



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

August 6, 2015 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report of the Citizens Advisory Committee
4. Consent Calendar
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a. Approval of Minutes of June 4, 2015
 - b. Acceptance of Statement of Revenues and Expenditures for May 2015
 - c. Information on Statement of Revenues and Expenditures for June 2015
 - d. Authorize Adoption of the Appropriations Limit for Fiscal Year 2016 in the Amount of \$617,329,031
 - e. Authorize Approval and Ratification of the Fiscal Year 2016 Insurance Program with Wells Fargo Insurance Services at a Total Cost of \$230,464

RESOLUTIONS

5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Nominating Committee Report for the Citizens Advisory Committee (Canepa, Horsley)
 - a. Appointment of Citizens Advisory Committee Member Jeanette Ward
7. Chairperson's Report
 - a. Certificate of Appreciation to Outgoing CAC Member Jim Bigelow
8. San Mateo County Transit District Liaison Report
9. Joint Powers Board Report

MOTION

INFORMATIONAL

INFORMATIONAL

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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| 10. Report of the Executive Director | INFORMATIONAL |
| a. Proclamation Recognizing the 25 th Anniversary of the Americans with Disabilities Act | MOTION |
| 11. Program Report: Alternate Congestion Relief | INFORMATIONAL |
| 12. Finance | |
| a. Authorize Allocation of \$435,000 in New Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance to Support the Countywide Congestion Relief Program for Fiscal Year 2016 | RESOLUTION |
| b. Authorize Allocation of \$14,240,000 in New Measure A Funds and \$12,927,000 in Original Measure A Funds to the San Mateo County Transit District for Application Towards the Caltrain Program Category and the Paratransit Program Category | RESOLUTION |
| c. Authorize Execution of Subordination and Non-Disturbance Agreement with Legacy Partners Residential, LLC in Support of the San Carlos Transit Village Project | RESOLUTION |
| d. Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2015 | MOTION |
| 13. Program | |
| a. Update on the Highway Capital Improvement Program | INFORMATIONAL |
| b. Update on State and Federal Legislative Program | INFORMATIONAL |
| 14. Requests from the Authority | |
| 15. Written Communications to the Authority | |
| 16. Date/Time of Next Meeting: Thursday, September 3, 2015, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2 nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070 | |
| 17. Report of Legal Counsel | |
| a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast, Pacificans for Highway 1 Alternatives, and Center for Biological Diversity vs. Federal Highway Administration, California Department of Transportation, Malcolm Dougherty, U.S. Fish and Wildlife Service, National Park Service, U.S. Army Corps of Engineers, San Mateo County Transportation Authority and City of Pacifica. Case No. 3:15-cv-02090-LB | |

- b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast vs. California Department of Transportation, Respondents and Defendants, and San Mateo County Transportation Authority and City of Pacifica, Real Parties in Interest and Defendants. Case No. CIV 523973
- c. Closed Session: Conference with Legal Counsel – Existing Litigation (Government Code §54956.9(d)(1)): San Mateo County v. Robert Wadell and Angela Bramble (San Mateo Superior Court Case No. CIV 522021)
- d. Closed Session: Conference with Legal Counsel – Existing Litigation (Government Code §54956.9(d)(1)): San Mateo County v. Northwest Dealerco LLC, et al. (Golshan Westphal) (San Mateo Superior Court Case No. CIV 521836)

18. 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.

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; 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.

MINUTES OF JUNE 4, 2015

MEMBERS PRESENT: D. Canepa, C. Groom, D. Horsley, C. Johnson,
K. Matsumoto (Chair), T. Nagel

MEMBERS ABSENT: M.A. Nihart

STAFF PRESENT: J. Averill, J. Cassman, A. Chan, D. Couch, S. Gaffney,
G. Harrington, J. Hartnett, J. Hurley, M. Lee, A. Maguigad,
M Martinez, N. McKenna, M. Simon, S. van Hoften

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

PUBLIC HEARING – FISCAL YEAR (FY) 2016 BUDGET

Authorize Adoption of the FY2016 Budget in the Amount of \$64,537,182

Martha Martinez, Authority Secretary, reported Section 131265(a) of the California Public Utilities Code requires all county transportation authorities to adopt an annual budget. Section 131266 of the code requires a public hearing be held concerning the annual budget after notifying the public of the time and place of the public hearing by published notice at least 15 days prior to the date of the hearing.

Notice of public hearing appeared in the Pacifica Tribune on May 20 and the San Mateo Daily Journal on May 27, and the lobby of the San Mateo County Transit District building in San Carlos. No comments have been received.

In accordance with the applicable law, staff prepared and submitted for review at the May meeting the proposed annual budget for FY2016.

Shannon Gaffney, Acting Manager, Budgets, said since the May budget presentation, the sales tax revenue projections have been increased from \$76 million to \$77 million. As a result in the increase of revenues, there was an adjustment on the expenditure side, which resulted in an increase in the annual allocations as well as program expenditures, and increased the size of the overall amount in the reserve.

Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said the TA budget process goes very smoothly, and it is attributable to the staff, the process for calls for projects, and the way staff works with the City/County Association of Governments. He said it is good that there is more money that will hopefully lead to favorable mid-year adjustments. He said the local streets and roads could use more funding. He encouraged the Board to adopt the budget.

Joan Cassman, Legal Counsel, said holding a hearing is a statutory requirement. During the hearing, the Board was told the purpose of the hearing, was given a staff report, afforded the public an opportunity to be heard, and may now close the hearing and approve the resolution.

Close the Public Hearing:

Motion/Second: Horsley/Canepa

Ayes: Canepa, Groom, Horsley, Johnson, Nagel, Matsumoto

Absent: Nihart

Adopt the FY2016 Budget in the amount of \$64,537,182

Motion/Second: Canepa/Johnson

Ayes: Canepa, Groom, Horsley, Johnson, Nagel, Matsumoto

Absent: Nihart

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of June 2, 2015 (see attached).

APPROVAL OF CONSENT CALENDAR

- Approval of Minutes of May 7, 2015
- Acceptance of Statement of Revenues and Expenditures for April 2015

Motion/Second: Horsley/Canepa

Ayes: Canepa, Groom, Horsley, Johnson, Nagel, Matsumoto

Absent: Nihart

AUTHORIZE CONDITIONAL ALLOCATION OF \$1.5 MILLION IN THE 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

Joe Hurley, Director, TA Program, said the Board allocated \$3 million for the Holly Street Interchange Project: \$1.5 million was for the environmental work and \$1.5 million was for design. The design is conditioned on the environmental work being approved, and the city of San Carlos notified staff that the approval is expected to occur the week of June 8. Since the July TA Board meeting is canceled, this item would have to be delayed until August. In order to avoid the delay, the Board is being asked to conditionally authorize this allocation upon environmental clearance of the project.

Motion/Second: Horsley/Groom

Ayes: Canepa, Groom, Horsley, Johnson, Nagel, Matsumoto

Absent: Nihart

PUBLIC COMMENT

Greg Conlon, Atherton, said last month there was discussion on the Dumbarton Rail Project. He found out that there is great interest to do the rail from Facebook to Redwood City. He said the TA has \$50 million from Measure A, the project on the west side costs \$200 million, and Facebook is interested in helping in this area. He encouraged the TA not to give up on the western end of the project because it would help 5,000 people with transportation.

Adina Levin, Friends of Caltrain, said at the last Dumbarton Policy Committee meeting there was a report about disinterest from the East Bay to contribute funding to the Dumbarton Rail Project, and there was a proposal from the TA to not fund it. There has

been a change in recent months regarding the idea of using the right of way from Menlo Park to Redwood City to take people to San Francisco and interest for commercial and housing development in Menlo Park, the growth of downtown Redwood City and the need for an alternative to cars. She urged the Board to consider keeping the project alive.

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

Director David Canepa said CAC member Jim Whittemore resigned. The nominating committee interviewed CAC applicants on April 23 and after filling the open positions at the May 7 Board meeting, 11 applications remain on file. He nominated Olma O'Neill of South San Francisco to fill the vacancy.

Motion/Second: Canepa/Horsley

Ayes: Canepa, Groom, Horsley, Johnson, Nagel, Matsumoto

Absent: Nihart

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

No report.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORTS

The June 3 report is in the reading file.

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) REPORT

The June 4 report is in the reading file.

Presentation on Annual Caltrain Passenger Counts

April Maguigad, Manager, Rail Operations, presented:

- Purpose of the counts is to get a reference from prior years. Data is used for validating the revenue-based ridership estimates.
- Manual counts are taken over five weekdays and one weekend.
- Average Weekday Ridership was 58,245, a 10.7 percent increase over last year.
- Growth has spread on both peak hours and midday.
- All stations except College Park have increased ridership.
- The top 10 stations for weekly boardings have not changed; San Francisco is first and Palo Alto is second.
- All counties saw increases in ridership.
- Gilroy ridership has grown for the third consecutive year; it is up 13 riders per day over last year.
- Growth is on all train types, not just Bullets. Limited and local trains grew at a higher rate than Bullets.
- Forty percent of Bullets will have six-car trains starting on May 11.
- The last service change in October 2014 added five stops at 22nd Street for limited-stop trains.
- Average trip length is 28 miles for Bullets; weekday system-wide it is 22.7 miles.
- Average weekday bike ridership is up 5.7 percent.
- Bikes denied boarding numbers were up.
- Saturday ridership grew significantly. Sunday ridership decreased.

- Ridership is at an all-time high and has increased 71 percent since 2010.
- Southbound commute is getting strong.
- Next steps:
 - Budgets have been drafted to meet ridership demand.
 - Increasing capacity is essential to continue ridership/revenue growth.
 - Staff will continue to develop ridership data to help develop a schedule pattern for post-electrification.

Director Terry Nagel asked if the formula to determine the county allocations changes year to year. Ms. Cassman said the morning boarding and the annual passenger counts is the basis upon which the operating formula is determined. This presentation is showing the percent increase in each county.

REPORT OF THE EXECUTIVE DIRECTOR

Jim Hartnett, Executive Director, said:

- The Highway 101/Broadway Interchange Project is ongoing and there was a southbound closure last weekend between 1 a.m. and 7 a.m. for work in connection with the project. There will be a northbound closure next weekend to install girders for the east span of the new overcrossing.
- The Highway Program had a Call for Projects. Project requests are due through June 15. There was a workshop hosted by staff in May to help applicants prepare. Up to \$125 million in Measure A funding is available for allocation.
- He has been spending time reviewing the organization, meeting with employees, and concentrating on major projects.

PROGRAM

Program Report: Transit – Caltrain Modernization (CalMod) Program

Marian Lee, Executive Officer, CalMod Program, presented:

- Key Regional Benefits:
 - Decreases greenhouse gases, daily traffic congestion, engine noise
 - Improvements in clean air quality and increases in daily ridership, improved frequency and quicker trips
- Peninsula Corridor Electrification Project (PCEP) Service Benefits
 - Today
 - There are five trains that carry 5,100 passengers per hour per direction
 - A Baby Bullet train takes 60 minutes and makes six stops between San Francisco and San Jose
 - After PCEP
 - There will be six trains that carry 6,300 passengers per hour per direction
 - A Baby Bullet train could take 45 minutes to travel from San Francisco to San Jose, or at 60 minutes could make 13 stops
- Timeline for 2020 Revenue Service
 - Design Build contractors were prequalified summer 2014
 - The Request for Proposals (RFP) has been issued
 - The Design Build contract will be awarded in fall 2015

- The Electric Multiple Unit (EMU) RFP will be issued in July
 - The EMU contract will be awarded winter 2015
- Request for Information from Car Builders – summer 2014
 - To maximize seats would require bi-level vehicles
 - Use currently available makes of cars, which are service-proven and saves costs and time
 - Comply with U.S. regulations
 - Two double doors per car at 22 inches to 25 inches
- Recommended EMU
 - Two double doors located at 25 inches
 - One to two steps up from platform
 - Americans with Disabilities Act (ADA) passengers and bikes located at 25-inch level
 - ADA would use mini highs and wayside lifts
 - Similar to today's Bombardier cars
- Level Boarding (Beyond Electrification) is Important for
 - Safety enhancements
 - Operating efficiencies
 - Passenger convenience
 - ADA compliance
- Level Boarding Challenges
 - Lengthy construction period with revenue service
 - California Public Utilities Commission waiver needed for freight corridor
 - Tenants with different boarding heights
 - Station area impacts (e.g. ramps, circulation)

Dave Couch, Project Delivery Director, presented:

- Request for EMU Modification
 - California High-speed Rail Authority (CHSRA) vehicles will require high door boarding
 - Caltrain EMUs may be modified to support high door boarding
 - Enables common platforms in future
 - Provides system operational flexibility
- Explore Modification Options
 - December 2014 to May 2015
 - Car builder interviews
 - Technical analysis
 - Caltrain operational assessment
 - May 2015 – July 2015
 - Policy discussion/decisions
 - Updates to Boards and stakeholders
- Car Builder Interviews
 - Seven car builders participated and proposed
 - Cars with more doors – possible seat loss
 - Cars with traps – possible reliability concerns
 - Could redesign existing vehicles to save money and time
- Analysis
 - Two modification options

- Two timeframes
 - 2020 electrified service without high-speed rail (HSR)
 - Future blended service with HSR
- Focus areas
 - Boarding for passengers with and without bikes, ADA
 - Passenger circulation within the cars
 - Operational challenges
- Terminology
 - Caltrain EMU floor above top of rail (ATOR): 22 inches to 25 inches
 - CHSRA floor ATOR: 48 inches to 51 inches
 - Current platforms ATOR: eight inches
- Timeframe: 2020 Electrified Service
 - Modification A – Cars with more doors
 - Two double doors at 25-inch and 50-inch height for a total of four double doors
 - Passengers and bikes use 25-inch doors with one to two steps
 - ADA location to be determined
 - Modification B – Cars with traps
 - Two single doors with traps, two single doors with no traps, all doors to 50-inch floor. Single door access means longer dwell time
 - Passengers and bikes would use the two single doors with traps and step up three to five steps
 - ADA location at 50-inch level
- Timeframe: Future Blended System with Level Boarding
 - Scenario 1
 - Shared platforms at two to three CHSRA/Caltrain stations
 - Shared platforms at 50-inch height
 - Caltrain stations have level boarding at 25 inches
 - Modification A – Cars with more doors
 - Continue using both doors
 - Seats cannot be restored
 - Interior lift needed for ADA
 - Potential mitigation by car reconfiguration
 - Modification B – Cars with traps
 - Continue using traps
 - Interior circulation challenges
 - Scenario 2
 - Shared platforms at all 27 stations at 50 inches
 - Modification A – Cars with more doors
 - Seal low doors and use high doors only
 - Interior reconfiguration/restore seats
 - Bike circulation and storage challenge
 - Interior lift needed for ADA
 - Potential mitigation by car reconfiguration
 - Modification B – Cars with traps
 - Seal traps
 - Single door (dwell impacts)
 - Bike circulation and storage challenge

Ms. Lee presented:

- Potential Path Forward – Framework
 - Blended system partnership
 - Blended system is not yet defined
 - Early investment program
 - Need to make EMU design decision now to not preclude common platforms with CHSRA in the future
- Potential Path Forward – Cars with More Doors Option
 - Challenges
 - Seat loss/passenger circulation inside car
 - Short-term solution
 - Design car with two sets of doors
 - Keep high doors sealed/use low doors
 - Car configured similar to original EMUs
 - Request CHSRA to fund modification costs
 - Future blended system
 - Evaluate use of high doors
 - Associated car interior reconfiguration
- Future Blended Service
 - Additional work needed
 - Community planning/environmental review
 - Blended system definition
- Next Steps
 - June
 - Seats/bikes/bathroom balance
 - July Board action
 - Release EMU RFP
 - Updated funding plan/CHSRA additional funding commitment

Director Nagel asked if motorizing the three platforms that would accommodate CHSRA has been considered. Ms. Lee said it was not studied because the request was for the JPB to study modifying the vehicles.

Director Nagel said she heard this proposal would eliminate bathrooms on all trains. She said bathrooms are needed on trains because of children, elderly passengers, and when there are breakdowns. Ms. Lee said none of the options preclude a bathroom; it is up to the JPB to request them from the vehicle makers. Staff has received feedback about the bathrooms. There are tradeoffs to having bathrooms as one bathroom is equal to eight seats or 16 standing spaces.

Public Comment

Adina Levin, Friends of Caltrain, said one potential benefit from platform compatibility would be the amount of service to Transbay, which is expected to be the highest use station. With CHSRA, it may be possible for designs for Diridon and Millbrae to save money by being more compact. It will also provide the opportunity to have a blended service to use CHSRA or Caltrain to travel along the Peninsula. Dwell time will also be affected by having or not having compatible platforms.

Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2015

Mr. Hurley said 11 new projects have been reported at a more detailed level in this report.

Public Comment

Greg Conlon, Atherton, said a fence and outside platforms are being proposed as an interim solution for the Atherton hold-out station. The town would rather remove the center platform and put tracks closer together so it would not have wider right of way and so there would not be an interim solution, but a permanent one.

Update on State and Federal Legislative Program

Mark Simon, Executive Officer, Public Affairs, provided the following update:

State

The governor's May budget revise has been released and it contains minimal changes to the State's traditional transportation funding sources. There is additional revenue in the budget, but the governor is focused on new options for funding highway maintenance. A funding package should be put together by the end of year. The governor is concerned about deferred maintenance for roads and bridges. The revised budget also updates the plan for spending additional cap and trade revenues. The Administration wants to direct revenue to the mass transportation-eligible programs, including the Low-carbon Transit Operations Program, the Transit Intercity Rail Capital Program, and the Affordable Housing and Sustainable Communities Program, all which may present some funding opportunities for the TA.

Federal

On May 26, the President signed the Highway and Transportation Act of 2015, a two-month extension for the Highway Trust Fund to July 31. A six-year piece of legislation for Transportation Housing and Legislation appropriation is in the early stages. The previous extension of the six-month bill was supposed to expire May 31. Legislation does not carry additional costs since the Highway Trust Fund has sufficient funds to continue its obligation through July 31. The stopgap measure is the 33rd temporary fix for road project funding since 2008. Congress has until July 31 to pass the long-term funding solution before this extension expires.

REQUESTS FROM THE AUTHORITY

Director Nagel asked that the temperature control of the auditorium be a big priority since many meetings take place in it. She asked if something could be done about the electrical tape on the floor.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

DATE AND PLACE OF NEXT MEETING

August 6, 2015 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

REPORT OF LEGAL COUNSEL

Ms. Cassman said there are two closed session items and no action is anticipated.

Recessed to closed session at 6:28 p.m.

Reconvened at 6:40 p.m.

Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast, Pacificans for Highway 1 Alternatives, and Center for Biological Diversity vs. Federal Highway Administration, California Department of Transportation, Malcolm Dougherty, U.S. Fish and Wildlife Service, National Park Service, U.S. Army Corps of Engineers, San Mateo County Transportation Authority and City of Pacifica. Case No. 3:15-cv-02090-LB

Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast vs. California Department of Transportation, Respondents and Defendants, and San Mateo County Transportation Authority and City of Pacifica, Real Parties in Interest and Defendants. Case No. CIV 523973

Ms. Cassman said the Board convened in closed session to discuss matters of litigation. No action was taken on either case.

The meeting adjourned at 6:40 p.m.

TA CAC Chair's Report

June 4, 2015

Good evening Madame Chair and Members of the Board.

Before we began our CAC meeting on Tuesday, we had the pleasure of welcoming two of the latest additions to our committee, Shaundra Scruggs and Philip Rosenblatt. They shared with us a brief description of their backgrounds. The CAC is looking forward to working with them and believes that they will add to the skills and strengths of our committee. We thank the TA's Nominating Committee for their selection.

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

(TA Item 5a) The CAC reviewed the TA Board Minutes of May 7, 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 April 2015, without questions or comments.

(TA Item 5c) After a brief explanation by Joe Hurley, TA Program Director, as to the immediate need, at this time, for a conditional allocation of funding, the CAC supported the Board's Authorization of a 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.

(TA Item 10a) The CAC received a highly informative presentation on the 2015 Annual Caltrain Passenger Counts from April Maguigad, Manager of Caltrain Rail Operations. The presentation covered the purpose of ridership counts, data collection methodology, comparisons of the 2014 vs 2015 ridership levels, information on the top 10 stations, the average weekday bike ridership and the next steps planned to meet the public's demand in regards to Caltrain's service.

The CAC was pleased to learn that ridership is at an all-time high, but was concerned to hear that ridership growth continues to strain capacity in peak periods with many trains full beyond seating capacity, taking into consideration both the distance and time that passengers, who are unable to find a seat, are required to stand.

(TA Item 12a) Casey Fromson, Caltrain's Public Affairs Officer, delivered to the CAC a comprehensive update on the Caltrain Modernization EMU Procurement Project. The CAC was very interested in hearing about the plans for the new cars that will be added in the future to the Caltrain fleet and the added benefits they will provide. The CAC was also pleased to hear that there may be an increase in station stops and/or reduced travel times with a Caltrain electrified system. Ms. Fromson additionally went into great detail describing the challenges of what level boarding and longer trains would bring. Members of the CAC were then given an opportunity to provide feedback on the proposed design of those future EMUs. They were pleased to do so.

The CAC agreed with the "two sets of doors" design concept that was illustrated by Ms. Fromson and suggested that temporary seating be put by the doors, not currently in use, in order to achieve increased seating capacity on each train.

(TA Item 12b) Joe Hurley gave us a brief overview of the Capital Projects Quarterly Status Report for the 3rd Quarter Fiscal Year 2015. The CAC had no questions or comments.

(TA Item 12c) The CAC received a comprehensive update on both state and federal legislation from Schweta Bhatnagar, Government Affairs Officer. The CAC was pleased to hear that Governor Brown is working with the Legislature on its proposals to put together a funding package by the end of the year. They were particularly glad to hear that one such proposal, Senator Beall's Bill, SB 16, 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 CAC was also very pleased to hear the Administration's plan for spending additional Cap and Trade revenues, which includes directing a significant amount of the additional revenue to mass transportation-eligible programs. This would more than double the initial planned investment amount of \$815 million to \$1.6 billion.

On the federal side, the CAC was glad to hear that the U.S. House of Representatives passed a two-month extension of the federal surface transportation program through July 31st and the Senate followed suit, but expressed concern about what might occur on July 31st, if funding doesn't come through. The CAC realizes just how important the continual funding of a national surface transportation program is and hopes that a positive solution to the funding problem can be achieved by the July deadline, without the need for further extensions.

In my own Chair's report to the CAC, I reported the following:

James Whittemore, who has served on the TA CAC for 5 years with extreme diligence, has regrettably announced his resignation from our CAC due to health issues and relocation to Oregon this summer.

Regarding his accounting acumen, Jim is an experienced financial professional who became an astute commentator on the Transportation Authority's financial reports. And, from the comments made at Tuesday evening's meeting, his fellow colleagues on the CAC appreciated him very much.

And, so it is with great sadness that we see Jim go. He was a very talented member of our team, whose departure only adds to the great diminishment of the CAC's institutional knowledge, which has continued to occur with the other recent departures of our former long term CAC members this past year.

In Joe's report to the CAC, he gave us an update on the new ramp metering lights that went on line last month on Hwy 101. From personal observation, I would say that these metering lights have greatly improved the flow of traffic on Hwy 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 MAY 31, 2015**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$77,494,543- line 7) is **better** than staff projections by \$5,911,943 or 8.3 percent. *Interest Income* (\$2,667,459 – line 2) is \$572,459 or 27.3 percent **better** than projections due to higher than budgeted returns.

Total Revenue (\$77,494,543 - line 7) is \$4,421,934 or 5.4 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* (\$73,044,062 - line 1) is \$3,239,531 or 4.6 percent **better**, slightly offset by *Interest Income* (\$2,667,459 - line 2), which is \$1,071,616 or 28.7 percent **worse** than prior year.

Expenditures: *Total Administrative Expenses* (\$1,094,724 - line 22) is **better** than staff projections by \$54,443 or 4.7 percent. Within total administrative expenses, *Staff Support* (\$488,539 - line 18) is \$5,210 or 1.1 percent **better** than staff projections. *Other Admin Expense* (\$605,645 – line 20) is **better** than staff projections by \$38,548 or 6 percent.

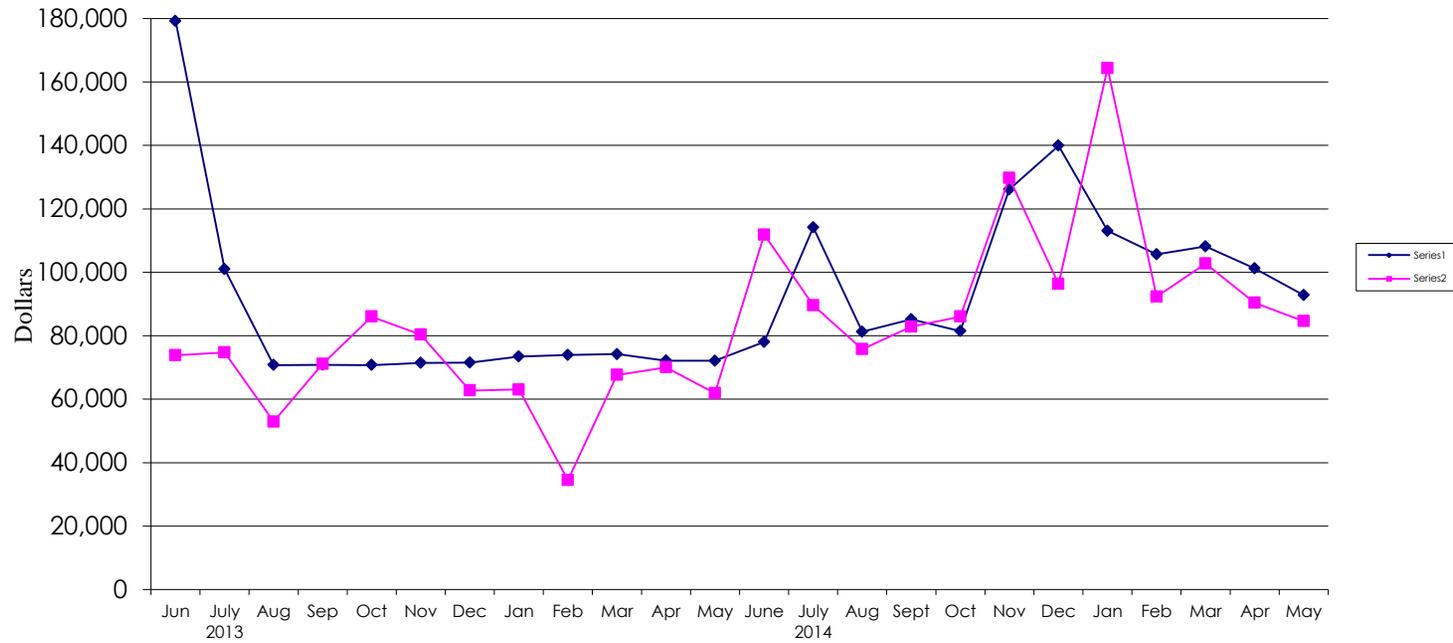
Budget Amendment: There are no budget revisions for the month of May 2015.

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

% OF YEAR ELAPSED: 91.7%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	6,749,500	69,804,531	73,044,062	68,385,000	106.8%	72,000,000	75,000,000	91.2%
2 Interest Income	254,046	3,739,075	2,667,459	2,095,000	127.3%	2,284,610	2,284,610	91.7%
3 Miscellaneous Income	666,886	7,171,994	666,886	0	0.0%	0	0	0.0%
4 Rental Income	102,039	1,105,252	1,116,136	1,102,600	101.2%	1,203,300	1,203,300	92.8%
5 Grant Proceeds	0	95,624	0	0	0.0%	0	0	0.0%
6								
7 TOTAL REVENUE	7,772,470	81,916,477	77,494,543	71,582,600	108.3%	75,487,910	78,487,910	98.7%
8								
EXPENDITURES:								
11 Annual Allocations	2,463,568	25,478,654	26,661,083	24,960,525	106.8%	26,280,000	27,375,000	97.4%
12								
13 Program Expenditures	1,365,252	30,509,230	33,757,999	37,707,575	89.5%	39,712,000	41,017,000	82.3%
14								
15 Oversight	143,332	1,152,977	786,083	987,500	79.6%	1,185,000	1,185,000	66.3%
16								
17 Administrative								
18 Staff Support	37,556	493,713	488,539	493,749	98.9%	706,634	530,914	92.0%
19 Measure A Info-Others	-	7,273	540	11,225	4.8%	16,500	16,500	3.3%
20 Other Admin Expenses	47,043	224,200	605,645	644,193	94.0%	313,520	693,634	87.3%
21								
22 Total Administrative	84,599	725,186	1,094,724	1,149,167	95.3%	1,036,654	1,241,048	88.2%
23								
24 TOTAL EXPENDITURES	4,056,752	57,866,046	62,299,888 (1)	64,804,767	96.1%	68,213,654	70,818,048	88.0%
25								
26 EXCESS (DEFICIT)	3,715,718	24,050,430	15,194,655	6,777,833		7,274,256	7,669,862	
27								
28 BEGINNING FUND BALANCE	Not Applicable	445,209,646	459,220,186	401,849,379		401,849,379	401,849,379	
29								
30 ENDING FUND BALANCE	Not Applicable	469,260,076	474,414,841 (2)	408,627,212		409,123,635	409,519,241	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		1,909,115		FY 2014 Carryover of Commitments (Audited)			286,900,375	
35 Current Committed Fund Balance		420,018,311 (3)		FY 2015 Additional Commitments (Budgeted)			68,213,654	
36 Undesignated Cash & Net Receivable		52,487,415		Reso #2014-14			204,394	
37 Total		<u>474,414,841 (2)</u>		Reso #2015-15			2,400,000	
38				Less: Current YTD expenditures			<u>62,299,888 (1)</u>	
39				Current Committed Fund Balance			<u><u>420,018,311 (3)</u></u>	
40								
41								
42								
43 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
44 against the annual budget. When comparing it to the amounts shown in the								
45 "% of PROJ" column, please note that individual line items reflect variations								
46 due to seasonal activities during the year.								
47								
48 * The TA Adopted Budget is the Board adopted budget effective June 5, 2014.								
49 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
50								
51								
52								
53								
54								
55								
56								
57								

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
MONTHLY EXPENSES												
Staff Projections	114,189	81,282	85,162	81,511	126,094	139,911	113,065	105,674	108,174	101,274	92,831	
Actual	89,611	75,787	82,854	86,024	129,718	96,320	164,355	92,299	102,738	90,419	84,599	
CUMULATIVE EXPENSES												
Staff Projections	114,189	195,471	280,633	362,144	488,238	628,149	741,214	846,888	955,062	1,056,336	1,149,167	
Actual	89,611	165,398	248,252	334,276	463,994	560,314	724,669	816,968	919,706	1,010,125	1,094,724	
Variance-F(U)	24,578	30,073	32,381	27,868	24,244	67,835	16,545	29,920	35,356	46,211	54,443	
Variance %	21.52%	15.38%	11.54%	7.70%	4.97%	10.80%	2.23%	3.53%	3.70%	4.37%	4.74%	



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF MAY 31, 2015

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.685%	\$ 277,016,197	\$ 277,016,197
Local Agency Investment Fund	**	Liquid Cash	0.290%	\$ 25,287,699	\$ 25,287,699
Investment Portfolio	***	Liquid Cash	0.551%	\$ 154,095,208	\$ 154,169,454
Other		Liquid Cash	0.000%	\$ 1,909,115	\$ 1,909,115
				<u>\$ 458,308,219</u>	<u>\$ 458,382,465</u>

Accrued Earnings for May, 2015 \$ 254,045.59
Cumulative Earnings FY2015 \$ 2,692,247.85

* County Pool average yield for the month ending May 31, 2015 was 0.685%. As of May, 2015 the amortized cost of the Total Pool was \$4,257,440,295.21 and the fair market value per San Mateo County Treasurer's Office was \$4,268,536,365.30.

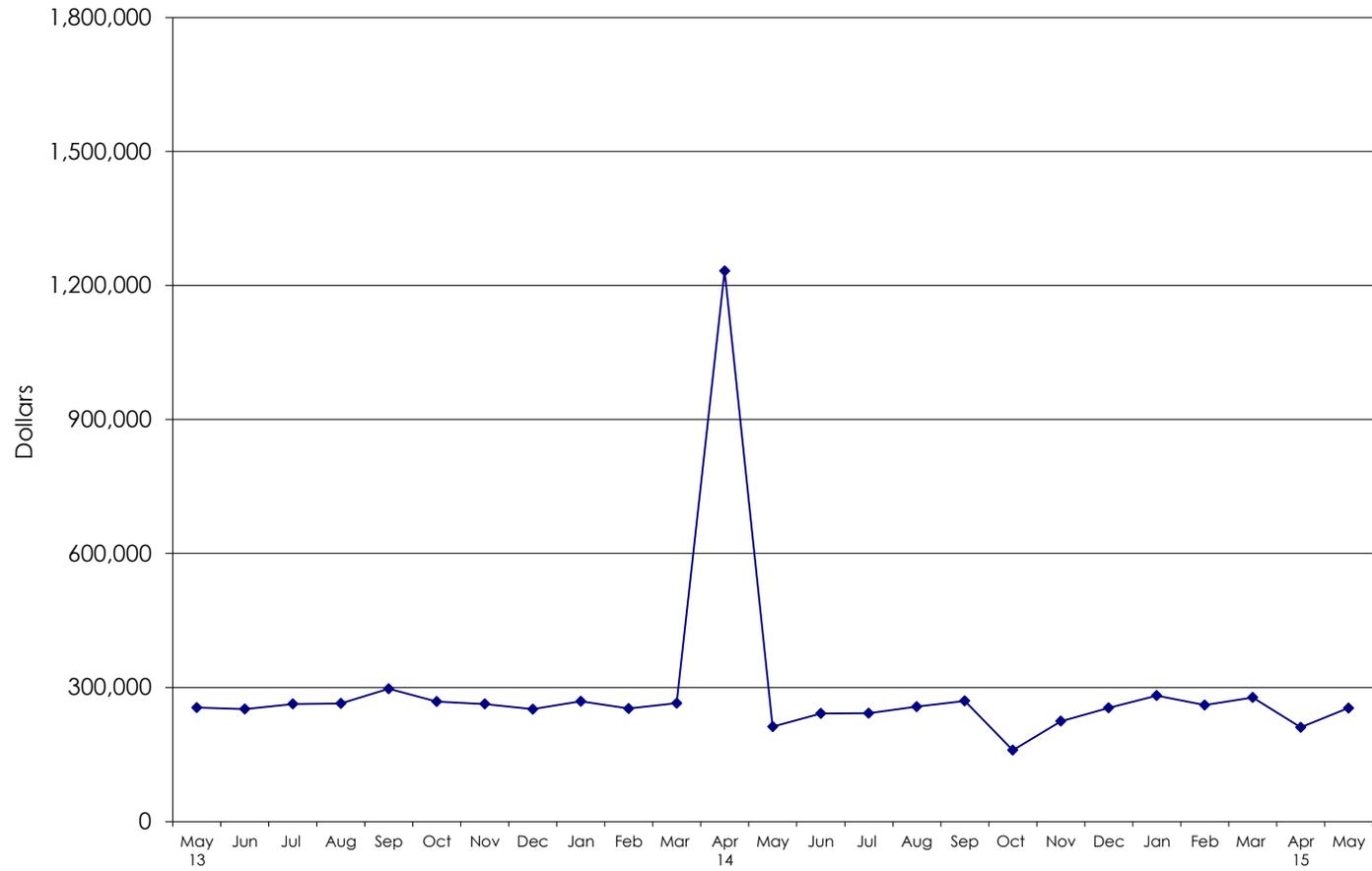
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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
MAY 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	254,045.59	2,692,247.85
JUNE		2,692,247.85

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
May 31, 2015

DESCRIPTION	TOTAL INVESTMENT 05-31-15	INTEREST RECEIVABLE 04-30-15	PREPAID INT RECEIVABLE 04-30-15	INTEREST EARNED 05-31-15	INTEREST RECEIVED 05-31-15	ADJ.	INTEREST RECEIVABLE 05-31-15
LAIF	25,287,699.74	8,749.88	0.00	6,456.82			15,206.70
COUNTY POOL	277,016,197.41	136,463.52	0.00	159,206.89			295,670.41
BANK OF AMERICA	1,352,081.15	-	0.00				0.00
WELLS FARGO	11,100.00	-	0.00				0.00
US BANK (Cash on deposit)	545,933.50	-	0.00				0.00
INVESTMENT PORTFOLIO	154,095,207.87	166,599.63	0.00	88,424.74	57,422.51	(42.86)	197,559.00
	<u>458,308,219.67</u>	<u>311,813.03</u>	<u>0.00</u>	<u>254,088.45</u>	<u>57,422.51</u>	<u>(42.86)</u>	<u>508,436.11</u>

MAY 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	05/31/15	254,045.59
Add:		
Less:		
Management Fees		(9,498.20)
Amortized Premium/Discount		(8,990.71)
Capital Gain(Loss)		0.00
Total Interest & Capital Gain(Loss)		<u>235,556.68</u>

YEAR TO DATE -- SUMMARY

Interest Earned	2,692,142.85
Add:	
Less:	
Management Fees	(83,411.09)
Amortized Premium/Discount	(128,016.65)
Capital Gain(Loss)	(24,683.51)
Total Interest	<u>2,456,031.60</u>

Balance Per Ledger as of	05/31/15	
Exp. Acct. 530011 - Amort Prem/Disc		(128,016.65)
Management Fees (530040)*		(83,411.09)
Int Acct. 409100 - Co. Pool		1,685,708.30
Int Acct. 409100 - LAIF		58,182.43
Int Acct. 409101 - Portfolio Funds		948,252.12
Gain(Loss) Acct. 405210		(24,683.51)
		<u>2,456,031.60</u>

Extraordinary one time items:

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			LESS PREPAID			
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>																		
<u>U.S. TREASURY NOTES AND BONDS</u>																		
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%
<u>U.S. GOVERNMENT AGENCIES</u>																		
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%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>																		
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
<u>CASH INVESTMENT</u>																		
																		0.70%
<u>MATURED/CALLED</u>																		
US TREASURY NOTE	912828WF3	4/30/15																
TOTAL			<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
 MAY 2015

6/18/15 12:47 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2014:						
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
FY2014 Total	68,000,000	72,000,000	FY2014 Total	77,625,765	5,625,765	77,625,765
FY2015:						
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		19,334,600	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		41,964,001	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
Mar. 15	6,700,000	6,700,000	May 15	7,234,500	534,500	7,234,500 ⁽¹⁾
9 Months Total	53,055,000	56,055,000		60,164,062	4,659,062	60,714,062 ⁽¹⁾
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 ⁽¹⁾
Jun. 15	6,615,000	6,615,000	Aug. 15			6,615,000
FY2015 Total	72,000,000	75,000,000	FY2015 Total	60,164,062	4,659,062	79,659,062
	19,884,600		1st Quarter			
	22,629,401		2nd Quarter			
	18,200,061		3rd Quarter			
	12,330,000		4th Quarter			
	<u>73,044,062</u>		YTD Actual Per Statement of Revenue & Expenses			

(1) Includes Accrual for Quarterly Adjustment

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF MAY 31, 2015

	<u>5/31/2015</u>
Cash -- Bank of America Checking Account	1,352,081.15
Cash -- Wells Fargo Lockbox Account	11,100.00
Cash - US Bank (on deposit)	545,933.50
LAIF	25,287,699.74
County Pool	277,016,197.41
Investment Portfolio	154,095,207.87
	<hr/>
Total	<u><u>458,308,219.67</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
May 2015

Unit	Ref	Name	Date	Amount	Method	Description
SMCTA	001018	HORSLEY, DONALD	5/11/2015	100.00	WIR	Board of Directors Compensation
SMCTA	001019	CANEPA, DAVID	5/11/2015	100.00	WIR	Board of Directors Compensation
SMCTA	001020	SAN MATEO COUNTY TRANSIT DISTRICT	5/15/2015	962,239.43	WIR	Staff costs, Redi-Wheels, Caltrain, etc.
SMCTA	001021	MATSUMOTO, KARYL M.	5/19/2015	100.00	WIR	Board of Directors Compensation
SMCTA	001022	GROOM, CAROLE	5/19/2015	100.00	WIR	Board of Directors Compensation
SMCTA	001023	CANEPA, DAVID	5/19/2015	100.00	WIR	Board of Directors Compensation
SMCTA	001024	NIHART, MARY ANN	5/19/2015	100.00	WIR	Board of Directors Compensation
SMCTA	003981	ATKINS NORTH AMERICA, INC	5/4/2015	91,273.77	CHK	Capital Programs ⁽¹⁾
SMCTA	003982	BRISBANE, CITY OF	5/4/2015	61,140.00	CHK	Capital Programs ⁽²⁾
SMCTA	003983	HNTB CORPORATION	5/4/2015	2,395.67	CHK	Consultants
SMCTA	003984	HOLLAND & KNIGHT LLP	5/4/2015	17,500.00	CHK	Legislative Advocate
SMCTA	003985	KHOURI CONSULTING	5/4/2015	7,000.00	CHK	Legislative Advocate
SMCTA	003986	OFFICEMAX	5/4/2015	256.77	CHK	Office Supplies
SMCTA	003987	PUBLIC FINANCIAL MANAGEMENT, INC.	5/4/2015	9,250.00	CHK	Investment Advisory Services
SMCTA	003988	SOUTH SAN FRANCISCO, CITY OF	5/4/2015	32,048.65	CHK	Capital Programs ⁽³⁾
SMCTA	003989	BKF ENGINEERS	5/11/2015	49,062.12	CHK	Consultants
SMCTA	003990	DMJM HARRIS/MARK THOMAS JV	5/11/2015	11,305.76	CHK	Consultants
SMCTA	003991	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	5/11/2015	11,256.50	CHK	Legal Services
SMCTA	003992	KHOURI CONSULTING	5/11/2015	3,500.00	CHK	Legislative Advocate
SMCTA	003993	LEVIN SALES COMPANY	5/11/2015	42.92	CHK	Promotional Supplies
SMCTA	003994	URS CORPORATION	5/11/2015	3,705.51	CHK	Consultants
SMCTA	003995	URS CORPORATION	5/15/2015	84,812.32	CHK	Consultants
SMCTA	003996	JOHNSON, CAMERON	5/26/2015	100.00	CHK	Board of Directors Compensation
SMCTA	003997	OFFICEMAX	5/26/2015	1,013.82	CHK	Office Supplies

- (1) Highway Oversight \$48,768.95; 101 HOV Ln Whipple - San Bruno \$11,777.13; SR92 Delaware Feasibility Study \$2,421.11; Hwy 1 Grey Whale Cove-Miramar \$2,280.46; I-380 SSF San Bruno Imprvmts \$2,421.10; 101 Aux Lane Oyster Pt. - SF \$11,525.81; US 101 / SR 92 Interchange \$2,321.11; 101 Peninsula Ave/Poplar I/C \$7,488.31; SR 35 Widen I-280 Sneath \$2,269.79
- (2) 101 Interchange - Candlestick
- (3) Call for Proj-Ped&Bike FY12/13

**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 EXPENSES FOR THE PERIOD
ENDING JUNE 30, 2015**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. This year, our auditors, VTD, will finish the audit in late October. Consequently, staff will present a Statement of Revenues and Expenses for June at the November 5 meeting of the Board of Directors. We expect to have the Comprehensive Annual Financial Report finalized by December.

Prepared by: Sheila Tioyao, Manager, General Ledger

650-508-7752

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **ESTABLISHING THE APPROPRIATIONS LIMIT FOR FISCAL YEAR (FY) 2016**

ACTION

Staff proposes the Board approve the appropriations limit, which is applicable to the San Mateo County Transportation Authority (TA) during FY2016 in the amount of \$617,329,031.

SIGNIFICANCE

The appropriations limit is the maximum amount of tax proceeds the local agency can appropriate during the fiscal year. Article XIII B of the California Constitution (the Gann Initiative) and implementing legislation require each local agency to review its appropriations limitation on an annual basis.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

Last year, the TA established its appropriations limit in the amount of \$588,727,473 based on data regarding inflation and population changes released by the California Department of Finance. Staff has calculated the limit for FY2016 to be \$617,329,031, which is an increase of \$28,601,558 or 4.86 percent. The increase is due to a 3.82 percent increase in the California per capita personal income and a 1 percent increase in the population of San Mateo County.

The TA funds subject to the limit are \$77 million (the projected Measure A tax receipts for the year) or 13.08 percent of the appropriations limit.

Attachment A is a Notice of Determination showing the calculations and stating the limit applicable during FY2016. State law requires this notice be posted in a conspicuous place at the TA's office at least 15 days before the TA takes final action to approve the new limit at its August 6, 2015 meeting. This notice was posted on July 21, 2015, at 1250 San Carlos Avenue, San Carlos, CA 94070.

Prepared By: Ladi Millard, Director, Budgets

650-508-7755

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

**NOTICE OF DETERMINATION
OF APPROPRIATIONS LIMIT
FOR FISCAL YEAR 2016**

State law (Section 7910 of the Government Code) requires each local government agency to determine during each fiscal year, the appropriations limit pursuant to Article XIII B of the California Constitution applicable during the following fiscal year. The limit must be adopted at a regularly scheduled meeting or a noticed special meeting and the documentation used in determining the limit must be made available for public review fifteen days prior to such meeting.

Set out below is the methodology proposed to calculate the Fiscal Year 2016 appropriations limit for the San Mateo County Transportation Authority. The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on August 6, 2015.

Appropriations limit for FY 2015	\$588,727,473
Population change: (January 1, 2014 to January 1, 2015)	1.00%
Change in California per capita personal income (January 1, 2014 to January 1, 2015)	3.82%
FY 2016 Adjustment Factor: (1.0100 x 1.0382)	1.04858
FY 2016 Appropriations Limit: (\$588,727,473 x 1.004858)	\$617,329,031

Dated: July 21, 2015

Authority Secretary
(650) 508-6242

RESOLUTION NO. 2015 –

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

* * *

**ESTABLISHING THE APPROPRIATIONS LIMIT APPLICABLE TO THE SAN MATEO COUNTY
TRANSPORTATION AUTHORITY DURING FISCAL YEAR (FY) 2016**

WHEREAS, by Resolution No. 2014-13 enacted on June 5, 2014, the San Mateo County Transportation Authority (TA) established an appropriations limit applicable to the TA during the FY2015 in the amount of \$588,727,473; and

WHEREAS, Article XIII B of the California Constitution (the Gann Initiative) and implementing legislation require that each local agency subject thereto establish the applicable appropriations limit by resolution on an annual basis and permit annual adjustments in the limit by applying to the previous year's appropriations limit the factors, as issued by the California Department of Finance, reflecting changes in population and per capita income; and

WHEREAS, the calculations showing the applications of those factors have been forwarded to members of the TA for review and have been made available for public inspection at least 15 days prior to the date hereof; and

WHEREAS, the applicable factors are as follows:

- (1) The California per capita personal income increased by 3.82 percent; and
- (2) The California San Mateo County population increased by 1 percent (between January 2014 and January 2015).

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transportation Authority that the appropriations limit for FY2016 is hereby established as \$617,329,031.

Regularly passed and adopted this 6th day of August, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **APPROVAL AND RATIFICATION OF THE FISCAL YEAR (FY) 2016
TRANSPORTATION AUTHORITY INSURANCE PROGRAM**

ACTION

Staff proposes the San Mateo County Transportation Authority (TA) approve and ratify the TA's Insurance Program obtained through the TA's insurance broker, Wells Fargo Insurance Services, for FY2016, at a total premium cost of \$230,464 inclusive of the following:

- Purchase \$11 million combined single limit bodily injury and property damage coverage under Primary and Excess Commercial General Liability policies; and
- Obtain Public Officials Liability insurance with policy limits of \$3 million.

SIGNIFICANCE

By obtaining separate liability policy, the TA has been able to obtain much lower self-insured retentions and has obtained dedicated limits which are not shared with the San Mateo County Transit District (District) or any other operation. While the TA's exposure basis (i.e. payroll) for rating the insurance premiums increased 30 percent this year, its total premiums only increased 13 percent.

<u>Principal Program</u>	<u>Conditions</u>	<u>FY2015 Premium</u>	<u>FY2016 Premium</u>
Primary and Excess Commercial General Liability	\$11 million	\$ 165,480	\$191,270
Public Officials Liability	\$3 million limit	\$ <u>37,756</u>	<u>\$39,194</u>
TOTALS		\$ 203,236	\$ 230,464

BUDGET IMPACT

Funds to underwrite the recommended program are included in the FY2016 Budget.

BACKGROUND

Liability Program

Two years ago, the TA's liability coverage was included under the District's insurance program and was subject to the District's \$1 million dollar self-insured retention applying to all claims. The TA also had to share policy limits with the District. Because the TA's operations differ significantly from the District's and the TA was starting to see claims activity, it was recommended that the TA obtain its own insurance, which is available with a much lower self-insured retention.

The lower self-insured retention is in recognition that the TA is primarily a planning and funding entity and has no transit passenger operations. The self-insured liability retention obtained for the TA is \$25,000. The recommended Primary and Excess Commercial General Liability Program for the TA has a combined single limit for bodily injury and property damage of \$11 million. This figure is comprised of a \$1 million Primary Commercial General Liability insurance policy plus a \$10 million Excess Liability insurance policy. These limits are not shared with any other entity.

In past years through the District's insurance program, the TA was afforded Public Officials Liability insurance, which also had a \$1 million self-insured retention. By obtaining its own Public Officials liability insurance policy, the TA secured dedicated limits of \$3 million and a \$50,000 self-insured retention.

In addition, the TA is a named insured and afforded coverage under the District's insurance program, in excess of the TA's own insurance policies.

Summary

With its own insurance program the TA now takes advantage of much lower self-insured retentions than when it was part of the District's program. In addition, coverage under the TA's insurance program is specifically designed to cover the TA's operations and is not shared with any other entity.

Prepared by: Marshall Rush, Claims Administrator

650-508-7742

RESOLUTION NO. 2015 –

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

* * *

APPROVING AND RATIFYING THE INSURANCE PROGRAM FOR FISCAL YEAR (FY) 2016

WHEREAS, the Executive Director of the San Mateo County Transportation Authority (TA) has approved an insurance program for FY2016 with premiums totaling \$230,464, the costs for which are included in the FY2016 budget; and

WHEREAS, in conjunction with the expiration of the TA's existing insurance program on June 30, 2015, TA staff renewed its insurance program for FY2016 based on the plan approved by the Executive Director, with the following significant elements:

1. Primary and Excess Commercial General Liability insurance with a total limit of \$11 million and a \$25,000 self-insured retention for an annual premium of \$191,270;
2. Public Officials Liability insurance with a total policy limit of \$3 million and a \$50,000 self-insured retention for an annual premium of \$39,194; and

WHEREAS, the TA also is a named insured and afforded coverage under the San Mateo County Transit District's insurance program, excess of the TA's dedicated insurance policies; and

WHEREAS, staff recommends that the Board of Directors approve and ratify the renewal of the TA's insurance program for FY2016, as delineated above.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transit Authority hereby approves and ratifies the renewal of the TA's insurance program for FY2016, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 6th day of August, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**AGENDA ITEM # 8
AUGUST 6, 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 AUGUST 5, 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

SUBJECT: **RECOGNITION OF 25TH ANNIVERSARY OF THE AMERICANS WITH
DISABILITIES ACT**

ACTION

Staff recommends the Board adopt the proclamation celebrating the 25th anniversary of the passage of Americans with Disabilities Act (ADA).

SIGNIFICANCE

Recognition of the passage of ADA is a reaffirmation of the San Mateo County Transportation Authority's (TA) commitment to provide quality transportation infrastructure to citizens with disabilities in San Mateo County. It also is an opportunity to focus special attention on the daily challenges faced by persons with disabilities throughout the County, to reflect on measures that are being taken to increase accessibility, independence and mobility, and to increase public awareness of TA programs and projects that meet their needs.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Over the past 25 years, the TA has:

- Continually improved the accessibility features of streets, roads, highways, Caltrain Stations, pedestrian and bicycle facilities, and other infrastructure to make them more accessible for persons with disabilities as intended by the ADA;
- Administered the original (1988) \$25 million Measure A Paratransit Trust Fund, interest from which continues to be used to help fund paratransit services;
- Administered current (2012) Measure A funding, of which 4 percent (\$3.1 million in FY2016) is directly allocated to support the Redi-Wheels and RediCoast paratransit programs.

Prepared By: John Sanderson, Accessibility Coordinator 650-508-6475
Project Manager: Tina Dubost, Manager, Accessible Transit Services 650-508-6247

Proclamation

CELEBRATING THE 25TH ANNIVERSARY OF THE AMERICANS WITH DISABILITIES ACT

WHEREAS, on July 26, 1990, President George H. W. Bush signed into law the Americans with Disabilities Act (ADA) to ensure the civil rights of people with disabilities; and

WHEREAS, this legislation established a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities; and

WHEREAS, the ADA has expanded opportunities for Americans with disabilities by reducing barriers, changing perceptions and increasing full participation in community life; and

WHEREAS, the full promise of the ADA will only be reached if public entities remain committed in their efforts to fully implement the ADA.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors and staff of the San Mateo County Transportation Authority celebrate and recognize the progress that has been made under the ADA by reaffirming the principles of equality and inclusion and recommitting our efforts to achieve the highest level of accessible service for our customers.

Regularly passed and adopted this 6th day of August, 2015.



Chair, San Mateo County Transportation Authority

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: C.H. (Chuck) Harvey April Chan
Deputy CEO Executive Officer, Planning and Development

SUBJECT: **PROGRAM REPORT: ALTERNATIVE CONGESTION RELIEF**

ACTION

No action is required. This item is being presented to the Board for information only.

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a report highlighting the Alternative Congestion Relief Program.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA has and continues to allocate Measure A funding to the Peninsula Traffic Congestion Relief Alliance (Alliance) to support its operations. With this funding, the Alliance implements a Countywide Transportation Demand Management Plan to reduce traffic congestion in San Mateo County. The Alliance work plan includes: employer and community outreach, shuttle marketing and management, van and carpool incentive programs to name a few.

This month's presentation will be presented via PowerPoint.

Prepared by: Joseph M. Hurley, Director, Transportation Authority Program 650-508-7942

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **AUTHORIZE ALLOCATION OF \$435,000 IN NEW MEASURE A ALTERNATIVE CONGESTION RELIEF FUNDS TO THE PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE TO SUPPORT THE COUNTYWIDE CONGESTION RELIEF PROGRAM FOR FISCAL YEAR (FY) 2016**

ACTION

Staff proposes the Board:

1. Allocate \$435,000 in New Measure A Alternative Congestion Relief (ACR) Program funds to the Peninsula Traffic Congestion Relief Alliance (Alliance) for the Countywide Congestion Relief Program.
2. Authorize the Executive Director or his designee to execute the funding agreement and take any other actions necessary to encumber the subject funding.

SIGNIFICANCE

Pursuant to the 2004 Transportation Expenditure Plan, 1 percent of the New Measure A sales tax funds is set aside annually for the ACR Program. The Alliance has historically received funding to help fund its commute alternative programs from the Original Measure A Program as well as the New Measure A ACR Program. The proposed action will enable the Alliance to continue to receive Measure A funds through FY2016.

BUDGET

The proposed allocation is consistent with the amount approved in the FY2016 budget. No additional funding is needed.

BACKGROUND

The Alliance is a joint powers authority with 18 member-agencies, including the county of San Mateo and 17 cities in the county, and serves as San Mateo County's Transportation Demand Management Agency. The Alliance's FY2016 Work Program consists of: (1) employer outreach and support services that include a guaranteed emergency ride home program, bicycle parking incentives and bicycle safety

workshops; (2) a shuttle program; (3) commuter outreach and incentive programs that include direct marketing, vanpool/carpool/transit incentive programs and Bike to Work Day; and (4) the development of public/private partnerships in support of reducing traffic congestion in San Mateo County. The New Measure A ACR funds are not used for the operation of shuttles.

Prepared By: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING THE ALLOCATION OF TRANSPORTATION AUTHORITY
NEW MEASURE A ALTERNATIVE CONGESTION RELIEF FUNDS TO THE
PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE
IN THE AMOUNT OF \$435,000 FOR FISCAL YEAR (FY) 2016**

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

WHEREAS, the 2004 TEP designates 1 percent of the New Measure A revenues to fund the Alternative Congestion Relief (ACR) Program; and

WHEREAS, the Peninsula Traffic Congestion Relief Alliance (Alliance) has requested \$435,000 in Measure A ACR funds for the support of its FY2015-2016 Work Plan, which consists of: (1) employer outreach and support services that include a guaranteed emergency ride home program, bicycle parking incentives and bicycle safety workshops; (2) a shuttle program; (3) commuter outreach and incentive programs that include direct marketing, vanpool/carpool/transit incentive programs and Bike to Work Day; and (4) the development of public/private partnerships in support of reducing traffic congestion in San Mateo County; and

WHEREAS, staff has determined that these projects meet the intent of the 2004 TEP and TA Strategic Plan 2014-2019.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority allocates New Measure A ACR funds in the amount of \$435,000 to the Alliance for the support of its FY2015-2016 programs; 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 other actions necessary to give effect to this resolution.

Regularly passed and adopted this 6th day of August, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **ALLOCATION OF \$14,240,000 IN NEW MEASURE A FUNDS AND \$12,927,000
IN ORIGINAL MEASURE A FUNDS TO THE SAN MATEO COUNTY TRANSIT
DISTRICT FOR APPLICATION TOWARDS THE CALTRAIN PROGRAM
CATEGORY AND THE PARATRANSIT PROGRAM CATEGORY**

ACTION

Staff recommends the Board:

1. Allocate \$5 million in New Measure A funds from the Caltrain Program category to the San Mateo County Transit District (District) for San Mateo County's share of local match for Caltrain's Fiscal Year (FY) 2016 Capital Budget;
2. Allocate \$6,160,000 in New Measure A funds from the Caltrain Program category to the District for a portion of San Mateo County's share of Caltrain's FY2016 Operating Budget;
3. Allocate \$3,080,000 in New Measure A funds from the Paratransit Program category to the District for its Paratransit Program in FY2016;
4. Allocate \$12,927,000 from the balance of Original Measure A funds from the Caltrain Program category to the District for its share of the Caltrain Modernization Program's Early Investment Program; and
5. Authorize the Executive Director or his designee to execute any necessary documents or agreements to encumber the subject funding.

SIGNIFICANCE

The total local match required for Caltrain's Capital Program in FY2016 is \$15 million, of which San Mateo County's share is \$5 million. Responsibility for the local match needed for Caltrain's FY2016 Capital Budget is equally shared by the three Peninsula Corridor Joint Powers Board (JPB) member agencies. The proposed allocation of New Measure A funds, combined with San Francisco and Santa Clara counties' shares of local match, will be used to leverage Federal and State grants to fund capital improvements necessary to rebuild and upgrade Caltrain, and make other system-

wide infrastructure improvements.

In accordance with the 2004 Transportation Expenditure Plan (2004 TEP), up to one-half of the available funding in the Caltrain Program category, or 8 percent of the annual sales tax revenues, may be utilized by the District to support Caltrain operating costs; \$6,160,000 represents the 8 percent estimated for FY2016.

The 2004 TEP also provides that 4 percent of sales tax revenues, or \$3,080,000 in FY2016, will be allocated to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in the County. The District will be using the \$3,080,000 to provide paratransit service for eligible seniors and people with disabilities through Redi-Wheels and other accessible services.

In coordination with the Caltrain Modernization Program, the San Mateo County Transportation Authority (TA) is a signatory to the high-speed rail early investment strategy for a blended system in the San Francisco to San Jose segment known as the Peninsula Corridor of the Statewide High-speed Rail System Memorandum of Understanding (MOU). As part of the funding plan that was included in the MOU, the three JPB member agencies are to contribute a total of \$180 million in future funding towards the program, or \$60 million per partner. Each agency's contribution is contingent upon the \$60 million contributions from each of the other two member agencies. The proposed allocation of \$12,927,000 in Original Measure A funds from the Caltrain Program category for Early Investment Program improvements represents a portion of San Mateo County's \$60 million commitment.

BUDGET IMPACT

The proposed allocation of \$5 million to the District for San Mateo County's share of local matching funds for the Caltrain Capital Budget is included in the TA's FY2016 Adopted Budget as the San Mateo Local Share JPB Capital Improvement Program project (TA Project #605) under the Caltrain Program category.

The proposed allocations to the District of \$6,160,000 for the Caltrain Operating Budget for San Mateo County's share of local funds, and \$3,080,000 for the Paratransit Program, are included in the TA's FY2016 Adopted Budget under the Expenditures category under Annual Allocations.

The proposed allocation of \$12,927,000 for San Mateo County's share of costs for the Caltrain Modernization improvement projects was included in prior years' TA budgets.

BACKGROUND

The TA's 2004 TEP sets the program categories and percentage split of the sales tax revenues for each of six categories: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief. Within the Transit Program, funding is provided for multiple modes of transit including Caltrain, Local Shuttles, Accessible Services, Ferry, the Dumbarton Corridor and Bay Area Rapid Transit. The 2004 TEP also provides for allocation of funds remaining in the Original Measure A Program for projects outlined in the 1988 Measure A Transportation

Expenditure Plan, including Caltrain improvements. The TA's Strategic Plan was approved by the Board to provide a policy framework for guiding programming and allocation decisions within the structure established by the 2004 TEP. The proposed allocations are consistent with the Strategic Plan.

Prepared By: Connie Yee, Senior Budgets Analyst
Aandy Ly, Manager, Budgets

650-508-6302
650-508-6376

RESOLUTION NO. 2015 –

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

*** * ***

**ALLOCATING \$14,240,000 IN NEW MEASURE A FUNDS AND \$12,927,000 IN
ORIGINAL MEASURE A FUNDS TO THE SAN MATEO COUNTY TRANSIT DISTRICT FOR
APPLICATION TOWARDS THE CALTRAIN PROGRAM CATEGORY AND
THE PARATRANSIT PROGRAM CATEGORY**

WHEREAS, on June 7, 1988, the voters of San Mateo County approved the ballot measure known as "Measure A" (Original Measure A), which increased the local sales tax in San Mateo County by one-half percent with the new tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan (1988 TEP) presented to the voters; and

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

WHEREAS, the 2004 TEP approved by the voters of San Mateo County provides for New Measure A funding for various program categories and percentage split of the sales tax revenue for these program categories; and

WHEREAS, the TA designates New Measure A revenues to fund the San Mateo County Transit District's (District) share of the annual Caltrain Capital Program, which, when combined with San Francisco and Santa Clara counties' equal shares, provides a portion of the annual Caltrain Capital Program, which funds are then leveraged to attain other Federal and State financial support; and

WHEREAS, the TA designates up to 8 percent of New Measure A revenues for Caltrain to support the operating costs for which the District is responsible; and

WHEREAS, the TA designates 4 percent of New Measure A revenues to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in San Mateo County; and

WHEREAS, the TA can designate funds remaining in the Caltrain Program category from the Original Measure A approved by the voters of San Mateo County in 1988 to complete projects which were commenced during that program; and

WHEREAS, the Executive Director proposes that the TA allocate a total of \$27,167,000, consisting of \$14,240,000 in New Measure A funds and \$12,927,000 in Original Measure A funds, as follows:

1. \$5 million in New Measure A funds from the Caltrain Program category to the District for San Mateo County's share of local match for Caltrain's FY2016 Capital Budget;
2. \$6,160,000 in New Measure A funds from the Caltrain Program category to the District to fund a portion of San Mateo County's share of Caltrain's FY2016 Operating Budget;
3. \$3,080,000 in New Measure A funds from the Paratransit Program category to the District for its Paratransit Program in FY2016; and
4. \$12,927,000 from the balance of Original Measure A funds from the Caltrain Program category to the District for its share of the Caltrain Modernization Program's Early Investment Program; and

WHEREAS, the proposed allocations are consistent with amounts approved in current and prior year budgets and meet the intent of the 2004 TEP.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby allocates a total of \$27,167,000, consisting of \$14,240,000 in New Measure A funds and \$12,927,000 in Original Measure A funds, to the San Mateo County Transit District as detailed above.

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute any necessary documents or agreements to encumber the subject funding.

Regularly passed and adopted this 6th day of August, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **AUTHORIZE EXECUTION OF SUBORDINATION AND NON-DISTURBANCE
AGREEMENT IN SUPPORT OF THE SAN CARLOS TRANSIT VILLAGE PROJECT**

ACTION

Staff proposes the Board adopt a resolution authorizing the execution of a Subordination and Non-Disturbance Agreement (SNDA) in favor of SC Transit Village, LLC (SCTVLLC) and its successors in interest to facilitate the development of the San Carlos Transit Village Project (Project).

SIGNIFICANCE

In 2007, the San Mateo County Transportation Authority (TA) transferred a four-acre parcel to the San Mateo County Transit District (District) to facilitate development of the Project. In exchange the TA received a Promissory Note from the District, secured by a Deed of Trust, in the amount of \$4,343,404. The transfer of the acreage was completed to provide critical massing with other properties already owned by the District to attract development interest in the Project. The transferred acreage was purchased to facilitate the Ralston Holly Harbor Grade Separation Project and, after completion of that project, provided no revenue or other advantage to the TA.

SCTVLLC is now preparing to begin construction of the Project under a ground lease with the District and using leasehold financing. The leasehold financing market is very limited, particularly where there is a senior deed of trust on the Project, such as the Deed of Trust described above, that can threaten the continued viability of the ground lease if foreclosure occurs.

The execution of the SNDA will provide SCTVLLC, and its successors and leasehold lenders, with the assurance that Project ground lease rights will be unaffected by the above-described Deed of Trust in the unlikely event of foreclosure by the TA against the District. It also provides that, in the event of such a foreclosure, the TA would essentially become the Project's landlord under the ground lease, thereby allowing it to collect all proceeds from the ground lease.

By executing this SNDA, the TA will facilitate the completion of the ground lease between the San Mateo County Transit District (District) and SCTVLLC, and the development of the Project by SCTVLLC. The Project, in turn, will generate ground rents for the District, which revenues will be used to repay the TA pursuant the Promissory Note from the District.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The District has taken the lead in promoting a transit-oriented development project at the San Carlos Caltrain Station. In order to facilitate that development, the TA transferred this property to the District in exchange for a Promissory Note that is secured by the property so conveyed. Similarly, the Peninsula Corridor Joint Powers Board authorized the District to act as its agent in leasing a portion of the San Carlos Caltrain Station property.

A Request for Proposals process for development of the Project was initiated by the District in 2004 and an Option Agreement was signed in November 2008 with Legacy Residential LLC, an affiliate of the current developer. The developer has persevered through a lengthy entitlement process with the city of San Carlos and is now ready to begin construction.

Subordination agreements of this type are common in ground lease development projects where the developer is using third-party financing. The SNDA also provides that the TA will cooperate in executing future documents (such as utility agreements) needed to construct the project free from the constraint of the Deed of Trust.

Prepared By: Brian W. Fitzpatrick, Manager, Real Estate and Property Development 650-508-7781

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING EXECUTION OF SUBORDINATION AND NON-DISTURBANCE
AGREEMENT IN SUPPORT OF THE SAN CARLOS TRANSIT VILLAGE PROJECT**

WHEREAS, the San Mateo County Transportation Authority (TA) acquired from the Southern Pacific Transportation Company certain Caltrain-related option properties in the city of San Carlos that were used for the construction of a grade-separation project; and

WHEREAS, on October 10, 2005, the TA Board of Directors (Board) approved the transfer of a portion of that property (Property) to the San Mateo County Transit District (District) to support the development of a transit village in the vicinity of the San Carlos Caltrain Station, in exchange for a promissory note secured by a Deed of Trust on the property; and

WHEREAS, on November 4, 2008, the District entered into an Option Agreement with Legacy Partners Residential, LLC (Legacy) regarding development of the Property and other adjacent properties; and

WHEREAS, the District is preparing to close the transaction contemplated by the Option Agreement with Legacy by entering into a long-term ground lease with Legacy's affiliate and assignee, SC Transit Village, LLC (SCTVLLC) and SCTVLLC is preparing to begin construction of the development supported by third-party financing; and

WHEREAS, in order to provide SCTVLLC and its lenders with sufficient security that their rights under the ground lease will not be disturbed in the unlikely event that the TA

were to foreclose on the Deed of Trust, SCTVLLC has requested that the TA enter into a Subordination and Non-Disturbance Agreement to facilitate the Ground Lease and San Carlos Transit Village Transaction.

NOW, THEREFORE, BE IT RESOLVED, that the TA Board hereby authorizes the Executive Director, or his designee, to enter into a Subordination and Non-Disturbance Agreement to facilitate the development of the Property, in a form approved by counsel; and

BE IT FURTHER RESOLVED, that the Board hereby authorizes the Executive Director, or his designee, to execute utility agreements and other documents, and to take such other actions as may be necessary, to give effect to this resolution and the Subordination and Non-Disturbance Agreement.

Regularly passed and adopted this 6th day of August, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **QUARTERLY INVESTMENT REPORT AND
FIXED INCOME MARKET REVIEW AND OUTLOOK**

ACTION

Staff recommends the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2015.

SIGNIFICANCE

The San Mateo County Transportation Authority (TA) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on July 24, 2015 in order to meet the 30-day requirement.

BUDGET IMPACT

As this reports on the Quarterly Market Review and Outlook, there is no budget impact.

BACKGROUND

The TA is required by State law to submit quarterly reports within 30 days of the end of the quarter covered by the report to the Board of Directors. The report is required to include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 5 and 6. The schedule separates the investments into two groups: the Investment Portfolio, managed The Public Financial Management Group (PFM), and Liquidity funds, which are managed by TA staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

PFM provides the TA a current market valuation of all the assets under its management for each quarter. Generally, PFM's market prices are derived from closing bid prices as of the last business day of the month as supplied by Interactive Data, Bloomberg, or Telerate. Where prices are not available from generally recognized sources, the securities are priced using a yield-based matrix system to arrive at an estimated market value. Prices that fall between data points are interpolated. Non-negotiable FDIC-insured bank certificates of deposit are priced at par.

The Liquidity funds managed by TA staff are considered to be cash equivalents and therefore market value is considered to be equal to book value (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share, book and market value are equal and rate of income is recalculated on a daily basis.

The portfolio and this Quarterly Investment Report comply with the Investment Policy and the provisions of Senate Bill 564 (1995). The TA has the ability to meet its expenditure requirements for the next six months.

DISCUSSION

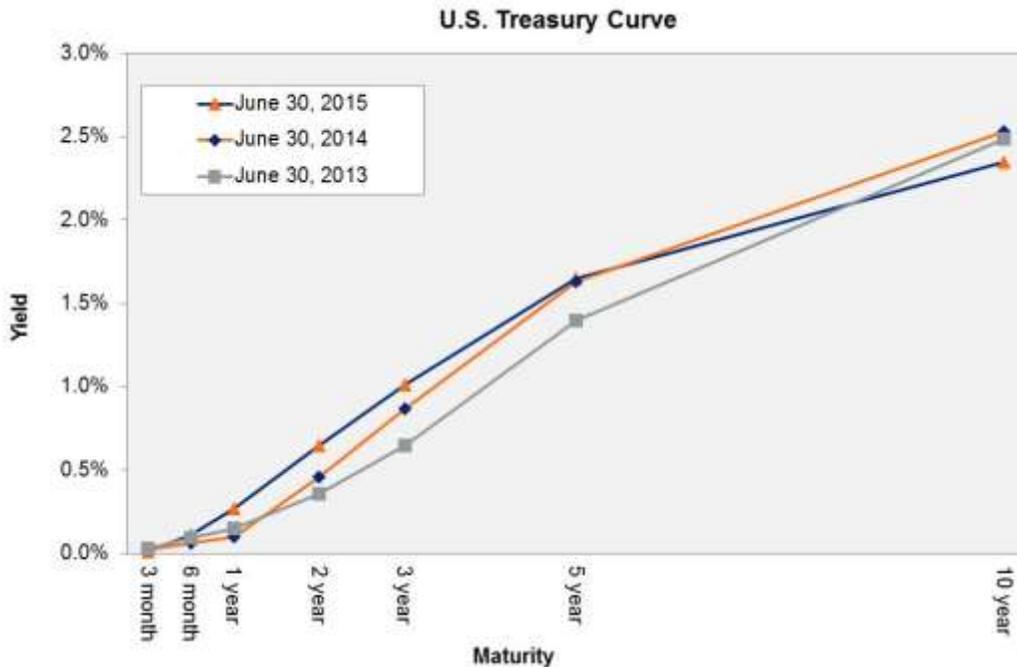
Fixed Income Market Review and Outlook

The economy continued to rebound nicely from the first quarter's weather-related slowdown. Data released in June showed stronger retail sales, consumer credit, consumer sentiment, small business optimism, and both new and existing home sales. The U.S. unemployment rate dropped to 5.3 percent in June as the economy continued its pace of adding more than 200,000 new jobs per month. However, hourly earnings barely rose and the labor force participation rate declined, dampening enthusiasm over the strength of the job market.

The situation in Europe grew tense as negotiations between Greece and its creditors broke down. Greek citizens voted overwhelmingly against creditor demands, leaving the possibility open that Greece would abandon the euro and even leave the eurozone. Volatility shook European markets and threatened to affect U.S. markets. While the Federal Reserve (Fed) seemed inclined to raise short-term rates later this year, the unsettled global situation could delay this action until 2016 even if labor markets and inflation trends support monetary tightening.

U.S. Treasury yields ended a volatile month higher across the curve, with longer maturities rising the most. The month of June closed with two- and 10-year Treasury yields increasing by 0.04 percent and 0.23 percent, respectively, resulting in a steeper yield curve.

Greek-related turmoil had an even greater impact on global bond markets, as yields generally rose more than in the U.S., with 10-year bond yields from weaker eurozone countries (like Spain and Italy) rising nearly half a percent for the month and more than 1 percent for the quarter. Agency yield spreads narrowed modestly for shorter maturities, but widened for longer maturities. As a result, agency indices outperformed their Treasury counterparts for shorter maturities and underperformed for longer maturities. While demand for high-quality corporate securities remained strong, corporate yield spreads increased due to Greek-related weakness in credit markets, resulting in underperformance for the month.



Source: Federal Reserve

The volatile Greek situation has pushed talk of a tighter Fed policy to the sidelines at least temporarily, and put global investors in a defensive mode. As long as the situation in Europe remains unsettled, investors will bid up prices of U.S. Treasuries (and German bunds) and avoid nearly every other asset. Market dislocations will likely weigh on European markets because the apparent mishandling of the Greek situation by European leaders threatens the entire eurozone.

Strategy

PFM expects the forward momentum of the U.S. economy to continue, ultimately leading the Fed to begin tightening credit, but global volatility could delay this move, and the demand for U.S. Treasury securities should temporarily push interest rates down from recent levels. PFM will work to extend the duration of the portfolio to be closer in line to the benchmark duration. The current outlook supports a duration-neutral strategy, which limits the risk from volatile short-term rate moves while the portfolio

benefits from roll-down as the higher yields of investments beyond the cash space insulate against potential market value erosion. The corporate sector is well supported by the growing U.S. economy, and the Greek-related spread widening presents an opportunity to add corporates at attractive yields.

Budget Impact

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the month ending June 30, the total return of the portfolio was 0.01 percent. This compares to the benchmark return of -0.15 percent. The Performance graph on page 10 shows the relative performance of the TA over the last twelve months. The Growth of a Thousand Dollars graph on page 8 shows the cumulative performance over this same time frame for the TA's portfolio.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the month the portfolio's yield to maturity at cost was 0.60 percent.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the month ending June 30, the portfolio's market yield to maturity was 0.43 percent. The benchmark's market yield to maturity was 1 percent.

Prepared by: Shannon Gaffney, Interim Manager Treasury

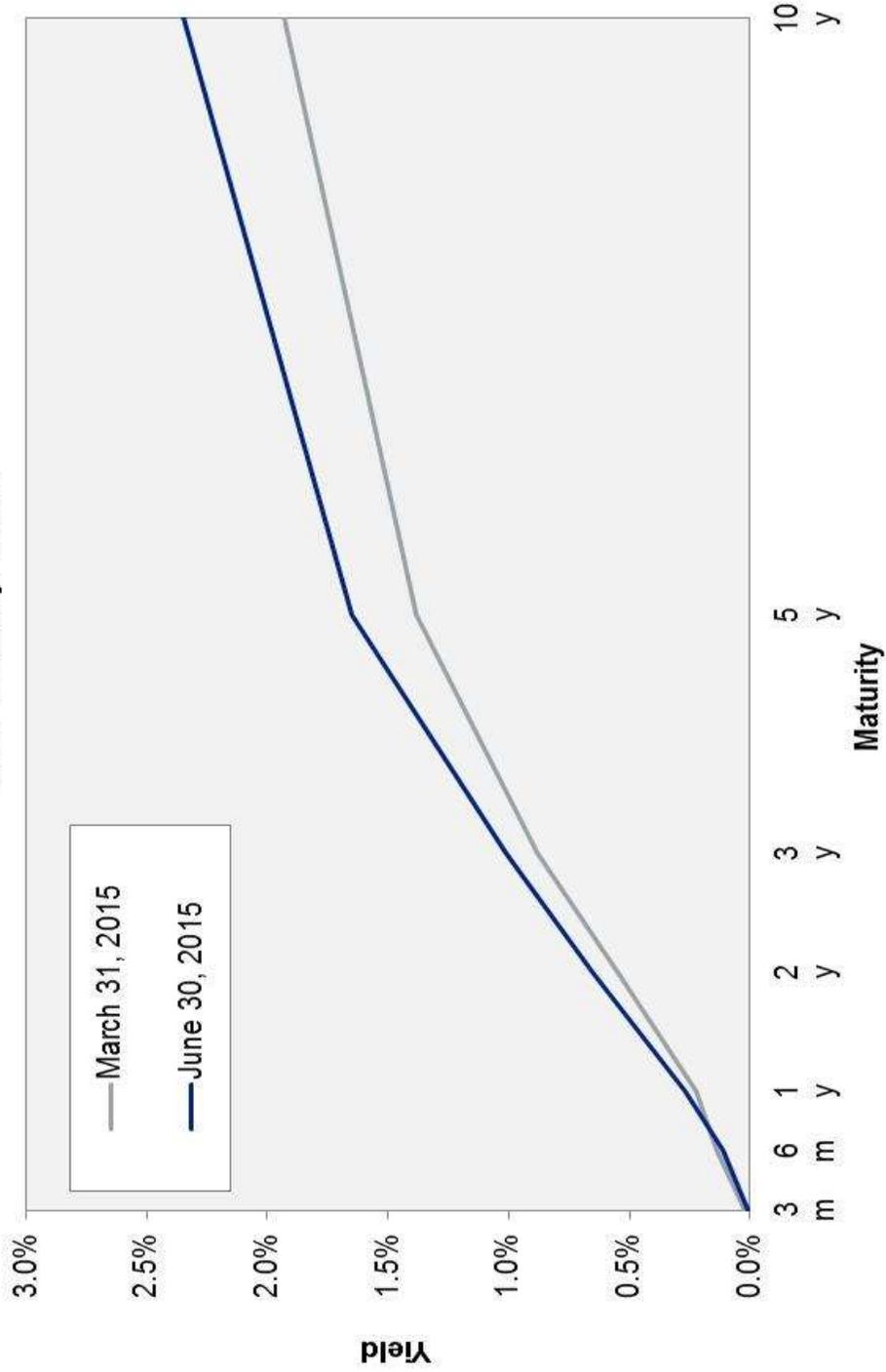
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SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 REPORT OF INVESTMENTS (Continued)
 FOR QUARTER ENDED JUNE 30, 2015

TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE + ACCR. INT.
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u>							
BANK OF AMERICA CHECKING				2,015,085	2,015,085	0	2,015,085
US BANK (CASH ON DEPOSIT)				546,649	546,649	0	546,649
LAIF				21,287,700	21,287,700	19,995	21,307,695
SAN MATEO COUNTY POOL				282,569,529	282,569,529	554,807	283,124,336
TOTAL FUNDS MANAGED BY DISTRICT STAFF				306,418,962	306,418,962	574,802	306,993,764
TOTAL AS OF JUNE 30, 2015				460,514,170	460,523,910	857,729	461,381,639

San Mateo County Transportation Authority

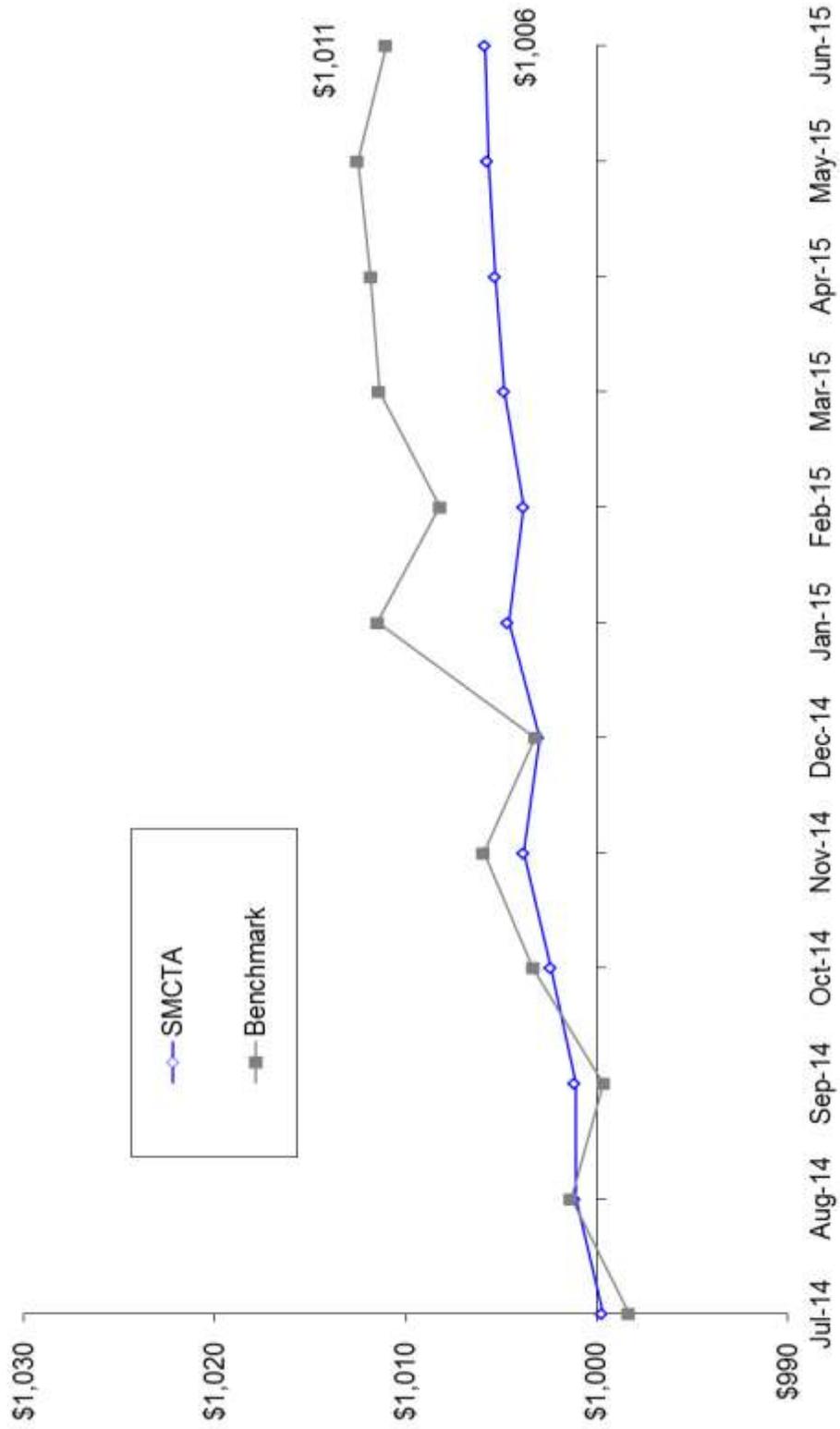
U.S. Treasury Curve



Source: Bloomberg.

San Mateo County Transportation Authority

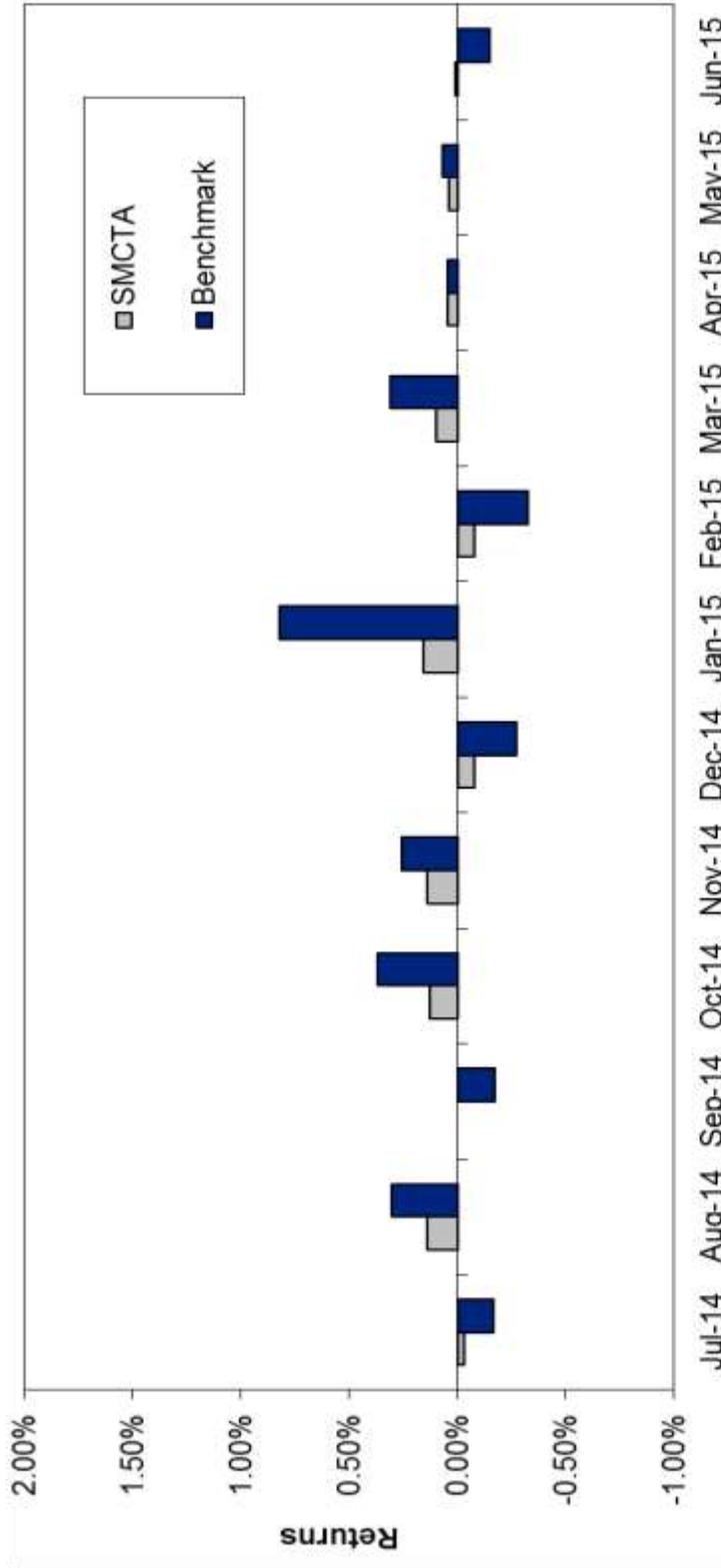
Growth of a Thousand Dollars



Source: Bloomberg.
 Benchmark reflects 15% Merrill Lynch 0-1 Year U.S. Treasury Index, 15% Merrill Lynch 0-1 Year Agency Index 20%,
 Merrill Lynch 1-3 Year Government Index, 20% Merrill Lynch 3-5 Year Government Index, 10% Merrill Lynch 1-10 Year
 Government Index, and 20% Merrill Lynch 1-5 Year Corporate Index.

San Mateo County Transportation Authority

Monthly Review Accounts vs. Benchmark Rolling 12 months



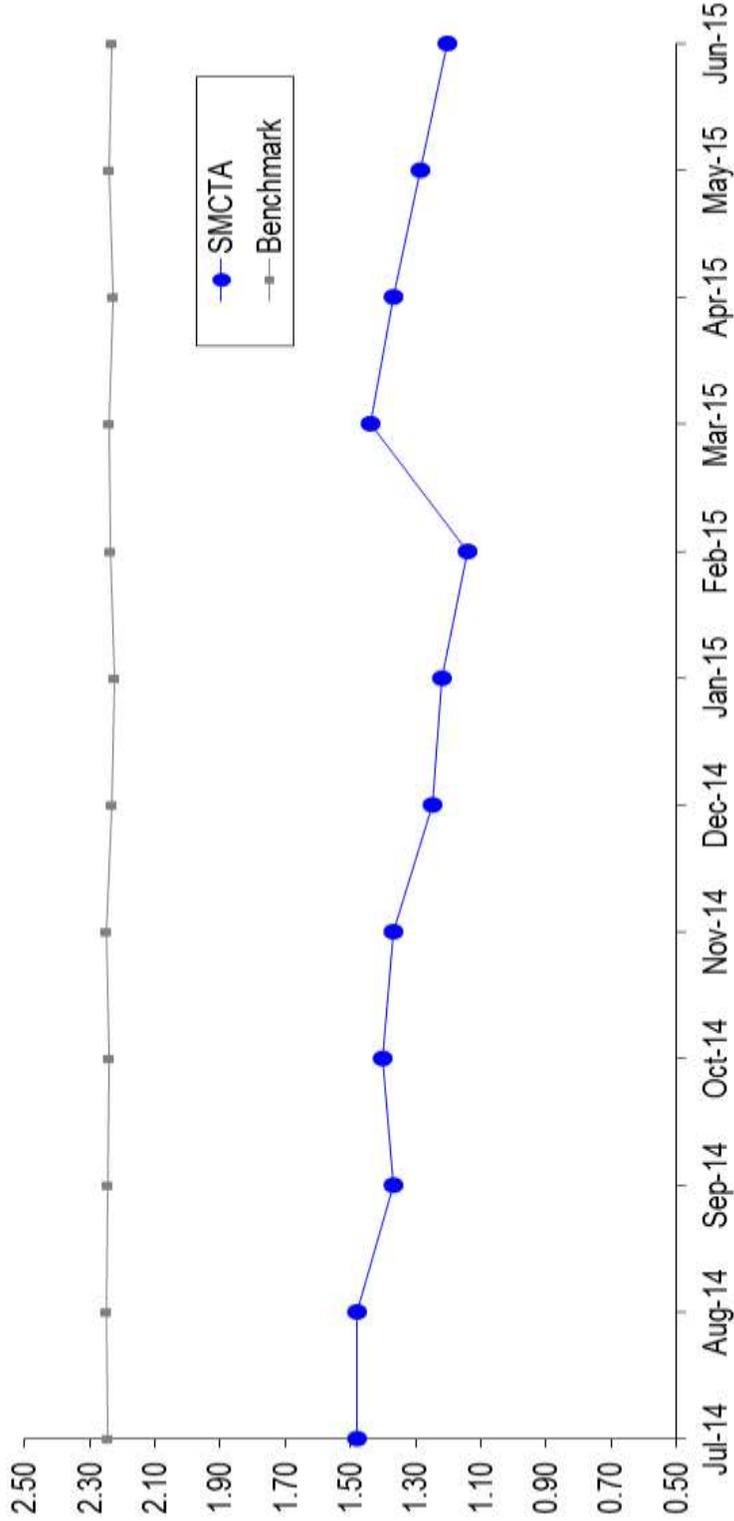
Trailing 12 Months	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Trailing 12
MONTHLY PERFORMANCE DATA													
SMCTA	-0.03%	0.14%	0.00%	0.13%	0.14%	-0.08%	0.16%	-0.08%	0.10%	0.05%	0.04%	0.01%	0.58%
Benchmark	-0.17%	0.31%	-0.17%	0.37%	0.26%	-0.27%	0.82%	0.82%	0.31%	0.04%	0.07%	-0.15%	2.26%

Source: Bloomberg.
 Benchmark reflects 15% Merrill Lynch 0-1 Year U.S. Treasury Index, 15% Merrill Lynch 0-1 Year Agency Index 20%,
 Merrill Lynch 1-3 Year Government Index, 20% Merrill Lynch 3-5 Year Government Index, 10% Merrill Lynch 1-10 Year
 Government Index, and 20% Merrill Lynch 1-5 Year Corporate Index.

San Mateo County Transportation Authority

Duration vs. Benchmark

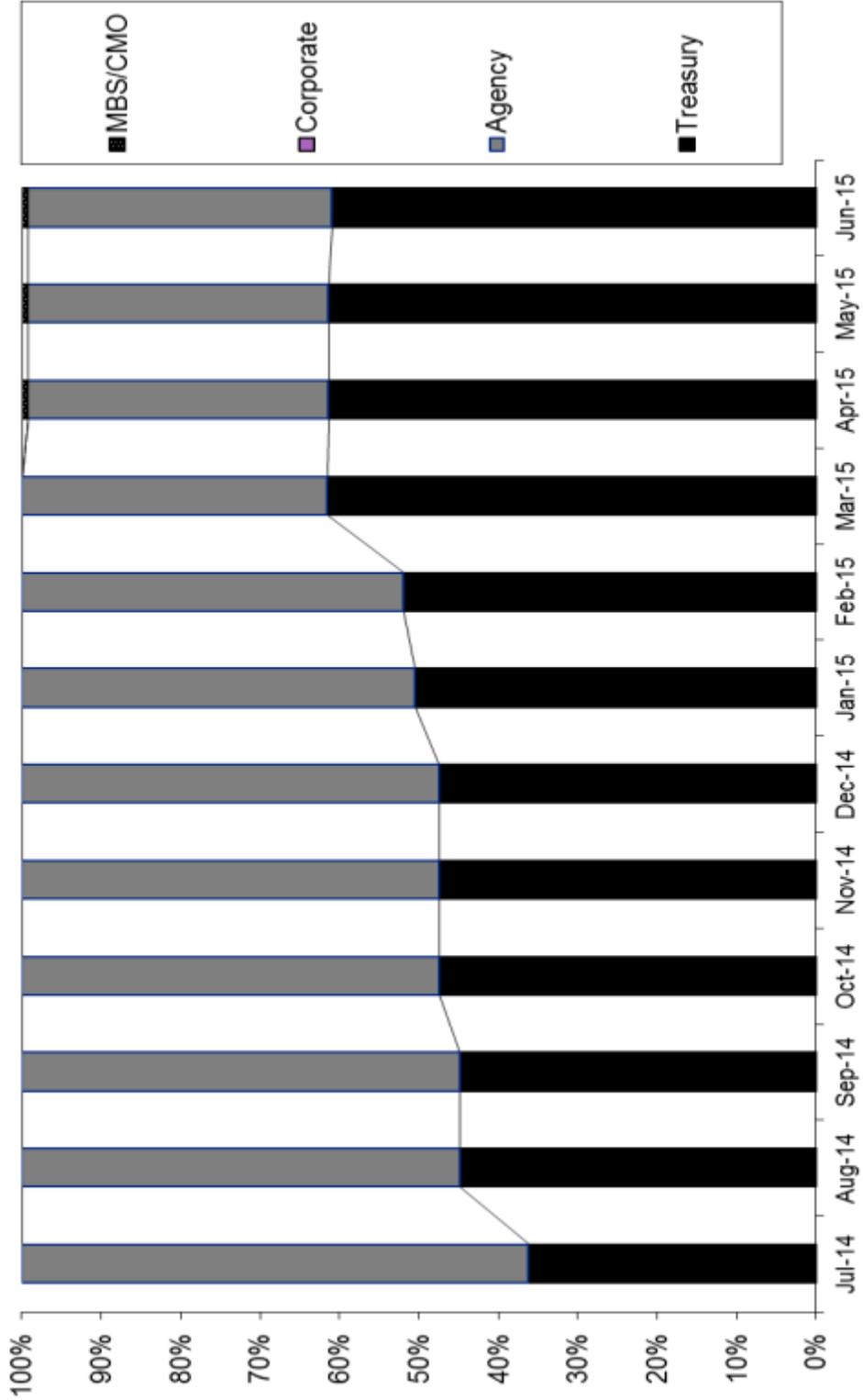
Duration is a measure of the market value sensitivity of a portfolio to changes in interest rates. The longer the duration, the larger the market value fluctuation and more significant the return volatility. For example, if interest rates rise by 1.00%, a portfolio with a duration of 2 years should experience a decrease in market value of 2.0%; a portfolio with a duration of 2.5 years should experience a decrease in market value of 2.5%



Source: Bloomberg. Benchmark reflects 15% Merrill Lynch 0-1 Year U.S. Treasury Index, 15% Merrill Lynch 0-1 Year Agency Index 20%, Merrill Lynch 1-3 Year Government Index, 20% Merrill Lynch 3-5 Year Government Index, 10% Merrill Lynch 1-10 Year Government Index, and 20% Merrill Lynch 1-5 Year Corporate Index.

San Mateo County Transportation Authority

Percent of Assets Held by Type



MBS/CMO – Mortgage-backed securities and collateralized mortgage obligations

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **HIGHWAY CAPITAL IMPROVEMENT PROGRAM**

ACTION

No action is required. This item is being presented to the Board for information only.

SIGNIFICANCE

At its March 2015 meeting, staff informed the Board that it would be issuing a solicitation for Letters of Interest from eligible Measure A sponsors to assist with the development of a 10-year Capital Improvement Program (CIP) for highway projects from Fiscal Year (FY) 2016 through FY2025. Staff has since compiled a list of projects that not only includes responses to the solicitation but also projects that have previously received Measure A allocations that will be in need of additional funding to complete work. The Highway CIP contains projected costs, anticipated Measure A requests and match for each phase of work on an annual basis. Updated Measure A revenue projections have also been prepared. The Highway CIP represents a snapshot in time of unconstrained identified funding needs weighed against revenue projected to be available over the next 10 years.

Information on the CIP goals, the development process, a summary of identified costs weighed against the amount of funding projected to be available, findings and policy considerations warranting further discussion will be outlined in a PowerPoint that will be presented at the Board meeting.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

Both the 2011 Short-Range Highway Plan and the 2014 Measure A Strategic Plan acknowledge that the Highway Program is oversubscribed and call for the development of a Highway CIP to better manage funding needs with projected revenues. The Highway CIP can be used to inform key decisions that the Board will be making in the award of projects as part of the 2015 Highway Call for Projects and future funding cycles and to help guide the City/County Association of Governments with the preparation of the 2016 State Transportation Improvement Program. The Highway CIP can also be used as an advocacy planning tool to better leverage external funding.

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

Extraordinary Session 1 - Transportation Special Session

The Legislature held the first two meetings of the transportation focused special session last month. In calling the special session the governor is asking the Legislature to develop a new funding source for road maintenance and repairs. Currently the State transit system's face a \$72 billion funding deficit over the next 10 years.

New bills coming out of the special session that are of interest include:

Senate Bill Extraordinary Session 1 (SBX1) 7 (Allen) and Assembly Bill Extraordinary Session 1 (ABX1) 7(Nazarian)

These bills would increase the amount of funding in the Transit and Intercity Rail and Low-Carbon Transit Operation Programs receive from the cap-and-trade revenues.

SB1X 8 (Hill) and AB1X 8 (Chiu)

These bills increase the sales tax on diesel fuel, which in turn would increase revenues to the State Transit Assistance Fund to support capital needs and operating costs of local transit agencies.

FEDERAL ISSUES

Reauthorization

On July 15, the House of Representatives passed a short-term patch extending the authorization for the Highway Trust Fund programs from July 31 to December 18 at current levels. The additional revenue to fund the program through December (\$8.07 billion) would be generated by tax compliance measures (roughly \$5 billion) and

the extension of aviation security fees (roughly \$3 billion).

On July 21, Senate Leadership introduced a six-year surface transportation authorization bill but total offsets are estimated to cover only the first three years of authorized spending. Negotiations are on-going and the Senate could vote to pass the bill in the coming week. The bill, as introduced, would:

- Increase the authorization for public transportation programs from \$10.862 billion in the current year to \$11.797 billion in Fiscal Year (FY) 2016, increasing to \$13.26 billion in FY 2021.
- Authorize \$724.8 million for bus and bus facilities in 2016, up from \$428 million, going to \$815.5 million in 2021. The bus program would include \$190 million annually in discretionary funding with the balance under the formula program.
- Authorize \$2.328 billion for state of good repair (SOGR) grants, up from \$2.166 billion, and reaching \$2.62 billion in 2021.
- Modify the existing Federal Transit Administration (FTA) Buy America rules. It increases the domestic content requirements for rolling stock from the current 60 percent to 65 percent in Fiscal Years 2018 and 2019, and 70 percent in FY 2020 and thereafter.
- Encourage the voluntary use of confidential close call reporting system programs, requires all passenger railroads to install inward- and outward-facing cameras in all controlling locomotive cabs and cab car operating compartments and authorizes the Secretary to require the installation of audio recording devices.
- Extends the deadline for Positive Train Control (PTC) implementation to December 31, 2018. Railroads would have to install all equipment and secure spectrum by this date, with testing and certification to follow. The legislation also increases the liability cap from its 1997 level from \$200 to \$295 million, adjusted every 10 years for inflation.
- The TIGER program is unauthorized, subject to annual appropriations as it currently operates.

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

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 4 Linder R</p> <p>Truck Weight Fees: bond debt service</p>	<p>4/23/15</p> <p>Assembly Transportation Committee</p> <p>Two-Year Bill</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>AB 21 Perea D</p> <p>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</p>	<p>7/15/15</p> <p>Senate Appropriations 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>Last amended on 5/5/15</p>	
<p>AB 28 Chu D</p> <p>Bicycle safety: rear lights</p>	<p>7/15/15</p> <p>Senate Appropriations 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. Last amended on 4/22/15</p>	
<p>AB 156 Perea D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund:</p>	<p>7/15/15</p> <p>Senate 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. Last amended 7/1/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 194 Frazier D</p> <p>HOT Lanes</p>	<p>7/15/15</p> <p>Senate Rules 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 every local transportation authority or congestion management agency 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 or congestion management agency, 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 or congestion management agency 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. Last amended on 7/2/15</p>	
<p>AB 227 Alejo D</p> <p>Transportation Funding</p>	<p>4/16/15</p> <p>Assembly Budget Committee</p> <p>Two-Year Bill</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. Last amended on 4/15/15</p>	
<p>AB 323 Olsen D</p> <p>CEQA Exemption: Roadway improvement</p>	<p>7/6/15</p> <p>Chapters by the Secretary of State, Chapter 52, Statutes of 2015</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. Last amended on 4/6/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
AB 378 Mullin D State Highway 101 Corridor	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>	Support in Concept
AB 400 Alejo D Changeable Message Signs	7/15/15 Senate Third Reading	<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, subject to approval by the United States Department of Transportation. Last amended on 6/17/15</p>	
AB 464 Mullin D Local Sales Tax Cap	7/15/15 Governor's Desk	<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%. Last amended on 6/17/15.</p>	Support
AB 516 Mullin D Temporary License Plates	7/16/15 Senate Floor	<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 form 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>Existing law requires the driver of a motor vehicle to present evidence of registration of a vehicle under the driver's immediate control upon demand by a peace officer. Existing law prohibits displaying or presenting to a peace officer specified indicia of vehicle registration that are not issued for that vehicle. Existing law authorizes the DMV to assess administrative fees on a processing agency for providing notices of delinquent parking violations or toll evasion violations to the offenders in connection with the collection of penalties for those violations, and authorizes the use of those administrative fees to support those collection procedures. Existing law requires license plates to be securely fastened to the vehicle for which they were issued for the period of validity of the license plates, and authorizes the use of a special permit in lieu of license plates for that purpose.</p> <p>The purpose of this bill is to require the DMV to create a process to issue temporary license plates (TLPs) by January 1, 2018; require dealers to attach TLPs to all unlicensed vehicles when they are sold beginning January 1, 2018; and makes the forging or altering of a temporary license plate a misdemeanor. Last amended on 7/16/15</p>	Support

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 869 Cooper D</p> <p>Public Transportation Fare Evasion</p>	<p>7/15/15</p> <p>Senate Floor- Inactive File</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. Last amended on 6/18/15</p>	
<p>AB 1098 Bloom D</p> <p>Traffic Congestion Management</p>	<p>4/21/15</p> <p>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. Last amended 3/26/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 1171 Linder R</p> <p>Construction Manager/General Contractor Method</p>	<p>7/16/15</p> <p>Assembly Floor Concurrence</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 (CM/GC) 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 CM/GC 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, there is an evaluation of the traditional design-bid-build method and CG/MC method, and the board of the regional transportation agency adopts the method in a public meeting. The bill would require the regional transportation agency to provide a report, containing specified information, to its governing body upon completion of a project using the Construction Manager/General Contractor method. Last amended on 6/19/15</p>	
<p>AB 1250 Bloom D</p> <p>Bus Axle Weights</p>	<p>7/16/15</p> <p>Senate Appropriations Committee</p> <p>Set for Hearing on 8/17/15</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. The bill would also establish certain weight limitations for transit buses procured through a solicitation process pursuant to which a solicitation was issued at a specified time. The bill would provide that these provisions do not authorize the operation of a transit bus on a bridge if the gross weight of the bus exceeds the single vehicle maximum weight limit to which that bridge was designed, except as specified. Last amended on 7/6/15</p>	
<p>AB 1265 Perea D</p> <p>Public-Private Partnerships</p>	<p>5/28/15</p> <p>Assembly Appropriations Committee</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill authorizes public-private partnership (P3s) agreements for transportation, thereby extending the authority until January 1, 2030. Last amended on 4/29/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 1288 Atkins D</p> <p>California Global Warming Solutions Act of 2006: regulations.</p>	<p>7/16/15</p> <p>Senate Appropriations Committee</p> <p>Set for Hearing on 8/17/15</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>AB 1347 Chiu D</p> <p>Public Contracts: claims</p>	<p>7/16/15</p> <p>Senate Appropriations Committee</p> <p>Set for Hearing on 8/17/15</p>	<p>Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less.</p> <p>This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all claims by contractors in connection with public works. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the public entity, as specified. Last amended on 7/6/15</p>	
<p>AB 1364 Linder R</p> <p>California Transportation Commission</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>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 1384 Baker R</p> <p>Toll Facilities: MTC</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>	
<p>ACA 4 Frazier D</p> <p>55% Threshold for Local Sales Tax Measures: transportation</p>	<p>7/16/15</p> <p>Assembly Appropriations 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 sales and use tax pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a 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 sales and use tax for local transportation projects submitted at the same election.</p> <p>Last amended on 7/16/15</p>	<p>Support</p>
<p>ABx1 1 Alejo D</p> <p>Transportation Funding</p>	<p>6/23/15</p> <p>Assembly Rules 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.</p>	
<p>ABx1 2 Perea D</p> <p>Public-Private Partnerships</p>	<p>6/25/15</p> <p>Assembly Rules Committee</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>Authorizes public-private partnership (P3s) agreements for transportation indefinitely.</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
ABx1 3 Frazier D Transportation Funding	7/9/15 Assembly Rules Committee	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.</p>	
ABx1 4 Frazier D Transportation Funding	7/9/15 Assembly Rules Committee	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	
ABx1 5 Hernandez D Affordable Housing & Sustainable Communities Program	7/16/15 Assembly Rules Committee	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives.</p> <p>This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	
ABx1 7 Nazarian D Public Transit Funding	7/16/15 Assembly Rules Committee	<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. Existing law continuously appropriates 10% of the annual proceeds of the fund to the Transit and Intercity Rail Capital Program and 5% of the annual proceeds of the fund to the Low Carbon Transit Operations Program.</p> <p>This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation.</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>ABx1 8 Chiu D</p> <p>Diesel Sales and Use Tax</p>	<p>7/16/15</p> <p>Assembly Rules Committee</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation.</p> <p>This bill would include a change in state statute that would result in a taxpayer paying a higher tax within the meaning of Section 3 of Article XIII A of the California Constitution, and thus would require for passage the approval of 2/3 of the membership of each house of the Legislature. This bill would take effect immediately as a tax levy.</p>	
<p>SB 9 Beall D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program</p>	<p>7/16/15</p> <p>Assembly Appropriations 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, expanding and improving transit services to increase ridership, and improving transit safety. The bill would require that the Transportation Agency to approve, by July 1, 2016, a 5-year program of projects, and would require the California Transportation Commission to allocate funding to eligible applicants pursuant to the program of projects, with subsequent programs of projects to be approved not later than April 1 of each even-numbered year thereafter.</p> <p>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, at the request of the eligible applicant, that allows 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. Last amended on 7/16/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SB 16 Beall D</p> <p>Transportation Funding</p>	<p>7/15/15</p> <p>Senate Floor</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>Last amended on 6/1/15</p>	
<p>SB 32 Pavley D</p> <p>Greenhouse Gas Emissions Limits</p>	<p>7/14/15</p> <p>Assembly Appropriations Committee</p>	<p>This bill would require the state board to approve a statewide greenhouse gas emission <i>emissions</i> limit that are equivalent to 40% below the 1990 level to be achieved by 2030, and 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 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. Last amended on 6/1/15</p>	<p>Support</p>
<p>SB 39 Pavley D</p> <p>Vehicles: High-occupancy vehicle lanes</p>	<p>6/5/15</p> <p>Assembly Transportation 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>Last amended on 4/8/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SB 122 Jackson D</p> <p>CEQA: Record of Proceedings</p>	<p>7/15/15</p> <p>Assembly Appropriations Committee- Suspense File</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. Last amended on 6/1/15</p>	
<p>SB 321 Beall D</p> <p>Motor Vehicle Fuel Rate Adjustments</p>	<p>7/15/15</p> <p>Assembly Revenue & Taxation Committee- Suspense File</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 for each year.</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. Last amended on 5/27/15</p>	<p>Support</p>

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SB 348 Galgiani D</p> <p>CEQA Exemptions For Grade Crossings</p>	<p>7/16/15</p> <p>Governor's Desk</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. Last amended on 4/6/15</p>	<p>Support</p>

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SB 391 Huff R</p> <p>Assault and Battery: transit employees</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>Last amended on 4/21/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SB 413 Wieckowski D</p> <p>Public Transit: prohibited conduct</p>	<p>7/14/15</p> <p>Assembly Appropriations Committee</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.</p> <p>This bill would apply 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, to a person playing unreasonably loud sound equipment on or in a system facility or vehicle, 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>Last amended on 7/1/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SB 508 Beall D</p> <p>Transit Operations: financial requirements</p>	<p>7/16/15</p> <p>Assembly Floor</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, commencing July 1, 2016, 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. Last amended on 7/15/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SB 516 Fuller R</p> <p>Motorist Aid Program</p>	<p>7/16/15</p> <p>Senate Floor- Concurrence</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 require each service authority to determine how those moneys received by it are to be used by the service authority for the implementation, maintenance, and operations of a motorist aid system, including call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, and other transportation demand management services, and safety-related hazard and obstruction removal. 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 implementation of a motorist aid system of call boxes pursuant to specified guidelines.</p> <p>Last amended on 7/1/15</p>	
<p>SB 698 Cannella R</p> <p>Active Transportation Program; school safety zone funding</p>	<p>4/16/15</p> <p>Senate Environmental Quality Committee</p> <p>Two-Year Bill</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>Support</p>
<p>SCA 7 Huff R</p> <p>Motor Vehicle Fees & Taxes</p>	<p>5/28/15</p> <p>Senate Transportation & 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. Last amended on 5/28/15</p>	