



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

September 3, 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 MOTION
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a. Approval of Minutes of August 6, 2015
 - b. Acceptance of Statement of Revenues and Expenditures for July 2015
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. San Mateo County Transit District Liaison Report INFORMATIONAL
8. Joint Powers Board Report INFORMATIONAL
9. Report of the Executive Director INFORMATIONAL
10. Program
 - a. Program Report: Alternative Congestion Relief – Connect, Redwood City! Pilot Program Findings INFORMATIONAL
 - b. Highway Program: Call for Projects Update INFORMATIONAL
 - c. Update on State and Federal Legislative Program INFORMATIONAL
 - d. Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2015 INFORMATIONAL
11. Requests from the Authority
12. Written Communications to the Authority

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

13. Date/Time of Next Meeting: Thursday, October 1, 2015, 5 p.m. at
San Mateo County Transit District Administrative Building,
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue,
San Carlos, CA 94070

14. 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 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

15. 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 AUGUST 6, 2015

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

STAFF PRESENT: J. Averill, J. Cassman, A. Chan, B. Fitzpatrick, G. Harrington,
J. Hartnett, C. Harvey, J. Hurley, A. Ly, M Martinez, N. McKenna,
S. Murphy, M. Simon, J. Slavitt

Chair Karyl Matsumoto called the meeting to order at 5:02 p.m. and Josh Averill, Assistant District Secretary, led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of August 4, 2015 (see attached).

Director David Canepa arrived at 5:05 p.m.

APPROVAL OF CONSENT CALENDAR

- Approval of Minutes of June 4, 2015
- Acceptance of Statement of Revenues and Expenditures for May 2015
- Information on Statement of Revenues and Expenditures for June 2015
- Authorize Adoption of the Appropriations Limit for Fiscal Year (FY) 2016 in the Amount of \$617,329,031
- Authorize Approval and Ratification of the FY2016 Insurance Program with Wells Fargo Insurance Services at a Total Cost of \$230,464

Motion/Second: Horsley/Groom

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

Absent: Nihart

PUBLIC COMMENT

Gil Anda, Burlingame, said he used to live in Pacifica and his family owns lots that would be purchased if the Calera Parkway Project goes forward. He said five years ago a Final Environmental Impact Report was completed, but was followed by a lawsuit. The city council voted to remove the description of the project from their Capital Improvement Plan in their General Plan. He is concerned that the TA will lose funding for the project while the lawsuit goes on and the public debates it.

Jim Bigelow, Redwood City/San Mateo County and Menlo Park Chambers of Commerce, said he supports the allotment to the Peninsula Congestion Relief Alliance (Alliance) and the funding for Caltrain Modernization (CalMod) and asked the Board to support them. He urged the Board to support the subordination agreement with Legacy Partners.

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

Director Don Horsley said CAC member Jim Bigelow resigned. The nominating committee interviewed CAC applicants on April 23 and after filling the open positions, 10 applications remained on file. He nominated Jeanette Ward of El Granada to fill the vacancy.

Motion/Second: Horsley/Groom

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

Absent: Nihart

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

Certificate of Appreciation to Outgoing CAC Member Jim Bigelow

Chair Matsumoto presented a Certificate of Appreciation to Mr. Bigelow and thanked him for a job well done after 23 years of service on the CAC.

Director Mary Ann Nihart arrived at 5:23 p.m.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

The August 5 report is in the reading file.

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) REPORTS

The July 2 and August 6 reports are in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR

Proclamation Recognizing the 25th Anniversary of the Americans with Disabilities Act (ADA)

Chuck Harvey, Deputy CEO, said staff is asking the Board to adopt this proclamation in honor of the 25th anniversary of the ADA. This Board had the wisdom, before ADA was passed, to put together a fund for the provision of paratransit service. The TA has been a wonderful contributor to the Redi-Wheels and RediCoast services as well as other senior mobility initiatives.

Motion/Second: Nagel/Johnson

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

Jim Hartnett, Executive Director, said:

- San Mateo County Transit Police deputies Lance Whitted and Erik Rueppel rescued a driver who crashed his car through the barrier and onto the tracks in Sunnyvale. The deputies will be recognized at the next JPB meeting.
- The Broadway/Highway 101 Interchange Project is making progress. The TA provided \$51 million in Measure A funds.
- The Route 1 San Pedro Creek Bridge Project received \$5.3 million in TA Measure A funds. This project has made significant milestone achievements.

Director Horsley asked if the Route 1 San Pedro Creek Bridge Project is on track to be finished before this winter. Joe Hurley, Director, TA Program, said this project is scheduled to be completed in October.

PROGRAM REPORT: ALTERNATE CONGESTION RELIEF

John Ford, Executive Director, Commute.org, presented:

- Commute.org (formerly known as the Alliance) Overview
 - San Mateo County's Transportation Demand Management (TDM) agency
 - Focus: reduce the number of single-occupancy vehicles traveling to, through, or from San Mateo County
 - Board of Directors: 17 cities and county
 - Supervisory Committee: eight members
- Strategic Plan Update
 - Retain structure of 2010 Strategic Plan
 - Elevate shuttles to program level
 - Technology is integral to agency success
 - Top-down focus on employer outreach
 - Redesign incentives to incorporate new alternatives
 - Expand partnerships beyond those in the original plan
 - Use annual surveying to measure single-occupancy vehicle and mode shift
- FY2015 Work Plan
 - Follows the format of the Strategic Plan and becomes the basis for the scope of work documents with funding partners
 - Serves as a report card showing results of goals and objectives over several years
 - Includes employers, shuttles, commuters, public/private partnerships, and agency development program areas
 - The number of employees at active employers has grown over the last four years and the target for FY2015 is 120,306
 - Employer outreach included a Breakfast with Transportation Champions, the Bay Area Commuter Benefits Program, and Telework and Flex-schedules Toolkit
 - Shuttle program: ridership has grown over the last four years and the target for FY2015 is over 579,000
 - Commuter incentives include carpool, vanpool, Try Transit, and campaigns
 - Caltrain is the number one commute alternative choice followed by carpool
 - Key initiatives
 - Shuttle service contract transition
 - Guaranteed Ride Home Program
 - San Mateo County compliance with the Bay Area Commuter Benefits Program
 - Mobility-as-a-service partnerships
 - Commute mode survey
 - Website release and expansion
- Budget – Revenue:
 - TA shuttle grants: 39 percent
 - TA Measure A: 12 percent
 - Metropolitan Transportation Commission outreach: 2 percent

- City/County Association of Governments (C/CAG) Assembly Bill (AB) 434: 13 percent
- C/CAG congestion relief: 14 percent
- Shuttle consortium funding: 19 percent
- Budget – Expenses:
 - Shuttle operations: 57 percent
 - Employer programs: 16 percent
 - Commuter programs: 10 percent
 - Public/private partnerships: 8 percent
 - Administration/agency development: 9 percent

Director Cameron Johnson said it is difficult to connect Commute.org's programs and statistics with whether Commute.org is getting people out of their cars and accomplishing its mission. Not many employees take advantage of employer incentives and very few people are converted from driving to taking alternative means. He asked if Commute.org is achieving its goals. Mr. Ford said no, Commute.org is not converting people at the rate he would like and the programs have not been successful at driving the rate below 70 percent. Commute.org has done a good job of keeping the rate where it is or encouraging new people who come into the workplace to try alternatives.

Director Johnson asked how Mr. Ford could know that. Mr. Ford said by survey. He said he is required to gather and analyze that information and tweak the program if it doesn't work. The Bay Area Commuter Benefits Program mandates employers do something with Commute.org's support. He said one way to solve it is to charge for parking.

Director Johnson said providing people with information and small incentives does not change behavior, but providing a cost may. He said the statistics about surveying people that Mr. Ford cited were valuable because it shows if the money being spent is achieving the goals.

Director Nihart asked if the new website will link Commute.org shuttles to other service maps or other routes. Mr. Ford said the current website has a trip planning tool, which shows all the shuttles and how they connect to other transit. The Commute.org shuttles are part of the Google Transit Planner, which is the number one tool used by riders.

Director Terry Nagel asked if there is a difference in the patterns of commutes since commuters have to commute longer to keep their jobs. She said in last three years, San Mateo County created 40,000 jobs, but only 3,000 more housing units. Mr. Ford said the shoulders of the commute are getting worse as people try to avoid rush hour, and more employees are coming in from across the Bay. There may be an opportunity there for focused carpooling.

Director Nagel asked if Mr. Ford thought of using Code for America to integrate some of the technology into the Commute.org programs. Mr. Ford said he tries to use things that are already made and off the shelf.

FINANCE

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 FY2016

Joel Slavit, Manager, Programming and Monitoring, said per the Transportation Expenditure Plan, 1 percent of Measure A funds is set aside for alternative congestion relief. Commute.org has historically received allocation from this source to fund its commuter alternative programs. Approval of this request will enable Commute.org to continue to receive Measure A funds through FY2016 and the funds are already included in the budget.

Director Johnson asked why none of the money may be used for shuttle operations. Mr. Slavit said there is a separate program that provides funds for shuttles.

Motion/Second: Canepa/Nagel

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

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 (District) for Application Towards the Caltrain Program Category and the Paratransit Program Category

Andy Ly, Manager, Budgets, said of the \$14 million in New Measure A funds, \$5 million will be applied toward Caltrain's Capital Improvement Program, \$6 million to support Caltrain's operating costs, and \$3 million to the District's Paratransit Program. The \$13 million of Original Measure A funds will go toward the Early Investment Strategy of the CalMod Program.

Motion/Second: Canepa/Nihart

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

Authorize Execution of Subordination and Non-Disturbance Agreement with Legacy Partners Residential, LLC in Support of the San Carlos Transit Village Project

Brian Fitzpatrick, Manager, Real Estate and Property Development, said this is the vacant property on which the San Carlos Transit Village will be built. In 2007, the TA Board authorized the sale of the property to the District in order to allow the District to pull together the property necessary to create a transit-oriented development in San Carlos. As part of the sale, the TA held back a loan in the amount of \$4.3 million for the property. Now that the development is moving forward, the developer needs to get loans to move the project forward, which requires the TA to enter into a subordination and non-disturbance agreement to allow the loan to be underwritten. If the TA needs to foreclose against the District for nonpayment, this agreement will allow the ground lease between the District and the developer to remain in place and it allows the TA to collect rental payments.

Motion/Second: Horsley/Johnson

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

Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2015

Carlos Oblites, Director, PFM Asset Management, said throughout the quarter there were improving economic conditions such as real estate, consumer spending, consumer sentiment and a drop in the unemployment rate, contrasted with global economic uncertainty, mainly driven by the concerns about Greece and negotiations with its international creditors. These issues have left uncertainty as to when the Federal Reserve is going to raise rates. As a result of this, yields for maturities rose only modestly in the two- or three-year range and ended up higher by nine and 12 basis points, respectively, while yields in the intermediate and longer maturities out to the five- and 10-year range ended up by 28 and 43 basis points, respectively. This means that as rates rise, the value of the underlying investments fall. The portfolio duration was positioned more conservatively. The portfolio outperformed the benchmark by 13 basis points at the end of June. The strategy going forward is to monitor the market to look for an attractive time to add duration to the investments.

Motion/Second: Canepa/Nihart

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

PROGRAM

Update on the Highway Capital Improvement Program (CIP)

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

- Highway Program
 - Per the voter-approved Expenditure Plan, 27.5 percent of Measure A revenue is dedicated for the Highway Program
 - 17.3 percent for Key Congested Areas (KCA)
 - 10.2 percent for Supplemental Roadways (SR)
 - The 2011 Short-Range Highway Plan (SRHP) and 2014 Measure A Strategic Plan call for the development of a Highway CIP
- Highway CIP Goals
 - Assessment of projected costs versus revenue
 - Provide context for funding decisions
 - Identify key issues and present policy considerations
- Development Process
 - Conducted a best practices review
 - Reviewed SRHP
 - Generated a list of projects with schedules and costs
 - Updated revenue projections
- CIP Summary
 - Costs
 - Ten-year identified costs
 - KCA projects: \$327.8 million
 - SR projects: \$945.9 million
 - Total: \$1.274 billion
 - Pre-construction: 11 percent
 - Right of way and construction: 89 percent
 - SRHP funding benchmarks
 - Pre-construction: 20 percent

- Right of way and construction: 80 percent
- Funding
 - Ten-year funding projections
 - Measure A: \$362.2 million
 - Other funds: \$268.4 million
 - Total: \$630.6 million
- Shortfall
 - Ten-year summary
 - KCA project shortfall: \$23.6 million
 - SR project shortfall: \$619.5 million
 - Total: \$643.1 million
- Findings
 - Costs versus funding
 - Needs far outweigh projected funding
 - Available Federal and State funding sources are declining
 - Program imbalance
 - Timing of needs
 - Need to relieve increasing levels of congestion now
 - 93 percent of funding needed by 2021
 - \$616 million projected over remaining life of Measure A
 - Fewer funds will be available for future funding cycles
 - Large projects
 - Five pipeline projects account for 69 percent of the total \$1.274 billion in project costs
- Policy Considerations
 - Consider match requirement in the future
 - Lobby to increase funding sources
 - Monitor split of KCA/SR funding awards and make adjustments
 - Prepare countywide needs assessment and prioritize
 - Emphasize the completion of pipeline projects
 - Retain the 20 to 80 percent pre-construction and right of way and construction activity funding benchmark ratio
 - Consider use of bond financing
- Next Steps
 - Review draft plan with Board, CAC, and C/CAG Technical Advisory Committee
 - Board subcommittee to review and discuss policy options
 - Board reviews draft highway recommendations
 - Board action regarding Highway CIP policy options and call programming

Director Canepa asked if the TA has done this in the past. Ms. Chan said the current Measure A started in 2009, and since then the Board had one CFP and allocated funding in 2012. When the Board approved the SRHP, they decided that when more information about projects in planning or design stages becomes available, staff would need to put together a CIP, so this is the first time.

Director Canepa asked if the TA reached out to cities. Ms. Chan said staff reached out to cities through the public works directors and through C/CAG and project sponsors.

Director Nihart asked if staff thought about prioritizing based on bang for the buck. Tough decisions are going to be made going forward and she would like a set of criteria in advance to think about how to prioritize projects to spend funding. She said some projects probably improve roadways more than others. There are not enough funds for every project.

Director Nagel asked if criteria should include addressing the problem of traffic congestion, speed that the project could be completed, and the funding benchmarks. Ms. Chan said criteria were set up for individual calls for projects for evaluating projects, but she is now talking about higher level prioritization.

Chair Matsumoto said the Board will have to make important policy decisions, so she created an ad hoc committee that will meet three to four times. She said Directors Carole Groom and Johnson agreed to serve with her on the subcommittee.

Director Nihart said projects that get submitted always get rated, but she wants to look at the county from a higher level and think strategically where improvements need to be concentrated across the county. She said maybe some best places haven't come forward with a project.

Mr. Hartnett suggested the Board consider advancing large projects by way of bonding instead of waiting for money to come in. He said another consideration is when to go out again for an updated Measure A. He said as the Board sets priorities and considers potential advancement of projects, there is substantial discussion in the private marketplace as to whether there may be public/private partnerships to help advance projects. There is a great desire in the private sector for major employers to have more immediate congestion relief on Highway 101. There are ways to quicken a process, but there are legal requirements that take time, and there are opportunities to involve the private sector if they are led by the public representatives.

Director Nagel said she would like the subcommittee to consider the housing impact fee for employers because the transportation problem has been created in part by the new jobs on the Peninsula and commercial construction. She said maybe there should be a traffic impact fee.

Chair Matsumoto said South San Francisco had a traffic impact fee that helped pay for the Oyster Point Flyover.

Public Comment

Gil Anda, Burlingame, said he is very concerned that the TA might lose the funding for the Calera Parkway Project. The project is tied up with lawsuits. He asked the Board to bear with Pacifica and keep the funding alive.

Update on State and Federal Legislative Program

Seamus Murphy, Director, Government and Community Affairs, provided the following update:

State

Assembly Bill 464 (Mullin) passed and was signed into law. This will increase the local sales tax threshold from 2 to 3 percent for jurisdictions, counties, and cities. This provides the additional capacity to work with when the time comes for a reauthorized Measure A.

The special session on transportation will cover the dwindling State money that has been available for projects funded by the TA. There are three primary proposals, all of which rely on a combination of increased gas tax or vehicle registration fees, and would fund different elements of maintenance on the State highway system, capital improvements, the Statewide Transportation Improvement Program, and local streets and roads.

There is a desire by some members of the Legislature to include funding for transit in the special session.

Federal

A three-month extension was signed into law for authorization of Federal highway programs. There is no new funding. A six-year bill was passed by the Senate and will be considered by the House. It does not have new funding; Congress will try to find revenues to maintain existing funding levels. A longer-term bill, even if it does not increase funding, will provide more reliability.

The six-year bill includes funding for Federal Transit Administration Core Capacity. Caltrain applied for this program to help resolve the budget gap. Legislative delegates committed to work on getting the electrification project into the president's budget next year.

REQUESTS FROM THE AUTHORITY

None.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

DATE AND PLACE OF NEXT MEETING

September 3, 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

Joan Cassman, Legal Counsel, said there are four items to be discussed in closed session.

Recessed to closed session at 6:48 p.m.

Reconvened at 7:13 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

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)

Ms. Cassman said the Board received reports about the status of the first three matters and no action was taken.

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)

Ms. Cassman said the Board has considered a proposal to settle the matter and the only remaining issue is the goodwill claim of Westphal. The Board has been presented with a proposal to settle the claim in an amount not to exceed \$475,000.

Motion/Second: Horsley/Johnson

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

The meeting adjourned at 7:15 p.m.

TA CAC Chair's Report

August 6, 2015

Good evening Madame Chair and Members of the Board.

Before we began our CAC meeting on Tuesday, we had the pleasure of welcoming our latest additions to the CAC, one new member, Olma O'Neill and one returning member, Paul Young. They both shared with us a brief description of their background. The CAC is looking forward to working with them and believes that, like our other recent appointees, both Olma and Paul will greatly contribute to the skills and strengths of our committee. Again, 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 4a) The CAC reviewed the TA Board Minutes of June 4, 2015, without questions or comments.

(TA Item 4b) The CAC supported the action before the Board to accept the Statement of Revenues and Expenditures for May 2015, without questions or comments.

(TA Item 4c) Joe Hurley, advised the CAC that, due to the Finance Department being engaged in several 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, staff will present the Statement of Revenues and Expenses for June to the CAC at it's November 3rd meeting.

(TA Item 4d) The CAC supported the Adoption of the Appropriations Limit for Fiscal Year 2016 in the Amount of \$617,329,031.

(TA Item 4e) The CAC supported the Approval and Ratification of the Fiscal Year 2016 Insurance Program with Wells Fargo Insurance Services at a Total Cost of \$230,464, without questions or comments.

(TA Item 10a) The CAC supported the Board's adoption of the Proclamation celebrating the 25th anniversary of the passage of Americans with Disabilities Act (ADA).

(TA Item 11) We received a highly informative presentation on the Program Report and FY 2015-2016 Work Plan of Commute.Org from John Ford, Executive Director of Commute.Org. The presentation covered the agency's program focus, illustrating it's key statistics and targets, as well as its major initiatives and funding profile.

The CAC was interested to hear that the application of "technology in trip planning" will be the ultimate help in dealing with the traffic congestion issues that Commute.Org addresses. It was also pleased to learn that shuttle ridership is at an all-time high and was pleased to hear that it was expected to go even higher in the not too distant future..

(TA Item 12a) The CAC voted to support the 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.

(TA Item 12b) The CAC supported the 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.

(TA Item 12c) Following a detailed presentation and informative Q and A session delivered by Brian Fitzpatrick, Manager of Real Estate and Property Development, the CAC voted to support the Execution of Subordination and Non-Disturbance Agreement with Legacy Partners Residential, LLC in support of the San Carlos Transit Village Project.

(TA Item 12d) The CAC supported the Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2015, without questions or comments.

(TA Item 13a) An excellent overview of the Measure A Highway Capital Improvement Program (CIP) for FY2016-FY2025 was given to the CAC by Joel Slavit, Manager of Programming and Monitoring. The presentation included the background on the highway program, the CIP goals, the development process, and the CIP summary, along with the findings, policy considerations and the next steps for the program.

Based upon learning that the CIP Summary identified a \$619.5 million shortfall in the Projected \$1.274 billion future project costs, members of the CAC commented on the previous percentages of match requirements and what future percentages might be necessary to employ in future funding cycles, as well as the potential need for future lobbying to increase external funding sources, along with the

prioritization of "hot-spots" throughout the county, based on the greatest regional priorities. The CAC agreed that future project spending will call for many difficult decisions to be made, as project needs far outweigh project funding.

(TA Item 13b) The CAC received a comprehensive update on the State and Federal Legislative Program from Shweta Bhatnagar, Government and Community Affairs Representative. The CAC was also given information on the California Strategic Growth Council's Affordable Housing and Sustainable Communities Program, as well as information on the results of the latest Cap and Trade revenue distributions for 28 projects in 19 counties throughout the state. The CAC was disappointed to hear that South San Francisco's Caltrain Station Improvement Project was not selected for an award.

CAC Chair's Report:

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

1. Once again the CAC is experiencing a loss of "institutional knowledge" within our ranks, however, this time, perhaps, it might be the most sizeable loss of all...I am speaking about the retirement of Jim Bigelow from the CAC. Jim has been a stalwart member and leader on the CAC since 1988. He actually worked on the first draft of Measure A in 1986, which, unfortunately, did not pass the first time around, but then Jim continued to work on Measure A in 1988, which did pass and proceeded to work on the Renewed Measure A in 2004, which also passed...

The skills and knowledge that Jim brought to our Citizen's Advisory Committee were immeasurable. Having been involved in transportation matters for over 30 years, Jim has been a consultant, as well as an advocate for transportation and housing developments before a variety of public agencies in the San Francisco Bay Area. I have often referred to Jim as one of our "Senior Statesmen", if not our best "Senior Statesman". His knowledge is encyclopedic. His approach to problem solutions even-keeled and well thought out.

He truly has been an active player in all transportation modes, including aviation, land use, general plan revisions, specific plans, and precise plans within the county, region and state levels, having completed 50+ years participation in such matters, including his 25 plus years on the San Mateo County Transportation Authority's CAC. How does one replace such a person? Jim Bigelow will always be one of those brilliant colleagues who will eventually be succeeded, but never truly replaced. We wish him well and know that the State of Nevada, whose economy deals quite a bit with the element of the "luck" of others, is going to experience some "luck" of its own... when Jim Bigelow arrives.

2. I also advised the CAC about the upcoming Caltrain CAC meeting of August 19th wherein the Caltrain staff is scheduled to present information on how service levels are decided, when changes are made and what factors are involved. I invited them to attend and share their ideas about potential schedule improvement ideas and suggestions that could be made prior to electrification.

CAC Staff Report:

In Joe's report to the CAC, he advised us of all of the attention that congestion on the Hwy 101 corridor in San Mateo County is getting, which now ranks amongst the top 10 most congested roads in this Bay Area. He stated that there is no single solution to alleviating the current traffic congestion that. It will require considering a variety of approaches to do so. He advised that the introduction of Assemblyman Mullin's AB 378 bill has help bring stakeholders together to discuss strategies to address the problem.

Joe also welcomed our two new members and expressed his own personal farewell to Jim Bigelow.

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 JULY 31, 2015**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$5,744,199 - line 7) is **better** than staff projections by \$2,655 or 0.05 percent. *Interest Income* (\$251,561 - line 2) is \$2,754 or 1.1 percent **better** than projections due to slightly higher than budgeted returns.

Total Revenue (\$5,744,199 - line 7) is \$160,071 or 2.9 percent **better** than prior year performance. *Sales Tax* (\$5,390,000 - line 1) is \$140,000 or 2.7 percent **better**, *Interest Income* (\$251,561 - line 2) is \$16,201 or 6.9 percent better and *Rental Income* (\$102,638 - line 4) is \$3,870 or 3.9 percent **better** than prior year.

Expenditures: *Total Administrative Expenses* (\$286,281 - line 22) is **better** than staff projections by \$14,301 or 4.8 percent. Within total administrative expenses, *Staff Support* (\$77,189 - line 18) is \$2,367 or 3 percent **better** than staff projections and *Other Admin Expense* (\$209,093 - line 20) is **better** than staff projections by \$10,558 or 4.8 percent.

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2016
July 2015

% OF YEAR ELAPSED: 8.3%

	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	5,390,000	5,250,000	5,390,000	5,390,000	100.0%	77,000,000	77,000,000	7.0%
2 Interest Income	251,561	235,360	251,561	248,807	101.1%	2,985,683	2,985,683	8.3%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	102,638	98,768	102,638	102,737	99.9%	1,232,840	1,232,840	8.3%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 TOTAL REVENUE	5,744,199	5,584,128	5,744,199	5,741,544	100.0%	81,218,523	81,218,523	7.1%
8								
EXPENDITURES:								
11 Annual Allocations	754,600	1,860,513	1,967,350	1,967,350	100.0%	28,105,000	28,105,000	7.0%
13 Program Expenditures	161,620	33,387	161,620	2,824,583	5.7%	33,895,000	33,895,000	0.5%
15 Oversight	61,536	32,745	61,536	98,750	62.3%	1,185,000	1,185,000	5.2%
17 Administrative								
18 Staff Support	72,525	55,719	77,189	79,556	97.0%	739,869	739,869	10.4%
19 Measure A Info-Others	-	-	-	1,375	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	209,093	33,892	209,093	219,651	95.2%	595,813	595,813	35.1%
21								
22 Total Administrative	281,617	89,611	286,281	300,582	95.2%	1,352,182	1,352,182	21.2%
23								
24 TOTAL EXPENDITURES	1,259,374	2,016,255	2,476,787 (1)	5,191,265	47.7%	64,537,182	64,537,182	3.8%
25								
26 EXCESS (DEFICIT)	4,484,825	3,567,873	3,267,411	550,278		16,681,341	16,681,341	
27								
28 BEGINNING FUND BALANCE	Not Applicable	459,220,186	472,363,864	424,848,697		424,848,697	424,848,697	
29								
30 ENDING FUND BALANCE	Not Applicable	462,788,059	475,631,275 (2)	425,398,975		441,530,038	441,530,038	
31								
32								

Includes the following balances:

Cash and Liquid Investments	2,260,280						286,399,747
Current Committed Fund Balance	348,460,142 (3)						64,537,182
Undesignated Cash & Net Receivable	<u>124,910,854</u>						<u>(2,476,787) (1)</u>
Total	<u>475,631,275 (2)</u>						<u>348,460,142 (3)</u>

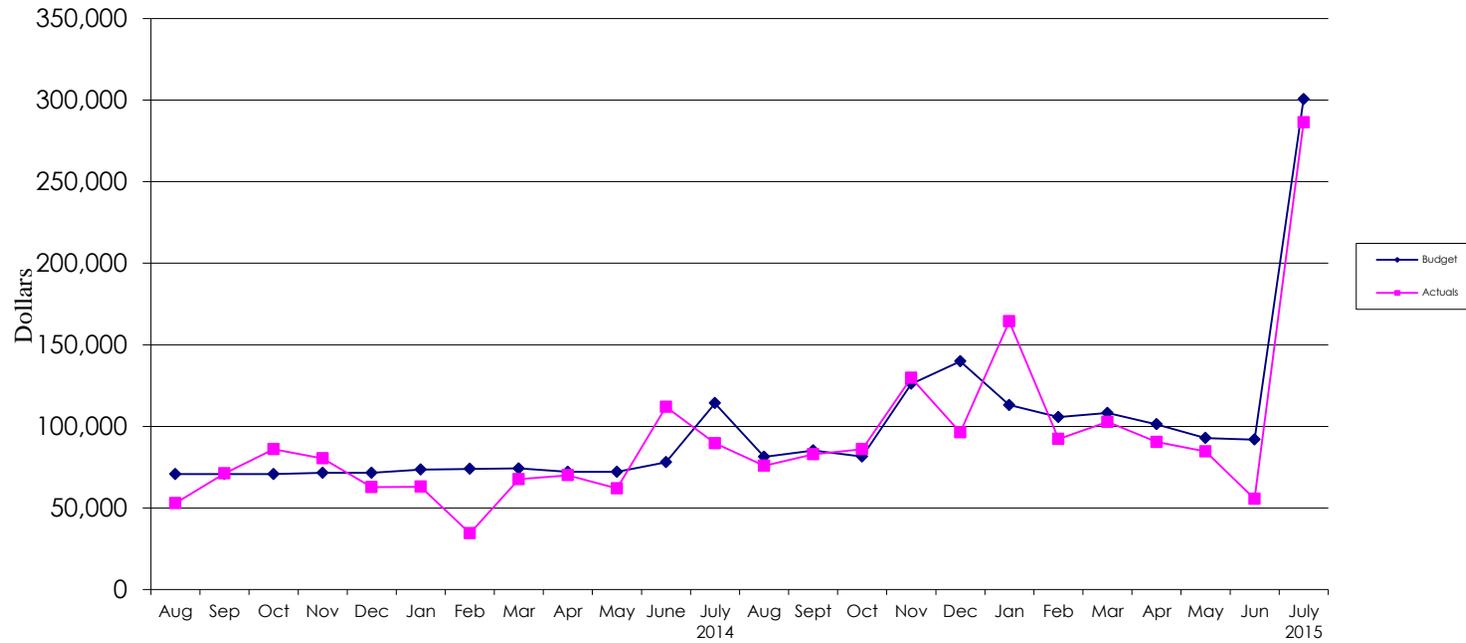
FY 2015 Carryover of Commitments (Unaudited) 286,399,747
FY 2016 Additional Commitments (Budgeted) 64,537,182
Less: Current YTD expenditures (2,476,787) (1)
Current Committed Fund Balance 348,460,142 (3)

"% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% of PROJ" column, please note that individual line items reflect variations due to seasonal activities during the year.

* The TA Adopted Budget is the Board adopted budget effective June 4, 2015.

** The TA Staff Projection is the adopted budget including year to date budget transfers.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '15	Aug '15	Sep '15	Oct '15	Nov '15	Dec '15	Jan '16	Feb '16	Mar '16	Apr '16	May '16	Jun '16
MONTHLY EXPENSES												
Staff Projections	300,582											
Actual	286,281											
CUMULATIVE EXPENSES												
Staff Projections	300,582											
Actual	286,281											
Variance-F(U)	14,301											
Variance %	4.76%											



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF JULY 31, 2015

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.605%	\$ 287,445,988	\$ 287,445,988
Local Agency Investment Fund	**	Liquid Cash	0.290%	\$ 19,106,512	\$ 19,106,512
Investment Portfolio	***	Liquid Cash	0.551%	\$ 154,095,208	\$ 154,095,226
Other		Liquid Cash	0.000%	\$ 2,296,534	\$ 2,296,534
				<u>\$ 462,944,243</u>	<u>\$ 462,944,261</u>

Accrued Earnings for July, 2015 \$ 188,937.38
 Cumulative Earnings FY2016 \$ 188,937.38

* County Pool average yield for the month ending July 31, 2015 was 0.605%. As of July, 2015 the amortized cost of the Total Pool was \$4,045,806,000 and the fair market value per San Mateo County Treasurer's Office was \$4,164,597,845.55.

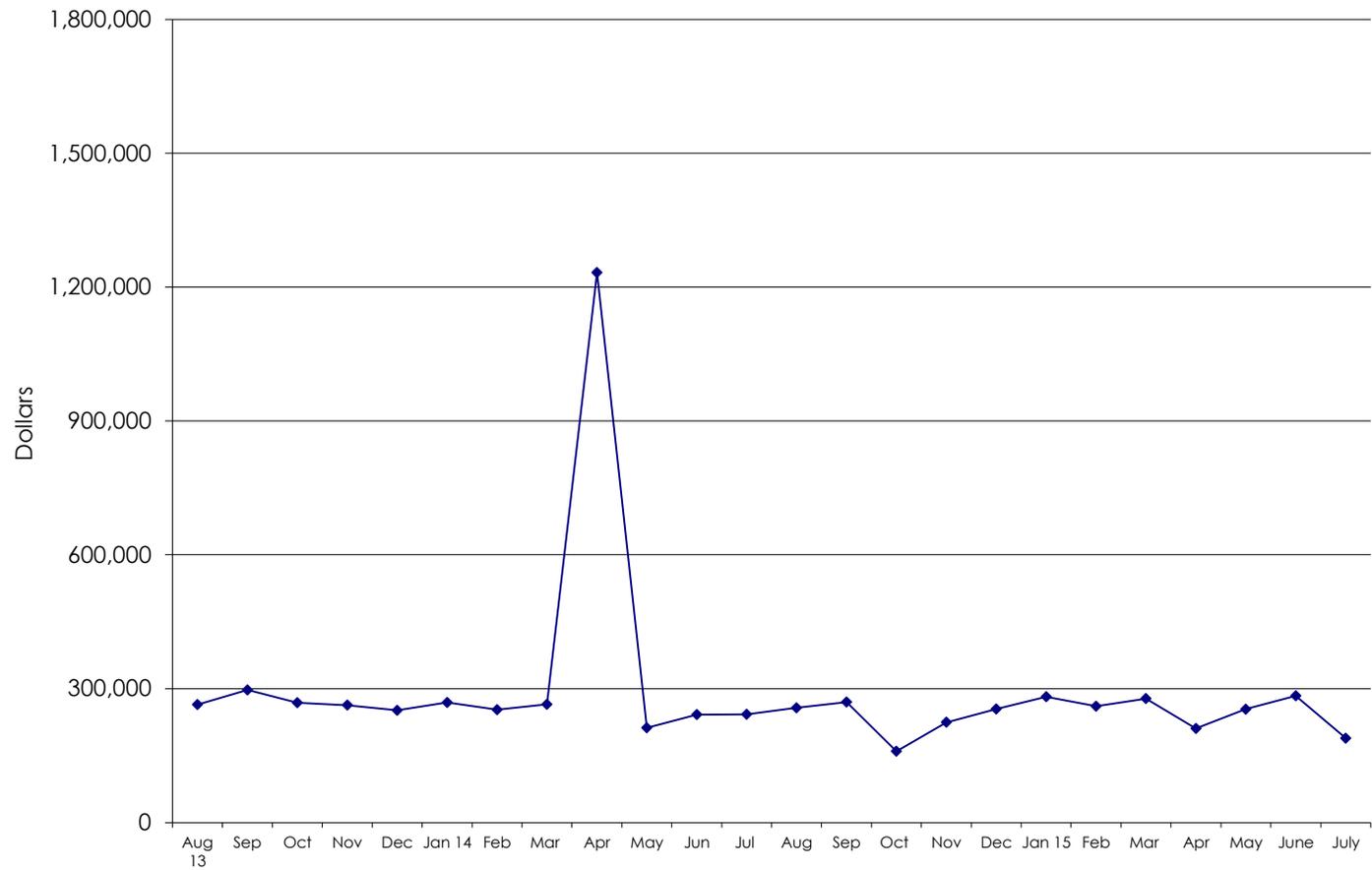
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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
JULY 2015**

FY2015	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	188,937.38	188,937.38
AUGUST		188,937.38
SEPTEMBER		188,937.38
OCTOBER		188,937.38
NOVEMBER		188,937.38
DECEMBER		188,937.38
JANUARY		188,937.38
FEBRUARY		188,937.38
MARCH		188,937.38
APRIL		188,937.38
MAY		188,937.38
JUNE		188,937.38

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
July 31, 2015

DESCRIPTION	TOTAL INVESTMENT 07-31-15	INTEREST RECEIVABLE 06-30-15	PREPAID INT RECEIVABLE 06-30-15	INTEREST EARNED 07-31-15	INTEREST RECEIVED 07-31-15	ADJ.	INTEREST RECEIVABLE 07-31-15
LAIF	19,106,512.20	20,929.73	0.00	5,436.83	18,812.46		7,554.10
COUNTY POOL	287,445,988.44	485,736.88	0.00	146,450.59	466,501.13		165,686.35
BANK OF AMERICA	1,543,617.87	0.00	0.00				0.00
WELLS FARGO	64,306.39	0.00	0.00				0.00
US BANK (Cash on deposit)	688,610.21	0.00	0.00				0.00
INVESTMENT PORTFOLIO	154,095,207.87	282,927.06	0.00	89,619.90	143,250.63	(52,569.94)	227,927.27
	<u>462,944,242.98</u>	<u>789,593.67</u>	<u>0.00</u>	<u>241,507.32</u>	<u>628,564.22</u>	<u>(52,569.94)</u>	<u>401,167.72</u>

JULY 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	07/31/15	188,937.38
Add:		
Less:		
Management Fees		(9,585.39)
Amortized Premium/Discount		(8,990.71)
Capital Gain(Loss)		0.00
Total Interest & Capital Gain(Loss)		<u>170,361.28</u>

YEAR TO DATE -- SUMMARY

Interest Earned	188,937.38
Add:	
Less:	
Management Fees	(9,585.39)
Amortized Premium/Discount	(8,990.71)
Capital Gain(Loss)	0.00
Total Interest	<u>170,361.28</u>

Balance Per Ledger as of	07/31/15	
Exp. Acct. 530011 - Amort Prem/Disc		(8,990.71)
Management Fees (530040)*		(9,585.39)
Int Acct. 409100 - Co. Pool		146,450.59
Int Acct. 409100 - LAIF		5,436.83
Int Acct. 409101 - Portfolio Funds		89,619.90
Gain(Loss) Acct. 405210		0.00
		<u>222,931.22</u>

Extraordinary one time items:

**INVESTMENT PORTFOLIO
July 31, 2015**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED	MARKET VALUE 7/31/2015	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 6/30/2015	PREPAID INT REC'VBLE 7/31/2015	INTEREST EARNED 7/31/2015	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 7/31/2015	INT REC'VBLE LESS PREPAID 7/31/2015	PAR VALUE
SECURITIES MANAGED BY INVESTMENT ADVISOR:																	
U.S. TREASURY NOTES AND BONDS																	
US TREASURY NOTE	912828TX8	02-01-13	14,998,828.13	14,967,150.00	15,008,205.00	11-15-15	0.375%	154.1096	31	16,927.23		4,777.40		(4,777.40)	21,704.63	21,704.63	15,000,000
US TREASURY NOTE	912828VL1	12-19-13	25,057,734.38	20,025,000.00	25,068,350.00	07-15-16	0.625%	428.0822	31	99,054.92		13,270.55	78,125.00	(13,270.55)	34,200.47	34,200.47	25,000,000
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	12,028,128.00	10-15-16	0.625%	205.4795	31	28,723.33		6,369.86		(6,369.86)	35,093.19	35,093.19	12,000,000
US TREASURY NOTE	912828WX4	8/27/14	17,998,593.75	18,047,880.00	18,028,116.00	07-31-16	0.500%	246.5753	31	52,951.03		7,643.83	45,000.00	(7,643.83)	15,594.86	15,594.86	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%	152.9966	31	16,804.97		4,742.89		(4,742.89)	21,547.86	21,547.86	8,935,000.00
US TREASURY NOTE	912828T8	03-23-15	14,830,857.42		14,854,633.20	04-30-19	1.250%	508.5616	31	63,309.00		15,765.41		(15,765.41)	79,074.41	79,074.41	14,850,000
																	60.96%
U.S. GOVERNMENT AGENCIES																	
FNMA	31398A4M1	09-13-13	10,221,000.00	10,244,600.00	10,032,850.00	10-26-15	1.625%	451.39	31	29,340.29		13,993.06			43,333.35	43,333.35	10,000,000
FNMA	3135GOVA8	05-13-13	24,041,832.00	23,865,600.00	24,023,808.00	03-30-16	0.500%	333.33	31	30,333.33		10,333.33			40,666.66	40,666.66	24,000,000
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	9,994,620.00	07-05-16	0.375%	104.17	31	18,333.33		3,229.17	18,750.00		2,812.50	2,812.50	10,000,000
FNMA	3135 GOYE7	03-07-14	15,029,400.00	14,991,150.00	15,027,000.00	08-26-16	0.625%	260.42	31	32,552.08		8,072.92			40,625.00	40,625.00	15,000,000
																	38.35%
COLLATERIZED MORTGAGE OBLIGATIONS																	
FNMA	3136ANJY4	04-30-15	1,075,646.17		1,073,572.19	04-01-18	1.550%	45.85	31	0.00		1,421.48	1,375.63		45.85	45.85	1,065,000
CASH INVESTMENT																	
																	0.70%
MATURED/CALLED																	
US TREASURY NOTE	912828WF3	4/30/15															
TOTAL			<u>154,095,207.87</u>	<u>134,024,300.00</u>	<u>154,095,226.03</u>					<u>388,329.51</u>	<u>0.00</u>	<u>89,619.90</u>	<u>143,250.63</u>	<u>(52,569.94)</u>	<u>334,698.78</u>	<u>334,698.78</u>	<u>153,850,001.00</u>

26-Aug-15

Weighted Average Interest Rate 0.6820%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2016
 JULY 2015

8/26/15 5:48 PM

Approved Budget			Receipts		Over/(Under)	Current																																										
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection																																										
FY2015:																																																
1st Quarter	17,150,000	18,948,951	1st Quarter	19,884,600	935,649	19,884,600																																										
2nd Quarter	18,405,000	19,606,049	2nd Quarter	22,629,401	3,023,352	22,629,401																																										
3rd Quarter	17,500,000	17,500,000	3rd Quarter	18,200,061	700,061	18,200,061																																										
4th Quarter	18,945,000	18,945,000	4th Quarter	12,011,410	(6,933,590)	12,011,410																																										
FY2015 Total	72,000,000	75,000,000	FY2015 Total	72,725,472	(2,274,528)	72,725,472																																										
FY2016:																																																
Jul. 15	5,390,000		Sep. 15			5,390,000 (1)																																										
Aug. 15	5,390,000		Oct. 15			5,390,000																																										
Sep. 15	6,827,333		Nov. 15			6,827,333																																										
1st Qtr. Adjustment			Dec. 15			0																																										
3 Months Total	17,607,333			0	0	17,607,333																																										
Oct. 15	5,877,667		Dec. 15			5,877,667																																										
Nov. 15	5,877,667		Jan. 16			5,877,667																																										
Dec. 15	7,140,467		Feb. 16			7,140,467																																										
2nd Qtr. Adjustment			Mar. 16			0																																										
6 Months Total	36,503,134			0	0	36,503,134																																										
Jan. 16	5,544,000		Mar. 16			5,544,000																																										
Feb. 16	6,079,920		Apr. 16			6,079,920																																										
Mar. 16	7,542,920		May 16			7,542,920																																										
3rd Qtr. Adjustment			Jun. 16			0																																										
9 Months Total	55,669,974			0	0	55,669,974																																										
Apr. 16	6,884,826		Jun. 16			6,884,826																																										
May 16	6,997,760		Jul. 16			6,997,760																																										
Jun. 16	7,447,440		Aug. 16			7,447,440																																										
4th Qtr. Adjustment			Sep. 16			0																																										
FY2016 Total	77,000,000		FY2016 Total	0	0	77,000,000																																										
<table style="width: 100%; border: none;"> <tr> <td style="width: 20%;"></td> <td style="width: 15%; text-align: right;">5,390,000</td> <td style="width: 15%;"></td> </tr> <tr> <td></td> <td></td> <td></td> <td>1st Quarter</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>2nd Quarter</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>3rd Quarter</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>4th Quarter</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;"><u><u>5,390,000</u></u></td> <td></td> <td>YTD Actual Per Statement of Revenue & Expenses</td> <td></td> <td></td> <td></td> </tr> </table>								5,390,000									1st Quarter							2nd Quarter							3rd Quarter							4th Quarter					<u><u>5,390,000</u></u>		YTD Actual Per Statement of Revenue & Expenses			
	5,390,000																																															
			1st Quarter																																													
			2nd Quarter																																													
			3rd Quarter																																													
			4th Quarter																																													
	<u><u>5,390,000</u></u>		YTD Actual Per Statement of Revenue & Expenses																																													

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JULY 31, 20157/31/2015

Cash -- Bank of America Checking Account	1,543,617.87
Cash -- Wells Fargo Lockbox Account	64,306.39
Cash - US Bank (on deposit)	688,610.21
LAIF	19,106,512.20
County Pool	287,445,988.44
Investment Portfolio	154,095,207.87
	<hr/>
Total	<u><u>462,944,242.98</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
July 2015

Unit	Ref	Name	Date	Amount	Description
SMCTA	004056	VOID		-	
SMCTA	004057	VOID		-	
SMCTA	004058	VOID		-	
SMCTA	004059	VOID		-	
SMCTA	004060	REDWOOD CITY, CITY OF	7/24/2015	746,735.01	Capital Programs ⁽¹⁾
SMCTA	004061	CITY OF DALY CITY	7/30/2015	7,867.57	Capital Programs ⁽²⁾
SMCTA	004062	DMJM HARRIS/MARK THOMAS JV	7/30/2015	16,184.70	Consultants
SMCTA	004063	GREEN CARPET LANDSCAPING	7/30/2015	750.00	Capital Programs ⁽³⁾
SMCTA	004064	HNTB CORPORATION	7/30/2015	21,631.80	Capital Programs ⁽⁴⁾
SMCTA	004065	JACOBS ENGINEERING GROUP INC.	7/30/2015	12,646.65	Consultants
SMCTA	004066	SELF-HELP COUNTIES COALITION	7/30/2015	4,400.00	Dues and Subscriptions
SMCTA	004067	URS CORPORATION	7/30/2015	4,538.87	Capital Programs ⁽⁵⁾
SMCTA	004068	WELLS FARGO INSURANCE SERVICES USA, INC	7/30/2015	147,369.60	Insurance - General
SMCTA	900001	WELLS FARGO INSURANCE SERVICES USA, INC	7/23/2015	39,193.87	Insurance - General
				1,001,318.07	

- (1) 84/101 Interchange
- (2) Call for Projects Local Shuttles - FY14
- (3) Dumbarton Maintenance of Way
- (4) Highway CIP Development
- (5) Highway 1 Grey Whale Cove-Miramar

**AGENDA ITEM # 7
SEPTEMBER 3, 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 SEPTEMBER 2, 2015**

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

Prepared By: Josh Averill, Assistant District Secretary

650-508-6223

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **CONNECT, REDWOOD CITY! PILOT PROGRAM FINDINGS**

ACTION

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

SIGNIFICANCE

The Last Mile Connection Pilot Program, later rebranded as "Connect, Redwood City!," began in 2011 and was funded in part by the San Mateo County Transportation Authority (TA).

The pilot program implemented Transportation Demand Management (TDM) strategies in Redwood City, which sought to provide last mile travel options that reduce vehicle use and greenhouse gas emissions. The pilot program was a partnership between the San Mateo County Transit District (District), Peninsula Congestion Relief Alliance, San Mateo County, and city of Redwood City under a Climate Initiatives grant from the Metropolitan Transportation Commission (MTC).

The TDM strategies included the following:

- Car Share: Zipcar provided three hybrid vehicles for short-term rental at the Redwood City Caltrain station.
- Short-distance Vanpool: 14 vanpools offered local employees transport to worksites not reasonably accessible by public transit from home-based pick-up points.
- Telework and Flex-schedules: The county of San Mateo launched a program that allowed employees to test alternatives to a traditional work arrangement.
- Bike Share: Seven bike share stations available for short-term use were located at the Redwood City Caltrain Station and throughout downtown.

In addition, the pilot program included marketing that targeted residents, employers and employees, as well as an evaluation component.

The pilot program ended on March 31, 2015. At the September 3, 2015 Board meeting, staff will present findings summarized in a final evaluation report and discuss lessons learned from the pilot program. Staff will also describe the future of these TDM programs in Redwood City and their potential application to other cities.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The Last Mile Connection pilot program was funded with \$1,845,200 in grant and match funds from three sources. MTC provided \$1,487,000 in Federal funds in 2010 from its Climate Initiatives Program, which supports high-impact projects that reduce greenhouse gas emissions and vehicle miles traveled, and can be replicated on a large scale throughout the region. The TA Board allocated \$120,000 from the Measure A Alternative Congestion Relief Program in December 2010 in support of the pilot program, and the local funding partners contributed the balance, or \$238,200, in local match funds.

Further, the TA Board allocated \$80,000 to the District in January 2011 from the Measure A Pedestrian and Bicycle Program to what eventually became the Bay Area Bike Share Pilot Program. The portion of this regional program carried out in Redwood City was integrated with the Making the Last Mile Connection pilot program.

Prepared By:	Melissa Reggiardo, Planner	650-508-6283
Project Manager:	Douglas Kim, Director of Planning	650-508-6278

**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 PROGRAM: CALL FOR PROJECTS UPDATE**

ACTION

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

SIGNIFICANCE

In May 2015, the San Mateo County Transportation Authority (TA) issued a Highway Call for Projects (CFP) announcing the availability of up to \$125 million in Measure A funds for Fiscal Years (FY) 2016 and 2017. A total of 11 applications were received from nine jurisdictions at the close of the CFP. Total project sponsor funding requests exceeded \$158 million.

The TA Project Selection Committee met on July 20, 2015 to evaluate and score the submitted applications. The TA Project Selection Committee was composed of staff from the TA, SamTrans and the Santa Clara Valley Transportation Authority. Staff will present an informational item at the September 3, 2015 meeting on the proposed recommendations. The final recommendations are subject to further review and pending discussion of the Highway Capital Improvement Program Board Subcommittee (Groom, Johnson, Matsumoto) regarding the Highway Program going forward.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

A schedule is provided below that outlines the key dates and milestones for this process:

Item	Date
Call for Projects Issued	May 8, 2015
Workshop for Potential Applicants	May 11, 2015
Project Applications Due	June 15, 2015
TA Project Selection Committee Meeting	July 20, 2015
TA Board Information Update	September 3, 2015
TA Board Action on Program of Projects	October/November 2015

In accordance with the voter-approved Transportation Expenditure Plan (TEP), a total of 27.5 percent of the New Measure A sales tax receipts are dedicated to the Highway Program for capital projects that reduce congestion and improve throughput and safety. The Highway Program is composed of two components: 1) Key Congested Areas (KCA) with 17.3 percent of the sales tax receipts, and 2) Supplemental Roadways (SR) with 10.2 percent of the sales tax receipts. The TEP contains a list of the candidate KCA highway projects and a partial list of candidate SR projects. Additional candidate SR projects may be submitted to the TA for consideration to account for changing needs during the 25 year life of the program. SR projects can include highway as well as other types of congestion reducing roadway projects in the county.

Prepared By: Joel Slavit, Manager of Programming and Monitoring

650-508-6476

**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

Staff continues to monitor and take positions on new Extraordinary Session 1 – Transportation Special Session bills including:

Senate Bill Extraordinary Session 1 (SBx1) 8 (Hill) and Assembly Bill Extraordinary Session 1 (ABx1) 7 (Nazarian) - Support

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, resulting in an additional \$300 million a year to support public transit.

SBX1 7 (Allen) and ABX1 8(Chiu and Bloom) - Support

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. The tax increase is expected to generate approximately \$300 million to support capital maintenance and operational needs.

SBx1 2 (Huff), SBx1 3 (Vidak) and SBx1 6 (Runner) - Oppose

All three bills attempt to take funding appropriations away from High Speed Rail and divert them to other transportation areas such as streets and roads, and highways and freeways.

AB 464 (Mullin) – Governor Veto

This bill would have increased the local sales tax cap from 2 percent to 3 percent. This was a surprise veto since the governor has previously signed several county-specific increases.

Press Conference For Transit Funding

On August 25, Assembly Members David Chiu and Kevin Mullin held a press conference urging State leaders to support a package that includes funding for transit in addition to funding for local streets and roads. Governor Brown has identified a \$59 billion funding shortage over the next 10 years for the basic maintenance of State highways and bridges, and local governments have estimated that a \$78 billion need exists for local roads over the same time period. The State's transit funding backlog in the decade ahead is similarly daunting: \$72 billion in maintenance and expansion needs. A similar press conference was also held in Los Angeles.

FEDERAL ISSUES

Nothing to report.

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>8/20/15</p> <p>Senate Floor</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>8/20/15</p> <p>Senate Floor</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>8/20/15</p> <p>Senate Appropriations Committee</p> <p>Set for hearing on 8/24/15</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 8/18/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 194 Frazier D</p> <p>HOT Lanes</p>	<p>8/20/15</p> <p>Senate Appropriations Committee</p> <p>Suspense File</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
<p>AB 378 Mullin D</p> <p>State Highway 101 Corridor</p>	<p>2/18/15</p> <p>Introduced</p> <p>Two-year Bill</p>	<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>	<p>Support in Concept</p>
<p>AB 400 Alejo D</p> <p>Changeable Message Signs</p>	<p>8/20/15</p> <p>Senate Floor</p>	<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>	
<p>AB 464 Mullin D</p> <p>Local Sales Tax Cap</p>	<p>8/20/15</p> <p>Vetoed by the Governor</p>	<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>	<p>Support</p>
<p>AB 516 Mullin D</p> <p>Temporary License Plates</p>	<p>8/20/15</p> <p>Senate Appropriations Committee</p> <p>Set for Hearing on 8/24/15</p>	<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>	<p>Support</p>

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 779 Garcia D</p> <p>Transportation: congestion management program</p>	<p>8/20/15</p> <p>Senate Transportation & Housing Committee</p> <p>Set for Hearing on 8/25/15</p>	<p>Existing law requires the development, adoption, and updating of a congestion management program with specified elements for each county that includes an urbanized area, as defined. The program is required to contain specified elements and to be submitted to regional agencies, as defined, for determination of whether the program is consistent with regional transportation plans. The regional agency is then directed to monitor the implementation of all elements of each congestion management program. Existing law defines "infill opportunity zone" for purposes of the above-described provisions to mean a specified area designated by a city or county according to certain provisions and that is within a specified distance of a major transit stop or high-quality transit corridor.</p> <p>Existing law requires a local jurisdiction to prepare a deficiency plan with specified components when highway or roadway level of service standards are not maintained on segments or intersections, including an analysis of the cause of the deficiency, list of improvements necessary to maintain minimum levels of service, and estimated costs of the improvements.</p> <p>This bill would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways. The bill would also require the program to analyze the relationship between local land use decisions and regional transportation systems, instead of analyzing impacts of the land use decisions on the transportation systems. The bill would delete existing law's prohibition on including an estimate of the costs of mitigating the impacts of interregional travel and the requirement that the program provide credit for local public and private contributions to improvements to regional transportation systems. The bill would also require, to the extent the program identifies capacity enhancements, the evaluation of the potential for capacity enhancement to induce additional travel. To the extent this bill would impose additional duties on local officials relating to the development of a congestion management program, this bill would impose a state-mandated local program.</p> <p>This bill would instead require a deficiency plan to be prepared if the agency determines the county or its cities is not conforming with the congestion management plan, and would remove the requirements that a list of improvements necessary and the estimated costs of the improvements be included in a deficiency plan. The bill would exempt from the deficiency cause analysis improvements to facilities for bicyclists, pedestrians, and public transportation, traffic generated by a transit priority project, and traffic generated by a mixed use development located within a transit priority project area or infill opportunity zone. Last amended on 8/19/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 869 Cooper D</p> <p>Public Transportation Fare Evasion</p>	<p>8/20/15</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>8/21/15</p> <p>Governor's Desk</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>8/20/15</p> <p>Senate Floor</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>8/20/15</p> <p>Senate Appropriations Committee</p> <p>Suspense File</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>8/20/15</p> <p>Senate Appropriations Committee</p> <p>Set for Hearing on 8/24/15</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 8/17/15</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>8/20/15</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 county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, 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. Last amended on 8/17/15</p>	<p>Support</p>
<p>ABx1 1 Alejo D</p> <p>Transportation Funding</p>	<p>6/24/15</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. The bill would also restore truck weight fees back to the State Highway Account.</p>	
<p>ABx1 2 Perea D</p> <p>Public-Private Partnerships</p>	<p>6/26/15</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	7/10/15 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	7/10/15 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 6 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	7/17/15 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>	Support

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>ABx1 8 Chiu D</p> <p>Diesel Sales and Use Tax</p>	<p>7/17/15</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.</p> <p>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>The 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>Support</p>
<p>SB 9 Beall D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program</p>	<p>8/20/15</p> <p>Assembly Floor</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from 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, 2018, 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 8/17/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SB 16 Beall D</p> <p>Transportation Funding</p>	<p>8/20/15</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>8/20/15</p> <p>Assembly Appropriations Committee</p> <p>Suspense File</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>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>8/20/15</p> <p>Assembly Appropriations Committee</p> <p>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>8/20/15</p> <p>Assembly Revenue & Taxation Committee</p> <p>Set for Hearing on 8/26/15</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 2016–17 fiscal year and each fiscal year thereafter, instead require the board, on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. Last amended on 8/18/15</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>8/7/15</p> <p>Chaptered by the Secretary of State, Chapter 143, Statutes of 2015</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 Floor</p> <p>Consent Calendar</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>8/20/15</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 8/20/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SB 516 Fuller R</p> <p>Motorist Aid Program</p>	<p>8/20/15</p> <p>Assembly Floor</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist aid system of call boxes.</p> <p>This bill would 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. 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>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SBx1 1 Beall (D)</p> <p>Transportation Funding</p>	<p>8/20/15</p> <p>Senate Appropriations Committee</p>	<p>Similar to SB 16 with the following exceptions: Increases and extend revenues in perpetuity, as opposed to the original five-year plan. As a result, SBx1 1 would generate over \$6 billion as opposed to \$3.4 billion. Provides 5% of proceeds off the top to go to counties that acquire a local sales tax measure after July 1, 2015, before splitting proceeds 50/50 between the SHOPP and local streets and roads. Allow cities and counties to use funding for other transportation purposes if the city or county's pavement condition index meets or exceeds 85. Require the Board of equalization to make adjustments to the gas tax based on the consumer price index, rather the revenue neutral adjustments that have historically been made to reflect what would have been generated by a sales tax on gasoline. Last amended on 7/14/15</p>	
<p>SBx1 2 Huff (D)</p> <p>Greenhouse Gas Reduction Fund</p>	<p>7/6/15</p> <p>Senate Transportation & Infrastructure Development 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.</p> <p>Existing law continuously appropriates 60% of the annual proceeds of the fund to various purposes, including high-speed rail, transit and intercity rail capital, low-carbon transit operations, and affordable housing and sustainable communities.</p> <p>This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.</p>	<p>Oppose</p>
<p>SBX1 3 Vidak (R)</p> <p>Transportation Bonds: highways, streets, and roads projects</p>	<p>8/19/15</p> <p>Senate Transportation & Infrastructure Development Committee</p> <p>Died in Committee</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election.</p>	<p>Oppose</p>

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
SBX1 4 Beall (D) Transportation Funding	7/16/15 Senate Floor	<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 transportation infrastructure.</p>	
SBX1 5 Beall (D) Transportation Funding	7/16/15 Senate Floor	<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>	
SBx1 6 Runner (R) Greenhouse Gas Reduction Fund	8/19/15 Senate Transportation & Infrastructure 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.</p> <p>Existing law continuously appropriates 25% of the annual proceeds of the fund to the high-speed rail project, and also continuously appropriates to that project \$400,000,000 of the amount loaned from the fund to the General Fund by the Budget Act of 2013, upon repayment of the loan by the General Fund. Existing law further appropriates 35% of the annual proceeds of the fund to transit and intercity rail capital, low-carbon transit operations, and affordable housing and sustainable communities.</p> <p>This bill would delete the continuous appropriations from the fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.</p> <p>This bill would require \$400,000,000 of the amount loaned from the fund to the General Fund by the Budget Act of 2013 to be immediately repaid to the fund, thereby making an appropriation.</p>	Oppose
SBx1 7 Allen (D) Diesel Sales and Use Tax	7/16/15 Senate Transportation & Infrastructure Development Committee	Identical to ABx1 8 (Chiu).	Support

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Measure	Status	Bill Summary	Position
SBx1 8 Hill (D) Public Transit Funding	7/16/15 Senate Transportation & Infrastructure Development Committee	Identical to ABx1 7 (Nazarian).	Support
SBx1 9 Moorlach (R) Caltrans	8/19/15 Senate Transportation & Infrastructure Development Committee Died in Committee	<p>Existing law creates the Department of Transportation (Caltrans) with various powers and duties relative to the state highway system and other transportation programs.</p> <p>Article XXII of the California Constitution grants to the State of California and all other governmental entities the choice and authority to contract with qualified private entities for architectural and engineering services for all public works of improvement.</p> <p>This bill would prohibit Caltrans from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department.</p> <p>This bill would require Caltrans to contract with qualified private entities for architectural and engineering services with respect to public works of improvement undertaken by Caltrans, with a minimum of 15% of the total annual value of these services to be contracted to qualified private entities beginning on July 1, 2016, and increasing each year to a minimum of 50% by July 1, 2023.</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SBX1 10 Bates (R)</p> <p>STIP Program</p>	<p>8/20/15</p> <p>Senate Transportation & Infrastructure Development Committee</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission (CTC) generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available.</p> <p>Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program (STIP) process, with 25% of funds available for interregional projects selected by the Department of Transportation (Caltrans) through preparation of an interregional transportation improvement (ITIP) program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program (RTIP).</p> <p>Existing law requires funds available for regional projects to be programmed by the commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Existing law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others.</p> <p>This bill would revise the process for programming and allocating the 75% share of state and federal funds available for RTIP projects. The bill would require the department to annually apportion, by the existing formula, the county share for each county to the applicable metropolitan planning organization, transportation planning agency, or county transportation commission, as a block grant.</p> <p>These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional transportation agencies. The bill would require the regional transportation agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the CTC to incorporate the RTIP into the STIP.</p> <p>The bill would eliminate the role of the CTC in programming and allocating funds to these regional projects, but would retain certain oversight roles of the CTC with respect to expenditure of the funds. The bill would repeal provisions governing computation of county shares over multiple years and make various other conforming changes.</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SBx1 11 Berryhill (R)</p> <p>CEQA exemptions for roadway improvements</p>	<p>8/20/15</p> <p>Senate Transportation & Infrastructure Development Funding Committee</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report 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.</p> <p>CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements.</p> <p>This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons. The bill would also expand the exemption to include state roadways.</p>	
<p>SBx1 12 Runner</p> <p>California Transportation Commission</p>	<p>8/20/15</p> <p>Senate Appropriations Committee</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission (CTC). Existing law vests the CTC 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>Existing law requires the Department of Transportation (Caltrans) to prepare a state highway operation and protection (SHOPP) program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. The SHOPP is required to be based on an asset management plan, as specified. Existing law requires the Caltrans to specify, for each project in the program, the capital and support budget and projected delivery date for various components of the project. Existing law provides for the CTC to review and adopt the program, and authorizes the commission to decline to adopt the program if it determines that the program is not sufficiently consistent with the asset management plan.</p> <p>This bill would exclude the CTC from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role.</p> <p>The bill would additionally require Caltrans to program capital outlay support resources for each project in the program. The bill would provide that the CTC is not required to approve the program in its entirety as submitted by Caltrans, and may approve or reject individual projects. The bill would require the Caltrans to submit any change in a programmed project's cost, scope, or schedule to the CTC for its approval. Last amended on 8/20/15</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SBx1 13 Vidak (R)</p> <p>Office of The Transportation Inspector General</p>	<p>8/19/15</p> <p>Senate Appropriations Committee</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes.</p> <p>This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.</p> <p>The bill would provide for the Governor to appoint the Transportation Inspector General (TIG) for a 6-year term, subject to confirmation by the Senate, and would provide that the TIG may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the TIG, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded.</p>	
<p>SBx1 14 Cannella (R)</p> <p>Public-Private Partnerships</p>	<p>8/19/15</p> <p>Senate Transportation & Infrastructure 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 would authorize public-private partnerships indefinitely.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

**SUBJECT: CAPITAL PROJECTS QUARTERLY STATUS REPORT –
4th QUARTER FISCAL YEAR 2015**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

650-622-7853
650-508-7942