The bill would additionally authorize the use of those moneys for traveler information systems and other transportation demand management services. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for installation of a motorist aid system of call boxes and any call box removal plan. <b>Last amended on 5/6/15</b></p>	
<p><b>SB 698</b> <b>Cannella R</b></p> <p><b>Active Transportation Program; school safety zone funding</b></p>	<p>4/16/15</p> <p>Senate Environmental Quality Committee</p>	<p>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 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. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes.</p> <p>Existing law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, with available funds to be allocated to eligible projects by the California Transportation Commission, as specified.</p> <p>This bill 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.</p>	<p><b>Support</b></p>
<p><b>SCA 7</b> <b>Huff R</b></p> <p><b>Motor Vehicle Fees &amp; Taxes</b></p>	<p>4/21/15</p> <p>Senate Transportation &amp; Housing Committee</p>	<p>Prohibits the use of truck weight fees from being used to pay down bond debt service. It also requires require that revenues derived from that portion of the vehicle license fee rate that exceeds 0.65% of the market value of a vehicle to be used for street and highway purposes.</p>	