



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**October 1, 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 September 3, 2015
  - b. Acceptance of Statement of Revenues and Expenditures for August 2015
5. Public Comment  
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. Highway Capital Improvement Project Ad Hoc Committee Update INFORMATIONAL
8. Joint Powers Board Report INFORMATIONAL
9. Report of the Executive Director INFORMATIONAL
10. Finance RESOLUTION
  - a. Authorize Programming and Allocation of \$108,020,000 in Original and New Measure A Highway Program Funds to Eight Highway Projects
11. Program INFORMATIONAL
  - a. Update on State and Federal Legislative Program
12. Requests from the Authority
13. 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.

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

15. 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

16. Adjournment

## **INFORMATION FOR THE PUBLIC**

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

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

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

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

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

### **Public Comment**

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

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

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

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

### **Availability of Public Records**

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

**MINUTES OF SEPTEMBER 3, 2015**

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

**MEMBERS ABSENT:** M.A. Nihart

**STAFF PRESENT:** J. Averill, J. Cassman, A. Chan, J. Hartnett, C. Harvey, J. Hurley,  
M Martinez, N. McKenna, M. Reggiardo, M. Simon, J. Slavitt,  
S. van Hoften

Vice Chair David Canepa called the meeting to order at 5:01 p.m. and led the Pledge of Allegiance.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

Barbara Arietta, CAC Chair, reported on the meeting of September 1, 2015 (see attached).

**APPROVAL OF CONSENT CALENDAR**

- a) Approval of Minutes of August 6, 2015
- b) Acceptance of Statement of Revenues and Expenditures for July 2015

Director Don Horsley requested that on Page 9 the minutes reflect Assembly Bill (AB) 464 was vetoed by the governor, not signed into law.

Motion to approve the consent calendar including the amendment to the minutes.

Motion/Second: Horsley/Johnson

Ayes: Groom, Horsley, Johnson, Nagel, Canepa

Absent: Matsumoto, Nihart

**PUBLIC COMMENT**

Andy Chow, Redwood City, said there is the potential to add High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) lanes on Highway 101. He said this would allow for more transit service on the corridor. There are regions around the State and country that have frequent transit service on the highways, and the TA and the City/County Association of Governments (C/CAG) should look at putting buses in HOV or HOT lanes or on the highway shoulders, which can access wayside bus stops.

**CHAIRPERSON'S REPORT**

Director Cameron Johnson said a highway Call for Projects (CFP) revealed the need exceeds the available funds. A Highway Capital Improvement Program (CIP) ad hoc committee composed of Director Carol Groom, Chair Karyl Matsumoto, and himself was formed to address that problem and bring a recommendation to the full Board. The committee met in August and discussed:

- Policy guidelines and priorities for how the Board might prioritize some projects over others, focused on:
  - Key Congested Areas (KCA)

- Maximizing the value for the money
- Projects needed for public safety
- If the TA should fund a small amount of prioritized projects where full funding is guaranteed to be available over the funding cycle, or if the TA should fund more projects where the funding is not available in the out years.
- Potential strategies of bonding and moving the projects forward and paying them off with sales tax receipts in the off year.
- Potential areas for additional revenue, such as public/private partnerships or special districts.

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

The September 2 report is in the reading file.

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

The September 3 report is in the reading file.

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

Jim Hartnett, Executive Director, said:

- The Route 1 San Pedro Creek Replacement Bridge Project opened for traffic on August 6. The TA provided \$5.3 million in funding. It is expected that remaining construction items for this project will be completed by October 15.
- A Semi-Annual Measure A Program Status Report is generally provided in September, but is delayed due to the software conversion in the business optimization process.
- The TA provided some funding to the Highway 101 Broadway Interchange Project, but it is a California Department of Transportation project. No injuries were reported from the incident that recently took place where transmission lines came down across the highway.

Director Terry Nagel asked if extra trains or buses were provided after the accident. Mr. Hartnett said there wasn't an ability to add any additional trains because extra trains were already in place for the Giants game. No extra buses were provided because they would have been impacted by the same road traffic.

### **PROGRAM**

#### **Program Report: Alternative Congestion Relief – Connect, Redwood City! Pilot Program Findings**

Melissa Reggiardo, Planner, presented:

- In 2010 the District received a \$1.5 million Climate Initiatives Grant from the Metropolitan Transportation Commission (MTC).
- The pilot tested last-mile operations and included some first-mile and all-mile options.
- Six strategies:
  - Bike Share
    - 70 bicycles at seven stations throughout the region
    - Redwood City had lowest ridership
    - Additional study recommended moving stations and supplemental marketing

- Redwood City ridership up 20 trips per month after making improvements
- New station location strategy
  - Dense locations with transit and bike facility access
  - Employment locations
  - Consider appropriate distances between bike share stations
- In May 2015 the Bay Area Air Quality Management District and MTC voted to privatize the system operating in San Francisco, San Jose and the East Bay
- Redwood City, Palo Alto, Mountain View are not part of the privatized system
- Peninsula cities to examine buying into the new system
- Car Share
  - Three cars at Redwood City Caltrain
  - Added three cars at San Mateo County Center
  - High utilization at Redwood City
  - Survey shows Zipcar supports Caltrain use
  - Caltrain hub was integral to Zipcar
  - Zipcar and Caltrain are negotiating lease terms to continue at Redwood City Caltrain Station and County Center
- Last-mile Vanpool
  - Operate from Redwood City Caltrain Station to work
  - No last-mile vanpools organized because high level of coordination needed, costly and parking issues
- Traditional Vanpool
  - Door-to-door from home to work
  - Commute.org subsidized 15 vanpools over an average of 17 months
  - 130 participants
  - Of those using the service, 42 percent said they would continue to vanpool after subsidy ends
  - Best for congested commutes with high occupancy vehicle lanes where transit is not viable
  - Employer pre-tax commuter benefits, emergency ride home programs and monthly subsidies encouraged vanpool
  - Twelve vanpools are still active
  - Participants continue leasing vans at program-negotiated rates
- Telework/Flex Schedules
  - County employee commutes are 33 percent of the County's greenhouse gas emissions
  - County re-launched telework and flex schedule programs
  - Toolkit developed to help other employers launch alternative work schedules and address benefits
  - No major increase in telework and flex schedules as management didn't support telework even though flex schedules are more acceptable
  - County developed policy so departments can customize programs

Director Johnson asked what information learned from this program is broadly applicable. He said one or two people a day were using car share. Less than half of the door-to-door vanpool users said they would have used the service if it was not subsidized. He asked if any of these programs would really reduce single-occupancy vehicles on the highways. Ms. Reggiardo said the success of Zipcar would be applicable to all other cities on the Peninsula that are interested in the service. Staff felt it helps Caltrain ridership, so anywhere it can be placed is good. Staff can't identify exactly what impact it has because it is hard to tie Zipcar use to Caltrain ridership.

Director Johnson said it is negligible. If \$200,000 is going to be spent on a pilot program he would hope it would have an impact. The goal is to find a lasting impact that is going to reduce congestion. Ms. Reggiardo said she understands Zipcar is not increasing the use of transit or reducing the use of single-occupancy trips.

Director Horsley asked if schools or community colleges have ever requested vanpools because when school starts congestion increases. Ms. Reggiardo said Commute.org managed that portion of the program and she will follow up to find out more information.

Chair Karyl Matsumoto arrived at 5:36 p.m.

Mr. Hartnett said there is substantial school ridership on SamTrans. He said the pilot programs provide valuable information to know what agencies shouldn't be spending money on.

Director Nagel asked if it is possible for other cities to piggyback on the contract with Zipcar to save on administrative costs. Ms. Reggiardo said each city will have to have their own contract, but staff has shared information about experiences with Zipcar, which should speed up the process.

### **Highway Program: CFP Update**

April Chan, Executive Officer, Planning and Development, said staff has been working with the ad hoc committee to look at long-term highway program needs. This presentation will be about the CFP. Notices were sent out to eligible cities, the county, and C/CAG for highway projects in need of funding over the next two years. This is an informational item and initial recommendation.

Joel Slavit, Manager, Programming and Monitoring, presented:

- Program Overview
  - Focus is to reduce congestion and improve throughput and safety on the most critical commute corridors within the county.
  - Per the voter-approved Transportation Expenditure Plan (TEP), 27.5 percent of Measure A sales tax receipts are dedicated to the highway program.
    - KCA: 17.3 percent.
    - Supplemental Roadways (SR): 10.2 percent.
  - All phases of capital development may be funded from the highway program from planning through construction.

- Process – the TA Strategic Plan calls for:
  - Funding considerations made through a CFP.
  - Project review committee assembled to evaluate applications.
  - Projects reviewed based on a set of evaluation criteria.
  - Funding recommendations anchored to the evaluation criteria.
- Evaluation Criteria:
  - Need: what and how bad the problem is in regard to congestion and safety. Pre-environmental: 35 percent. Post-environmental: 15 percent.
  - Effectiveness: how the project proposes to address the problem and the benefits it can provide. Pre-environmental: 20 percent. Post-environmental: 40 percent.
  - Readiness: if the project is ready to go and what obstacles might prevent it moving forward in a timely manner. Pre- and post-environmental: 20 percent.
  - Funding leverage: the percent of match that is proposed, including private sector contributions. Pre- and post-environmental: 10 percent.
  - Policy Consistency and Sustainability: what planning documents the project is recognized in and how well the project maximizes the efficiency of the existing roadway network as well as its link with and support of land use and economic development. Pre- and post-environmental: 15 percent.
- Project Proposals:
  - Up to \$125 million available for programming and allocation.
  - Eleven applications submitted from nine sponsors.
  - \$158 million requested.
  - \$117 million in eligible requests for Fiscal Year (FY) 2016 and FY2017 timeframe.
  - Mix of project types:
    - Six freeway interchanges.
    - Two freeway mainline projects.
    - Three arterial projects.
  - Eligible funding requests within the FY2016 and FY2017 timeframe included:
    - Preconstruction: 22 percent.
    - Right of way and construction: 78 percent.
  - Distribution of KCA and SR categories is higher on the KCA than the TEP ratio, but the SR was higher in the 2012 CFP, so it somewhat balanced out.
  - Proposals ended up with scores that fell into three general categories referred to Tier I, II, and III. Staff's draft recommendation is that the Board consider making funding awards to the projects that are part of the Tier I and Tier II groups.
    - Tier I proposals had scores within a range of 71 to 80 points and fared well with all the evaluation criteria and stood out from Tier II projects as they scored higher on readiness and funding leverage.
      - State Routes 92/82 interchange improvements
      - Highway 101/Woodside Road interchange improvements
      - Highway 101/Willow Road interchange improvements
      - Highway 101/Holly Street interchange improvements



- Tier II projects scored in the low 60s, were not as ready to go and did not provide the same amount of funding leverage as Tier I projects.
  - Highway 101 staged HOV lanes (Whipple Avenue to San Bruno)
  - Highway 101/Peninsula Avenue interchange improvements
  - Highway 101 auxiliary lanes (Oyster Point to San Francisco County line)
  - Highway 101/Produce Avenue interchange improvements
- Tier III projects scored below 50 points and did not fare as well competing at the regional level.
  - State Route 1/Manor Drive overcrossing and Milagra Drive on-ramp
  - Ralston Avenue corridor complete streets improvements
  - Railroad Avenue extension
- Highway CIP
  - Provides overview of long-term needs versus funding availability.
  - Helps to better inform current CFP.
  - Identifies policy issues for further discussion. Staff is to work with the Board ad hoc committee on future program changes and advocacy.
- Next Steps
  - September 2015: Information item to CAC, Board, and C/CAG Technical Advisory Committee.
  - September/November 2015: Highway CIP ad hoc committee to consider policy issues that may influence funding recommendations.
  - October/November 2015: Board approves 2015 Highway Program of Projects.

Director Johnson said it does not look like there is enough money available to fully fund the four Tier II projects. He would like to know what the all-in cost is and where the shortfalls are. He said he would like to know what projects staff would take off the list if the Board was to take a conservative approach and which projects staff would add if the Board was aggressive and added Tier III projects. Without knowing the all-in long-term cost the Board can't make a decision.

Director Nagel asked why U.S. 101 Willow Project is so much more expensive than the other projects and why it is a high priority. Mr. Slavitt said it is a new overcrossing being built. It scored very well against need and evaluation criteria. It is on the Highway 101 corridor and is the primary access to the Dumbarton Bridge. It is the one project in the Tier I group that did not bring a match.

Chair Matsumoto asked the Board members to contact staff with questions or feedback so staff can do the research and bring it to the Board.

Mr. Hartnett said the Highway 101 Staged HOV Lanes from Whipple Avenue to San Bruno and the Auxiliary Lanes from Oyster Point to the San Francisco County Line projects have drawn interest from State authorities, MTC and major employers in the region who are interested in having quicker action for improvements on Highway 101.

Staff has had discussions with business groups, MTC, the State, and C/CAG. Staff is hoping to get private investment for supplemental work to fund some level of improvements.

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

Gus Khouri, Khouri Consulting, said the governor vetoed AB464 because of items being considered for the 2016 ballot. AB378 is to facilitate a discussion about how to reduce congestion on Highway 101. Senate Bill 705 will include new language that will provide an exemption to the existing cap to allow San Mateo and Monterey counties to pursue a local sales tax measure up to 0.5 percent. He said there is precedent for the governor to sign legislation that pertains to one or two counties.

Mr. Khouri said the governor came out with a proposal during the special session on transportation. It is a \$3.6 billion plan, not including the \$897 million General Fund loans that will be paid back. The package totals about \$4.5 billion. This plan addresses multimodal needs. The governor plans to make an investment for transit and local streets and roads of about \$1.15 billion annually. He said \$400 million will be allocated from Cap and Trade for transit grants that can be used for operations or capital programs.

### **Capital Projects Quarterly Status Report – 4<sup>th</sup> Quarter Fiscal Year 2015**

Joe Hurley, Director, TA Program, said this report covers the fourth quarter, and there have been no stop light changes from the previous quarter.

### **REQUESTS FROM THE AUTHORITY**

None.

### **WRITTEN COMMUNICATIONS TO THE AUTHORITY**

No discussion.

### **REPORT OF LEGAL COUNSEL**

Joan Cassman, Legal Counsel, reported that there is no need for an update at this time.

### **DATE AND PLACE OF NEXT MEETING**

October 1, 2015 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070

The meeting adjourned at 6:03 p.m.

# TA CAC Chair's Report

September 3, 2015

Good evening Madame Chair and Members of the Board.

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 August 6, 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 July 2015.

**(TA Item 10a)** We received a highly informative presentation on the Alternative Congestion Relief Program - Connect Redwood City Pilot Program Findings from Melissa Reggiardo, with the District's Planning Section. The presentation covered the agency's program focus, illustrating its key findings, lessons learned and next steps for its six strategies, which included: bike share, car share, last-mile vanpool, traditional vanpool, telework and flex schedules.

The CAC was interested to hear that the Redwood City's bike ridership, although experiencing the lowest bike ridership of any location in the current program, increased 20 trips per month after making improvements with station re-locations and that plans, moving forward, will consider appropriate distances between stations for a more successful venture. However, they were also curious as to whether Redwood City would buy into the new privatized system operated by Motivate or, perhaps, choose to set up a bike operation of their own.

The CAC was also glad to hear that traditional vanpools and Zipcar are working well and that Zipcar is expanding its operations to include the Redwood City Main Library. Having been advised that the City of San Mateo may also be testing car and bike share programs, as well, the CAC thought that was a good idea and hope that the City of San Mateo pursues these programs.

**(TA Item 10b)** An excellent overview of the Measure A 2015 Highway Program Call for Projects Program (CFP) was given to the CAC by Joel Slavit, Manager of Programming and Monitoring. The presentation included the program overview, process, evaluation criteria, project proposals and the Highway CIP, as well as the next steps to be taken.

Again, as was discussed last month when the draft CIP was presented to the CAC, the issue of long term needs vs funding availability shows itself to be a critical one. The CAC understands that future project funding will call for many difficult decisions to be made, as project needs continue to far outweigh project funding.

**(TA Item 10c)** In the absence of Shweta Bhatnagar, our Government and Community Affairs Representative, the CAC received a comprehensive update on current legislation concerning transportation topics from Joe Hurley, TA Program Director. The CAC was surprised to hear that Governor Jerry Brown vetoed Assembly Speaker Mullin's Bill, AB 464, which would have increased the local sales tax cap from 2% to 3%, which would have helped ensure that all cities within the county, as well as the county itself, could absorb a local sales tax measure for transportation, among other things. We were informed other legislation is being pursued that would allow for the cap to be raised. The CAC was pleased to hear that an additional Special Session Bill SBX1-8 has been introduced by Senator Jerry Hill to help appropriate needed transportation funding. It is hoped that this new bill will be passed.

**(TA Item 10d)** The CAC received an overview of the Capital Projects Quarterly Status Report - 4th Quarter Fiscal Year 2015 from Joe Hurley, with very few questions or comments.

#### **CAC Chair's Report:**

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

1. At its board meeting last month, the High Speed Rail Authority (HSRA) kicked off the planning process with an aggressive schedule to bring High Speed Rail to the Peninsula corridor. The process raises opportunities to fund and implement grade separations, level boarding and longer platforms, which will provide more room on Caltrain, as well as faster, more accessible service and a blended service that could help on commuting between San Francisco and San Jose.

It has also been reported that the Authority is updating its schedule for the 2016 business plan, and considering initial service on the Peninsula corridor five years sooner, with service starting in 2024 rather than in 2029.

2. I also advised the CAC that there is a bill in the Assembly which is ABX1-7 by Assemblyman Nazarian (D- Van Nuys) which is a companion bill to State Senator Jerry Hill's Bill SBX1-8. Both of these bills would focus on allocating substantially more Cap and Trade funding for transit capital projects, which reduce greenhouse gas emissions. Because of the majority of the revenue supporting the Cap and Trade program is derived from transportation fuels, it would appear to make more sense to use more of the revenue to reduce transportation emissions.

Additional potential operating funding for Caltrain would be particularly helpful. Running more frequent service on Caltrain would help take more cars off the road at rush hour and help more people lead car-light and car-free lifestyles. Caltrain brings in over 60% of revenue from passengers, which is excellent for a service of this type, but that will still leave about \$25 million in public funding needed after electrification.

**1. Staff Report:**

In response to questions raised by the CAC at our last meeting, Joe reported on the operation of the ramp metering system on the 101 Corridor. Joe also advised the CAC about the details of the San Mateo County Transit District's new re-organizational structure.

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 AUGUST 31, 2015**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$11,497,146- line 7) is **better** than staff projections by \$14,059 or 0.1 percent. *Interest Income* (\$512,947 – line 2) is \$15,333 or 3.1 percent **better** than projections due to slightly higher than budgeted returns.

*Total Revenue* (\$11,497,146 - line 7) is \$315,783 or 2.8 percent **better** than prior year performance. *Sales Tax* (\$10,780,000 - line 1) is \$280,000 or 2.7 percent **better**, *Interest Income* (\$512,947 - line 2) is \$28,309 or 5.8 percent better and *Rental Income* (\$204,199 – line 4) is \$7,474 or 3.8 percent **better** than prior year.

**Expenditures:** *Total Administrative Expenses* (\$357,180 - line 22) is **better** than staff projections by \$54,158 or 13.2 percent. Within total administrative expenses, *Staff Support* (\$109,113 - line 18) is \$28,798 or 20.9 percent **better** than staff projections and *Other Admin Expense* (\$248,067 – line 20) is **better** than staff projections by \$23,985 or 8.8 percent.

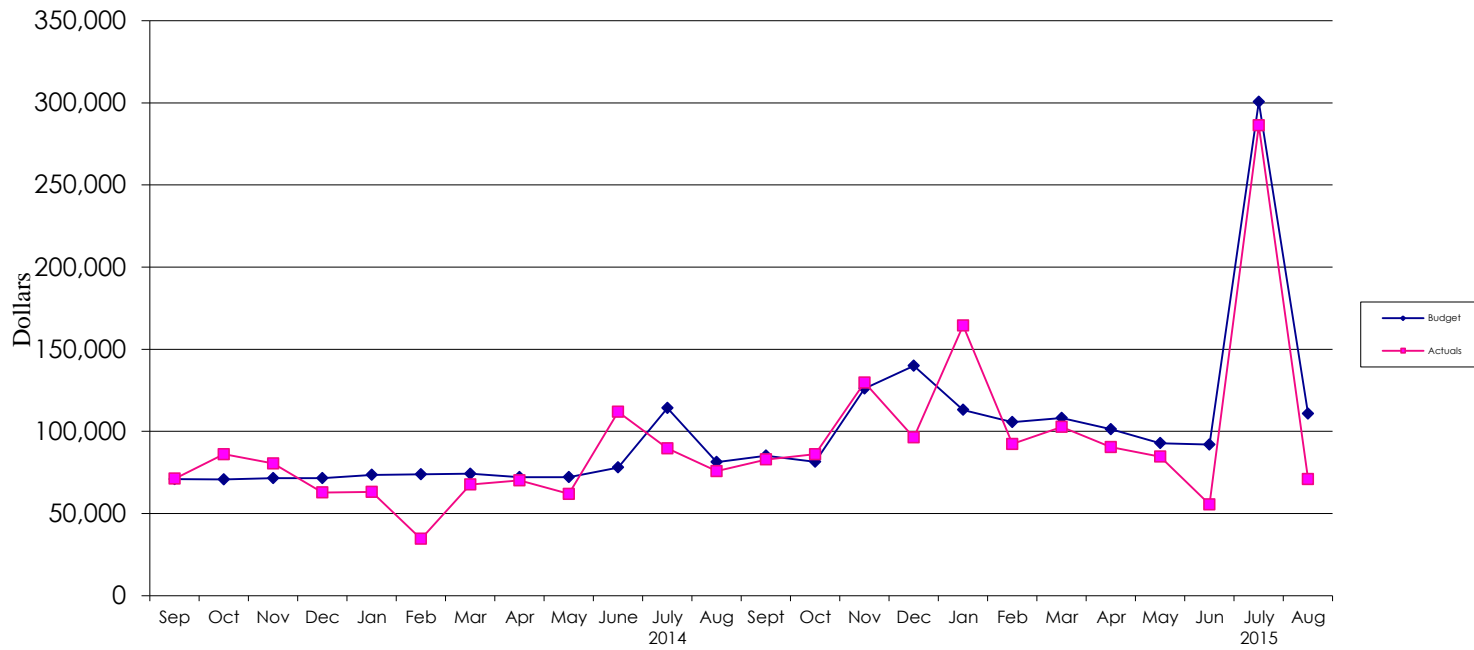
**Budget Amendment:** There are no budget revisions for the month of August 2015.

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

% OF YEAR ELAPSED: **16.7%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	5,390,000	10,500,000	10,780,000	10,780,000	100.0%	77,000,000	77,000,000	14.0%
2 Interest Income	261,386	484,638	512,947	497,614	103.1%	2,985,683	2,985,683	16.7%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	101,561	196,725	204,199	205,473	99.4%	1,232,840	1,232,840	16.6%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 <b>TOTAL REVENUE</b>	<b>5,752,947</b>	<b>11,181,363</b>	<b>11,497,146</b>	<b>11,483,087</b>	<b>100.1%</b>	<b>81,218,523</b>	<b>81,218,523</b>	<b>14.2%</b>
8								
<b>EXPENDITURES:</b>								
11 Annual Allocations	1,967,350	3,832,500	3,934,700	3,934,700	100.0%	28,105,000	28,105,000	14.0%
12								
13 Program Expenditures	1,341,681	1,677,067	1,503,301	5,649,167	26.6%	33,895,000	33,895,000	4.4%
14								
15 Oversight	28,551	72,980	90,087	197,500	45.6%	1,185,000	1,185,000	7.6%
16								
17 Administrative								
18 Staff Support	31,924	97,714	109,113	137,911	79.1%	739,869	739,869	14.7%
19 Measure A Info-Others	-	-	-	1,375	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	38,974	67,684	248,067	272,052	91.2%	595,813	595,813	41.6%
21								
22 Total Administrative	70,898	165,398	357,180	411,338	86.8%	1,352,182	1,352,182	26.4%
23								
24 <b>TOTAL EXPENDITURES</b>	<b>3,408,480</b>	<b>5,747,946</b>	<b>5,885,268 (1)</b>	<b>10,192,704</b>	<b>57.7%</b>	<b>64,537,182</b>	<b>64,537,182</b>	<b>9.1%</b>
25								
26 <b>EXCESS (DEFICIT)</b>	<b>2,344,467</b>	<b>5,433,418</b>	<b>5,611,878</b>	<b>1,290,383</b>		<b>16,681,341</b>	<b>16,681,341</b>	
27								
28 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>472,363,864</b>	<b>424,848,697</b>	<b>424,848,697</b>		<b>424,848,697</b>	<b>424,848,697</b>	
29								
30 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>477,797,282</b>	<b>430,460,575 (2)</b>	<b>426,139,080</b>		<b>441,530,038</b>	<b>441,530,038</b>	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		2,299,883					286,399,747	
35 Current Committed Fund Balance		345,051,661 (3)					64,537,182	
36 Undesignated Cash & Net Receivable		83,109,031					(5,885,268) (1)	
37 Total		<u>430,460,575 (2)</u>					<u>345,051,661 (3)</u>	
38								
39								
40								
41								
42								
43 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
44 against the annual budget. When comparing it to the amounts shown in the								
45 "% of PROJ" column, please note that individual line items reflect variations								
46 due to seasonal activities during the year.								
47								
48 * The TA Adopted Budget is the Board adopted budget effective June 5, 2015.								
49 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
50								
51								
52								
53								
54								
55								
56								
57								

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



**Current Year Data**

	Jul '15	Aug '15	Sep '15	Oct '15	Nov '15	Dec '15	Jan '16	Feb '16	Mar '16	Apr '16	May '16	Jun '16
<b>MONTHLY EXPENSES</b>												
Staff Projections	300,582	110,756										
Actual	286,281	70,899										
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	300,582	411,338										
Actual	286,281	357,180										
Variance-F(U)	14,301	54,158										
Variance %	4.76%	13.17%										





SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF AUGUST 31, 2015

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.605%	\$ 292,990,255	\$ 292,990,255
Local Agency Investment Fund	**	Liquid Cash	0.290%	\$ 9,906,512	\$ 9,906,512
Investment Portfolio	***	Liquid Cash	0.551%	\$ 154,095,208	\$ 154,095,226
Other		Liquid Cash	0.000%	\$ 2,299,883	\$ 2,299,883
				<u>\$ 459,291,858</u>	<u>\$ 459,291,876</u>

Accrued Earnings for August, 2015 \$ 272,498.39  
Cumulative Earnings FY2016 \$ 512,947.22

\* 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.

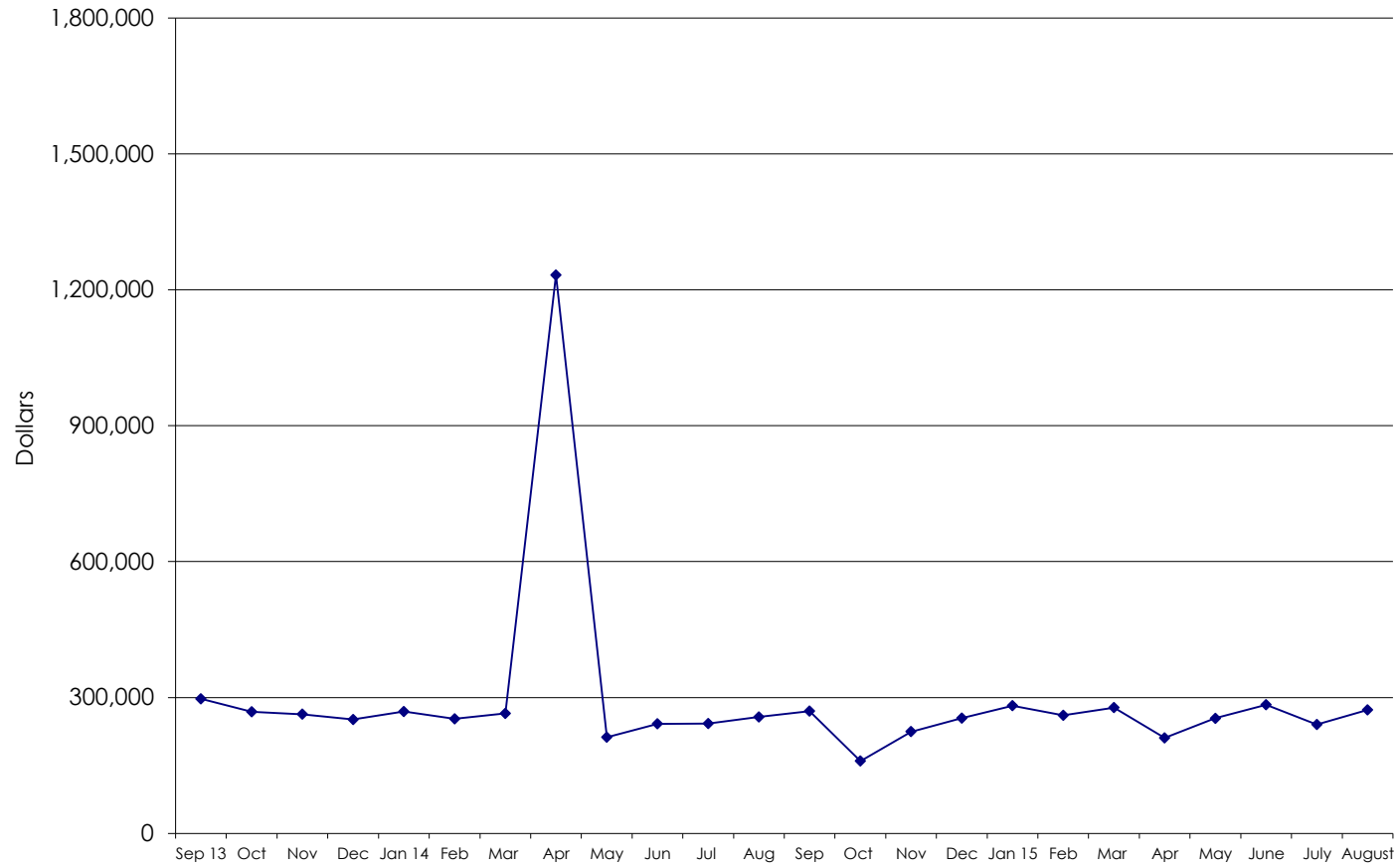
\*\* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

\*\*\* 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  
AUGUST 2015**

FY2015	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	240,488.83	240,488.83
AUGUST	272,498.39	512,987.22
SEPTEMBER		512,987.22
OCTOBER		512,987.22
NOVEMBER		512,987.22
DECEMBER		512,987.22
JANUARY		512,987.22
FEBRUARY		512,987.22
MARCH		512,987.22
APRIL		512,987.22
MAY		512,987.22
JUNE		512,987.22

## 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**  
**August 31, 2015**

DESCRIPTION	TOTAL INVESTMENT 08-31-15	INTEREST RECEIVABLE 07-31-15	PREPAID INT RECEIVABLE 07-31-15	INTEREST EARNED 08-31-15	INTEREST RECEIVED 08-31-15	ADJ.	INTEREST RECEIVABLE 08-31-15
LAIF	9,906,512.20	7,554.10	0.00	3,525.14			11,079.24
COUNTY POOL	292,990,255.44	165,686.35	0.00	180,880.23			346,566.58
BANK OF AMERICA	1,501,647.86	0.00	0.00				0.00
WELLS FARGO	62,018.97	0.00	0.00				0.00
US BANK (Cash on deposit)	736,215.91	0.00	0.00				0.00
INVESTMENT PORTFOLIO	154,095,207.87	227,929.27	0.00	88,093.02	48,250.63	0.00	267,771.66
	<u>459,291,858.25</u>	<u>401,169.72</u>	<u>0.00</u>	<u>272,498.39</u>	<u>48,250.63</u>	<u>0.00</u>	<u>625,417.48</u>

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

Interest Earned Per Report	08/31/15	272,498.39
<b>Add:</b>		
<b>Less:</b>		
Management Fees		9,250.00
Amortized Premium/Discount		(8,990.71)
Capital Gain(Loss)		0.00
Total Interest & Capital Gain(Loss)		<u>272,757.67</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	512,987.22
<b>Add:</b>	
<b>Less:</b>	
Management Fees	9,250.00
Amortized Premium/Discount	(8,990.71)
Capital Gain(Loss)	0.00
Total Interest	<u>513,246.50</u>

Balance Per Ledger as of	08/31/15	
Exp. Acct. 530011 - Amort Prem/Disc		(8,990.71)
Management Fees (530040)*		9,250.00
Int Acct. 409100 - Co. Pool		180,880.23
Int Acct. 409100 - LAIF		3,525.14
Int Acct. 409101 - Portfolio Funds		88,093.02
Gain(Loss) Acct. 405210		0.00
		<u>272,757.67</u>

**INVESTMENT PORTFOLIO**  
**August 31, 2015**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED	MARKET VALUE	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE	PREPAID INT REC'VBLE	INTEREST EARNED	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE	INT REC'VBLE LESS PREPAID	PAR VALUE	
				6-30-14	8/31/2015					7/31/2015	8/31/2015	8/31/2015			8/31/2015	8/31/2015	VALUE	
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>																		
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>																		
US TREASURY NOTE	912828TX8	02-01-13	14,998,828.13	14,967,150.00	15,006,840.00	11-15-15	0.375%	154.1096	31	21,511.57		4,738.46			26,250.03	26,250.03	15,000,000	
US TREASURY NOTE	912828VL1	12-19-13	25,057,734.38	20,025,000.00	25,051,100.00	07-15-16	0.625%	428.0822	31	33,762.73		13,162.36			46,925.09	46,925.09	25,000,000	
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	12,020,472.00	10-15-16	0.625%	205.4795	31	34,870.32		6,352.46			41,222.78	41,222.78	12,000,000	
US TREASURY NOTE	912828WX4	8/27/14	17,998,593.75	18,047,880.00	18,016,398.00	07-31-16	0.500%	246.5753	31	15,718.16		7,643.83			23,361.99	23,361.99	18,000,000	
US TREASURY NOTE	912828WF3	03-28-14	8,909,172.27	9,971,900.00	8,945,936.44	11-15-16	0.625%	152.9966	31	21,356.21		4,704.23			26,060.44	26,060.44	8,935,000.00	
US TREASURY NOTE	912828T8	03-23-15	14,830,857.42		14,831,630.55	04-30-19	1.250%	508.5616	31	78,437.33		15,636.88			94,074.21	94,074.21	14,850,000	
																	60.96%	
<b><u>U.S. GOVERNMENT AGENCIES</u></b>																		
FNMA	31398A4M1	09-13-13	10,221,000.00	10,244,600.00	10,022,820.00	10-26-15	1.625%	451.39	31	42,881.95		13,541.67			56,423.62	56,423.62	10,000,000	
FNMA	3135GOVA8	05-13-13	24,041,832.00	23,865,600.00	24,021,552.00	03-30-16	0.500%	333.33	31	40,333.33		10,000.00			50,333.33	50,333.33	24,000,000	
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	9,993,760.00	07-05-16	0.375%	104.17	31	2,708.33		3,125.00			5,833.33	5,833.33	10,000,000	
FNMA	3135 GOYE7	03-07-14	15,029,400.00	14,991,150.00	15,017,460.00	08-26-16	0.625%	260.42	31	40,364.58		7,812.50	46,875.00		1,302.08	1,302.08	15,000,000	
																	38.35%	
<b><u>COLLATERIZED MORTGAGE OBLIGATIONS</u></b>																		
FNMA	3136ANJY4	04-30-15	1,075,646.17		1,073,690.40	04-01-18	1.550%	45.85	31	0.00		1,375.63	1,375.63		0.00	0.00	1,065,000	
<b><u>CASH INVESTMENT</u></b>																		
																		0.70%
<b>MATURED/CALLED</b>																		
<b>TOTAL</b>			154,095,207.87	134,024,300.00	154,001,659.39					331,944.51	0.00	88,093.02	48,250.63	0.00	371,786.90	371,786.90	153,850,001.00	

24-Sep-15

Weighted Average Interest Rate 0.6820%

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

9/24/15 8:39 AM

Approved Budget			Receipts		Over/(Under)	Current																																										
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection																																										
<b>FY2015:</b>																																																
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	19,354,810	409,810	19,354,810																																										
<b>FY2015 Total</b>	<b>72,000,000</b>	<b>75,000,000</b>	<b>FY2015 Total</b>	<b>80,068,872</b>	<b>5,068,872</b>	<b>80,068,872</b>																																										
<b>FY2016:</b>																																																
Jul. 15	5,390,000		Sep. 15			5,390,000 (1)																																										
Aug. 15	5,390,000		Oct. 15			5,390,000 (1)																																										
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																																										
<b>FY2016 Total</b>	<b>77,000,000</b>		<b>FY2016 Total</b>	<b>0</b>	<b>0</b>	<b>77,000,000</b>																																										
<table style="width: 100%; border: none;"> <tr> <td style="width: 20%;"></td> <td style="width: 15%; text-align: right;">10,780,000</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></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: center;"><u><b>10,780,000</b></u></td> <td></td> <td colspan="4" style="text-align: center;">YTD Actual Per Statement of Revenue &amp; Expenses</td> </tr> </table>								10,780,000									1st Quarter							2nd Quarter							3rd Quarter							4th Quarter					<u><b>10,780,000</b></u>		YTD Actual Per Statement of Revenue & Expenses			
	10,780,000																																															
			1st Quarter																																													
			2nd Quarter																																													
			3rd Quarter																																													
			4th Quarter																																													
	<u><b>10,780,000</b></u>		YTD Actual Per Statement of Revenue & Expenses																																													

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF JULY 31, 20158/31/2015

Cash -- Bank of America Checking Account	1,501,647.86
Cash -- Wells Fargo Lockbox Account	62,018.97
Cash - US Bank (on deposit)	736,215.91
LAIF	9,906,512.20
County Pool	292,990,255.44
Investment Portfolio	154,095,207.87
	<hr/>
Total	<u><u>459,291,858.25</u></u>

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

Unit	Ref	Name	Amount	Method	Description
SMCTA		CANEPA, DAVID	100.00	WIRE	Board Member Compensation
SMCTA		DEPARTMENT OF TRANSPORTATION	5,155,303.97	WIRE	Capital Programs <sup>(1)</sup>
SMCTA		GROOM, CAROLE	200.00	WIRE	Board Member Compensation
SMCTA		HORSLEY, DONALD	100.00	WIRE	Board Member Compensation
SMCTA		JOHNSON, CAMERON	200.00	WIRE	Board Member Compensation
SMCTA		MATSUMOTO, KARYL M.	200.00	WIRE	Board Member Compensation
SMCTA		NAGEL, TERRY	100.00	WIRE	Board Member Compensation
SMCTA		NIHART, MARY ANN	100.00	WIRE	Board Member Compensation
SMCTA		PENINSULA CORRIDOR JOINT POWERS BOARD	1,117,516.70	WIRE	Capital Programs <sup>(2)</sup>
SMCTA		SAN MATEO COUNTY TRANSIT DISTRICT	1,025,610.72	WIRE	Staff costs, Redi-Wheels, Caltrain, etc.
SMCTA	004069	AMERICAN PLANNING ASSOCIATION	655.00	CHK	Dues and Subscriptions
SMCTA	004070	VOID		CHK	
SMCTA	004071	JACOBS ENGINEERING GROUP INC.	5,755.86	CHK	Consultants
SMCTA	004072	MR. AND MRS. ROBERT WADELL	786,786.38	CHK	Capital Programs <sup>(3)</sup>
SMCTA	004073	RASMUSSEN, PETE	62.48	CHK	Business Travel and Meeting
SMCTA	004074	DAILY JOURNAL CORPORATION	329.42	CHK	Printing and Information Services
SMCTA	004075	LAW OFFICES OF HERMAN H. FITZGERALD	475,000.00	CHK	Capital Programs <sup>(3)</sup>
SMCTA	004076	SAN CARLOS, CITY OF	255,508.22	CHK	Capital Programs <sup>(4)</sup>
SMCTA	004077	Gregory D. Rinehart & Associates	8,100.00	CHK	Capital Programs <sup>(3)</sup>
SMCTA	004078	SELF-HELP COUNTIES COALITION	4,400.00	CHK	Dues and Subscriptions
SMCTA	004079	ARRANGED4COMFORT	933.21	CHK	Office furniture
SMCTA	004080	BKF ENGINEERS	10,210.85	CHK	Consultants
SMCTA	004081	CDM SMITH, INC	23,043.86	CHK	Consultants
SMCTA	004082	DMJM HARRIS/MARK THOMAS JV	2,052.12	CHK	Consultants
SMCTA	004083	HANSON BRIDGETT MARCUS & VLAHOS	66,793.61	CHK	Legal Services
SMCTA	004084	OFFICEMAX	459.95	CHK	Office Supplies
SMCTA	004085	PENINSULA TRAFFIC CONGESTION RELIEF	226,374.91	CHK	Capital Programs <sup>(5)</sup>
SMCTA	004086	SAN MATEO, CITY OF	483,604.66	CHK	Capital Programs <sup>(6)</sup>
SMCTA	004087	URS CORPORATION	22,039.21	CHK	Consultants
			9,671,541.13		

- (1) Marsh to SM/SC Line - \$131,771.86; 101 HOB Ln Whipple-San Bruno - \$68,876.03; 101 Peninsula Ave/Poplar I/C \$42,469.38; 101 Interchange to Broadway \$4,937,623.27
- (2) FY14 Call for Projects - \$24,446.05; FY15/16 Shuttles Call for Projects - \$149,264.36; CBOSS - \$376,269.86; Electrification - 230,556.10; CalMod - \$128,451.29; EMU - \$50,525.44; 25th Avenue Grade Sep - \$151,000.31; SSF Station Improvement - \$7,003.29
- (3) 101 Broadway Interchange
- (4) 101 Holly Street Interchange
- (5) FY15/16 Shuttles Call for Projects
- (6) SR92 El Camino Real Ramp



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: April Chan  
Chief Officer, Planning, Grants and Transportation Authority

SUBJECT: **PROGRAMMING AND ALLOCATION OF MEASURE A FUNDS FOR EIGHT  
HIGHWAY PROJECTS**

**ACTION**

Staff proposes the Board approve the following:

1. Program and allocate \$108,020,000 in Original and New Measure A Highway Program funds to projects as listed in Exhibit A.
2. Authorize the Executive Director or his designee to take any actions necessary to allocate the subject funding.

**SIGNIFICANCE**

The San Mateo County Transportation Authority (TA) issued a Highway Call for Projects (CFP) in May 2015 announcing the availability of up to \$125 million in Measure A funds for Fiscal Years (FY) 2016 and 2017. The project selection committee evaluated and scored 11 applications in a total amount of \$158,086,000, in excess of the \$125 million available for the CFP.

TA staff subsequently developed a draft list of projects, consolidating them into three different tiers, based on the range of scores received. TA staff recommended that the first two tiers of projects be selected for funding award, as part of an informational item, to the TA Board at its September meeting. Exhibit A, enclosed with this report, contains a list of each of the project tiers with funding award recommendations for each project.

The Tier I group of projects are all located on or impact the heavily congested Highway 101 corridor and they fared well with the evaluation criteria and scored higher than the projects in the next group, primarily on project readiness and funding leverage. For the US 101/Willow Interchange Improvements project in Tier 1, staff is recommending \$56,400,000 instead of the \$64,400,000 included in the September 2015 Staff Report. The difference is the amount this project is currently pursuing in State Transportation Improvement Program (STIP) funds from the California Transportation Commission (CTC) to fund Caltrans's construction management costs. In the event the STIP funding is not secured with the CTC, the project sponsor would need to return to the TA Board for an increase in Measure A funding.

The Tier II projects are also located on the heavily congested Highway 101 corridor and all of these funding requests are for the environmental phase of work. The award of funding to complete the environmental phase for the Tier II projects will make them more competitive to receive potential new external sources of revenue. It will also help to better ensure that a continuous pipeline of projects can be maintained.

The Tier III projects are all located on arterial streets that either cross and/or provide direct access to the State highway system. While staff acknowledges there are local benefits to these projects, they are not recommended for funding because they did not meet the evaluation criteria as well as those in Tiers I and II, primarily for project readiness and their effectiveness in reducing congestion and improving throughput at a regional/countywide level.

Staff met with the TA Highway CIP Ad-Hoc Committee on September 23, 2015 to review the recommended project list and further discuss policy options to address issues related to the long term funding shortfall for the highway program. Staff agreed to continue efforts to better identify congestion "hot spots" to better inform policy decisions to be made as part of future Highway CFPs.

### **BUDGET IMPACT**

The total proposed programming and allocation of Measure A Highway Program funds is \$108,020,000, of which \$16,114,031 consists of Original Measure A, \$61,635,969 consists of New Measure A Key Congested Area (KCA) and \$30,270,000 consists of New Measure A Supplemental Roadway (SR) funds. There is sufficient funding capacity to fully fund the recommended projects from the Measure A Highway Program.

### **BACKGROUND**

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) KCA with 17.3 percent of the sales tax receipts, and 2) 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.

The TA Strategic Plan establishes the framework for the project selection approach for each program category. An extensive public outreach process was undertaken to develop the TA Strategic Plan, including the recent update in 2014. The CFP approach is used for the Highway Program. Project selection committees evaluate project applications based on established CFP criteria, which are published online and detailed in the CFP material. After the Board programs and allocates funds for the projects as further described in Exhibit A, staff will coordinate with sponsors to enter into funding agreements and memoranda of understanding so that work can proceed.

**San Mateo County Transportation Authority  
Measure A Highway Program Call for Projects - Final Recommendations**

Tier I Projects - Recommended for Funding								Benefits of Project	Remaining Funds Needed to Complete Project <sup>3</sup>
Project and Description	Sponsor	Sponsor Funding Request	TA Program Support <sup>1</sup>	Program and Allocate	Funding Award Details	Funding Track <sup>2</sup>	Est. Phase Completion		
<b>SR 92/82 (El Camino Real) Interchange Improvements:</b>  Conversion from a full to partial cloverleaf interchange. Realign and widen on- and off-ramps and add signalized intersections at ramp termini. Widen sidewalks and add bike lanes on SR 82.	San Mateo	\$16,000,000	\$200,000	\$16,200,000	Program and allocate \$16,200,000 for construction. Allocation conditioned on ROW certification and completion of PS&E.	KCA	Jun-18	The reconfiguration of the ramps will improve both safety and operation by eliminating the short weave movements between on- and off-ramps which contribute to queuing and spillback onto 92, resulting in congestion and a high number of accidents. Bicyclist and pedestrian movements along the El Camino Real within the interchange will be improved.	\$0
<b>US 101/Woodside Road (SR 84) Interchange Improvements<sup>4</sup>:</b>  Add vehicular lanes, sidewalks and bikeways on Woodside Road/Seaport Boulevard, expand and signalize ramp intersections, eliminate southbound off-ramp "fifth leg" at Broadway, and build a direct ramp serving Veterans Boulevard.	Redwood City	\$14,060,000	\$50,000	\$2,650,000	Program and allocate \$2,650,000 for PS&E & ROW. Allocation conditioned on completion of environmental clearance.	KCA	Oct-19	The Project will add substantial capacity and improve the operations of ramps and intersections within the interchange, reducing backups on local streets and highway. This project will reduce existing and projected congestion, which in turn will reduce delay and collision potential and improve travel and safety conditions for all modes of transportation.	\$112,334,000
<b>US 101/Willow Interchange Improvements<sup>5</sup>:</b>  Conversion from a full to partial cloverleaf interchange. Replace the existing Willow Road overcrossing with additional vehicular lanes, sidewalks on both sides and new enhanced bikeways. Realign and widen on- and off-ramps with new signals at intersections.	Menlo Park	\$64,000,000	\$400,000	\$56,400,000	Program and allocate \$56,400,000 for construction. Allocation conditioned on ROW certification and completion of PS&E.	KCA & OM	Jun-18	The Project will address operational deficiencies both on 101 and Willow Road that are caused by the short weave between on- and off-ramps. Backups and upstream queuing on 101 will be improved. Travel time will be reduced and reliability increased with these improvements. All modes of travel will realize safety and operational benefits from the widening of Willow Road through the limits of the project.	\$8 to \$10.4 million. STIP funds requested for construction management (CM) as part of 2016 STIP adoption, March 2016. Caltrans charges a lower rate for CM if STIP funds are used.
<b>US 101/Holly Street Interchange Improvements<sup>6</sup>:</b>  Conversion from a full to partial cloverleaf interchange. Realign on- and off-ramps and add signalized intersections at ramp termini. New and widened sidewalks and the addition of bike lanes. A separate pedestrian/bicycle overcrossing has been proposed as part of this project but is not eligible to be funded from the Highway Program.	San Carlos	\$13,580,000	\$150,000	\$10,720,000	Program and allocate \$10,720,000 for ROW and construction. ROW allocation conditioned on completion of environmental clearance. Construction allocation further conditioned on completion of ROW certification and completion of PS&E.	SR	Apr-18	The Project will improve operations by eliminating short weaves that result in backups on both 101 and Holly during peak periods. Ramp termini will be modified to improve safety for bicyclist and pedestrians traveling through the interchange on Holly. The project will help mitigate traffic impacts from recent and planned development near the interchange.	\$0
<b>Total Funding Requests &amp; Recommended Awards for Tier I Projects:</b>		<b>\$107,640,000</b>		<b>\$85,970,000</b>					\$120,234,000 to \$122,734,000

**Footnotes**

- 1) TA program support costs have been added to recommended project program and allocation awards where the TA is not the lead but will be providing support to the project sponsor and implementing agency.
- 2) KCA: Key Congested Areas, SR: Supplemental Roadways, OM: Original Measure A
- 3) Projected remaining funds needed to complete project after the recommended funding awards are made.
- 4) US 101/Woodside Road Interchange: Sponsor funding request includes \$3,510,000 to cover additional design costs due to scope increase and \$10,550,000 for partial ROW needs. \$1,600,000 of the \$3,510,000 funding request for design is for the PS&E phase; the remainder is for design services during construction, not projected to start until April 2020. The request for ROW includes \$1,000,000 for real estate pre-acquisition services, projected to start October 2016, and partial property acquisition, in the amount of \$9,550,000, not projected to start until October 2018. The requests for design services during construction, in the amount of \$1,900,000, and partial property acquisition, in the amount of \$9,550,000, are beyond the FY2016 and FY2017 timeframe of the current funding call.
- 5) US 101 Willow Interchange: If CTC does not approve request for STIP funds as part of 2016 STIP, a Special Circumstance allocation of \$10.4 million will be needed to fully fund the construction phase of work.
- 6) US 101/Holly Street Interchange: Only \$10,570,000 of the \$13,580,000 sponsor funding request is eligible to be funded from the Highway Program. \$3,010,000 is proposed to fund construction of a separate pedestrian/bicycle overcrossing, which is not eligible to be funded from the Highway Program.
- 7) Phase of work acronyms: PID - project initiation document, PS&E - plans, specifications and estimates, ROW - right of way

**San Mateo County Transportation Authority  
Measure A Highway Program Call for Projects - Final Recommendations**

Tier II Projects - Recommended for Funding								Benefits of Project	Remaining Funds Needed to Complete Project <sup>3</sup>
Project and Description	Sponsor	Sponsor Funding Request	TA Program Support <sup>1</sup>	Program and Allocate	Funding Award Details <sup>4</sup>	Funding Track <sup>2</sup>	Est. Phase Completion		
<b>US 101 Staged HOV Lanes (Whipple to I-380):</b>  Provide HOV and/or express (toll) lanes in both northbound and southbound directions of US 101 from Whipple Avenue to I-380 by converting existing auxiliary lanes to through-lanes by continuing them through interchanges. New auxiliary lanes to be added back where essential for maintaining freeway operations.	C/CAG	\$8,500,000	\$0	\$8,500,000	Program and allocate \$8,500,000 for environmental.	SR	Feb-18	The Project will reduce delays and improve travel time and reliability for high occupancy vehicles and transit along the 101 Corridor. It will encourage carpooling and transit use as an alternative to driving alone. It will increase person throughput	\$225,059,000
<b>US 101/Peninsula Avenue Interchange Improvements:</b>  Conversion of a partial interchange to a full interchange at Peninsula Avenue by adding new southbound on- and off-ramps and closing the southbound on- and off-ramps at East Poplar Avenue.	San Mateo	\$2,500,000	\$0	\$2,500,000	Program and allocate \$2,500,000 for environmental.	KCA	Dec-17	The Project will improve safety by facilitating the closure of the Poplar on and off ramps which have a higher than average accident rate. It will improve local circulation for all modes in the project area by converting what is currently a partial interchange to a full interchange. Eliminates the circuitous travel patterns from S/B 101 to east of 101. Improves access into north San Mateo residential and business destinations. Improves bicyclist and pedestrian circulation within the project limit.	\$78,389,000
<b>US 101 Auxiliary Lanes (Oyster Point to San Francisco County Line):</b>  Add auxiliary lanes in both the north and south bound direction of US 101 between the Candlestick Point Interchange and Oyster Point Boulevard. Includes analysis of HOV and/or express (toll) lanes in the north and southbound direction of US 101 between I-380 and the San Francisco County line.	C/CAG, South San Francisco	\$8,000,000	\$0	\$8,000,000	Program and allocate \$8,000,000 for environmental.	SR	Dec-17	The Project will help mitigate safety and operational impacts that would otherwise result from the significant volume increase forecasted within the 101 Corridor by facilitating egress and ingress from the ramps. The project will also consider HOV/express (toll) lanes, which will increase the people throughput on the corridor.	\$137,232,000
<b>US 101/Produce Avenue Interchange:</b>  Add new interchange on US 101 at Produce Avenue. Includes a new vehicular overcrossing with sidewalks and bike lanes connecting Utah Avenue, on the east side of US 101, to San Mateo Avenue, on the west side of US 101, and the reconfiguration of existing north and southbound on- and off-ramps in the vicinity.	South San Francisco	\$3,000,000	\$50,000	\$3,050,000	Program and allocate \$3,050,000 for environmental.	SR	Oct-17	The Project will provide efficient access to and from N/B and S/B 101 to a major commercial and business destination and future planned growth. It will enhance safety and operations by reducing a significant volume of truck traffic on local surface streets. The new overcrossing provides a new east-west connection across 101 that will benefit all modes of transportation.	\$146,644,000
<b>Total Funding Requests &amp; Recommended Awards for Tier II Projects:</b>		<b>\$22,000,000</b>		<b>\$22,050,000</b>					<b>\$587,324,000</b>

**Footnotes**

- 1) TA program support costs have been added to recommended project program and allocation awards where the TA is not the lead but will be providing support to the project sponsor and implementing agency.
- 2) KCA: Key Congested Areas, SR: Supplemental Roadways, OM: Original Measure
- 3) Projected remaining funds needed to complete project after the recommended funding awards are made.
- 4) Phase of work acronyms: PID - project initiation document, PS&E - plans, specifications and estimates, ROW - right of way

**San Mateo County Transportation Authority  
Measure A Highway Program Call for Projects - Final Recommendations**

Tier III Projects - Not Recommended for Funding							Remaining Funds
Project and Description	Sponsor	Sponsor Funding Request	TA Program Support <sup>1</sup>	Program and Allocate	Notes/Rationale	Funding Track <sup>2</sup>	Needed to Complete
<b>SR 1/Manor Drive Overcrossing and Milagra On-ramp<sup>4</sup>:</b>  Widen the existing Manor Drive overcrossing from Palmetto Avenue, to the west, and Oceana Boulevard, to the east, with larger turning radii at corners and new traffic signals at the intersections. A new northbound on-ramp to SR 1 at Milagra Drive is included.	Pacifica	\$19,930,000	NA	\$0	\$18.73 mil. of the funding request (\$1.8 mil for environmental, \$1.8 mil. for PS&E, \$130k for ROW & \$15.0 mil. for construction) was beyond the FY2016 and FY2017 timeframe of this funding call. Project also did not compete as well at the regional/countywide level as the Tier I and II projects.	KCA	\$23,698,000
<b>Ralston Avenue Corridor Complete Streets Improvements<sup>5</sup>:</b>  Multi-modal traffic improvements on Ralston Avenue from US 101 to SR 92 that include: adding new traffic signals, modifying signal timing of existing traffic signals, adding a roundabout at Notre Dame de Namur University, removal of on-street parking, widened sidewalks, enhanced crosswalks, new bikeways on and nearby Ralston Avenue and other Complete Street treatments.	Belmont	\$7,886,000	NA	\$0	Funding request for PS&E (\$2.245 mil.), ROW (\$250k) and construction (\$5.391 mil.) was beyond the FY2016 and FY2017 timeframe of this funding call. Project also did not compete as well at the regional/countywide level as the Tier I and II projects.	SR	\$10,085,000
<b>Railroad Avenue Extension</b>  Eastern extension of Railroad Avenue from South Linden Avenue to the intersection of East Grand and Allerton Avenues with a new undercrossing of US 101. Includes the removal of an existing Union Pacific railroad spur east of US 101.	South San Francisco	\$630,000	NA	\$0	The funding request for this project was for the planning and PID phase of work. It did not compete as well at the regional/countywide level as the Tier I and II projects.	SR	\$23,341,000
<b>Total Funding Requests &amp; Recommended Awards for Tier III Projects:</b>		<b>\$28,446,000</b>		<b>\$0</b>			<b>\$57,124,000</b>

**Footnotes**

- 1) TA program support costs have been added to recommended project program and allocation awards where the TA is not the lead but will be providing support to the project sponsor and implementing agency.
- 2) KCA: Key Congested Areas, SR: Supplemental Roadways, OM: Original Measure A
- 3) Projected remaining funds needed to complete project after the recommended funding awards are made.
- 4) SR 1/Manor Drive Overcrossing and Milagra On-ramp: Only the Planning (start May 2016) and PID (start May 2017) phases of work, in the amount of \$1,200,000, are projected to start within the FY2016 and FY2017 timeframe of the current funding call.
- 5) Ralston Avenue Complete Streets Improvements: Funding need not until FY2018 (ROW to start December 2017 and PS&E to start January 2018), which is outside the FY2016 and FY2017 timeframe of the current funding call.
- 6) Phase of work acronyms: PID - project initiation document, PS&E - plans, specifications and estimates, ROW - right of way

Total Measure A Highway Program sponsor funding requests for all projects	\$158,086,000
<b>Total Measure A Highway Program Recommended Funding Awards</b>	<b>\$108,020,000</b>

Total Original Measure A Highway Program Funds for Recommended Funding Awards	\$16,114,031
Total New Measure A Highway Program Key Congested Area Funds for Recommended Funding Awards	\$61,635,969
Total New Measure A Highway Program Supplemental Roadway Funds for Recommended Funding Awards	\$30,270,000

**RESOLUTION NO. 2015 –**

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

\* \* \*

**AUTHORIZING THE PROGRAMMING AND ALLOCATION OF \$108,020,000 IN ORIGINAL AND NEW MEASURE A HIGHWAY FUNDS FOR EIGHT PROJECTS**

**WHEREAS**, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow for the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions-and-use tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

**WHEREAS**, the Original Measure A included funding for projects under the Highway Program category, of which \$16,114,031 remains available for eligible projects; and

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

**WHEREAS**, the 2004 Transportation Expenditure Plan designates 17.3 percent of the New Measure A revenue to fund projects in Key Congested Areas and 10.2 percent of the New Measure A revenue to fund Supplemental Roadway projects under the Highway Program; and

**WHEREAS**, the TA issued a competitive Call for Projects from the Highway Program for Fiscal Year (FY) 2016 and FY2017, which yielded eleven applications for review from nine sponsors; and

**WHEREAS**, the project selection committee evaluated and scored the projects, and staff has consolidated the projects into three different tiers based on the range of scores received; and

**WHEREAS**, staff recommends the Board authorize the programming and allocation of a total of \$108,020,000 in Original and New Measure A Highway Program category funds for the Tier I and II projects as listed in Exhibit A.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby approves the Tier I and II projects as listed in Exhibit A; and

**BE IT FURTHER RESOLVED THAT** the Board of Directors hereby programs and allocates a total of \$108,020,000 in Original and New Measure A Highway Program category funds for the Tier I and II projects as listed in Exhibit A; and

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

Regularly passed and adopted this 1<sup>st</sup> day of October, 2015 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**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 bills of interest, including:

**Senate Bill (SB) 9 (Beall) - SUPPORT**

The bill amends the Transit and Intercity Rail Capital Program by allowing eligible applicants to include ferry transit systems and bus operators. The bill also allows for the multi-year commitment of funds to a project and requires the California State Transportation Agency to develop a five-year program of projects, to be updated every two years thereafter.

**SB 705 (Hill) - SUPPORT**

This bill authorizes San Mateo County to exceed the existing 2 percent local sales tax cap if needed to pursue a potential sales tax ballot measure to address local transportation needs. The bill was approved by the Legislature and is currently awaiting the governor's signature.

**Transportation Funding**

Governor Brown's \$3.6 billion proposal to fund State highways, goods movement, local streets and roads, public transit, complete streets, and early loan repayments failed to pass during the last days of regular session. Instead the Legislature is convening a Legislative Joint Transportation Infrastructure Conference Committee, which will meet during the Transportation Special Session, to help devise a new transportation funding plan. The following members have been appointed to the Joint Committee:

- Senator Jim Beall (D-San Jose) (Co-chair)
- Senator Benjamin Allen (D- Santa Monica)



- Senator Connie Leyva (D-Chino)
- Senator Anthony Cannella (R-Ceres)
- Senator Ted Gaines (R-Roseville)
- Assemblymember Jimmy Gomez (D-Northeast Los Angeles), Co-Chair
- Assemblymember Autumn R. Burke (D-Inglewood)
- Assemblymember Melissa Melendez (R-Lake Elsinore)
- Assemblymember Kevin Mullin (D-South San Francisco)
- Assemblymember Jay Obernolte (R-Big Bear Lake)

Initial hearings will begin in October in Sacramento with additional hearings taking place across the State throughout the rest of the year.

The Legislature recessed the first year of the two-year Legislative Session on September 11. The governor has until October 11 to act on legislation sent to him in the final two weeks of session. The Legislature will reconvene on January 4, 2016.

### **FEDERAL ISSUES**

#### **Positive Train Control (PTC) Mandate**

A recent Government Accountability Office report confirms that the vast majority of the nation's passenger railroads will not be able to comply with the January 1, 2016 mandate to implement PTC.

Representative Mike Quigley (D-IL) and Representative Dan Newhouse (R-WA) have asked their colleagues to join them in supporting swift action to extend the Federal deadline and avoid impacts on passenger and freight rail throughout the country.

Congress must pass a continuing resolution (CR) by October 1 to maintain spending on Federal programs, but the legislative text associated with this effort was released on September 23 without language that would extend the PTC deadline. If the deadline is not addressed in the CR, the next opportunity would be legislation to reauthorize surface transportation programs. Language extending the deadline is included in the Senate reauthorization proposal, but has not yet been incorporated in the House version.

Prepared By: Seamus Murphy, Director, Government and Community Affairs      650.508.6388

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<b>AB 4</b> <b>Linder R</b>  <b>Truck Weight Fees: bond debt service</b>	4/23/15  Assembly Transportation Committee  Two-Year Bill	<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>	
<b>AB 21</b> <b>Perea D</b>  <b>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</b>	9/11/15  Senate Floor-Inactive File  Two-Year Bill	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board (CARB) as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires CARB to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires CARB to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions.</p> <p>The bill require CARB in preparing its scoping plan to consult with specified state agencies regarding matters involving energy efficiency and the facilitation of the electrification of the transportation sector.</p> <p><b>Last amended on 5/5/15</b></p>	
<b>AB 28</b> <b>Chu D</b>  <b>Bicycle safety: rear lights</b>	9/15/15  Governor's Desk	<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 or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.</p> <p><b>Last amended on 8/31/15</b></p>	
<b>AB 156</b> <b>Perea D</b>  <b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund:</b>	8/27/15  Senate Appropriations Committee  Held in Committee	<p>Existing law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would require the department to include in the 3-year investment plan an allocation to the state board to provide technical assistance to disadvantaged communities and other communities with median incomes at or below 80 percent of the statewide median income. The state board would determine which communities require technical assistance and would assist them in proposing specified projects for inclusion in the 3-year investment plan. <b>Last amended 8/18/15</b></p>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>AB 194</b> <b>Frazier D</b></p> <p><b>HOT Lanes</b></p>	<p>9/11/15</p> <p>Governor's Desk</p>	<p>Existing law authorizes a regional transportation agency, as defined, in cooperation with the department (Caltrans) 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 authorizes regional transportation agencies and Caltrans to develop HOT lanes and other toll facilities without limitation.</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. <b>Last amended on 9/4/15</b></p>	
<p><b>AB 227</b> <b>Alejo D</b></p> <p><b>Transportation Funding</b></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. <b>Last amended on 4/15/15</b></p>	
<p><b>AB 323</b> <b>Olsen D</b></p> <p><b>CEQA Exemption: Roadway improvement</b></p>	<p>7/6/15</p> <p>Chaptered 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. <b>Last amended on 4/6/15</b></p>	
<p><b>AB 378</b> <b>Mullin D</b></p> <p><b>State Highway 101 Corridor</b></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>

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>AB 400</b> <b>Alejo D</b></p> <p><b>Changeable Message Signs</b></p>	<p>9/4/15</p> <p>Governor's Desk</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. <b>Last amended on 8/31/15</b></p>	
<p><b>AB 464</b> <b>Mullin D</b></p> <p><b>Local Sales Tax Cap</b></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%. <b>Last amended on 6/17/15.</b></p>	Support
<p><b>AB 516</b> <b>Mullin D</b></p> <p><b>Temporary License Plates</b></p>	<p>8/20/15</p> <p>Senate Floor-</p> <p>Inactive File</p> <p>Two-Year Bill</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. <b>Last amended on 7/16/15</b></p>	Support

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>AB 779</b> <b>Garcia D</b></p> <p><b>Transportation: congestion management program</b></p>	<p>8/25/15</p> <p>Senate Transportation &amp; Housing Committee</p> <p>Two-Year Bill</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. <b>Last amended on 8/19/15</b></p>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>AB 869</b> <b>Cooper D</b></p> <p><b>Public Transportation Fare Evasion</b></p>	<p>9/11/15</p> <p>Senate Floor- Inactive File</p> <p>Two-Year Bill</p>	<p>Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing.</p> <p>This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger misconduct to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions.</p> <p>The bill would also require the processing agency to dismiss the original notice of fare evasion and make no further attempts to collect the administrative penalty if the person is charged with an infraction or misdemeanor after failing to pay the administrative penalty or successfully complete the civil administrative process. The bill would require the processing agency to personally serve the person charged with an infraction or misdemeanor with a new notice of fare evasion that sets forth the criminal violation. <b>Last amended on 6/18/15</b></p>	
<p><b>AB 1098</b> <b>Bloom D</b></p> <p><b>Traffic Congestion Management</b></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. <b>Last amended 3/26/15</b></p>	
<p><b>AB 1171</b> <b>Linder R</b></p> <p><b>Construction Manager/General Contractor Method</b></p>	<p>9/3/15</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. <b>Last amended on 6/19/15</b></p>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>AB 1250</b> <b>Bloom D</b></p> <p><b>Bus Axle Weights</b></p>	<p>9/11/15</p> <p>Governor's Desk</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. <b>Last amended on 9/9/15</b></p>	
<p><b>AB 1265</b> <b>Perea D</b></p> <p><b>Public-Private Partnerships</b></p>	<p>5/28/15</p> <p>Assembly Appropriations Committee</p> <p>Held in 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. <b>Last amended on 4/29/15</b></p>	
<p><b>AB 1288</b> <b>Atkins D</b></p> <p><b>California Global Warming Solutions Act of 2006: regulations.</b></p>	<p>9/12/15</p> <p>Governor's Desk</p>	<p>Existing law establishes the State Air Resources Board, consisting of 12 members appointed by the Governor and confirmed by the Senate. Existing law requires the State Air Resources Board to take certain actions regarding air pollution.</p> <p>This bill would increase the membership of the state board to 14, with the Senate Committee on Rules and the Speaker of the Assembly each appointing one member, as provided. <b>Last amended on 9/10/15</b></p>	
<p><b>AB 1347</b> <b>Chiu D</b></p> <p><b>Public Contracts: claims</b></p>	<p>9/11/15</p> <p>Governor's Desk</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. <b>Last amended on 9/4/15</b></p>	
<p><b>AB 1364</b> <b>Linder R</b></p> <p><b>California Transportation Commission</b></p>	<p>3/23/15</p> <p>Assembly Transportation Committee</p> <p>Two-Year Bill</p>	<p>Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.</p> <p>This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government.</p>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>AB 1384</b> <b>Baker R</b></p> <p><b>Toll Facilities:</b> <b>MTC</b></p>	<p>3/2/15</p> <p>Introduced</p> <p>Two-Year Bill</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to make direct contributions to the commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues.</p> <p>This bill would make a technical, non-substantive change to this limitation on contributions.</p>	
<p><b>ACA 4</b> <b>Frazier D</b></p> <p><b>55% Threshold for Local Sales Tax Measures:</b> <b>transportation</b></p>	<p>8/27/15</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. <b>Last amended on 8/17/15</b></p>	<p>Support</p>
<p><b>ABx1 1</b> <b>Alejo D</b></p> <p><b>Transportation Funding</b></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><b>ABx1 2</b> <b>Perea D</b></p> <p><b>Public-Private Partnerships</b></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 – September

Measure	Status	Bill Summary	Position
<b>ABx1 3</b> <b>Frazier D</b>  <b>Transportation Funding</b>	9/10/15  Conference 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>	
<b>ABx1 4</b> <b>Frazier D</b>  <b>Transportation Funding</b>	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>	
<b>ABx1 6</b> <b>Hernandez D</b>  <b>Affordable Housing &amp; Sustainable Communities Program</b>	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>	
<b>ABx1 7</b> <b>Nazarian D</b>  <b>Public Transit Funding</b>	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 – September

Measure	Status	Bill Summary	Position
<p><b>ABx1 8</b> <b>Chiu D</b></p> <p><b>Diesel Sales and Use Tax</b></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><b>ABx1 13</b> <b>Grove R</b></p> <p><b>Greenhouse Gas Reduction Fund: streets and highways</b></p>	<p>8/31/15</p> <p>Introduced</p>	<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. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided.</p> <p>This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half.</p> <p>Beginning in the 2016-17 fiscal year, it would continuously appropriate 50% of the annual proceeds of the Greenhouse Gas Reduction Fund, with 50% of that appropriation to Caltrans for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes.</p>	<p>Oppose</p>

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>ABx1 23</b> <b>Garcia D</b></p> <p><b>Transportation Funding</b></p>	<p>9/4/15</p> <p>Introduced</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program (SHOPP) every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program (STIP) administered by the California Transportation Commission (CTC), which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified.</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 specified available funds to be awarded to eligible projects by the California Transportation Commission and regional transportation agencies, as specified.</p> <p>This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.</p> <p>This bill would specifically require \$125,000,000 to be appropriated annually from the State Highway Account to the Active Transportation Program, with these additional funds to be used for network grants that prioritize projects in underserved areas, as specified.</p>	
<p><b>ABx1 24</b> <b>Levine &amp; Ting D</b></p> <p><b>Bay Area Transportation Commission: election of Commissioners</b></p>	<p>9/11/15</p> <p>Introduced</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified.</p> <p>This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. Commissioners are required to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed.</p> <p>This bill, effective January 1, 2017, would delete the Bay Area Toll Authority's status as a separate entity from the Metropolitan Transportation Commission and merge the authority into the Bay Area Transportation Commission.</p>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>SB 9</b> <b>Beall D</b></p> <p><b>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program</b></p>	<p>9/10/15</p> <p>Governor's Desk</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. <b>Last amended on 9/1/15</b></p>	<p>Support</p>
<p><b>SB 16</b> <b>Beall D</b></p> <p><b>Transportation Funding</b></p>	<p>9/11/15</p> <p>Senate Floor</p> <p>Inactive File</p> <p>Two-Year</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. <b>Last amended on 6/1/15</b></p>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>SB 32</b> <b>Pavley D</b></p> <p><b>Greenhouse Gas Emissions Limits</b></p>	<p>8/20/15</p> <p>Assembly Natural Resources Committee</p> <p>Two-Year Bill</p>	<p>Requires the Air Resources Board (ARB) to approve statewide greenhouse gas (GHG) emissions limits equivalent to 40% below the 1990 level by 2030 and 80% below the 1990 level by 2050. Prohibits ARB from implementing the next update of the California Global Warming Solutions Act of 2006 (AB 32) Scoping Plan until ARB has taken specified actions, including submitting the Scoping Plan to the Legislature for review. <b>Last amended on 9/1015</b></p>	
<p><b>SB 39</b> <b>Pavley D</b></p> <p><b>Vehicles: High-occupancy vehicle lanes</b></p>	<p>6/5/15</p> <p>Assembly Transportation Committee</p> <p>Two-Year Bill</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Under existing law, until January 1, 2019, or until federal authorization expires, or until the Secretary of State receives a specified notice, those lanes may be used by certain vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). In addition, existing law authorizes the DMV to issue no more than 70,000 of those identifiers.</p> <p>This bill would increase the number of those identifiers that the DMV is authorized to issue to 85,000.</p> <p><b>Last amended on 4/8/15</b></p>	
<p><b>SB 122</b> <b>Jackson D</b></p> <p><b>CEQA: Record of Proceedings</b></p>	<p>8/20/15</p> <p>Assembly Appropriations Committee</p> <p>Suspense File</p> <p>Held in Committee</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects.</p> <p>This bill would require a lead agency to submit to the State Clearinghouse <i>those</i> environmental documents in <i>either a hard-copy or electronic form</i> as prescribed by the office. The bill would instead require the office to establish and maintain a database for the collection, storage, retrieval, and dissemination of environmental documents and notices prepared pursuant to CEQA and to make the database available online to the public. The bill would eliminate the requirement to provide copies of documents to the California State Library. The bill would require the office to submit to the Legislature a report, by July 1, 2016, describing the implementation of this requirement and a status report, by July 1, 2018. <b>Last amended on 6/1/15</b></p>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>SB 321</b> <b>Beall D</b></p> <p><b>Motor Vehicle Fuel Rate Adjustments</b></p>	<p>9/11/15</p> <p>Senate Floor</p> <p>Inactive File</p> <p>Two-Year Bill</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. <b>Last amended on 8/18/15</b></p>	<p>Support</p>
<p><b>SB 348</b> <b>Galgiani D</b></p> <p><b>CEQA Exemptions For Grade Crossings</b></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. <b>Last amended on 4/6/15</b></p>	<p>Support</p>

## SMCTA Bill Matrix – September

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

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>SB 413</b> <b>Wieckowski D</b></p> <p><b>Public Transit: prohibited conduct</b></p>	<p>9/15/15</p> <p>Governor's Desk</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><b>Last amended on 9/3/15</b></p>	



## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>SB 508</b> <b>Beall D</b></p> <p><b>Transit Operations: financial requirements</b></p>	<p>9/3/15</p> <p>Governor's Desk</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. <b>Last amended on 8/20/15</b></p>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>SB 516</b> <b>Fuller R</b></p> <p><b>Motorist Aid Program</b></p>	<p>9/1/15</p> <p>Governor's Desk</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist aid system of call boxes.</p> <p>This bill would require each service authority to determine how those moneys received by it are to be used by the service authority for the implementation, maintenance, and operations of a motorist aid system, including call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, and other transportation demand management services, and safety-related hazard and obstruction removal. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist aid system of call boxes pursuant to specified guidelines.</p> <p><b>Last amended on 8/24/15</b></p>	
<p><b>SB 698</b> <b>Cannella R</b></p> <p><b>Active Transportation Program; school safety zone funding</b></p>	<p>4/16/15</p> <p>Senate Environmental Quality Committee</p> <p>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>

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>SB 705</b> <b>Hill D</b></p> <p><b>Transactions and use taxes: County of San Mateo &amp; Transportation Agency for Monterey County</b></p>	<p>9/11/15</p> <p>Governor's Desk</p>	<p>Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%.</p> <p>Existing law, the Bay Area County Traffic and Transportation Funding Act, authorizes nine specified counties in the San Francisco Bay Area, including the County of San Mateo, to establish a county transportation authority and levy a retail transactions and use tax of either 0.5% or 1% for specified transportation purposes if certain requirements are met, including that the ordinance levying the tax meets the requirements of the Transactions and Use Tax Law and is approved by 2/3 of the electors voting on the measure.</p> <p>This bill authorizes Monterey and San Mateo counties to impose a countywide sales tax for transportation purposes (at .5 percent and .375 percent respectively) that would, in combination with all other locally imposed sales tax, exceed the 2% tax rate cap if certain requirements are met.</p>	<p>Support</p>
<p><b>SCA 7</b> <b>Huff R</b></p> <p><b>Motor Vehicle Fees &amp; Taxes</b></p>	<p>5/28/15</p> <p>Senate Transportation &amp; Housing Committee</p>	<p>Prohibits the use of truck weight fees from being used to pay down bond debt service. It also requires require that revenues derived from that portion of the vehicle license fee rate that exceeds 0.65% of the market value of a vehicle to be used for street and highway purposes. <b>Last amended on 5/28/15</b></p>	
<p><b>SBx1 1</b> <b>Beall (D)</b></p> <p><b>Transportation Funding</b></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. <b>Last amended on 7/14/15</b></p>	
<p><b>SBx1 2</b> <b>Huff (D)</b></p> <p><b>Greenhouse Gas Reduction Fund</b></p>	<p>7/6/15</p> <p>Senate Transportation &amp; 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>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>SBX1 3</b> <b>Vidak (R)</b></p> <p><b>Transportation Bonds: highways, streets, and roads projects</b></p>	<p>8/19/15</p> <p>Senate Transportation &amp; 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. <b>Last amended on 8/17/15</b></p>	<p>Oppose</p>
<p><b>SBX1 4</b> <b>Beall (D)</b></p> <p><b>Transportation Funding</b></p>	<p>9/10/15</p> <p>Conference Committee</p>	<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. <b>Last amended on 9/4/15</b></p>	
<p><b>SBX1 5</b> <b>Beall (D)</b></p> <p><b>Transportation Funding</b></p>	<p>7/16/15</p> <p>Senate Floor</p>	<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>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>SBx1 6 Runner (R)</b></p> <p><b>Greenhouse Gas Reduction Fund</b></p>	<p>9/2/15</p> <p>Senate Transportation &amp; Infrastructure Committee</p> <p>Died in 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 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>	<p>Oppose</p>
<p><b>SBx1 7 Allen (D)</b></p> <p><b>Diesel Sales and Use Tax</b></p>	<p>9/3/15</p> <p>Senate Appropriations Committee</p>	<p>Identical to ABx1 8 (Chiu). <b>Last amended on 9/3/15</b></p>	<p>Support</p>
<p><b>SBx1 8 Hill (D)</b></p> <p><b>Public Transit Funding</b></p>	<p>9/2/15</p> <p>Senate Appropriations Committee</p>	<p>Identical to ABx1 7 (Nazarian).</p>	<p>Support</p>

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>SBx1 9</b> <b>Moorlach (R)</b></p> <p><b>Caltrans</b></p>	<p>8/19/15</p> <p>Senate Transportation &amp; Infrastructure Development Committee</p> <p>Died in Committee</p>	<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 – September

Measure	Status	Bill Summary	Position
<p><b>SBX1 10</b> <b>Bates (R)</b></p> <p><b>STIP</b> <b>Program</b></p>	<p>8/20/15</p> <p>Senate Transportation &amp; Infrastructure Development Committee</p> <p>Held in 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 – September

Measure	Status	Bill Summary	Position
<p><b>SBx1 11 Berryhill (R)</b></p> <p><b>CEQA exemptions for roadway improvements</b></p>	<p>8/20/15</p> <p>Senate Transportation &amp; 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. <b>Last amended on 9/4/15</b></p>	
<p><b>SBx1 12 Runner</b></p> <p><b>California Transportation Commission</b></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. <b>Last amended on 8/20/15</b></p>	



## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>SBx1 13</b> <b>Vidak (R)</b></p> <p><b>Office of The Transportation Inspector General</b></p>	<p>9/3/15</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 build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.</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. <b>Last amended on 9/3/15</b></p>	
<p><b>SBx1 14</b> <b>Cannella (R)</b></p> <p><b>Public-Private Partnerships</b></p>	<p>8/19/15</p> <p>Senate Transportation &amp; 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>	