



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

November 5, 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 October 1, 2015
 - b. Approval of 2016 Board of Directors Meeting Calendar
 - c. Acceptance of Statement of Revenues and Expenditures for September 2015
 - d. Receive and File the Semi-Annual Measure A Program Status Report
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. San Mateo County Transit District Liaison Report – K. Matsumoto
 - a. Meeting of October 7, 2015
 - b. Meeting of November 4, 2015
8. Joint Powers Board Report – J. Hartnett INFORMATIONAL
9. Report of the Executive Director – J. Hartnett INFORMATIONAL
10. Finance
 - a. Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2015 MOTION

11. Program
 - a. 2015 Highway Program Call for Projects (October 1, 2015 Meeting Follow-Up) INFORMATIONAL
 - b. Program Report: Grade Separations Program INFORMATIONAL
 - c. Request from the City of San Mateo for \$5 Million in New Measure A Grade Separation Funds for the Design of the 25th Avenue Grade Separation Project INFORMATIONAL
 - d. Measure A Pedestrian and Bicycle Program Call for Projects INFORMATIONAL
 - e. Update on State and Federal Legislative Program INFORMATIONAL
12. Requests from the Authority
13. Written Communications to the Authority
14. Date/Time of Next Meeting: Thursday, December 3, 2015, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd 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.

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

MINUTES OF OCTOBER 1, 2015

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

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

Chair Karyl Matsumoto 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 29, 2015 (see attached).

APPROVAL OF MINUTES OF SEPTEMBER 3, 2015

Motion/Second: Canepa/Horsley

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

Abstain: Nihart

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENDITURES FOR AUGUST 2015

Motion/Second: Canepa/Horsley

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

PUBLIC COMMENT

None.

CHAIRPERSON'S REPORT

None.

HIGHWAY CAPITAL IMPROVEMENT PROJECT AD HOC COMMITTEE UPDATE

Chair Matsumoto said the ad hoc committee (Directors Cameron Johnson, Carole Groom, and Chair Matsumoto) have met with staff. There is more funding requested than available, so the committee believes the Board should pay attention to the Key Congested Areas (KCA), which in this county is Highway 101. Committees of the Board have always considered geographic equity. In this case, although there were projects in the Tier III list that could have been considered for geographic equity, the committee felt it had to promote other projects for the greater good.

Director Johnson thanked staff for their help educating him in the process. The problem is the TA does not have enough money in the short term. There is a growing congestion problem and open questions about what would be the most effective solutions. He said he is satisfied with the approach, but there are a lot of tradeoffs to be made.

Director Mary Ann Nihart said the report states almost \$20 million is requested for the State Route 1/Manor Drive Overcrossing and Milagra Onramp in Pacifica. She said the request is actually \$1.2 million. Total funding is estimated to be \$23 million, but that's

without having done design or engineering, or knowing what the California State Department of Transportation (Caltrans) will require. She said the TA has been judicious in the funding process with Measure A money. In the 2004 Transportation Expenditure Plan (TEP) under Measure A funds and the Coastside Highway Improvements, item number one is the San Pedro Creek Bridge Replacement Project and item two is the Manor Drive overcrossing. The San Pedro Creek Bridge Replacement Projects is costing less than anticipated and Pacifica will be returning almost \$2 million of Measure A funds to the TA because Pacifica sought funding from other sources, and Pacifica is requesting \$1.2 million for the Manor Drive overcrossing, which is on the Measure A funding bill. She would like the TA to support the project.

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) REPORT

The October 1 report is in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR

Jim Hartnett, Executive Director, said a train struck a car in Burlingame on Friday and staff is reviewing all processes to see what can be done to improve the response to the impacted riders. Another strike occurred today in Burlingame.

Mark Simon, Senior Advisor, Strategic Initiatives, said a group of people met in June to discuss the traffic on Highway 101. There are high-occupancy vehicle (HOV) lanes up Highway 101 until San Mateo County, and there is a concern this creates a bottleneck. There are other bottlenecks at Highway 92 and Highway 84. Assemblyman Kevin Mullin organized another meeting at which Mr. Hartnett spoke. There are two projects in the Highway Call for Projects (CFP) program the TA will review and potentially approve today that are elements of a solution. Mr. Simon said he is helping to organize other meetings with representatives of companies interested in working on solutions to this issue. There is no automatic constituency for carpool or toll lanes in this county. Data has to be gathered to establish whether carpool or toll lanes will improve traffic on Highway 101. The projects will need community and political outreach if these are true solutions. There is no plan for funding these projects, which could be \$300 million to \$500 million. There is a strong desire by private employers to financially participate because they are concerned that the congestion is putting companies at a competitive disadvantage for recruiting employees. This could be a groundbreaking opportunity for a partnership with these private employers.

Director Don Horsley said at the City/County Association of Governments (C/CAG) meeting, the indication was the average speed would only go up three miles per hour if carpool or toll lanes were implemented. Mr. Simon said there was a project initiation document that provided initial information, but the next big amount of information will come from the environmental report. It will get worse if nothing is done. There will need to be several elements to the solution.

Director Johnson asked if there was a discussion about bringing express lanes to San Mateo County and how they are working in Alameda County. Mr. Simon said that point was made by the Metropolitan Transportation Commission (MTC). The environmental work still has to be done.

Director Nihart asked if there was discussion about changing the rules of the use of the lanes. Mr. Simon said a lot of the focus was how to expedite the process. Most of issue is how to pay for it.

Director Terry Nagel said there is a huge number of new jobs in the county in comparison to few new housing units. It makes sense to study the idea of taxing companies that want to expand for the transit impact. Mr. Simon said a countywide housing taskforce has been established and they will discuss that option.

Public Comment

Andrew Boone, East Palo Alto, said he is concerned about possible expansion of Highway 101 in San Mateo County to accommodate more car traffic. This is one strategy of dealing with congestion on the highway and it won't work in the long term. There have been many decades of highway expansion and there is still terrible congestion. Reconfiguring the highway so the auxiliary lanes are through lanes will create more traffic. He asked the Board to find a way to make alternatives work.

FINANCE

Authorize Programming and Allocation of \$108,020,000 in Original and New Measure A Highway Program Funds to Eight Highway Projects

Joel Slavitt, Manager, Programming and Monitoring, presented:

- CFP Status
 - Up to \$125 million is available for programming and allocation
 - 11 applications submitted from nine sponsors
 - \$158.09 million was requested
 - \$117 million in eligible requests for Fiscal Year (FY) 2016 and FY2017 timeframe
 - Total amount for staff recommended projects: \$108.02 million
 - Panel reviewed applications based on strategic plan criteria
 - Need: 35 percent (pre-environmental clearance)/15 percent (post-environmental clearance)
 - Effectiveness: 20 percent (pre-environmental clearance)/40 percent (post-environmental clearance)
 - Readiness: 20 percent
 - Funding leverage: 10 percent
 - Policy consistency and sustainability: 15 percent
 - Relationship of Highway Capital Improvement Program with CFP process
 - Provides context for current CFP
 - Preview of future funding needs
 - Needs far outweigh projected funding
 - Needs assessment of key hotspots to be conducted for future CFPs
 - Potential changes to future selection process to better ensure delivery of projects in areas of greatest need
- Final Recommendations
 - Tier I recommended for funding
 - State Routes 92/82 interchange improvements - \$16. million
 - Highway 101/Woodside Road interchange improvements - \$2,650,000

- Highway 101/Willow Road interchange improvements - \$56.4 million
- Highway 101/Holly Street interchange improvements - \$10,720,000
- Tier II recommended for funding
 - Highway 101 staged HOV lanes (Whipple Avenue to San Bruno) - \$8.5 million
 - Highway 101/Peninsula Avenue interchange improvements - \$2.5 million
 - Highway 101 auxiliary lanes (Oyster Point to San Francisco County line) – \$8 million
 - Highway 101/Produce Avenue interchange improvements - \$3,050,000
- Tier III not recommended for funding
 - State Route 1/Manor Drive overcrossing and Milagra Drive on-ramp
 - Ralston Avenue corridor complete streets improvements
 - Railroad Avenue extension
- KCA to Supplemental Roadway (SR) Ratios
 - Expenditure Plan: KCA 63 percent/SR 37 percent
 - 2012 CFP: KCA 46 percent/SR 54 percent
 - 2015 CFP: KCA 67 percent/SR 33 percent
 - Combined CFPs: KCA 64 percent/SR 36 percent
- Schedule
 - September 2015: Informational items to Board, CAC, C/CAG Technical Advisory Committee
 - August/September 2015: Staff met with subcommittee to discuss CFP award implications
 - October 2015: Board adopts 2015 Highway Program of Projects
 - October 2015 – spring 2017: Conduct needs assessment to determine hotspots and propose policy changes to focus delivery of highway projects in areas of greatest need

Director Horsley asked where the \$19 million remaining funds would come from if the Board approved the \$1.2 million funding request for the Manor Drive project.

Director Nihart said the San Pedro Creek project had funding from One Bay Area Grants, the Safe, Accountable, Flexible Transportation Equity Act, Federal grants, and other funds that came in, which is why the city of Pacifica is able to return some of the Measure A funding that was originally allocated.

Director Horsley said the total cost of the project is \$20 million and asked what the sources of that money would be. Mr. Slavitt said the project sponsor would be eligible to come back to the TA for future CFPs, and there are a number of other sources that Director Nihart mentioned.

Director Johnson asked why funding for the Holly Street bike bridge is ineligible for Highway Program funds. He said the current status quo is dangerous. The proposal from the city was to break the bike component off to separate bikes and pedestrians from car traffic but keep the existing footprint. April Chan, Chief Officer, Planning, Grants and TA, said the recommendation does not speak to whether this is a good project. She said she recognizes the city went through an extensive planning process to

find the right solution for the area. The TA provided highway and bike and pedestrian funding for the design of the project. At the end of planning process it was determined the best solution is for a separate structure. She said looking at the intent of the Measure A Program, a separate pot of money was provided for bike and pedestrian facilities. It is clearly stated in the TEP that bike and pedestrian overcrossing projects are to be funded with the bike program funds. It was clear in the CFP process that separate bike and pedestrian overcrossing structures are not eligible under the Highway Program.

Director Johnson asked if the ineligibility is the legal standard or just an interpretation. Joan Cassman, Legal Counsel, said she would not say it is illegal, but given the confines of this CFP and the rules that were established in seeking proposals from sponsors to submit requests for grants for highway projects, staff was clear that requests should not include separate bicycle overpass facilities. She said it is the integrity of the process that must be upheld. It would be unfair to other sponsors to consider a request that does not comport to rules. She said in the Original Measure A, there was a bike and pedestrian category and was funded with 0.001 percent of the annual funding. For the New Measure A, there was a desire to support bike and pedestrian projects in a more substantial matter, and the funding elevated to 3 percent. There is a separate category for bike and pedestrian projects expressly stating the intent was for separate overpass projects. In the Highway Program, there is no discussion of separate bike overpass projects. There has been a consistent policy, precedent and practice that the TA has not used highway funds in that manner.

Director Johnson said another concern is if the two construction projects were built separately, it would result in potentially several million dollars in inefficient construction costs, but if they were done simultaneously it would save costs. He asked if staff shares that view and if the TA will take this into account when looking at bike and pedestrian sources of funding. Ms. Chan said two separate construction contracts could potentially add to the cost. She said the construction is expected to start December 2016, and there are a number of funding calls that staff will be pursuing, including the TA bike and pedestrian CFP, which will start next month. MTC and the State will start their Active Transportation Program early next year. Staff is happy to work with San Carlos to help get money from the various funding sources. She said there may be ways around the extra costs and staff can work with the city.

Ms. Chan said based on technical qualities, the Milagra Drive Project did not score well in effectiveness, readiness, or funding leverage. In terms of the benefits compared to other projects to regional traffic relief efforts, it did not score well. Staff discussed how this project could be a better competitor next time or for other funding. One way would be to increase funding brought to project. There could be some cost savings from other projects that Director Nihart mentioned, and the savings from the highway project could possibly be used for this project.

Director Nihart said this is what Pacifica voters wanted Measure A taxes for. She said the city of Pacifica has been holding onto this project for quite some time and they are only asking for \$1.2 million. It is a KCA and Pacifica is bringing \$990,000 to the table, and the city goes after other funding sources and will not rely on the TA for the entire

cost of the project. This has been considered a hazard since the 1980s. She would like this project added to the approved project list.

Director Nagel said she thought the Milagra Drive Project might help the area qualify as a Priority Development Area (PDA). Mr. Slavitt said the Milagra on and off ramp is fully funded with developer fees.

Director Nagel asked what the next opportunity for funding for highway projects will be. Mr. Slavitt said CFPs are every two years.

Director Nagel asked if there is funding left from the Original Measure A. Mr. Slavitt said there is \$16.1 million remaining.

Public Comment

Paul Krupka, Project Manager, Highway 101 Woodside Road Interchange Project for the city of Redwood City, thanked the Board. He said he is grateful for the work done on the CFP and for the staff recommendation to grant funding for the project in this cycle. This funding is critical to keep the project moving. Redwood City is making good use of the funding granted to them for the project approval and environmental document phase, and they will be bringing to the Board an overview of the draft environmental document.

Andrew Boone, East Palo Alto, said the TA already awarded highway program funds to the Holly Interchange in 2012 for the environmental review, which included the pedestrian bridge. The decision should be whether this is a good investment of \$3 million so people can cross the highway safely, which is a requirement of complete streets. This interchange can't be constructed without the separate pedestrian bridge.

Barbara Arietta, CAC Chair, said the CAC was concerned about the reason being given for the non-recommendation of the Coastside project, which was that the project did not compete as well regionally or countywide. The CAC understands the funding challenges and constraints that face the TA, but the entire CAC has concerns about the lack of geographic equity in the determination of which projects should be funded. This project is the only Coastside project applying in this CFP. There are serious transportation problems on the Coastside, and the residents are faced with no viable alternatives and must rely on driving. Because geographic equity was not used, the CAC asked this be brought back into the decision making process.

Emma Shlaes, Policy Manager, Silicon Valley Bicycle Coalition, said she does not believe the Holly Interchange bike and pedestrian overcrossing should be ineligible for highway funds. It is part of the interchange redesign. It is not a standalone bike and pedestrian overcrossing, it is part of the overall project. The TA incorporated the complete streets idea in the new Strategic Plan. If a true complete streets design cannot be achieved on the interchange, then funding should be provided to alternatives, which is the bike and pedestrian overcrossing.

Rich Hedges, Foster City, said staff picked some dangerous intersections to fix. He said at the CAC meeting, he asked the chair to talk about the Milagra Drive issue. He asked the Board to look for some opportunities to fund this project.

Chair Matsumoto said she would like to continue this discussion to the next meeting. She said the ad hoc committee thought they covered all the concerns, but some new issues have been brought up today. She said she would hope if Board members have other concerns they would bring them to staff instead of bringing them up during the Board meeting so the committee could be made aware of them.

Director Horsley said when the C/CAG Bicycle and Pedestrian Advisory Committee reviewed the Holly Interchange project, it was thought of as a single project. They were never considered as separate projects. Chair Matsumoto said when the CFP came out, that was delineated.

Director Nagel asked if it would be helpful to get the \$1.2 million for the Milagra Drive Project in order to qualify as a PDA, which would make it eligible for other funding. The gap in funding is the main question. She asked if the TA would be obligated to spend more later if the TA funded part of the project now. She asked if San Carlos would save money if the bicycle and pedestrian overcrossing was built at the same time as the rest of the project.

Ms. Chan said if a project is listed as a PDA, the chances of competing well may be increased. If this decision is delayed one month, it should be fine, but there are number of projects that have to demonstrate there is funding in order to go to Caltrans, because they have to have funding available and executed cooperative agreement before they can proceed.

Joe Hurley, Director, TA Program, said everything would be delayed. The concern is to get a solution as soon as possible for the Highway 101 corridor. The environmental document is a step in that direction, so this will delay working toward a solution.

Mr. Hartnett said one option is to move projects forward that there is a clear consensus on and delay the vote on some items that the Board still has questions on.

Director Nihart said a PDA is not required. Adding things to the intersection increases congestion. She said she won't be at the next Board meeting.

Director David Canepa thanked the ad hoc committee for identifying the area of challenge, which is Highway 101. He said as elected officials the directors look at what is best for their city, but this should be looked at from a regional perspective. He said he makes a motion to approve this item tonight and look at funding options for Milagra Drive at a future meeting.

Director Nagel said she would second the motion if the bicycle and pedestrian overcrossing at Holly Street is included to be reviewed at the next meeting.

Ms. Cassman said the Board is prepared to go forward with the recommendation that has been presented, and two items will be brought back to the Board for further consideration next month. The two items are the Milagra Drive project and the Holly Interchange bicycle and pedestrian overcrossing.

Director Groom asked for a written legal opinion on what is eligible for highway program funds.

Motion/Second: Canepa/Nagel

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

PROGRAM

Update on State and Federal Legislative Program

Gus Khouri, Khouri Consulting, said he worked closely with the Self-Help Counties Coalition on Assembly Bill 194 that would allow pursuing high-occupancy toll lanes. He worked to ensure there is an amendment in the legislation that would require cooperation between C/CAG and MTC if and when the discussion arises. That bill is before the governor and the indications are that he will sign it.

Mr. Khouri said the bill that would have raised the local sales tax cap rate from 2 to 3 percent was vetoed. Language was added to Senate Bill 705 that would allow the TA to go out for a half-cent sales tax measure at the Board's discretion. He said he got a strong indication from the governor's office that the governor would be inclined to sign the bill.

No Federal update.

REQUESTS FROM THE AUTHORITY

None.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

No discussion.

DATE AND PLACE OF NEXT MEETING

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

The meeting adjourned at 6:28 p.m.

Good evening Madame Chair and Members of the Board. I have the following to report from this past Tuesday's meeting of the CAC:

(TA Item 4a) The CAC reviewed the TA Board Minutes of September 3, 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 August 2015, without questions or comments.

(TA Item 10a) The CAC received a comprehensive presentation from Joel Slavit, Manager of Programming and Monitoring, on the Measure A 2015 Highway Program Funding Recommendations, which included a recap of the Call for Projects (CFP) Status, Final Recommendations, Key Congested Area (KCA) - Supplemental Roadway (SR) Ratios and a schedule of the timeline for completion of the various activities involved.

The CAC did vote to support the Programming and Allocation of \$108,020,000 in Original and New Measure A Highway Program Funds to Eight Highway Projects, however, it amended its supporting motion to state that it was supporting this with the additional proviso that I report to you the following comments and concerns that were brought up at our CAC meeting on Tuesday evening concerning the selection process employed for these recommended and/or denied projects.

After Joel Slavit's presentation, the CAC asked if geographical equity had been employed and was told not as part of the scoring of projects. We were told that geographic equity is monitored over multiple calls for projects to safeguard against an uneven distribution of Measure A funding and would be considered if project selection/funding became out of balance, The CAC then questioned the apparent lack of geographical equity in the decision making process, specifically in reference to the denial of the request from the coastside for improvements to the SR1/ Manor Drive Overcrossing and Milagra On-ramp in Pacifica, an area that, historically, has had extremely heavy traffic congestion, and which congestion continues to grow exponentially, as the years pass by. And, because of this continuously developing traffic congestion in the Manor District throughout the years, the Manor Drive Overcrossing has developed two very dangerous intersections adjoining it that present a very critical need for both new traffic signs and space widening, in order to protect the safety of both drivers and pedestrians.

One of the concerns brought up for discussion at the CAC was the reason being given for the non-recommendation of this particular coastside project, which was that "the project did not compete as well regionally or countywide", which leads to the following dilemma.

Even though the CAC fully understands the funding challenges and constraints that face the TA

moving forward , the entire CAC has asked me to express their concerns to you this evening concerning the apparent application, or lack thereof, of geographical equity, utilized in the determination of which current projects should be funded, in particular this project on the coastside, which is competing with projects from other regions of the county . One of the main concerns is that, in actuality, the coastside is a "region" in itself and, thus, should be competing with cities and areas within in its own "region" and not cities in other regions of the county, that is, if the TA were to employ the principle of true geographical equity...This particular coastside project is the only one from the coastside region applying in the current Call for Projects.

The serious transportation problem on the coastside is that the coastside region is populated by residents who are faced with a lack of viable alternatives and must rely heavily upon driving, and thus contributing to the increased congestion within it's own confines. Pacifica, alone, has the population of at least two peninsula cities combined, to say nothing of the amount of cars housed in the mid-coast or south coast households...

Because we were advised that geographical equity was not part of the criteria used to determine these current recommendations and non-recommendations for the Measure A Highway Program Call for Projects, the CAC has asked that I bring this issue before you this evening for your further consideration of bringing it back into the decision making process in the approval and/or denial of current projects and projects moving forward, especially concerning the current coastside project.

The crux of the matter is that the coastside projects should be competing within their own coastal region, not with peninsula projects, whose regional areas present an entire different set of transportation issues, per se. By having projects from the coastside region compete with projects from the peninsula region, as it were, coastside projects will, most likely, always "pale by comparison", and either be greatly cut back or not be recommended at all... due to either expedient circumstances, and/or possible size of project

The CAC thanks you for your consideration this evening of this issue and the CAC's request to give further thought into putting Geographical Equity back into the decision making process, as a criteria for project recommendations, before making a final decision when it comes to approving or denying projects in the Measure A Highway Program Call for Projects, both in this instance and moving forward.

(TA Item 11a) The CAC received a comprehensive update from Schweta Bhatnagar, Government Affairs Officer. Her report went into detail about the state issues and federal issues that the staff continues to monitor including Senator Beal's SB 9 and Senator Hill's SB 705. The CAC was also advised that Governor Brown's \$3.6 billion proposal to fund State highways, goods movement, local streets and roads, public transit, complete streets and loan repayments failed to pass during the last days of regular session. However, the CAC was glad to hear that the Legislature has created a specific new

committee, which will meet during the Transportation Special Session, in order to help devise a transportation funding plan.

CAC Chair's Report:

In my own Chair's Report to the CAC I advised the following:

Our former member, Jim Bigelow, has recently reported to me that he was invited to a U.S. Dept. of Transportation (DOT) Forum in Sacramento. This was the first of 11 "Megaregion" forums to be hosted by the DOT for key areas in the United States. This was a meeting to look ahead for 30 years and provide input into the issues facing transportation mobility in the U.S. Our Megaregion, according to the DOT, includes Reno, Sacramento and the Bay Area.

Jim has asked the CAC to review that report and provide responses to the DOT directly. The report can be accessed as a Draft Report of 260 pages or as a Blue Paper, which is more of an Executive Summary from the DOT's website at [Beyond Traffic: US DOT's 30 Year Framework for the Future](#).

Jim advises that the DOT is looking for input on this report and is looking for responses and suggestions from the general public that will eventually go to a final report.

Staff Report:

Joe informed the CAC of a meeting that occurred on September 15 chaired by Assembly Member Mullin which was attended by a number of stakeholders that are working to identify and advance solutions to the congestion on the 101 Corridor.

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: Martha Martinez
Executive Officer,
District Secretary/Executive Administration

SUBJECT: **2016 BOARD OF DIRECTORS MEETING CALENDAR**

ACTION

Staff recommends the Board approve the Meeting Calendar for 2016 (attached).

SIGNIFICANCE

The Board of Directors monthly meeting is scheduled for the first Thursday of each month at 5:00 p.m.

BUDGET IMPACT

There is no impact on the budget.

Prepared by: Josh Averill, Assistant District Secretary

650-508-6223



Board Meeting Calendar for 2016

Thursday – 5 PM
January 7
February 4
March 3
April 7
May 5
June 2
July 7
August 4
September 1
October 6
November 3
December 1

The Board meets the first Thursday of the month.

All meetings are held at 1250 San Carlos Ave., Second Floor, San Carlos, CA 94070.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
SEPTEMBER 30, 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* (\$19,186,575 - line 7) is **better** than staff projections by \$524,611 or 2.8 percent. *Sales Tax* (\$18,073,633 – line 1) is **better** than staff projections by \$466,300 or 2.6 percent and *Interest Income* (\$807,253 – line 2) is \$60,832 or 8.1 percent **better** than projections due to higher than budgeted returns.

Total Revenue (\$19,186,575 - line 7) is \$226,675 or 1.2 percent **better** than prior year performance. *Sales Tax* (\$18,073,633 - line 1) is \$153,233 or 0.9 percent **better**. *Interest Income* (\$807,253 - line 2) is \$59,684 or 8.0 percent better and *Rental Income* (\$305,688 – line 4) is \$13,757 or 4.7 percent **better** than prior year.

Expenditures: *Total Administrative Expenses* (\$428,713 - line 22) is **better** than staff projections by \$74,586 or 14.8 percent. Within total administrative expenses, *Staff Support* (\$151,999 - line 18) is \$47,568 or 23.8 percent **better** than staff projections and *Other Admin Expense* (\$276,714 – line 20) is **better** than staff projections by \$25,643 or 8.5 percent.

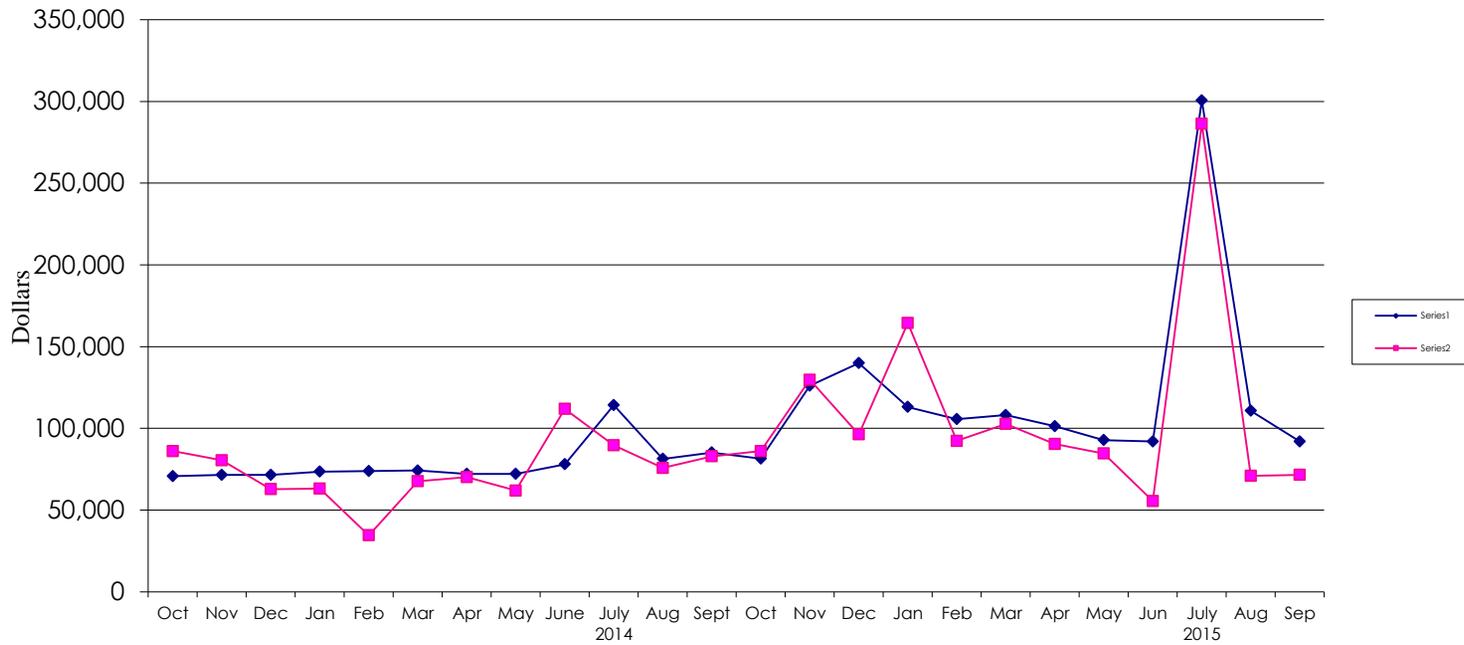
Budget Amendment: There are no budget revisions for the month of September 2015.

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

% OF YEAR ELAPSED: 25.0%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	7,293,633	17,920,400	18,073,633	17,607,333	102.6%	77,000,000	77,000,000	22.9%
2 Interest Income	301,334	747,569	807,253	746,421	108.1%	2,985,683	2,985,683	25.0%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	100,614	291,931	305,688	308,210	99.2%	1,232,840	1,232,840	24.8%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 TOTAL REVENUE	7,695,580	18,959,900	19,186,575	18,661,964	102.8%	81,218,523	81,218,523	23.6%
8								
EXPENDITURES:								
11 Annual Allocations	1,126,026	6,540,946	6,596,876	6,426,677	102.6%	28,105,000	28,105,000	23.5%
12								
13 Program Expenditures	3,855,885	4,812,544	6,155,509	8,473,750	72.6%	33,895,000	33,895,000	18.2%
14								
15 Oversight	58,891	106,149	172,570	296,250	58.3%	1,185,000	1,185,000	14.6%
16								
17 Administrative								
18 Staff Support	42,886	142,546	151,999	199,567	76.2%	739,869	739,869	20.5%
19 Measure A Info-Others	-	86	-	1,375	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	28,647	105,620	276,714	302,357	91.5%	595,813	595,813	46.4%
21								
22 Total Administrative	71,533	248,252	428,713	503,299	85.2%	1,352,182	1,352,182	31.7%
23								
24 TOTAL EXPENDITURES	5,112,335	11,707,891	13,353,668 (1)	15,699,976	85.1%	64,537,182	64,537,182	20.7%
25								
26 EXCESS (DEFICIT)	2,583,245	7,252,009	5,832,907	2,961,988		16,681,341	16,681,341	
27								
28 BEGINNING FUND BALANCE	Not Applicable	472,363,864	468,999,453	424,848,697		424,848,697	424,848,697	
29								
30 ENDING FUND BALANCE	Not Applicable	479,615,873	474,832,360 (2)	427,810,685		441,530,038	441,530,038	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		1,247,524					331,485,040	
35 Current Committed Fund Balance		382,668,555 (3)					64,537,182	
36 Undesignated Cash & Net Receivable		90,916,281					(13,353,668) (1)	
37 Total		<u>474,832,360 (2)</u>					<u>382,668,555 (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 4, 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
MONTHLY EXPENSES												
Staff Projections	300,582	110,756	91,961									
Actual	286,281	70,899	71,533									
CUMULATIVE EXPENSES												
Staff Projections	300,582	411,338	503,299									
Actual	286,281	357,180	428,713									
Variance-F(U)	14,301	54,158	74,586									
Variance %	4.76%	13.17%	14.82%									



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF SEPTEMBER 30, 2015

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.605%	\$ 299,295,852	\$ 299,295,852
Local Agency Investment Fund	**	Liquid Cash	0.290%	\$ 8,906,512	\$ 8,906,512
Investment Portfolio	***	Liquid Cash	0.551%	\$ 154,519,317	\$ 154,853,865
Other		Liquid Cash	0.000%	\$ 1,247,526	\$ 1,247,526
				<u>\$ 463,969,207</u>	<u>\$ 464,303,755</u>

Accrued Earnings for September, 2015	\$ 292,871.01
Cumulative Earnings FY2016	\$ 807,293.41

* County Pool average yield for the month ending September 30, 2015 was 0.847%. As of September, 2015 the total cost of the Total Pool was \$3,910,977,394.69 and the fair market value per San Mateo County Treasurer's Office was \$3,925,247,524.54

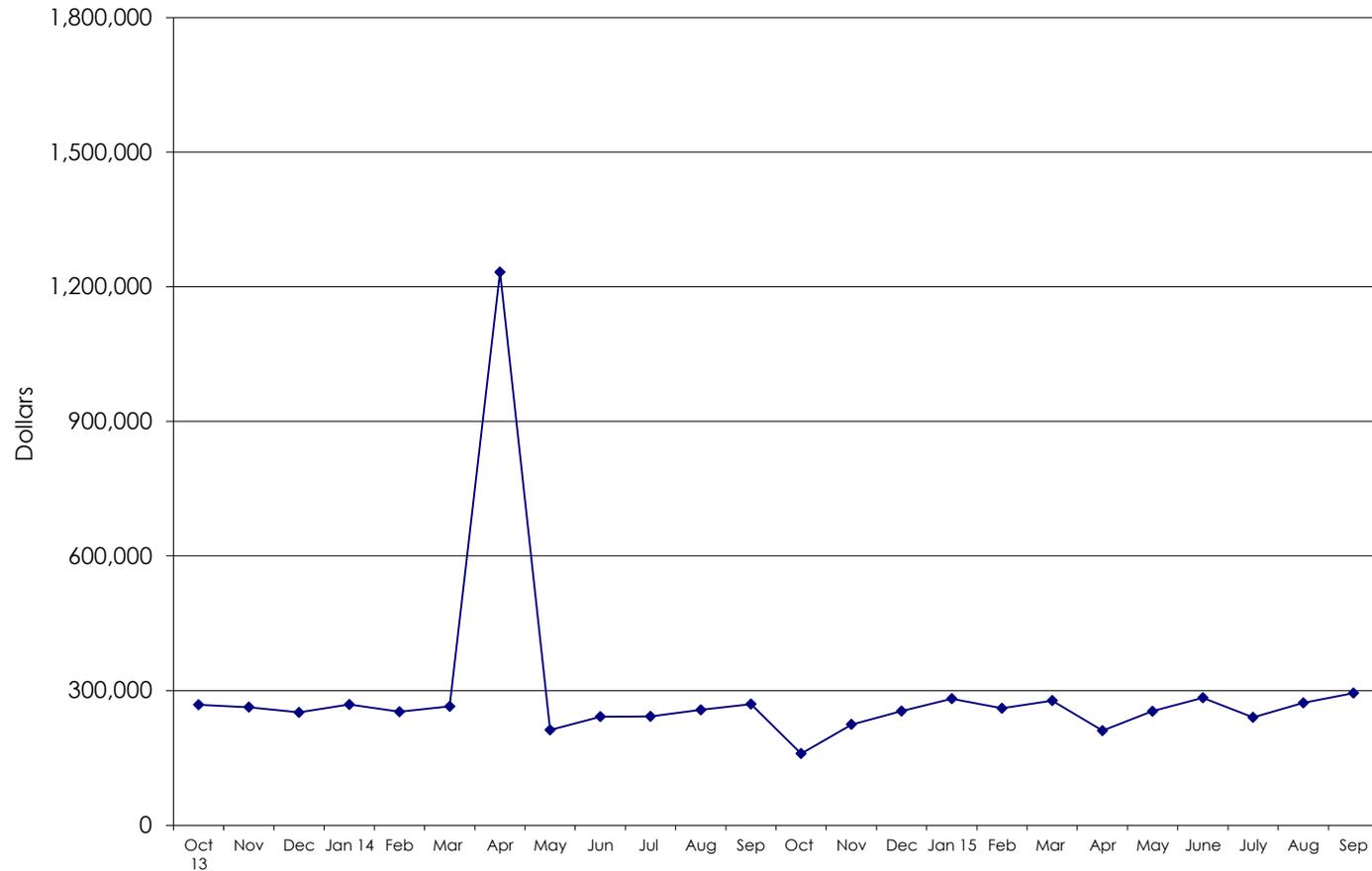
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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
SEPTEMBER 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	294,306.19	807,293.41
OCTOBER		807,293.41
NOVEMBER		807,293.41
DECEMBER		807,293.41
JANUARY		807,293.41
FEBRUARY		807,293.41
MARCH		807,293.41
APRIL		807,293.41
MAY		807,293.41
JUNE		807,293.41

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
September 30, 2015

DESCRIPTION	TOTAL INVESTMENT 09-30-15	INTEREST RECEIVABLE 08-31-15	PREPAID INT RECEIVABLE 08-31-15	INTEREST EARNED 09-30-15	INTEREST RECEIVED 09-30-15	ADJ.	INTEREST RECEIVABLE 09-30-15
LAIF	8,906,512.20	11,079.24	0.00	2,494.68			13,573.92
COUNTY POOL	299,295,851.67	346,566.58	0.00	204,847.33			551,413.91
BANK OF AMERICA	1,061,835.72	0.00	0.00				0.00
WELLS FARGO	13,487.00	0.00	0.00				0.00
US BANK (Cash on deposit)	172,201.63	0.00	0.00				0.00
INVESTMENT PORTFOLIO	154,519,317.24	267,771.66	0.00	86,964.18	61,864.83	0.00	292,871.01
	<u>463,969,205.46</u>	<u>625,417.48</u>	<u>0.00</u>	<u>294,306.19</u>	<u>61,864.83</u>	<u>0.00</u>	<u>857,858.84</u>

SEPTEMBER 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	09/30/15	294,306.19
Add:		
Less:		
Management Fees		(9,250.00)
Amortized Premium/Discount		(8,990.71)
Capital Gain(Loss)		0.00
Total Interest & Capital Gain(Loss)		<u>276,065.48</u>

YEAR TO DATE -- SUMMARY

Interest Earned	807,293.44
Add:	
Less:	
Management Fees	(27,750.00)
Amortized Premium/Discount	(26,972.14)
Capital Gain(Loss)	0.00
Total Interest	<u>752,571.30</u>

Balance Per Ledger as of	09/30/15	
Exp. Acct. 530011 - Amort Prem/Disc		(26,972.14)
Management Fees (530040)*		(27,750.00)
Int Acct. 409100 - Co. Pool		532,178.15
Int Acct. 409100 - LAIF		11,456.65
Int Acct. 409101 - Portfolio Funds		263,618.61
Gain(Loss) Acct. 405210		0.00
		<u>752,531.27</u>

**INVESTMENT PORTFOLIO
September 30, 2015**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	PREPAID	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED	VALUE					REC'VBLE	INT REC'VBLE	EARNED			RECEIVED	REC'VBLE	
SECURITIES MANAGED BY INVESTMENT ADVISOR:																	
U.S. TREASURY NOTES AND BONDS																	
US TREASURY NOTE	912828TX8	02-01-13	14,999,203.13	14,967,150.00	15,003,985.73	11-15-15	0.375%	154.1096	30	4,738.46		4,451.08	715.35		8,474.19	8,474.19	15,000,000
US TREASURY NOTE	912828VL1	12-19-13	25,057,734.38	20,025,000.00	25,059,250.00	07-15-16	0.625%	428.0822	30	13,162.36		12,737.78			25,900.14	25,900.14	25,000,000
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	12,027,348.00	10-15-16	0.625%	205.4795	30	6,352.46		6,147.54			12,500.00	12,500.00	12,000,000
US TREASURY NOTE	912828WX4	8/27/14	17,998,593.75	18,047,880.00	18,024,966.00	07-31-16	0.500%	246.5753	30	7,643.83		7,397.26			15,041.09	15,041.09	18,000,000
US TREASURY NOTE	912828WF3	03-28-14	8,909,172.27	9,971,900.00	8,955,130.56	11-15-16	0.625%	152.9966	30	4,704.23		4,552.48			9,256.71	9,256.71	8,935,000
US TREASURY NOTE	912828ST8	03-23-15	14,830,857.42		14,929,670.25	04-30-19	1.250%	508.5616	30	15,636.88		15,132.48			30,769.36	30,769.36	14,850,000
US TREASURY NOTE	912828F62	9-8-15	11,245,062.50		11,323,524.80	10-31-19	1.500%	460.2740	30	0.00		10,621.32	(60,260.87)		70,882.19	70,882.19	11,200,000
																	67.58%
U.S. GOVERNMENT AGENCIES																	
FNMA	31398A4M1	09-13-13	10,019,500.00	10,244,600.00	10,019,500.00	10-26-15	1.625%	451.39	30	13,541.67		3,611.11	60,034.72		(42,881.94)	(42,881.94)	10,000,000
FNMA	3135GOVA8	05-13-13	24,041,832.00	23,865,600.00	24,030,864.00	03-30-16	0.500%	333.33	30	10,000.00		10,000.00	60,000.00		(40,000.00)	(40,000.00)	24,000,000
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	10,000,210.00	07-05-16	0.375%	104.17	30	3,125.00		3,125.00			6,250.00	6,250.00	10,000,000
FNMA	3135 GOYE7	03-07-14	15,029,400.00	14,991,150.00	15,025,305.00	08-26-16	0.625%	260.42	30	7,812.50		7,812.50			15,625.00	15,625.00	15,000,000
																	31.73%
COLLATERIZED MORTGAGE OBLIGATIONS																	
FNMA	3136ANJY4	04-30-15	1,075,646.17		1,073,938.55	04-01-18	1.550%	45.85	30	1,375.63		1,375.63	1,375.63		1,375.63	1,375.63	1,065,000
CASH INVESTMENT																	
																	0.69%
MATURED/CALLED																	
US TREASURY NOTE	912828TX8	02-01-13	(600,328.13)		(600,328.13)	11-15-15			8								(600,000)
FNMA	31398A4M1	09-13-13	(10,019,500.00)		(10,019,500.00)	10-26-15			8								(10,000,000)
TOTAL			<u>154,519,317.24</u>	<u>134,024,300.00</u>	<u>154,853,864.76</u>					<u>88,093.02</u>	<u>0.00</u>	<u>86,964.18</u>	<u>61,864.83</u>	<u>0.00</u>	<u>113,192.37</u>	<u>113,192.37</u>	<u>154,450,000.00</u>

27-Oct-15

Weighted Average Interest Rate 0.6793%

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

10/27/15 10:48 AM

Approved Budget			Receipts		Over/(Under)	Current																																										
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection																																										
FY2015:																																																
1st Quarter	17,150,000	18,948,951	1st Quarter	19,884,600	935,649	19,884,600																																										
2nd Quarter	18,405,000	19,606,049	2nd Quarter	22,629,401	3,023,352	22,629,401																																										
3rd Quarter	17,500,000	17,500,000	3rd Quarter	18,200,061	700,061	18,200,061																																										
4th Quarter	18,945,000	18,945,000	4th Quarter	20,260,116	1,315,116	20,260,116																																										
FY2015 Total	72,000,000	75,000,000	FY2015 Total	80,974,178	5,974,178	80,974,178																																										
FY2016:																																																
Jul. 15	5,390,000		Sep. 15	5,856,300	466,300	5,856,300 (1)																																										
Aug. 15	5,390,000		Oct. 15			5,390,000																																										
Sep. 15	6,827,333		Nov. 15			6,827,333																																										
1st Qtr. Adjustment			Dec. 15			0																																										
3 Months Total	17,607,333			5,856,300	466,300	18,073,633																																										
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			5,856,300	466,300	36,969,434																																										
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			5,856,300	466,300	56,136,274																																										
Apr. 16	6,884,826		Jun. 16			6,884,826																																										
May 16	6,997,760		Jul. 16			6,997,760																																										
Jun. 16	7,447,440		Aug. 16			7,447,440																																										
4th Qtr. Adjustment			Sep. 16			0																																										
FY2016 Total	77,000,000		FY2016 Total	5,856,300	466,300	77,466,300																																										
<table style="width: 100%; border: none;"> <tr> <td style="width: 20%;"></td> <td style="width: 15%; text-align: right;">18,073,633</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>18,073,633</u></td> <td></td> <td>YTD Actual Per Statement of Revenue & Expenses</td> <td></td> <td></td> <td></td> </tr> </table>								18,073,633									1st Quarter							2nd Quarter							3rd Quarter							4th Quarter					<u>18,073,633</u>		YTD Actual Per Statement of Revenue & Expenses			
	18,073,633																																															
			1st Quarter																																													
			2nd Quarter																																													
			3rd Quarter																																													
			4th Quarter																																													
	<u>18,073,633</u>		YTD Actual Per Statement of Revenue & Expenses																																													

(1) Accrued

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

	<u>9/30/2015</u>
Cash -- Bank of America Checking Account	1,061,835.72
Cash -- Wells Fargo Lockbox Account	13,487.00
Cash - US Bank (on deposit)	172,201.63
LAIF	8,906,512.20
County Pool	299,295,851.67
Investment Portfolio	154,519,317.24
	<hr/>
Total	<u><u>463,969,205.46</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
September 2015

Unit	Ref	Name	Amount	Method	Description
SMCTA		MATSUMOTO, KARYL M.	100.00	WIRE	Board Member Compensation
SMCTA		JOHNSON, CAMERON	100.00	WIRE	Board Member Compensation
SMCTA		GROOM, CAROLE	100.00	WIRE	Board Member Compensation
SMCTA		NAGEL, TERRY	100.00	WIRE	Board Member Compensation
SMCTA		MATSUMOTO, KARYL M.	100.00	WIRE	Board Member Compensation
SMCTA		JOHNSON, CAMERON	100.00	WIRE	Board Member Compensation
SMCTA		HORSLEY, DONALD	100.00	WIRE	Board Member Compensation
SMCTA		GROOM, CAROLE	100.00	WIRE	Board Member Compensation
SMCTA		CANEPA, DAVID	100.00	WIRE	Board Member Compensation
SMCTA	004093	CITY OF PACIFICA	1,077,600.03	CHK	Capital Programs ⁽¹⁾
SMCTA	004092	URS CORPORATION	57,120.87	CHK	Consultants
SMCTA	004091	NORTH AMERICAN TITLE	1,249.00	CHK	Capital Programs ⁽²⁾
SMCTA	004090	OFFICEMAX	238.39	CHK	Office Supplies
SMCTA	004089	HNTB CORPORATION	1,036.44	CHK	Consultants
SMCTA	004088	BRISBANE, CITY OF	25,070.00	CHK	Capital Programs ⁽³⁾
			1,163,214.73		

- (1) San Pedro Creek/Rte 1 Bridge Replacement
(2) 101 Broadway Interchange
(3) 101 Interchange - Candlestick

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **MEASURE A SEMI-ANNUAL PROGRAM STATUS REPORT**

ACTION

Staff recommends the Board receive and file the semi-annual Measure A Program Status Report.

SIGNIFICANCE

The semi-annual program status report provides an overview of the eight program categories under the Original Measure A and six program categories under the New Measure A. The report summarizes the following:

- General program status
- Total projected revenues
- Previously committed funds
- Available funding for new commitments and allocations

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

This report is presented to the Board around the end of every winter and summer. This report complements the Capital Project Quarterly Status Report the Board currently receives that focuses on progress of specific capital projects within the Measure A programs.



SAN MATEO COUNTY
Transportation
Authority

Measure A

Program Status Report

Semi-Annual Report

(As of June 30, 2015)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of June 30, 2015)

Program	Exp. Plan %	General Status	In Thousands of \$ (\$1,000)		
			Total Funds Collected (1989-2008) ³	Budgeted/ Expended Funds ⁴	Available Funding ⁵
1. Caltrain ^{1,2}	N/A	- Available funding for Caltrain systemwide and county specific improvements - TA Board programmed and allocated \$49.1 million in Caltrain Program funds for the South San Francisco Caltrain Station Improvement Project in February 2015 (Resolution 2015-04), \$32.6 million is being funded from original measure funds - Budgeted funding includes the \$60 million San Mateo County share commitment to the Caltrain Modernization Program	\$ 334,182	\$ 285,019	\$ 49,163
2. Paratransit	N/A	- Program completed	56,113	56,113	-
3. Dumbarton Rail ²	N/A	- Funding from this category was used for the purchase of the right of way for future rail service - Dumbarton Rail Project is on hold in environmental/conceptual engineering phase	24,679	24,679	-
4. Highway	N/A	- Projects with budgeted funds in progress	358,075	356,673	1,402
5. Local Streets and Roads	20%	- Program completed	203,264	203,264	-
6. Caltrain Grade Separation	N/A	- Program funds fully expended	234,927	234,927	-
7. Bicycle Transportation	N/A	- Program completed	120	120	-
8. Transportation System Management	N/A	- Program completed	7,121	7,121	-
Total:			\$ 1,218,481	\$ 1,167,916	\$ 50,565

1 TA Board redirected \$2.5 million from the Highway Program to the Caltrain Program (December 2008, TA Resolution 2008-23).

2 TA Board redirected \$50 million from the Grade Separation program to the Caltrain Program (December 1998, TA Resolution 1998-34). Prior notations stating this funding was redirected to the Dumbarton Rail Program were in error.

3 Collection of sales taxes ended on December 31, 2008 for Original Measure A projects. Collected funds includes interest and rental income earned.

4 Budgeted and expended funds represents all prior commitments (including programmed, allocated, budgeted and unspent funds).

5 Available funding represents amount available for TA Board to make new funding commitments and decisions.

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of June 30, 2015)

Program	Exp. Plan %	Implementation Process ¹	General Status	In Thousands of \$ (\$1,000)		
				Total Estimated Revenue (2009-2033) ²	Funds Collected to date ³	Budgeted/ Expended Funds ⁴
1. Transit						
<i>Caltrain</i>	16%	Plan-Based	- Annual allocation of 50% for operations and 50% for capital projects - TA Board programmed and allocated \$49.1 million in Caltrain Program funds for the South San Francisco Caltrain Station Improvement Project in February 2015 (Resolution 2015-04), \$16.5 million is being funded from new measure funds - Capital projects in process per JPB's Local Share and County specific Project Work Program	\$ 240,000	\$ 72,116	\$ 71,840
<i>Local Shuttle</i>	4%	Call for Projects	- TA Board allocated \$94,182 to the Peninsula Traffic Congestion Relief Alliance in January 2015 for the Bayside Technology Park Shuttle (Resolution 2015-01) - 29 Measure A funded shuttles in operation as of June 2015	60,000	18,029	14,934
<i>Accessible Services</i>	4%	TBD	- Annual distribution to Samtrans for paratransit services - Expanding program to include other complementary services is on hold	60,000	18,029	18,029
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- South San Francisco ferry terminal construction previously reported as complete - 50% of ferry program funds reserved for Redwood City ferry project	30,000	9,014	8,091
<i>San Mateo County/ SFO BART Extension</i>	2%	Agreement-Based	- Annual distribution to BART for BART to SFO segment expenses	30,000	9,014	9,014
<i>Dumbarton Rail Corridor</i>	2%	TBD	- Project on hold in environmental/conceptual engineering phase - Funding decisions on hold	30,000	9,014	4
2. Highway	27.5%	Call for Projects	- Projects with budgeted funds in progress - \$700,000 of programmed funds remaining from \$2 million already allocated to the Staged US 101 HOV Lanes (Whipple to San Bruno) Project Study Report were reallocated in May 2015 to fund further technical studies (Resolution 2015-11) - \$1.5 million of programmed funds were allocated in June 2015 for the Project Approval/Environmental Document (PA&ED) phase for the US 101/Holly St. Interchange Project (Resolution 2015-13) - 2015 Highway Program Call for Projects released in May 2015	413,000	123,947	97,762
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements	338,000	101,411	101,411
4. Grade Separation	15%	TBD	- Projects with allocated funds from the FY2014 Solicitation of Candidate Projects in progress	225,000	67,607	53,929
5. Pedestrian and Bicycle	3%	Call for Projects	- Projects with allocated funds from the FY2012 & 2013 and FY2014 & 2015 Calls for Projects in progress	45,000	13,521	11,738
6. Alternative Congestion Relief	1%	Plan-Based	- Commute.org/Alliance TDM work programs ongoing - Plan to be prepared to guide future project evaluation and selection process	15,000	4,507	3,064
Total:				\$ 1,486,000	\$ 446,209	\$ 389,816

¹ Based on TA Board adopted Implementation Plan (2009)

² Estimate based on annual revenues of \$60 million per year (2004 Measure A Expenditure Plan).

³ Collection of funds began on January 1, 2009. The total represents unaudited actuals through June 2015.

⁴ Budgeted and expended funds represents all prior commitments.

**Liaison Report (Karyl Matsumoto)
Summary of San Mateo County Transit District's (District)
Meeting of October 7, 2015**

**AGENDA ITEM # 7 (a)
NOVEMBER 5, 2015**

The Community Relations Committee and Board

Designated October as "Disabilities Awareness Month."

Tina Dubost, Manager, Accessible Transit Services, said Jean Conger, Senior Mobility Project Coordinator, is training three new people on the Senior Mobility Program.

Mike Levinson, Chair, Paratransit Coordinating Council (PCC), said the PCC submitted a letter opposing the Redi-Wheels fare increase. The PCC will have a table at the Transition to Independence event at San Mateo High School on October 10 and at the Seniors on the Move event on November 10. The PCC has developed an expanded advocacy and legislation committee to discuss new policies.

John Baker, Chair, Citizens Advisory Committee (CAC), said chair Margaret Pye has moved out of the county and vice chair Kathy Gilbert has resigned so he will take over as interim chair until elections are held in January. At the September 30 meeting the CAC received the fare increase presentation. The CAC would rather have the fare increase instead of cuts to service. The CAC recommended the change to the San Francisco fare be effective January 1.

Chester Patton, Director, Bus Transportation, presented the Mobility Management Report: Paratransit (attached).

Average Weekday Ridership – August 2015 Compared to August 2014
Bus: 41,430, a decrease of 0.3 percent
All modes: 117,130, an increase of 1 percent

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for August 2015.

Authorized Award of Contract to The Cities Group to Provide Comprehensive Workers' Compensation Program Administration Services for a Not-to-Exceed Amount of \$981,000 for a Five-Year Term.

Authorized Renewal of Contract with Vision Service Plan for Continued Vision Insurance Coverage for a Not-to-Exceed Amount of \$412,000 for a Four-Year Term.

Authorized Award of On-Call Contracts to Caminar, Inc. and Pomeroy Recreation and Rehabilitation Center for Travel Training Services for Customers with Developmental Disabilities for a Not-to-Exceed Amount of \$197,400 for a Five-Year Term.

Authorized Award of Contract to CSched USA to Provide On-Call Bus Scheduling and Research/Optimization Support Services for a Not-to-Exceed Amount of \$500,000 for a Five-Year Term.

Liaison Report (Karyl Matsumoto)
Summary of San Mateo County Transit District's (District)
Meeting of October 7, 2015

Authorized Award of Contract to Dumbar Armored, Inc. for Armored Car, Revenue Collection, Transportation and Processing Services for a Not-to-Exceed Amount of \$369,200 on a Month-to-Month Basis for up to 10 Months.

Authorized Award of an Emergency Contract to Technology, Engineering and Construction for the Condition Assessment of an Industrial Waste Pipeline at North Base in the Amount of \$34,369 and Amend the Fiscal Year 2016 Capital Budget by an Increase of \$75,000 for a Total Capital Budget of \$42,478,029

Received an Update on the Business Optimization Project. The project supports District priorities of increasing organizational capacity and improving financial controls by improving business process efficiencies by leveraging advancements in PeopleSoft Applications and Technology.

The Legislative Committee and Board

The governor has until October 11 to sign a number of bills. He has taken action on Senate Bill 705 which would authorize San Mateo County to exceed the existing 2 percent local sales tax cap, if needed, for a transportation ballot measure in the future. On October 3 the governor signed Assembly Bill (AB) 1250 which addresses bus axle weight limits. SamTrans buses exceed the axle weight limit and have received a couple of extensions, but nothing permanent. AB 1250 provides a permanent exemption for buses on the streets today and establishes a path forward for a gradual reduction for future bus procurements and allows the industry time to develop technologies and solutions that would reduce the weight limits for buses in the future to address concerns cities have and the impact on local streets and roads.

At the Federal level Congress has been working on solutions for the positive train control mandate that would extend the deadline by three years.

The Board of Directors

The Board held a public hearing for the consideration of changes to the SamTrans Codified Tariff. Proposals include increasing paratransit fares \$0.50 increase in 2016 and 2019. On fixed-routes the proposal is to eliminate the express fare and out of San Francisco fare, move youth to same fare category as senior and eligible, increase fares \$0.25 in 2016 and 2019, but if customer uses Clipper the increase would be \$0.05. There is no increase in senior and disabled fares on Clipper. Youth age is being expanded from 17 to 18 years and two free children with a fare-paying adult, increased from one. The Way2Go Pass would increase in 2019 from \$125 a person to \$130 a person, with a minimum participation rate of \$13,000. Action will be taken at the November 4 Board meeting. Five members of the public spoke in opposition to the increase in fares for paratransit customers.

Liaison Report (Karyl Matsumoto)
Summary of San Mateo County Transit District's (District)
Meeting of October 7, 2015

The Board Retreat Ad-Hoc Committee reported the retreat will be held at the Mavericks Event Center in Half Moon Bay on November 6 from 9 a.m. to 4 p.m.

Jim Hartnett, General Manager/CEO, reported:

- Acknowledged Ana Rivas, Superintendent, Bus Transportation, on graduating from the American Public Transportation Association Leadership Class.
- Seamus Murphy, Chief Communications Officer and David Olmeda, Chief Operating Officer, Bus, started their new positions on October 5.
- On May 6, 2015, by Resolution No. 2015-27, the Board declared an emergency and awarded a contract for \$730,000 to remove the leaking and ancillary tanks, remove hazardous soils and materials at a value of \$250,000 and install new pipes and tanks. On June 3, pursuant to Resolution No. 2015-27, the initial mitigation efforts were stabled and the emergency no longer existed. The Board authorized the need to award a formally advertised contract for the remaining portion of the work for an amount not to exceed \$375,000 with a \$250,000 option for unforeseen conditions. On July 30 staff issued a formal solicitation for the remaining work. On August 24 bids were opened and Construction Corp was deemed the lowest responsible bidder and was awarded a contract for \$247,389 to perform the work.
- Gigi Harrington, Deputy CEO, reported there has been some illegal dumping on the property north of Holly Street. Staff noticed activity in this area in September and real estate staff contacted the contractor using the property as they do not have a lease to use it. Real estate staff continues to work with the contractor and the city of San Carlos to take care of the situation. This past weekend there was a big windstorm that kicked up the dirt and has caused some concerns. Staff has notified the contractor that they were trespassing and gave them three days to vacate the property. There is another city contractor working south of this area where the transit village is being constructed and staff inspected that area today and found some opportunities to work with the city there also.
- Bus service will be doubled on Route 294 on October 17 and 18 for the Half Moon Bay Pumpkin Festival. Service will run hourly from 6 a.m. to 6 p.m.
- On November 7 the Tilton Avenue Bridge used by Caltrain will be replaced and a bus bridge will be provided in the area.
- Miles between service calls on fixed-route was 25,381 miles.
- There were 1,200 training hours during the month of August.
- Staff is working on the January 2016 runbook to improve on-time performance and efficiency.
- Customer Service Week is the first week of October. The theme this year is "Celebrating Everyday Heroes." The celebration is being extended through the end of October to fill Second Harvest food barrels.

Liaison Report (Karyl Matsumoto)
Summary of San Mateo County Transit District's (District)
Meeting of October 7, 2015

No action was taken on the existing litigation of Parking Company of America v. San Mateo County Transit District, Peninsula Traffic Congestion Relief Alliance, and Peninsula Corridor Joint Powers Board, as well labor negotiations with the Teamsters Union, Local 856 (Maintenance Supervisors).

The next meeting of the Board is scheduled for Wednesday, November 4, 2015 at 2 p.m.

samTrans



Mobility Management: Paratransit Service

Community Relations Committee
October 7, 2015
Agenda Item 6

San Mateo

ADA Paratransit Service

samTrans



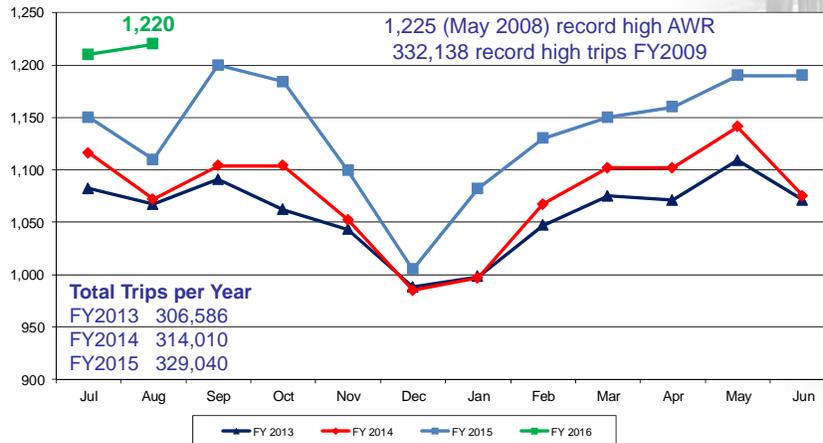
- Operating Statistics
- Program Costs
- Paratransit Fares
- Funding Sources
- Paratransit Contracts
- Senior & Veterans Mobility Programs
- Summary



Paratransit – AWR



Redi-Wheels & RediCoast registrants: 7,900



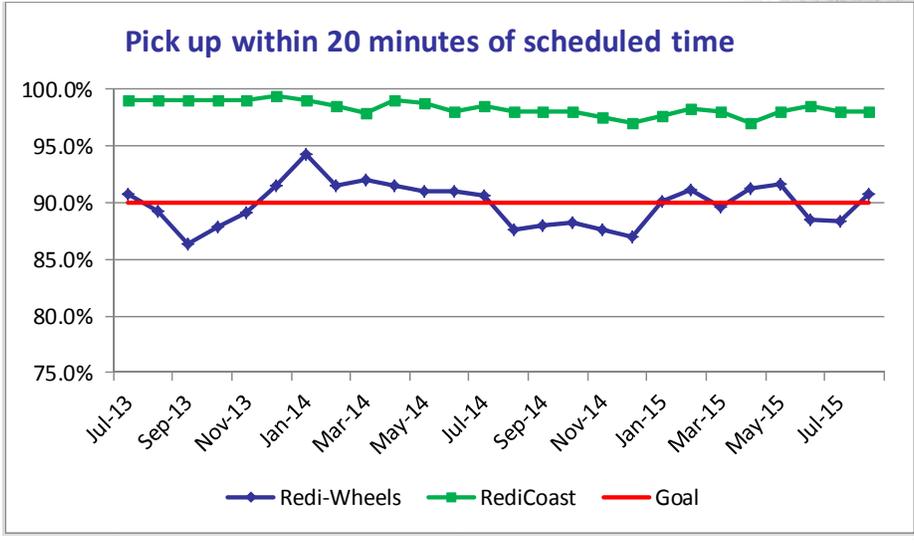
Redi-Wheels Trip Denials



<u>Date</u>	<u>Trip Requests</u>	<u>Trip Denials</u>
Nov. 2000	23,198	397
Dec. 2000	22,207	58
Feb. 2001	21,505	1
May 2001	25,080	1
Aug. 2001	25,878	1
Aug. 2004	28,963	4

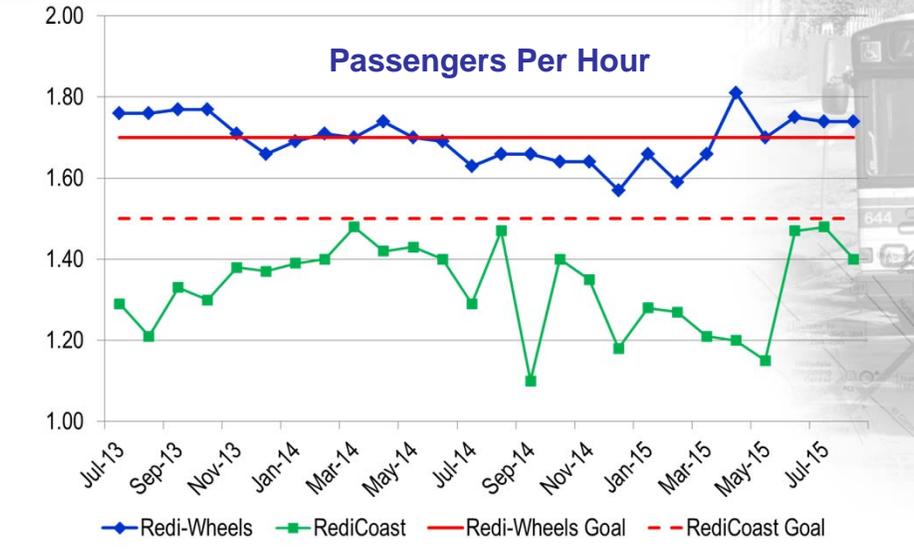
0 denials
 Sep. 2004 – Aug. 2015
 3.8 M requests

On-time Performance



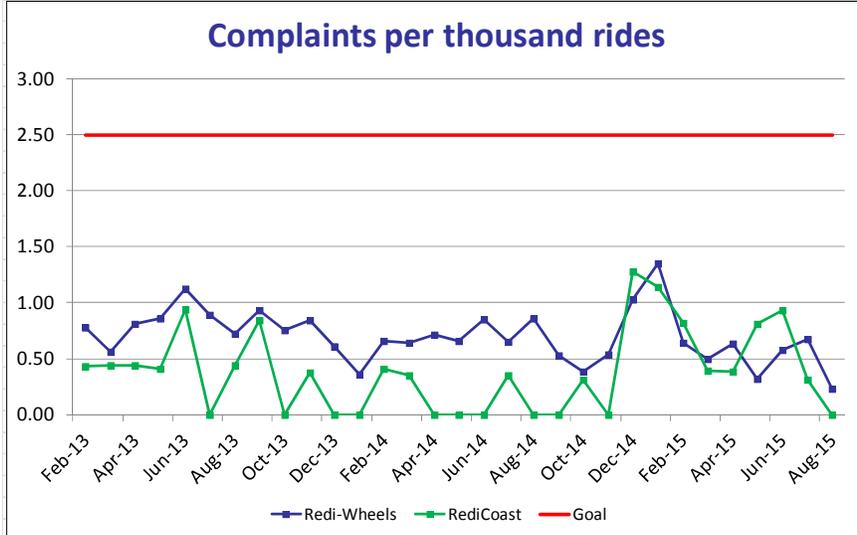
5

Productivity



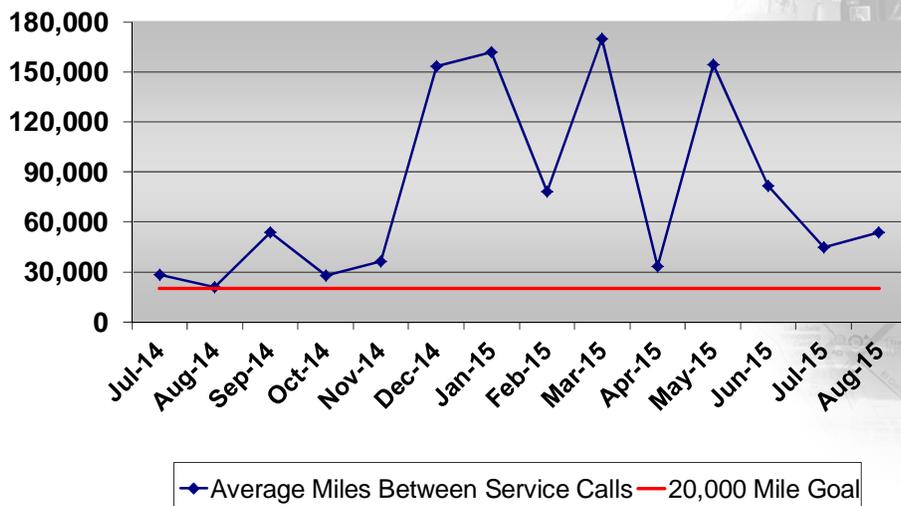
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Service Complaints



7

Fleet Reliability



8

Program Costs



	<u>FY2009</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>
Total Costs (\$000)	\$13,614	\$13,767	\$13,757	\$14,023
Total Trips	332,138	306,586	314,010	329,040
Average Cost	\$40.99	\$44.90	\$43.81	\$42.62

FY2016 Operating Budget:

Total Costs (\$000)	\$16,726
Total Trips	331,200
Average Cost	\$50.50

Average annual cost increase is 3.3% from FY 2009 through FY 2016

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Paratransit Fares



	<u>Current Fare</u>	<u>Proposed Jan. 2016</u>
Paratransit	\$3.75	\$4.25
Lifeline	\$1.75	\$2.00
		<u>Proposed Jul. 2016</u>
Agency	\$4.50	\$5.00
Agency Lifeline	\$2.25	\$2.75

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Paratransit Funding Sources

samTrans

	<u>FY2015</u>	<u>FY2016</u>
Passenger fares	\$0.8	\$0.8M
Transportation Development Act	1.7	1.8
State Transit Assistance	0.5	0.5
District Sales Tax	2.4	3.9
Transportation Authority	2.9	3.1
Measure M (Motor Vehicle Reg. Fee)	1.4	1.4
Operating Grants	0.4	0.0
Interest (Paratransit Trust Fund)	0.3	0.3
San Mateo County Measure A	<u>5.0</u>	<u>5.0</u>
	\$15.4	\$16.8 M

No federal operating assistance is provided for federally mandated ADA service.

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Paratransit Contracts

samTrans

- **Redi-Wheels Paratransit, First Transit, Inc.:**
 - Effective January 1, 2015
 - 5 year base
 - 5 year option
- **Coastside Service, MV Transportation, Inc.:**
 - Effective November 1, 2012
 - 5 year base
 - 5 year option
- **Eligibility contract, CARE Evaluators:**
 - Effective August 1, 2015
 - 5 year base

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Senior & Veterans Mobility Programs

samTrans

- **Mobility Ambassador Program**
 - Volunteers work one-on-one with seniors to show them how to use SamTrans bus service
 - 59 people trained during last year
- **“Age Well Drive Smart” partnership with the CHP throughout the county**
 - Senior travel training, transit as alternative to driving
 - Fixed-route accessibility information
 - 12 sessions during the year
- **Veterans Mobility Corps**
 - Vet-to-vet volunteer training

13

Summary

samTrans

- **Ridership increase surpasses forecast**
- **Customer satisfaction**
 - Very low complaint rate
 - Service quality metrics are good
- **Tracking costs and service demand**
- **Limited state and federal assistance requires multiple local funding sources to balance annual ADA expenses**
- **Fare increase under public review process**
- **Senior Mobility & Veterans Programs serving special needs**

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**AGENDA ITEM # 7 (b)
NOVEMBER 5, 2015**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TO: Transportation Authority

FROM: Karyl Matsumoto
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF NOVEMBER 4, 2015**

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

Prepared By: Josh Averill, Assistant District Secretary

650-508-6223

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

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

ACTION

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

SIGNIFICANCE

The San Mateo County Transportation Authority (TA) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on October 26, 2015 in order to meet the 30 day requirement.

BUDGET IMPACT

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

BACKGROUND

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

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

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

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

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

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

DISCUSSION

Fixed Income Market Review and Outlook

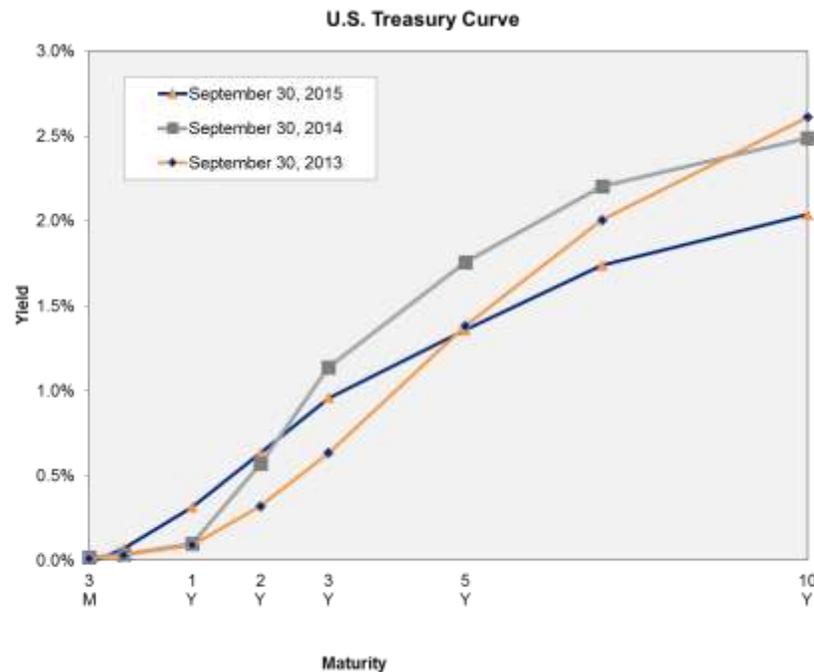
The Federal Open Market Committee (FOMC) chose not to raise the Federal funds target rate at its September meeting. Although the U.S. economy has avoided the recent global volatility, the FOMC cited concern about "recent global economic and financial developments." However, FOMC officials continue to condition investors for a rate hike before the end of the year.

Second quarter gross domestic product was revised upward to 3.9 percent as strong consumer spending continued to drive improving U.S. economic conditions, but more recent economic releases suggest the U.S. economy is slowing from this pace. Treasury yields plunged in the first few minutes of trading on August 24 in a "flight to quality" as the Dow Jones Industrial Average (Dow) fell 1,000 points, but quickly recovered along with U.S. stocks. The Dow finished that week up 1 percent.

The labor market exhibited surprising weakness as the two-month increase in jobs averaged 142,000, down from the recent pace of adding more than 200,000 new jobs per month.

Despite a sharp increase in yields ahead of the FOMC meeting, the move was quickly reversed after the "no hike" decision, and Treasury yields ended the quarter with generally lower yields. Federal Agency yield spreads widened during the quarter,

causing the sector to underperform comparable maturity Treasuries. Increased market volatility combined with growing global economic uncertainty caused credit spreads to widen sharply. As a result, most corporates underperformed comparable government securities, with lower-quality bonds performing the worst. Mortgage-backed securities underperformed comparable duration government securities as heightened volatility increased uncertainty around the speed of mortgage prepayments.



Source: Federal Reserve

Short-term markets tracked rate hike expectations closely, as yields rose sharply in the days leading up to the September FOMC meeting, then quickly declined when the FOMC failed to move. Supply limits continue to affect the market as banks have scaled back issuance of short-term securities under regulatory pressure.

Strategy

PFM expects the U.S. economy to continue to expand, but at a slightly slower pace. The FOMC continues to monitor economic progress towards its dual objectives of full employment and price stability. It recently added an acknowledgement that global economic instability has the potential to affect Fed policy. Because this creates a new level of uncertainty about the timing and pace of future rate hikes, the TA's strategy may need to adapt to changing conditions throughout the 4th quarter. At present, PFM believes the Fed will raise rates in late 2015 or early 2016, and the subsequent pace of rate increases will likely be gradual and prolonged. If this occurs as expected, it is likely that rates on the shorter end of the curve will again rise ahead of upcoming FOMC meetings, while longer maturities remain range bound in response to tempered global growth and inflation expectations.

Duration management in this environment will be particularly tricky. PFM plans to keep the portfolio duration generally shorter and more conservative than the performance benchmark. PFM believes this is appropriate given the potential for a Fed rate hike over the next few months. PFM will continue to monitor the spread relationship between Treasuries and comparable maturity Federal Agencies, adding to the Agency sector when modestly attractive issues are identified, and reducing exposure when the benefit has dissipated. PFM does not expect the Agency sector to be a significant driver of performance, as the sector's yield advantage remains near historically lower levels.

PFM will continue to examine the impact that economic growth concerns has on the corporate sector as whole, and on specific issuers. Because of recent spread widening, PFM believes the corporate sector has good value.

Budget Impact

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending September 30, the total return of the portfolio was 0.25 percent. This compares to the benchmark return of 0.52 percent. The Performance graph on page 6 shows the relative performance of the Authority over the last twelve months. The Growth of a Thousand Dollars graph on page 8 shows the cumulative performance over this same time frame for the Authority's portfolio.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter the portfolio's yield to maturity at cost was 0.67 percent.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending September 30, the portfolio's market yield to maturity was 0.47 percent. The benchmark's market yield to maturity was 1.00 percent.

Prepared by: Shannon Gaffney, Interim Manager Treasury

650-508-7740

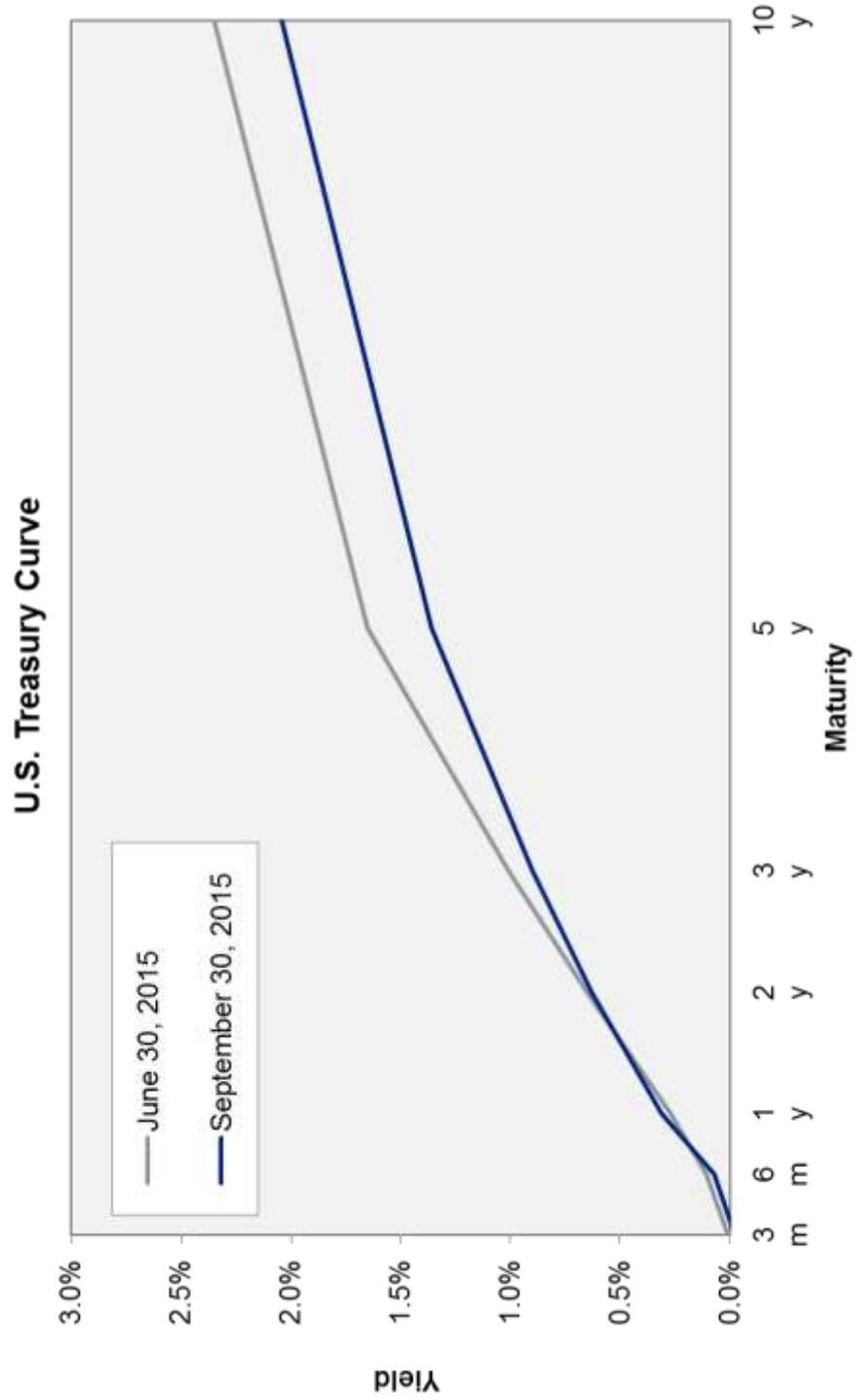
INVESTMENT PORTFOLIO									
September 30, 2015									
TYPE OF SECURITY	CUSIP #	MATURITY DATE	PAR VALUE	ORIGINAL PURCHASE PRICE	MARKET VALUE	INT REC'YBLE	MARKET VALUE	MARKET VALUE	+ACCR INT.
SECURITIES MANAGED BY PFM:									
U.S. TREASURY NOTES AND BONDS									
US TREASURY NOTE	912828TX8	11-15-16	15,000,000	14,999,203.13	15,003,985.73	8,474.19	15,012,459.92		
US TREASURY NOTE	912828VL1	07-15-16	25,000,000	25,057,734.38	25,059,250.00	25,900.14	25,085,150.14		
US TREASURY NOTE	912828WA4	10-15-16	12,000,000	11,972,343.75	12,027,348.00	12,500.00	12,039,848.00		
US TREASURY NOTE	912828WX4	07-31-16	18,000,000	17,998,593.75	18,024,966.00	15,041.09	18,040,007.09		
US TREASURY NOTE	912828WF3	11-15-16	8,935,000	8,909,172.27	8,955,130.56	9,256.71	8,964,387.27		
US TREASURY NOTE	912828ST8	04-30-19	14,850,000	14,830,857.42	14,929,670.25	30,769.36	14,960,439.61		
US TREASURY NOTE	912828F62	10-31-19	11,200,000	11,245,062.50	11,323,524.80	70,882.19	11,394,406.99		
			67.58%						
U.S. GOVERNMENT AGENCIES									
FNM A	31398A4M1	10-26-15	10,000,000	10,019,500.00	10,019,500.00	(42,881.94)	9,976,618.06		
FNM A	3135G0VA8	03-30-16	24,000,000	24,041,832.00	24,030,864.00	(40,000.00)	23,990,864.00		
FNM A	3135G0XP3	07-05-16	10,000,000	9,959,800.00	10,000,210.00	6,250.00	10,006,460.00		
FNM A	3135 G0YE7	08-26-16	15,000,000	15,029,400.00	15,025,305.00	15,625.00	15,040,930.00		
			31.73%						
COLLATERIZED MORTGAGE OBLIGATIONS									
FNM A	3136ANJY4	04-01-18	1,065,000	1,075,646.17	1,073,938.55	1,375.63	1,075,314.18		
CASH INVESTMENT									
M A T U R E D / C A L L E D									
US TREASURY NOTE	912828TX8	11-15-15	(600,000)	(600,328.13)	(600,328.13)		(600,328.13)		
FNM A	31398A4M1	10-26-15	(10,000,000)	(10,019,500.00)	(10,019,500.00)		(10,019,500.00)		
TOTAL									
			164,450,000.00	164,519,317.24	164,853,864.76	18,192.37	164,967,057.13		

EXHIBIT 1 (Cont.)

SAN MATEO COUNTY TRANSPORTATION AUTHORITY						
REPORT OF INVESTMENTS (cont.)						
FOR QUARTER ENDED SEPTEMBER 30, 2015						
TYPE OF SECURITY	ORIGINAL PURCHASE PRICE	MARKET VALUE	INT REC'VBLE	MARKET VALUE	MARKET VALUE	MARKET VALUE +ACCR INT.
LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF						
SAN MATEO COUNTY POOL	299,295,852	299,295,852	204,874			299,500,726
LOCAL AGENCY INVESTMENT FUND (LAIF)	8,906,512	8,906,512	2,495			8,909,007
U.S. BANK (CASH ON DEPOSIT)	172,202	172,202				172,202
BANK OF AMERICA CHECKING	106,1836	106,1836				106,1836
WELLS FARGO	13,487	13,487				13,487
TOTAL FUNDS MANAGED BY DISTRICT STAFF	309,449,888	309,449,888	207,369			309,657,257
TOTAL FUNDS AS OF SEPTEMBER 30, 2015	463,989,205	464,303,753	320,561			464,624,314

San Mateo County Transportation Authority

EXHIBIT 2



Source: Bloomberg.

San Mateo County Transportation Authority

Growth of a Thousand Dollars

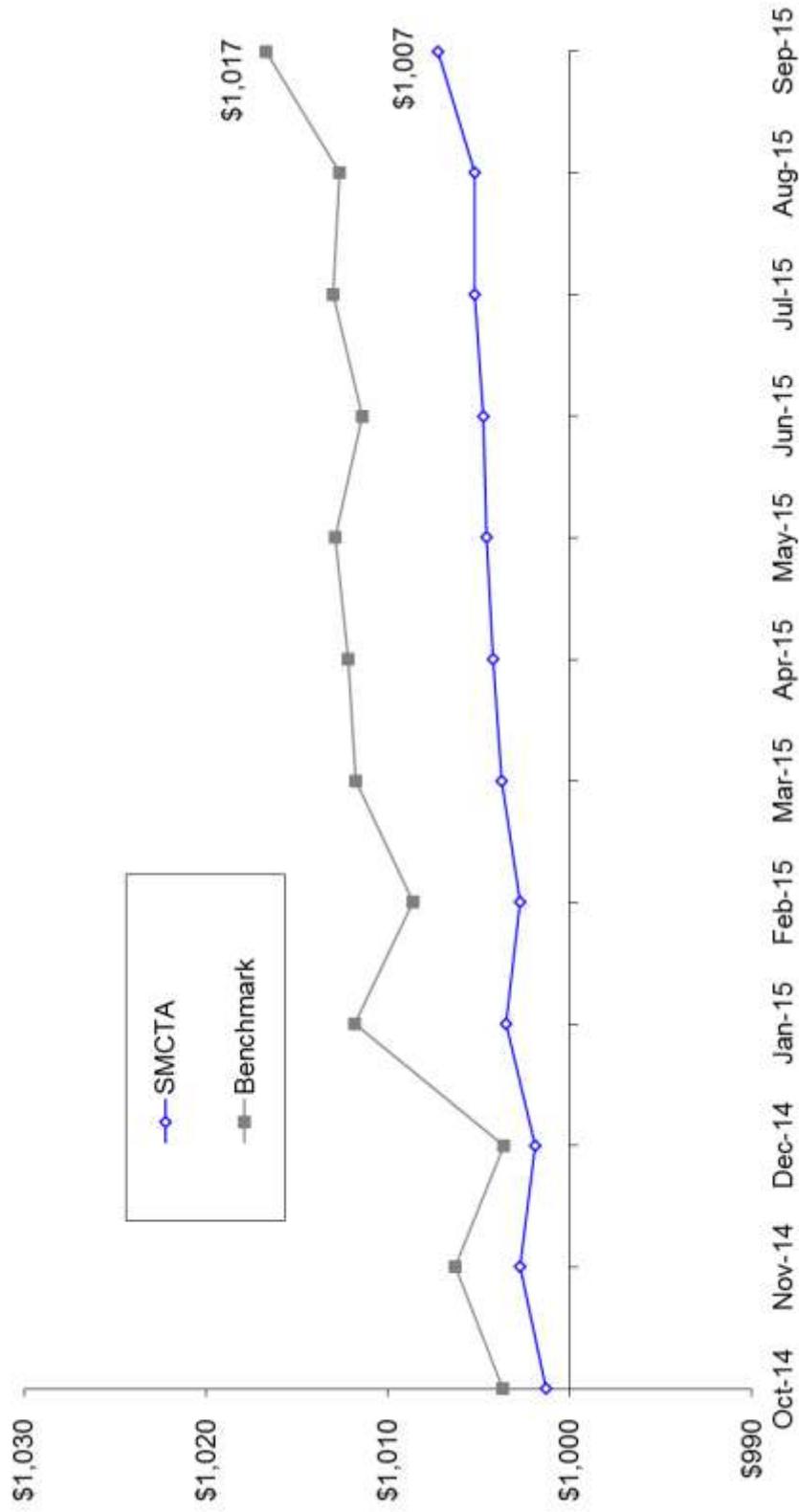
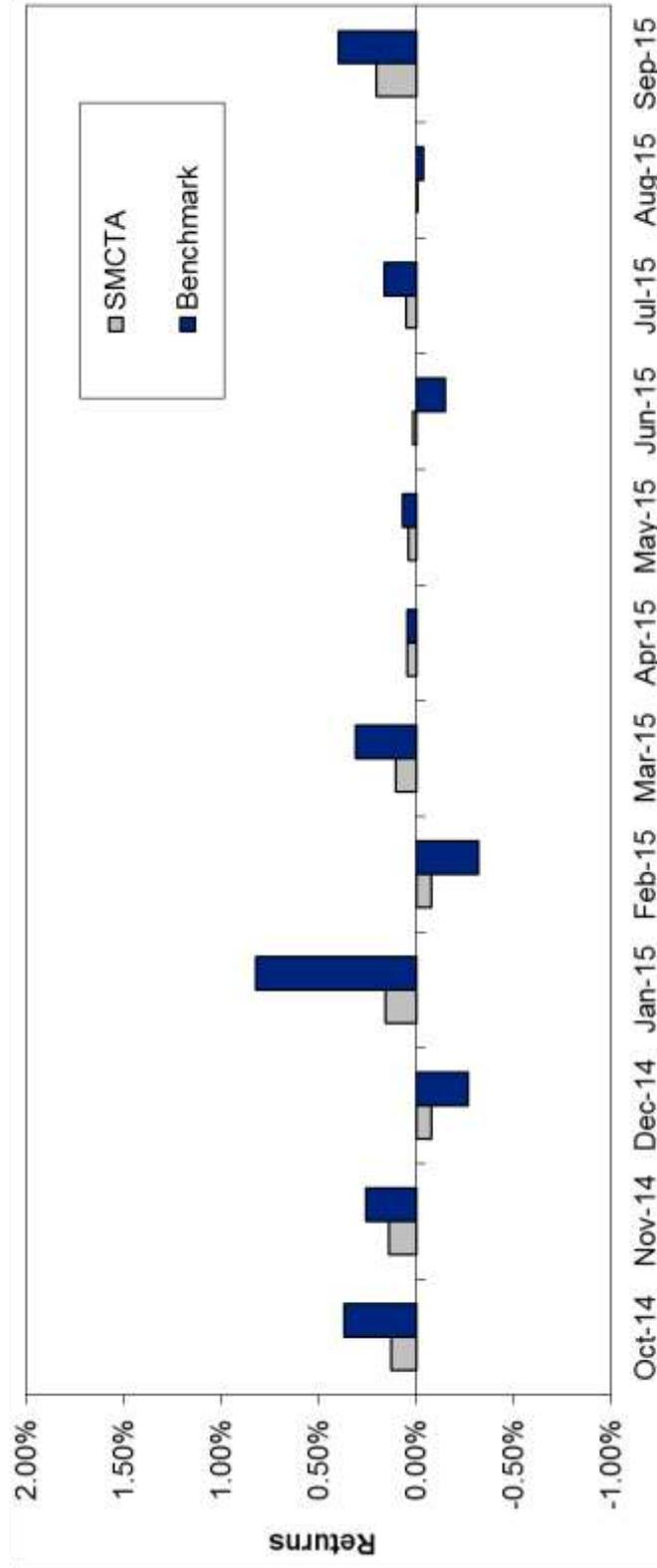


EXHIBIT 3

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

San Mateo County Transportation Authority

Monthly Review Accounts vs. Benchmark Rolling 12 months



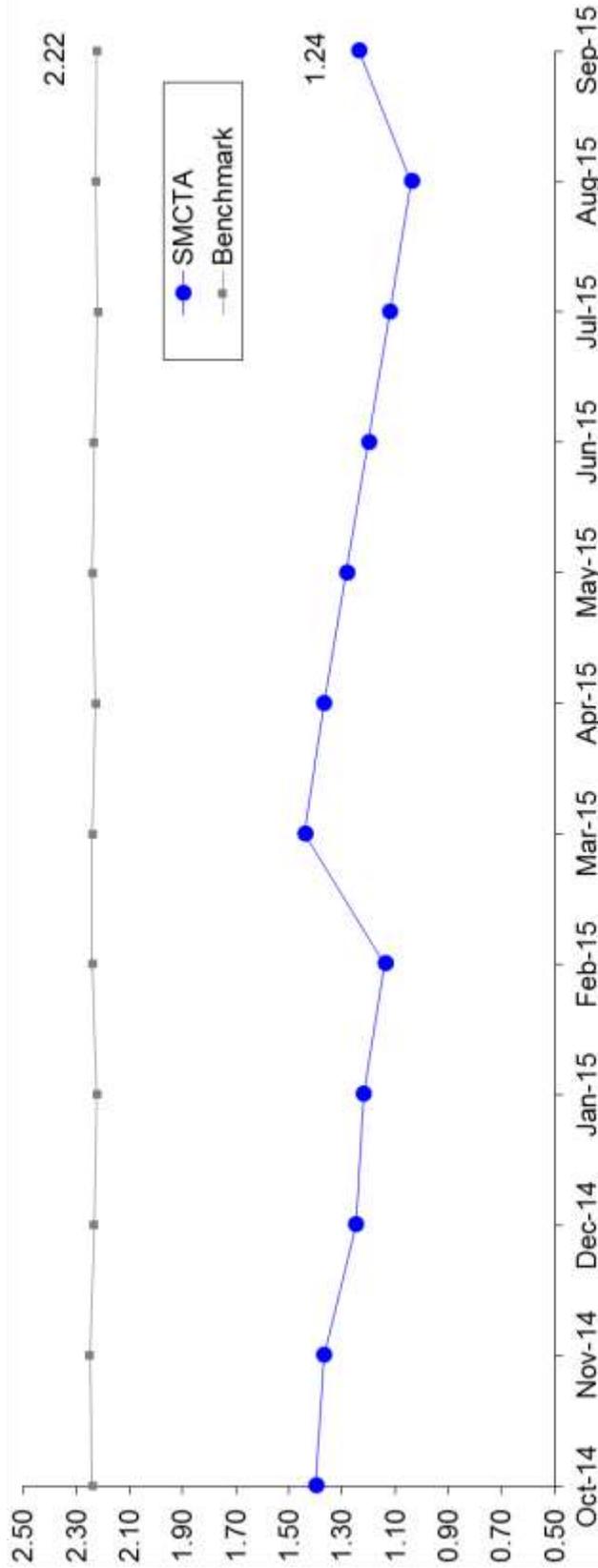
MONTHLY PERFORMANCE DATA	
SMCTA	0.13%
Benchmark	0.37%

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

San Mateo County Transportation Authority

Duration vs. Benchmark

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



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

San Mateo County Transportation Authority

Percent of Assets Held by Type

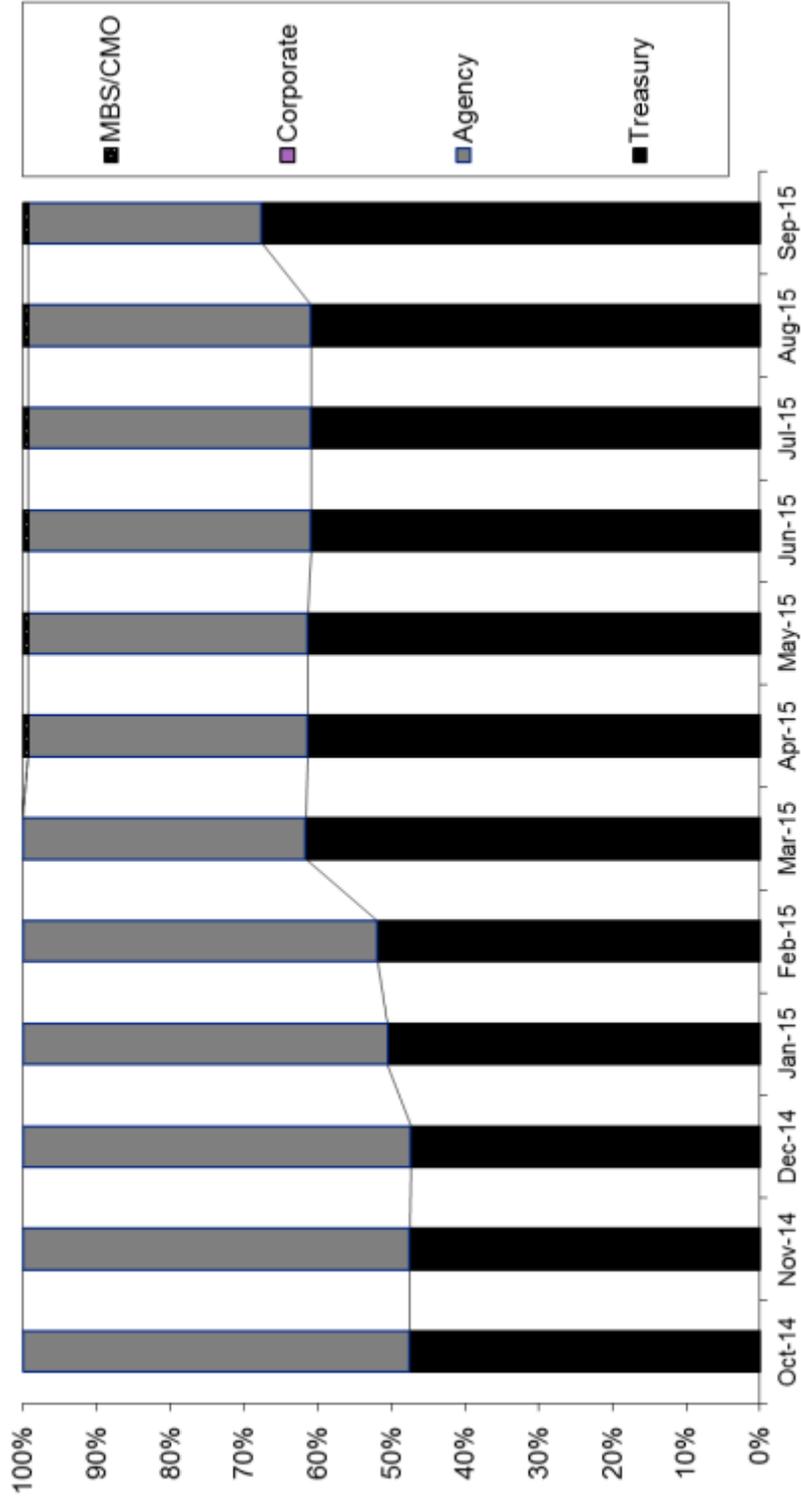


EXHIBIT 6

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **2015 HIGHWAY PROGRAM CALL FOR PROJECTS (OCTOBER 1, 2015 MEETING FOLLOW-UP)**

ACTION

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

SIGNIFICANCE

At the October 1, 2015 Board meeting, the Board approved funding for the list of projects recommended by staff following review of proposals submitted in response to the 2015 Highway Program Call for Projects (CFP). The Board also asked staff to provide additional clarity as to (1) the evaluation results for the State Route 1/Manor Drive Overcrossing and Milagra Onramp, a particular improvement identified as part of a Key Congested Area (KCA) project listed in the 2004 Measure A Transportation Expenditure Plan (TEP), and (2) the legality of certain project eligibility rules applied in the CFP process to the separate pedestrian/bicycle overcrossing that was proposed as part of the US 101/Holly Street Interchange Project.

Staff has since met with the Highway Capital Improvement Program (CIP) ad hoc committee to provide the additional information requested regarding the evaluation results and project eligibility, as further discussed below. The committee is not recommending further Board action at this time.

In general, the Measure A Highway Program 2015 CFP process and procedures were developed based on guidance set forth in the TEP. Legal Counsel has prepared a memorandum to further discuss the TEP and how provisions were interpreted to help guide the CFP process. The legal memorandum is included as Attachment A.

The TEP states that the ability to fund all projects may be impacted by changing circumstances. The 2016-2025 Highway CIP informs us that funding needs far outweigh projected revenues. The amount of projected funding from external sources has significantly decreased and construction costs have significantly increased since the reauthorization of Measure A in 2004.

SR 1/Manor Drive Overcrossing and Milagra Onramp

The TEP Highway Program includes funding for two categories: (1) KCAs and (2) Supplemental Roadways. The KCA includes a project entitled "Coastside Highway Improvements" that is described to include three candidate projects, the second of which is "Route 1/Manor Drive overcrossing improvement and widening."

The city of Pacifica proposal for the State Route 1/Manor Drive Overcrossing and Milagra Onramp did not meet the evaluation criteria as well as the Tier I and Tier 2 highway projects, which were approved for funding by the Board at its October 1 meeting. The submitted application described a project with two components: (1) the widening of the Manor Drive overcrossing with new signals and (2) the construction of the State Route 1/Milagra Drive northbound onramp, which also would be likely to improve traffic conditions on the Manor Drive overcrossing. The Milagra onramp is fully funded, already underway and has independent utility. The city's request for funding for the Manor Drive overcrossing component of the project fell short as compared to other proposed projects on the readiness, effectiveness and funding leverage criteria. The project (1) is not as far along in the implementation process, as planning work has yet to proceed, (2) is primarily of local and not countywide benefit, and (3) did not fare as well on cost effectiveness. It is debatable whether the proposal included an appropriate funding match, as the match described is being used for the Milagra onramp component only.

Concerns have been raised because the Manor Drive overcrossing was specifically identified in the TEP and no Coastside projects received funding during the 2015 CFP process.

First, there is no guarantee that Measure A funds will be awarded for every improvement describing each KCA project. Furthermore, eligible sponsors including the city of Pacifica previously requested and received TA funding for the first and third projects described for this KCA: the Route 1/San Pedro Creek Bridge replacement and Routes 1 and 92 safety and operational improvements in and around Half Moon Bay.

Second, while the TA Strategic Plan states that the TA should consider geographic equity when distributing Measure A funds to projects across the county, this concept is not among the criteria used for evaluating the merit of individual projects. Though no Coastside projects were recommended for funding during this year's funding cycle, projects in the Coastside region fared well during the first Highway Program CFP in 2012, when projects from the Coastside secured 26 percent of the awarded funding (including Special Circumstance requests). Staff will continue to monitor and update the Board on the geographic distribution of funds over the life of Measure A.

US 101/Holly Street Interchange Separate Pedestrian/Bicycle Overcrossing

The TEP established several funding categories, including one specifically for highways and one specifically for pedestrian/bicycle projects. The TEP stated that bridges over roads and highways are eligible activities under the Pedestrian/Bicycle Program. The TEP also listed as part of that program a number of specific pedestrian and bicycle overcrossing projects, indicating the voters' intent to fund such projects out of this category. In light of this context, as well as the limited funding available for the

Highway category, the Highway Program CFP guidelines clearly stated that separate pedestrian and bicycle overcrossings were not eligible. An excerpt from the guidelines is included as Attachment B.

Concerns have been expressed regarding the need to accommodate Complete Streets as part of projects funded under the Highway Program. The component of the US 101/Holly Street Interchange project that the Board voted to fund contains numerous elements that will accommodate and improve pedestrian and bicycle safety. The existing overpass does not contain bike lanes and has one narrow sidewalk on the south side only. Pedestrians and bicyclists using the current overpass must navigate past on and off-ramps that are not controlled by traffic signals and that do not perpendicularly align with Holly Street. Once the new interchange is constructed, the following improvements will be made: 1) addition of new sidewalks, 2) bike lanes on both sides of the overpass structure, and 3) reconfigured on and off-ramps that perpendicularly align at new signalized intersections to better control access and reduce weaving conflicts for all travel modes.

BUDGET IMPACT

This informational item has no impact on the budget.

BACKGROUND

The 2015 Highway Program CFP was released in May 2015 and the Board approved staff's funding recommendations at its October 1, 2015 meeting. At the October 2015 meeting, members of the Board requested the Highway CIP Ad-Hoc Committee to further examine the proposals for the State Route 1 Manor Drive Overcrossing and Milagra Onramp and the separate US 101/Holly Street pedestrian/bicycle overcrossing, and directed staff to report back at a future meeting concerning several related questions.

Prepared by: Joel Slavit, Manager of Programming and Monitoring

650-508-6476

Memorandum

Attachment A

TO: San Mateo County Transportation Authority
Highway Program CIP Ad Hoc Committee / Board of Directors

FROM: Joan L. Cassman and Shayna M. van Hoften

DATE: October 19, 2015

RE: **Questions Regarding 2015 Highway Program Call for Projects**

The Board of Directors and staff of the San Mateo County Transportation Authority (TA) have requested a memo from Legal Counsel concerning the limits of the Board's discretion in allocating Measure A revenues to Highway Program projects under the 1988 and 2004 Transportation Expenditure Plans (TEPs) in the context of the 2015 Highway Program Call for Projects. This memo reviews background relevant to the subject, generally, and then addresses two specific questions raised at the October meeting of the TA Board:

1. Can the TA fund the Holly Street separate pedestrian/bike overcrossing under the 2015 Highway Program Call for Projects?
2. Are specific highway projects, or projects in specific areas of the County, guaranteed funding under the TA's governing documents?

I. Background

a. The TA Board of Directors implements the voter-approved 1988 and 2004 Measure A Transportation Expenditure Plans.

In 1988, pursuant to California Streets and Highways Code Sections 131000, et seq., the voters of San Mateo County created the San Mateo County Transportation Authority and imposed a 20-year 1/2 cent transactions and use tax to support local transportation, transit and traffic congestion relief (Original Measure A and the associated 1988 TEP). The voters then elected in 2004 to continue the imposition and collection of the tax for an additional 25 years as of 2009, with revenues to be allocated in accordance with a new TEP (New Measure A). The TA's enabling legislation in the Streets and Highways Code serves as the primary State law governing the TA. The locally-adopted 1988 and 2004 Measures and Transportation Expenditure Plans constitute the "charters" governing the TA.

The 1988 TEP allocated various levels of funds to Caltrain improvements and Caltrain grade separations, paratransit service, six categories of highway projects, local streets and roads (20%), transportation system management (.7%), and bicycle transportation (.01%). The TEP specified that Caltrain Improvements were the first priority, and all other categories were second priorities.

In general, projects listed in the 1988 TEP are eligible for funds raised under the Original Measure and projects listed in the 2004 TEP are eligible for funds raised under the New Measure. The 2004 TEP also includes some guidelines relative to allocating the remainder of Original Measure A tax revenues to complete projects already commenced under the 1988 TEP, and thereafter to reallocate any further balance in accordance with the voters' intent expressed in the 2004 TEP.

The 2004 TEP provides that tax revenues are to be distributed 30% to Transit, 27.5% to Highways, 22.5% to Local Streets and Transportation, 15% to Grade Separations, 3% to Pedestrian and Bicycle projects, 1% to Alternative Congestion Relief programs and 1% for Administration. The TEP then provides more granular direction, specifying the limits of the TA's programming and allocation discretion within each category. The TEP states that dollar numbers included therein are estimates of Project/Program costs and Measure A and other funding in 2004 dollars. The TEP also states that none of these dollar amounts are intended to be funding commitments.

b. **The TA has adopted additional policies to guide staff and Board activities, and to involve the public in key decision-making.**

Since the voters adopted the 2004 TEP, the TA Board has adopted several policy documents to guide closeout of the Original Measure A and implementation of the New Measure A. These documents include, but are not limited to, an initial Strategic Plan, the Short Range Highway Plan (SRHP) and the Strategic Plan 2014-2019. These documents, developed with public input, govern the circumstances in which the TA conducts calls for projects to solicit funding proposals, such as the 2015 Highway Program Call for Projects.

At the October Board meeting, the TA programmed and allocated money collected under both the Original and New Measure A in response to a Highway Program Call for Projects to projects listed in both the 1988 and 2004 TEPs.

II. **Can the TA fund the Holly Street separate pedestrian/bike over-crossings under the 2015 Highway Program Call for Projects?**

No, as explained below.

Both the 1988 and 2004 TEPs include funding for pedestrian and bicycle projects, listed quite separately from Highway projects. As summarized above, only .01% of revenues under the Original Measure A were set aside for these projects. The percentage allocation for pedestrian and bicycle projects increased dramatically to 3% in the New Measure. The 2004 TEP includes a non-exclusive list of potential bike-ped projects eligible for part of this 3%, including "paths, trails and bridges over roads and highways" and specifically naming overcrossings of Highway 101 at Millbrae Avenue, Hillcrest, near Hillsdale Boulevard, Ralston Avenue and Willow Road. This clearly indicates the voters' intent to fund separate overcrossings for bicycle and pedestrian use from the 3% portion of Measure A funds in this pedestrian and bicycle program.

This message was made clear during the 2015 Highway Program Call for Projects. The published Measure A Highway Program Guidelines for the CFP stated, in italics: "*Maintenance*

and rehabilitation projects and routine operations of highways and roadways are not eligible. Separate pedestrian and bicycle overcrossings and tunnels across highways and roadways are also not eligible." (Underline added.) Furthermore, TA staff members reiterated this point verbally in response to inquiries regarding project eligibility. As a result, no projects with separate pedestrian and bicycle facilities other than Holly Street were proposed, despite evidence that other sponsors had the desire and need for funding such separate facilities.

Historically, the TA has provided Highway funds to assist sponsors with highway and roadway projects where bicycle and pedestrian elements are integrated into the overcrossings (e.g., the Highway 101 overcrossing at Willow Road). There also were two projects under the Original Measure for which the TA used Highway Program funds for separate structures for bicycle and pedestrian use; however, in both cases, the separate structures were required as conditions of highway project construction. In both instances, the new separate structures *replaced* existing separate structures that had to be removed to provide clearance for construction of the highway projects. For one of these two projects, the new separate structure also was required as an environmental mitigation measure and was a component of a BCDC permit for construction of the highway project. In another more-recent case, with a Highway project sponsored by the City of East Palo Alto, the initial project design included a bike-ped lane on an overcrossing. When the project design changed to include a separate bike-ped overcrossing, the TA informed the City that Highway funds could not be used for that component of the project.

Some bicycle advocates have questioned why the TA cannot use Highway funds for the separate Holly Street bicycle and pedestrian overcrossing when this facility was contemplated in a previous phase of work funded with TA Highway funds. TA funding was used for preliminary design at a conceptual level for the larger Holly Street Interchange project when the City was contemplating several design options to incorporate bicycle and pedestrian access; no highway funding was provided for a separate bike-ped structure design. Accordingly, we do not view the prior funding decision as relevant to the question of the propriety of funding further stages of design and construction of this separate pedestrian and bicycle overcrossing under the 2015 Highway Program Call for Projects.

In conclusion, to fund the Holly Street separate bike-ped overcrossing with Highway Program funds would (1) violate the express rules and terms of the 2015 Call for Projects, calling into question the fairness and integrity of the entire process and (2) be inconsistent with the TA's past practice in allocating Highway Program funds.

III. Are specific highway projects, or projects in specific areas of the County, guaranteed funding under the TA's governing documents?

No, as explained below.

The 1988 and 2004 TEP's as well as the SRHP make it clear that Measure A will not generate sufficient revenue to build every project contemplated in the TEPs, even when combined with other funding sources. Accordingly, the TA has adopted multiple criteria to use in funding projects. In most cases, and overall, the TA generally has spread the benefits of funds geographically across the County. However, this is not strictly required in the 1988 or 2004 TEP. The SRHP cites geographic equity as an "important consideration," along with "cost

Memorandum To:
San Mateo County Transportation Authority and Board of Directors
October 19, 2015
Page 4

effectiveness... ease of implementation, [and] economies of scale," all of which are secondary to "project merit." Regular calls for projects are designed to apply these considerations to projects put forth by various project sponsors. The fact that a highway corridor or specific highway or roadway project is listed as a KCA or SR project does not guarantee that it will be funded by the TA; nor is geographic equity required overall, or during any particular funding cycle.

We hope this memo addresses your questions. We will be present at the October 20 ad hoc committee meeting, as well as the November board meeting, to discuss these matters further. You can also reach us directly at jcassman@hansonbridgett.com / 415-995-5021 and svanhoften@hansonbridgett.com / 415-995-5880.

cc: Jim Hartnett
April Chan

Attachment B

ii. Key Congested Areas (KCA)

Eligibility is restricted to the eleven identified projects within the five designated KCAs as listed in Table 2 below.

Table 2: KCA Projects

Location	Eligible Sponsors	Projects
Highway 280 North Improvements	Caltrans, Daly City, C/CAG	Reconstruct I-280/ State Route 1 Interchange
		Construct Auxiliary Lanes between I-380 and Hickey Blvd.
Coastside Highway Improvements	Caltrans, Pacifica, Half Moon Bay, C/CAG	SR 1/ San Pedro Creek Bridge Replacement
		SR 1/ Manor Drive Overcrossing improvement and widening
		SR 1 and 92 safety and operational improvements within and in the proximity of Half Moon Bay
Highway 92 Improvements	City of San Mateo, Caltrans, Foster City, C/CAG	Auxiliary Lanes and interchange improvements between I-280 and the San Mateo Hayward Bridge
Highway 101 Mid-County Improvements	Caltrans, Burlingame, City of San Mateo , C/CAG	Reconstruction of the US-101/Broadway Interchange
		Modification of the US-101/Peninsula Avenue Interchange
		Operational Improvements on US-101 from Hillsdale to SR 92
Highway 101 South Improvements	Caltrans, Redwood City, C/CAG	Reconstruct the US-101/Woodside Road Interchange
		US-101 improvements between State Route 84 and the Santa Clara county line and access improvements to the Dumbarton Bridge

iii. Supplemental Roadways (SR)

Any project that is not a KCA project is eligible for the SR category as long as it is intended to reduce congestion and improve throughput and safety along critical congested commute corridors. While there is a partial list of candidate projects included in the 2004 TEP, this list is not exhaustive and new SR projects may be submitted to account for changing needs over the life of the Measure A program. Inclusion as a SR candidate project in the 2004 TEP does not imply any priority.

Maintenance and rehabilitation projects and routine operations of highways and roadways are not eligible. Separate pedestrian and bicycle overcrossings and tunnels across highways and roadways are also not eligible.

• ***Eligible Applicants***

Eligible applicants are as follows:

i. Original Measure A (OM)

Eligible sponsors for OM funds are Caltrans, and the jurisdictions in which the project is located.

ii. Key Congested Areas (KCA)

Eligible sponsors for KCA funds are limited to the eligible sponsors listed for each KCA as shown in Table 2 above.

iii. Supplemental Roadways (SR)

Eligible sponsors for SR funds are the cities in San Mateo County, San Mateo County, Caltrans and C/CAG.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Executive Officer, Planning, Grants and the Transportation Authority

SUBJECT: **PROGRAM REPORT: GRADE SEPARATIONS**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA's Grade Separation Program provides funding for the development of new and upgrade of existing grade separations along the Caltrain and Dumbarton rail lines to improve safety and relieve local traffic congestion. Fifteen percent of the New Measure A sales tax revenue is available to support the Grade Separation Program.

At its September 2012 meeting, the Board authorized the solicitation of Letters of Interest from cities to assist the TA in determining a list of grade separation projects that were anticipated to be ready to start or continue with the implementation process. In 2013, the Board approved guiding principles that set the framework for the project selection process and the program evaluation criteria. A solicitation for candidate grade separation projects was released in August 2013 and the Board awarded funding to projects at its November 2013 and May 2014 meetings as follows:

Sponsor	Grade Separation	Work Phase	Measure A Request	Match	Total
San Mateo	25 th Ave	PE/ENV	\$3,700,000	\$1,000,000	\$4,700,000
Burlingame	Broadway Ave	Planning	\$1,000,000	\$0	\$1,000,000
SSF/ San Bruno	S. Linden Ave/Scott St	Planning	\$650,000	\$150,000	\$800,000
Menlo Park	Ravenswood Ave	Planning	\$750,000	\$0	\$750,000
Totals			\$6,100,000	\$1,150,000	\$7,250,000

While the Grade Separation Program funds all phases of capital development, the following benchmarks have been established: at least 80 percent of the funding is to be used for construction and up to 20 percent for pre-construction activity, with at least 10 percent available for design. Project sponsors are required to obtain a letter of concurrence from the Peninsula Corridor Joint Powers Board (JPB) to ensure consistency with the Caltrain/High-speed Rail (HSR) blended system. While sponsors can choose to be the lead implementing agency for planning and environmental work, projects must be designed to Caltrain standards and the JPB will be responsible for the construction of all grade separation projects.

Prepared By: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **REQUEST BY THE CITY OF SAN MATEO FOR MEASURE A FUNDS FOR THE 25TH
AVENUE GRADE SEPARATION PROJECT**

ACTION

The item is for information only. At the December 2015 meeting, staff will seek Board action on a request for funds to complete final design and right of way certification for the San Mateo 25th Avenue Grade Separation Project, contingent on a formal commitment by the San Mateo City Council to provide matching funds for the project.

SIGNIFICANCE

At the November 7, 2013 meeting, the Board approved the allocation of \$3.7 million in Measure A funds for the city of San Mateo (City) to complete preliminary engineering and environmental review for the 25th Avenue Grade Separation Project (Project), matched by \$1 million from the City to complete the scope of work, which had a \$4.7 million cost estimate. The City requested the Peninsula Corridor Joint Powers Board (JPB) to be the lead implementing agency for its project. This phase of work has since been completed, and it came under budget by \$1.2 million.

The City is now requesting \$5 million in Measure A funds for the Project to complete final design and right of way certification (Attachment A). The cost of completing this phase of work is \$11.2 million; the balance of funds will come from \$1.2 million in cost savings from the prior phase, along with a \$5 million match from the City.

The Project will include the grade separation at 25th Avenue, along with elevated rail between Hillsdale Boulevard and Highway 92, relocation of the Hillsdale station to a new site north of its current location, provide station access and parking, and construct east-west connections at 28th and 31st Avenues.

Justification for the Special Circumstance Request

Since the City's funding request is being made outside of a regular funding cycle, the Board may consider such a request if the Project meets certain conditions. Staff evaluated the above request in accordance with the Special Circumstance criteria for advancing funds, as provided for in the New Measure A Strategic Plan. The criteria include: 1) urgency and 2) impact to the Measure A Program.

The Project would meet the urgency criteria, including consideration for significant cost savings, needed safety improvements, and possible loss of funds.

Significant cost savings can be achieved if the grade separated structure for the Project can be constructed before the JPB begins installation of the Overhead Contact System (OCS) for the Peninsula Corridor Electrification Project (PCEP) in the City. If this Project is to be constructed after PCEP, the OCS installed during the PCEP would have to be removed to accommodate the grade separation construction, and then reinstalled, adding significant cost to the Project.

The cost estimate to complete the Project, after final engineering and right of way certification, is \$165.3 million. The City is currently working with the California High-speed Rail Authority (CHSRA) to secure \$84 million, which represents a portion of the funding needed to complete construction. According to the funding plan the City submitted along with its \$5 million request to the San Mateo County Transportation Authority (TA), the City is looking to match the \$84 million from CHSRA with another \$65.3 million from the TA in the future for the construction of the Project. The CHSRA and TA funding would be matched by another \$6 million from the City, and \$10 million the City is looking to secure from California Public Utilities Commission's (CPUC) Section 190 Program. (The railroad crossing at 25th Avenue is currently listed as the Number 7 project in the CPUC's Section 190 Grade Separation Program Priority Listing.)

It is imperative that the City secures 100 percent of the construction funding no later than the middle of 2016. Construction of the grade separation must begin no later than early 2017 in order to meet JPB's PCEP current construction schedule. In order to meet the construction time table outlined above, final design and right of way certification for the Project needs to begin before the end of 2015.

The Project, when completed, would provide critical safety improvements for both local roadway and railroad traffic. The grade separation would eliminate any future conflicts between motor vehicles and trains. Due to the amount of current traffic at the location, and the expected rise resulting from the transit-oriented development at the Bay Meadows site, the grade separation would significantly improve local traffic circulation. Due to the elevated railroad alignment, this Project would further provide alternate routes connecting east and west sides of the railroad tracks by the construction of two grade-separated street connections at 28th and 31st avenues.

Staff reviewed the Project's impact to the Measure A Program. This funding request would be allocated from the Grade Separation Program category. In general, programming and allocation of funds from the Grade Separation category is done using a call for projects (CFP) process. The first CFP for this program category was completed fall 2013. Staff at the time informed the Board that another CFP would be issued depending on the readiness of projects proceeding to the next phase. At this time, the City's project is the only project previously funded that is ready to advance to the next phase, and the need to continue the project in order to meet the Caltrain PCEP's timeline compelled the City to make the request outside the regular CFP process.

The Grade Separation category currently has a balance of approximately \$13.7 million in New Measure A funds. Accordingly, the funding request of \$5 million for the Project can be accommodated. The Grade Separation category currently generates approximately \$11.25 million annually, assuming \$75 million in total annual Measure A tax revenue receipts.

BUDGET IMPACT

There is no impact to the budget with this item at this time.

BACKGROUND

Fifteen percent of the Measure A receipts is allocated to the Grade Separation Program category. The goal of the program is to reduce the number of grade crossings on the Caltrain right of way. Grade separations improve safety for drivers and pedestrians, relieve traffic congestion and enhance operational flexibility of the railroad. The grade crossings to be considered for Measure A funding are listed in the 2004 Transportation Expenditure Plan (TEP). The grade crossing at 25th Avenue is included in the TEP.

Prepared By: April Chan, Chief Officer, Planning, Grants, and the
Transportation Authority

650-508-6228

ATTACHMENT A

OFFICE OF THE CITY MANAGER



330 West 20th Avenue
San Mateo, California 94403
Telephone (650) 522-7000
FAX: (650) 522-7001
www.cityofsanmateo.org

October 6, 2015

April Chan
Executive Officer, Planning and Development
San Mateo County Transit District
Samtrans / Caltrain / TA
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Re: *City of San Mateo 25th Avenue Grade Separation*

Dear Ms. Chan:

On behalf of the City of San Mateo, I am requesting capital funding from the San Mateo County n Authority in the amount of \$5 million for the final design and right-of-way certification of the 25th Avenue Grade Separation Project (Project). The need to grade separate this intersection has been discussed for many years, and is a top priority among San Mateo's grade separation candidates. Following the City's adoption of the *San Mateo Rail Corridor Transit-Oriented Development Plan* in 2005 and the *Hillsdale Station Area Plan* in 2011, San Mateo's City Council unanimously supported the Project at a special meeting in February 2012.

The City of San Mateo (City) greatly appreciates the support from San Mateo County Transportation Authority (SMCTA) and Peninsula Corridor Joint Powers Board (JPB) has shown for the 25th Avenue Grade Separation project (Project). In November 2013, the SMCTA Board approved a Measure A grant to the City for the completion of the preliminary engineering and environmental phase of the Project in the amount of \$4.7M, including the City's contribution. Based on the current progression of work, JPB anticipates expending approximately \$3.5M to complete the work for this phase, resulting in approximately \$1.2M in savings from the original estimated cost.

The current Caltrain cost estimate to complete 25th Avenue Grade Separation project improvements is approximately \$190M. The City has hired a consultant to assist in the process of completing a funding plan to anticipate project costs and funding sources. A table summary of the funding plan is attached for your reference. The City is confident as the funding plan development approaches its final stages that the proposed funding sources are feasible and have the ability to keep the project on schedule.

The cost to advance the project through final design and right-of-way certification is approximately \$11.2M. The City desires to reallocate the \$1.2M in savings from the current phase towards completing final design and right-of-way certification. The City proposes that the remaining \$10M be equally shared between the City and the SMCTA and hereby commits \$5M to fund the completion of final design and right-of-way certification.

Grade separating 25th Avenue will provide vital safety improvements.

In the last 10 years, the Federal Railroad Administration database lists three (3) accidents at the 25th Avenue railroad crossing, including one suicide and one failed suicide attempt, as well as a collision between a train and a stalled vehicle.

Grade separating the tracks may deter future suicide attempts and will eliminate any future conflict between trains and motor vehicles. Since this segment of rail will be elevated, the project will also serve to reduce trespassing and thus increase safety.

The Project is ranked 7th in the CPUC Grade Separation Program Priority List for FY2015-16 and ranked 1st among those in Northern California.

The 25th Avenue grade separation is the key to successful transit-oriented development implementation.

San Mateo has completed a deliberative and lengthy planning process to define our vision for transit oriented development (TOD). Successful TOD depends greatly on the proximity and accessibility of transit – Caltrain’s commuter rail service. The resulting developments which have been planned and approved near the rail corridor are reliant on a grade separated crossing at 25th Avenue.

The project will significantly mitigate the impact of traffic, the impact of increased train trips in the rail corridor, and greatly enhance east-west connections in San Mateo and allow the planned build-out of Bay Meadows, ensuring greater economic development.

New roadway connections will provide alternate routes and improve traffic circulation.

The crossing at 25th Avenue is the only local surface crossing for more than 0.5 miles in any direction, including the Hillsdale Boulevard crossing 0.61 miles to the south. Both Hillsdale Boulevard and 25th Avenue are heavily used east-west crossings for all modes of travel, including emergency vehicles.

Grade separating 25th Avenue will eliminate the crossing at 25th Avenue and allow traffic to move unimpeded by railroad crossing signals. The elevated railroad alignment also creates an opportunity for the City to construct two new grade separated street connections at 28th and 31st Avenues.

These new connections will improve east-west access and reduce traffic volumes at Hillsdale Boulevard, the heaviest travelled east-west road in the San Mateo. Reduction of traffic volumes lessens conflicts between vehicles and pedestrians and also improves the response time for emergency service providers.

The CalMod schedule makes the grade separation improvements an immediate need.

A portion of the Caltrain Modernization (CalMod) project will electrify and upgrade performance, increase operating efficiency, expand capacity, and ensure the safety and reliability of Caltrain’s commuter rail service. Electrification anticipates construction beginning in 2016,

Ms. April Chan
October 6, 2015
Page 3

and is scheduled for completion by 2020-21.

Due to additional complexities to cut over and re-electrify both tracks, the estimated increase in construction cost to implement the Grade Separation Project improvements after the Electrification project are approximately \$10M–12M. Furthermore, construction activities for the Grade Separation Project would then have a much greater impact on commuter rail service. Completing the 25th Avenue Grade Separation Project improvements prior to the installation of the overhead contact system will minimize construction and operational disruptions, resulting in an incontrovertibly prudent use of public dollars.

The current Grade Separation project implementation can be completed within the construction schedule for the Electrification project, as shown in the attached Project Schedule.

Thank you for your serious consideration of our request. Your funding commitment will enable the partnership between the City of San Mateo and JPB to complete final design, obtain appropriate agency approvals and right-of-way acquisition, better position the project for fast approaching funding opportunities, and keep the project on a schedule that will accommodate construction prior to completion of rail corridor electrification. The JPB staff and consultants will manage construction of the project and coordinate delivery within the construction schedule for the CalMod improvements thus reducing its cost and eliminating the need to remove and then reconstruct the electrification improvements. This demolition and reconstruction of the electrification improvements will be required only if the 25th Avenue Grade Separation project is delayed and then must be constructed after completion of the CalMod improvements. Therefore, the support of the SMCTA to advance the final design work is vital to keeping the Grade Separation Project moving and reducing overall costs.

We look forward to continuing our efforts with the SMCTA and the JPB to advance this important project. If you have any questions or need additional information, please feel free to contact me at (650) 522-7303 or at bunderwood@cityofsanmateo.org.

Sincerely,



Larry A. Patterson
City Manager
City of San Mateo

Enc: Funding Plan Table Summary
Project Schedule

cc: Brad B. Underwood, Director of Public Works
Leo Scott (Gray-Bowen-Scott)
Chron/File

**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: **MEASURE A PEDESTRIAN AND BICYCLE PROGRAM CALL FOR PROJECTS**

ACTION

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

SIGNIFICANCE

Staff is planning to release the Measure A Pedestrian and Bicycle Program Call for Projects (CFP) following the November 2015 Board meeting with up to \$4.9 million available to fund projects that best meet the pedestrian and bicycle evaluation criteria contained in the Measure A Strategic Plan 2014-2019.

The guidelines will remain relatively the same with a few key exceptions. The Program has historically been oversubscribed. In an effort to better leverage limited Measure A funds, a minimum funding match of 10 percent is now proposed. San Mateo County Transportation Authority (TA) staff also recognizes the challenge of funding large capital projects, such as pedestrian overcrossings, which can potentially require more funding than what is available in the CFP. The timing of this CFP has been set so that it will be completed prior to the release of other significant external sources of pedestrian and bicycle funds, such as the next upcoming cycles of the Active Transportation Program and the One Bay Area Grant Program, anticipated to begin spring 2016. TA staff is proposing to consider the programming of funding, up to the established \$1 million Measure A funding cap per sponsor, to large capital projects contingent on the sponsor securing the remaining funds needed to complete the requested phase of work within one year.

A PowerPoint presentation will be made at the November 5, 2015 meeting that provides further information regarding the process, key guidelines and program evaluation criteria.

BUDGET IMPACT

This informational item has no impact on the budget.

BACKGROUND

The TA's New Measure A Pedestrian and Bicycle Program provides funding for the development and construction of bicycle and pedestrian facilities to encourage and improve walking and bicycling. Three percent of the New Measure A sales tax revenue is available to support the Pedestrian and Bicycle Program.

Prepared by: Joel Slavit, Manager of Programming and Monitoring

650-508-6476

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

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

Assembly Bill 194 (Frazier) was signed into law by Governor Brown allowing regional transportation agencies and the California State Department of Transportation to develop and operate high-occupancy toll lanes. The bill requires that regional transportation agencies give an option to a local transportation authority or congestion management agency to enter into agreements for project development, engineering, financial studies, and environmental documentation. Revenues generated by the toll facility must be used in the corridor and can be used to support transit operations.

The governor has also taken action on several San Mateo County Transportation Authority-supported bills including:

Senate Bill (SB) 9 (Beall) – Signed Into Law

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 multiyear 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 348 (Galgiani) – Signed Into Law

When determining that a railroad grade crossing is exempt from California Environmental Quality Act requirements, this bill requires the lead agency 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.

SB 705 (Hill) – Signed Into Law

This bill authorizes San Mateo County to exceed the existing two percent local sales tax cap if needed to pursue a potential sales tax ballot measure to address local transportation needs.

The Legislature will reconvene on January 4, 2016.

FEDERAL ISSUES

Positive Train Control (PTC) Mandate

Earlier this month Senator Barbara Boxer stated that Senate Democrats will not extend the PTC deadline past December 31 unless House Republicans pass a long-term highway bill.

House Republicans have introduced stand-alone legislation that would extend the deadline until December 2018 but Senate Democrats said they would only consider the bill if a long-term highway bill is passed. The current highway bill is set to expire on October 29.

Prepared By: Shweta Bhatnagar, Government Affairs Officer

650-508-6385

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>AB 28 Chu D</p> <p>Bicycle safety: rear lights</p>	<p>10/7/15</p> <p>Signed by the Governor</p> <p>Chaptered by the Secretary of State – Chapter 549, Statutes of 2015</p>	<p>Existing law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A violation of this requirement is an infraction.</p> <p>This bill would instead require that a bicycle operated under those circumstances be equipped with a red reflector 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>Last amended on 8/31/15</p>	
<p>AB 194 Frazier D</p> <p>HOT Lanes</p>	<p>10/11/15</p> <p>Signed by the Governor</p> <p>Chaptered by the Secretary of State – Chapter 687, Statutes of 2015</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. Last amended on 9/4/15</p>	
<p>AB 323 Olsen D</p> <p>CEQA Exemption: Roadway improvement</p>	<p>7/6/15</p> <p>Signed by the Governor</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. Last amended on 4/6/15</p>	
<p>AB 378 Mullin D</p> <p>State Highway 101 Corridor</p>	<p>2/18/15</p> <p>Introduced</p> <p>Two-year Bill</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system.</p> <p>This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.</p>	<p>Support in Concept</p>

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>AB 400 Alejo D</p> <p>Changeable Message Signs</p>	<p>10/9/15</p> <p>Signed by the Governor</p> <p>Chaptured by the Secretary of State – Chapter 693, Statutes of 2015</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law, the Outdoor Advertising Act, provides for the regulation by the department of advertising displays, as defined, within view of public highways. Existing law also authorizes the department to install and maintain information signs along state highways.</p> <p>This bill would require the department, by June 30, 2016, to update its internal policies to allow displays of safety, transportation-related, and voting-relating messages on changeable message signs, as defined, subject to approval by the United States Department of Transportation. Last amended on 8/31/15</p>	
<p>AB 464 Mullin D</p> <p>Local Sales Tax Cap</p>	<p>8/20/15</p> <p>Vetoed by the Governor</p>	<p>Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%.</p> <p>This bill would increase the maximum combined rate to 3%. Last amended on 6/17/15.</p>	Support
<p>AB 516 Mullin D</p> <p>Temporary License Plates</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 unplatd vehicles when they are sold beginning January 1, 2018; and makes the forging or altering of a temporary license plate a misdemeanor. Last amended on 7/16/15</p>	Support

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>AB 1171 Linder R</p> <p>Construction Manager/General Contractor Method</p>	<p>10/1/15</p> <p>Signed by the Governor</p> <p>Chaptered by the Secretary of State – Chapter 413, Statutes of 2015</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor (CM/GC) project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements.</p> <p>This bill would authorize regional transportation agencies, as defined, to use the CM/GC project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the expressways are developed in accordance with an expenditure plan approved by voters, there is an evaluation of the traditional design-bid-build method and CG/MC method, and the board of the regional transportation agency adopts the method in a public meeting. The bill would require the regional transportation agency to provide a report, containing specified information, to its governing body upon completion of a project using the Construction Manager/General Contractor method. Last amended on 6/19/15</p>	
<p>AB 1250 Bloom D</p> <p>Bus Axle Weights</p>	<p>10/4/15</p> <p>Signed by the Governor</p> <p>Chaptered by the Secretary of State – Chapter 484, Statutes of 2015</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. Last amended on 9/9/15</p>	
<p>AB 1288 Atkins D</p> <p>California Global Warming Solutions Act of 2006: regulations.</p>	<p>10/8/15</p> <p>Signed by the Governor</p> <p>Chaptered by the Secretary of State – Chapter 586, Statutes of 2015</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. Last amended on 9/10/15</p>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>ACA 4 Frazier D</p> <p>55% Threshold for Local Sales Tax Measures: transportation</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. Last amended on 8/17/15</p>	<p>Support</p>
<p>ABx1 1 Alejo D</p> <p>Transportation Funding</p>	<p>6/24/15</p> <p>Assembly Rules Committee</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts, including commercial truck weight fees, to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. The bill would also restore truck weight fees back to the State Highway Account.</p>	
<p>ABx1 2 Perea D</p> <p>Public-Private Partnerships</p>	<p>6/26/15</p> <p>Assembly Rules Committee</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>Authorizes public-private partnership (P3s) agreements for transportation indefinitely.</p>	
<p>ABx1 3 Frazier D</p> <p>Transportation Funding</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 infrastructure.</p>	
<p>ABx1 4 Frazier D</p> <p>Transportation Funding</p>	<p>7/10/15</p> <p>Assembly Rules Committee</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 – October

Measure	Status	Bill Summary	Position
<p>ABx1 6 Hernandez D</p> <p>Affordable Housing & Sustainable Communities Program</p>	<p>7/16/15</p> <p>Assembly Rules Committee</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 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>	
<p>ABx1 7 Nazarian D</p> <p>Public Transit Funding</p>	<p>7/17/15</p> <p>Assembly Rules 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. 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
<p>ABx1 8 Chiu D</p> <p>Diesel Sales and Use Tax</p>	<p>7/17/15</p> <p>Assembly Rules Committee</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation.</p> <p>The bill would include a change in state statute that would result in a taxpayer paying a higher tax within the meaning of Section 3 of Article XIII A of the California Constitution, and thus would require for passage the approval of 2/3 of the membership of each house of the Legislature. This bill would take effect immediately as a tax levy.</p>	Support

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>ABx1 13 Grove R</p> <p>Greenhouse Gas Reduction Fund: streets and highways</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>
<p>ABx1 23 Garcia D</p> <p>Transportation Funding</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>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>ABx1 24 Levine & Ting D</p> <p>Bay Area Transportation Commission: election of Commissioners</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>	
<p>SB 9 Beall D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program</p>	<p>10/9/15</p> <p>Signed by the Governor</p> <p>Chapttered by the Secretary of State – Chapter 710, Statutes of 2015</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund (Fund). The Fund provides 10% of the annual proceeds to the Transit and Intercity Rail Capital Program as a continuous appropriation for purposes of providing resources for capital improvements and operational investments to modernize California's rail systems to achieve certain policy objectives, including the reduction of greenhouse gas emissions and the expansion and integration of rail services.</p> <p>This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, expanding and improving transit services to increase ridership, and improving transit safety. The bill would require that the Transportation Agency to approve, by July 1, 2018, a 5-year program of projects, and would require the California Transportation Commission to allocate funding to eligible applicants pursuant to the program of projects, with subsequent programs of projects to be approved not later than April 1 of each even-numbered year thereafter.</p> <p>The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice, at the request of the eligible applicant, that allows an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. Last amended on 9/1/15</p>	<p>Support</p>

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>SB 321 Beall D</p> <p>Motor Vehicle Fuel Rate Adjustments</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. Last amended on 8/18/15</p>	<p>Support</p>
<p>SB 348 Galgiani D</p> <p>CEQA Exemptions For Grade Crossings</p>	<p>8/7/15</p> <p>Signed by the Governor</p> <p>Chapters by the Secretary of State – Chapter 143, Statutes of 2015</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements railroad grade separation projects that eliminate existing grade crossings or that reconstruct existing grade separations. CEQA authorizes a lead agency, if it determines that a project is exempt from the requirements of CEQA, to file a notice of exemption with specific public entities.</p> <p>This bill would require a lead agency, if it determines that the above exemption applies to a project that the agency approves or determines to carry out, to file a notice of exemption with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county.</p> <p>Existing law grants to the Public Utilities Commission (PUC) the authority to regulate railroad crossings, as prescribed. Existing law, until January 1, 2016, exempts from CEQA the closure of a railroad grade crossing by order of the PUC under that authority if the PUC finds the crossing to present a threat to public safety. Existing law requires a state or local agency that determines that this exemption applies to a project that the agency approves or determines to carry out to file a specified notice with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county.</p> <p>This bill would extend to January 1, 2019 the repeal date for those provisions. Last amended on 4/6/15</p>	<p>Support</p>

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>SB 413 Wieckowski D</p> <p>Public Transit: prohibited conduct</p>	<p>9/15/15</p> <p>Signed by the Governor</p> <p>Chaptered by the Secretary of State – Chapter 765, Statutes of 2015</p>	<p>Existing law makes it a crime, punishable as an infraction, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise or selling or peddling any goods, merchandise, property, or services of any kind whatsoever on the facilities, vehicles, or property of the public transportation system, in specified circumstances.</p> <p>Existing law also authorizes a public transportation agency to adopt an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. Existing law requires the ordinance to include the statutory provisions governing the administrative penalties.</p> <p>This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person.</p> <p>This bill would apply these administrative penalties to also apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, to a person playing unreasonably loud sound equipment on or in a system facility or vehicle, and to a person failing to yield seating reserved for an elderly or disabled person. The bill would authorize the administrative penalties to be applied to minors and would delete the requirement for the ordinance to include the statutory provisions.</p> <p>Last amended on 9/3/15</p>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>SB 508 Beall D</p> <p>Transit Operations: financial requirements</p>	<p>10/9/15</p> <p>Signed by the Governor</p> <p>Chapters by the Secretary of State – Chapter 716, Statutes of 2015</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in non-urbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes.</p> <p>Existing law also creates the State Transit Assistance program, under which certain revenues in the Public Transportation Account are allocated by formula for public transportation purposes. Under that program, funds may not be allocated to a transit operator for operating purposes unless the operator meets certain efficiency standards. Compliance with the efficiency standards is based on whether the operator's total operating cost per revenue vehicle hour is increasing by no more than the Consumer Price Index, as specified. Existing law imposes no restrictions on allocations of funds for capital purposes. Existing law provides for funds withheld from an operator to be retained by the allocating transportation planning agency for allocation in a later year if the operator can subsequently meet the efficiency standards, and in certain cases, provides for the funds to be reallocated to other transit purposes, or to revert to the Controller.</p> <p>This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain fuel, insurance, and claims settlement cost increases beyond the Consumer Price Index. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of local funds and "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation.</p> <p>The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, also generally requires the allocation of 2% of available funds to cities and counties for facilities for bicycles and pedestrians. Existing law provides that a city or county may expend up to 5% of its bicycle and pedestrian allocation to supplement moneys from other sources to fund bicycle safety education programs, as long as this amount is not used to fully fund the salary of any one person.</p> <p>This bill would also authorize the funding of pedestrian safety education programs from the 5% amount.</p> <p>This bill, commencing July 1, 2016, rather than making an operator ineligible to receive State Transit Assistance program funds for operating purposes for an entire year for failing to meet the efficiency standards, would instead reduce the operator's operating allocation by a specified percentage, based on the percentage amount that the operator failed to meet the efficiency standards, as specified. The bill would delete provisions related to funds withheld, reallocated, or reverted by the transportation planning agency. Last amended on 8/20/15</p>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>SB 516 Fuller R</p> <p>Motorist Aid Program</p>	<p>10/4/15</p> <p>Signed by the Governor</p> <p>Chapters by the Secretary of State – Chapter 491, Statutes of 2015</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist aid system of call boxes.</p> <p>This bill would require each service authority to determine how those moneys received by it are to be used by the service authority for the implementation, maintenance, and operations of a motorist aid system, including call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, and other transportation demand management services, and safety-related hazard and obstruction removal. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist aid system of call boxes pursuant to specified guidelines. Last amended on 8/24/15</p>	
<p>SB 698 Cannella R</p> <p>Active Transportation Program; school safety zone funding</p>	<p>4/16/15</p> <p>Senate Environmental Quality Committee</p> <p>Two-Year Bill</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes.</p> <p>Existing law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, with available funds to be allocated to eligible projects by the California Transportation Commission, as specified.</p> <p>This bill would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program.</p>	<p>Support</p>

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>SB 705 Hill D</p> <p>Transactions and use taxes: County of San Mateo & Transportation Agency for Monterey County</p>	<p>10/7/15</p> <p>Signed by the Governor</p> <p>Chaptured by the Secretary of State – Chapter 579, Statutes of 2015</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>SBx1 1 Beall (D)</p> <p>Transportation Funding</p>	<p>8/20/15</p> <p>Senate Appropriations Committee</p>	<p>Similar to SB 16 with the following exceptions:</p> <p>Increases and extend revenues in perpetuity, as opposed to the original five-year plan. As a result, SBx1 1 would generate over \$6 billion as opposed to \$3.4 billion. Provides 5% of proceeds off the top to go to counties that acquire a local sales tax measure after July 1, 2015, before splitting proceeds 50/50 between the SHOPP and local streets and roads. Allow cities and counties to use funding for other transportation purposes if the city or county's pavement condition index meets or exceeds 85. Require the Board of equalization to make adjustments to the gas tax based on the consumer price index, rather the revenue neutral adjustments that have historically been made to reflect what would have been generated by a sales tax on gasoline. Last amended on 7/14/15</p>	
<p>SBx1 2 Huff (D)</p> <p>Greenhouse Gas Reduction Fund</p>	<p>7/6/15</p> <p>Senate Transportation & Infrastructure Development Committee</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>Existing law continuously appropriates 60% of the annual proceeds of the fund to various purposes, including high-speed rail, transit and intercity rail capital, low-carbon transit operations, and affordable housing and sustainable communities.</p> <p>This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.</p>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>SBX1 3 Vidak (R)</p> <p>Transportation Bonds: highways, streets, and roads projects</p>	<p>8/19/15</p> <p>Senate Transportation & Infrastructure Development Committee</p> <p>Died in Committee</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election. Last amended on 8/17/15</p>	<p>Oppose</p>
<p>SBX1 4 Beall (D)</p> <p>Transportation Funding</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. Last amended on 9/4/15</p>	
<p>SBX1 5 Beall (D)</p> <p>Transportation Funding</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 – October

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

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>SBx1 9 Moorlach (R)</p> <p>Caltrans</p>	<p>8/19/15</p> <p>Senate Transportation & 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 – October

Measure	Status	Bill Summary	Position
<p>SBX1 10 Bates (R)</p> <p>STIP Program</p>	<p>8/20/15</p> <p>Senate Transportation & Infrastructure Development Committee</p> <p>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 – October

Measure	Status	Bill Summary	Position
<p>SBx1 11 Berryhill (R)</p> <p>CEQA exemptions for roadway improvements</p>	<p>8/20/15</p> <p>Senate Transportation & Infrastructure Development Funding Committee</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements.</p> <p>This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons. The bill would also expand the exemption to include state roadways. Last amended on 9/4/15</p>	
<p>SBx1 12 Runner</p> <p>California Transportation Commission</p>	<p>8/20/15</p> <p>Senate Appropriations Committee</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission (CTC). Existing law vests the CTC with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.</p> <p>Existing law requires the Department of Transportation (Caltrans) to prepare a state highway operation and protection (SHOPP) program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. The SHOPP is required to be based on an asset management plan, as specified. Existing law requires the Caltrans to specify, for each project in the program, the capital and support budget and projected delivery date for various components of the project. Existing law provides for the CTC to review and adopt the program, and authorizes the commission to decline to adopt the program if it determines that the program is not sufficiently consistent with the asset management plan.</p> <p>This bill would exclude the CTC from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role.</p> <p>The bill would additionally require Caltrans to program capital outlay support resources for each project in the program. The bill would provide that the CTC is not required to approve the program in its entirety as submitted by Caltrans, and may approve or reject individual projects. The bill would require the Caltrans to submit any change in a programmed project's cost, scope, or schedule to the CTC for its approval. Last amended on 8/20/15</p>	

SMCTA Bill Matrix – October

Measure	Status	Bill Summary	Position
<p>SBx1 13 Vidak (R)</p> <p>Office of The Transportation Inspector General</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. Last amended on 9/3/15</p>	
<p>SBx1 14 Cannella (R)</p> <p>Public-Private Partnerships</p>	<p>8/19/15</p> <p>Senate Transportation & Infrastructure Committee</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would authorize public-private partnerships indefinitely.</p>	