



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

December 3, 2015 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report of the Citizens Advisory Committee
4. Consent Calendar MOTION
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a. Approval of Minutes of November 5, 2015
 - b. Acceptance of Statement of Revenues and Expenditures for Fiscal Year Ending June 2015 (Unaudited)
 - c. Acceptance of Statement of Revenues and Expenditures for October 2015
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report RESOLUTION
 - a. Resolution of Appreciation for Outgoing Director Terry Nagel
7. San Mateo County Transit District Liaison Report – K. Matsumoto
8. Joint Powers Board Report – J. Hartnett INFORMATIONAL
9. Report of the Executive Director – J. Hartnett INFORMATIONAL
10. Finance RESOLUTION
 - a. Authorize Amendment of the Fiscal Year 2016 Budget by \$5 Million and Programming and Allocation of \$6.2 Million of Measure A Grade Separation Funding for the City of San Mateo for the Design of the 25th Avenue Grade Separation Project
11. Program INFORMATIONAL
 - a. Program Report: Transit – Shuttles

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

San Mateo County Transportation Authority
December 3, 2015 Agenda

b. Joint TA and City/County Association of Governments
San Mateo County Shuttle Program Call for Projects

INFORMATIONAL

c. 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, January 7, 2016, 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 NOVEMBER 5, 2015

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

MEMBERS ABSENT: C. Groom, M.A. Nihart

STAFF PRESENT: J. Averill, S. Bhatnagar, J. Cassman, A. Chan, G. Harrington,
J. Hartnett, C. Harvey, J. Hurley, L. Larano, M. Martinez,
N. McKenna, S. Murphy, M. Simon, J. Slavitt, S. van Hoften

Chair Karyl Matsumoto called the meeting to order at 5:00 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of October 3, 2015 (see attached).

APPROVAL OF CONSENT CALENDAR

- 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

Motion/Second: Horsley/Canepa

Ayes: Canepa, Horsley, Johnson, Nagel, Matsumoto

Absent: Groom, Nihart

RECEIVE AND FILE THE SEMI-ANNUAL MEASURE A PROGRAM STATUS REPORT

Public Comment

Pat Giorni, Burlingame, asked to pull this for consideration until after the 2015 Highway Program Call for Projects is discussed in case action is taken to get the pedestrian overcrossing at Holly Street incorporated into the funding.

Joan Cassman, Legal Counsel, said this item is giving a report of the first six months of the year and has no application to the action of the Holly Street item.

Motion to receive and file the Semi-annual Measure A Program Status Report.

Motion/Second: Nagel/Canepa

Ayes: Canepa, Horsley, Johnson, Nagel, Matsumoto

Absent: Groom, Nihart

PUBLIC COMMENT

Andrew Boone, East Palo Alto, said he is concerned about investments made into expanding roadways and ways to put more cars through per hour as a way to reduce congestion. Expanding roadways does not reduce traffic. Hundreds of millions of dollars are being spent on something that does not work. The county needs a serious plan to make alternatives to driving cars function. Buses are slow, there are few routes, ridership is half of what it was, and bicycling is not safe.

Pat Giorni, Burlingame, asked if the San Mateo County Board of Supervisors have a Measure A discretionary fund. She asked if the pedestrian overcrossing at Holly Street is a true bridge structure or a Class 1 bicycle path crossing. She asked if the Shuttle Call for Projects that is coming up is a joint call with the City/County Association of Governments (C/CAG).

CHAIRPERSON'S REPORT

Chair Matsumoto said the Highway Capital Improvement Program (CIP) ad hoc committee met to discuss the concerns about not funding the Holly Street overcrossing and the Manor Drive improvements. The ad hoc committee will address this under the item later in this meeting.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – K. MATSUMOTO

The November 4 report is in the reading file.

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) REPORT

The November 5 report is in the reading file.

Director Nagel asked for more information about the Dumbarton corridor study. Jim Hartnett, Executive Director, said staff is in the process of discussing and attempting to conclude an arrangement whereby Facebook would provide \$1 million to conduct a study on the Dumbarton Transportation Corridor. Various transportation alternatives would be studied on the bridge and the west side of the corridor.

REPORT OF THE EXECUTIVE DIRECTOR

April Chan, Chief Officer, Planning, Grants, and the TA, said:

- Highway 101/Broadway Interchange Reconstruction Project: There have been recent issues with the traffic signal associated along a stretch of the roadway. The city of Burlingame and the California Department of Transportation (Caltrans) have been working to resolve that issue. TA staff will continue to monitor it.
- San Pedro Creek Bridge Replacement Project: Construction has been completed within the required timeline. The construction window closed October 15. Now some minor punch list items on the project are being concluded.
- Dumbarton Rail Project: Staff reported to this Board in May that the rail project had to be concluded because there was no funding to complete the environmental review process. With the funds from Facebook, the TA can begin this study. Staff will come back with more details at a later date.

Director David Canepa asked what the TA's total contribution was to the San Pedro Creek project and the total project cost. Joe Hurley, Director, TA Program, said the TA contributed about \$9 million. The accounting has not yet closed, but the total project cost will be about \$13 million.

FINANCE

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

Monique Spyke, Public Financial Management Group (PFM), said treasury yields moved up and down in response to various factors. PFM has managed the TA's portfolio by avoiding intermarket volatility. The goal has been to extend the average maturity of the portfolio closer to the performance benchmark. As the market expected the Federal Open Market Committee to raise rates, the yields increased, but by the end of quarter, the Federal Reserve did not raise rates so yields fell. At the end of the quarter, because the TA's portfolio was short on averages in the benchmark, the quarter ended with a duration of 1.24 years for the portfolio versus the 2.22 years for the benchmark. PFM's strategy is to increase the duration over time. PFM's market view continues to be that the U.S. economy will continue to expand. The Federal Open Market Committee has indicated that global economic events will impact their decision to raise rates or not in December. PFM will take advantage of any increases in the yield.

Motion/Second: Johnson/Horsley

Ayes: Canepa, Horsley, Johnson, Nagel, Matsumoto

Absent: Groom, Nihart

PROGRAM

2015 Highway Program Call for Projects (CFP) (October 1, 2015 Meeting Follow-Up)

Ms. Chan said at the October 1 Board meeting, the Board approved the 2015 Highway Program CFP recommendations from staff, but asked for clarifications on the evaluation results on the State Route 1/Manor Drive project and the legality of funding with highway program funds the separate bike/pedestrian overcrossing at the U.S. Highway 101/Holly Street Interchange in San Carlos.

Ms. Chan said the Manor Drive project is listed as a Key Congested Area (KCA) in the Transportation Expenditure Plan (TEP). Regardless whether a project is listed in the TEP, it still needs to go through evaluation criteria. The project was evaluated, but it did not score as well as the projects from tiers 1 and 2 in cost effectiveness, fund leverage or project readiness. The city of Pacifica proposed another component with this project, which did include funding, but this component did not include funding. The Board had asked if KCA projects should be guaranteed funding. Due to the funding availability of the program, the TA must look at the merit of project before recommending funding. Another concern raised was whether geographic equity should be considered. Geographic equity is not considered for every cycle, but is considered over the life of the highway program. During Cycle 1 in 2012, the Coastside region received \$23 million or 26 percent of the funding awarded in that cycle.

Ms. Chan said staff did not recommend funding for the bike/pedestrian overcrossing at the U.S. Highway 101/Holly Street Interchange. The CFP material clearly stated that the TA cannot fund separate bike/pedestrian overcrossings. Cities were aware of that restriction. Staff looked at the intent of voters, and for the 2004 Measure A Program, separate funding programs for highway and bike/pedestrian projects were set up. Three percent was set aside for bike/pedestrian projects. In that category, overcrossing projects were listed. Since there were specific rules about what should and can be

funded, staff did not include a funding recommendation for this project. There was a concern as to whether or not it meets the complete streets criteria. The interchange itself as proposed by the city of San Carlos includes added sidewalks, bike lanes on both sides of the overpass, and reconfigured on and off ramp signals to improve access, and the environmental document included these components and was approved by Caltrans. Staff will work with the city to find funding for the separate structure on a number of upcoming funding programs specifically for bike/pedestrian projects including the TA bike/pedestrian CFP and programs with the State and C/CAG. The ad hoc committee accepted the staff recommendation and did not request further action.

Director Cameron Johnson said staff convinced him that if another city came to the TA asking for highway funds for a bike/pedestrian bridge over U.S. Highway 101 without touching an interchange, it would clearly be ineligible. The city of San Carlos wants a bike/pedestrian overcrossing and they happen to be doing an interchange project at the same time. It is clear that bike/pedestrian overcrossings are funded through a separate fund. Everyone collectively agrees that the safest thing for bicyclists and pedestrians is to have a separate overcrossing. The question is not if the overcrossing should be built, but how. The city of San Carlos is pursuing a lot of other methods. The role of the Board is to implement the intent of the voters. The lines are clear that a bike/pedestrian bridge has to come from other sources of money.

Director Don Horsley said if there was a way to figure out some way to find funding for the bike/pedestrian overcross at same time as the interchange it would save money. He said the Milagra onramp improvement in Pacifica is listed as a KCA in the 2004 TEP. It has been on the list for 11 years. He said the voters voted on these projects and asked how the Board could go out in the future for another tax measure if the projects listed don't get funded. He said the San Pedro Bridge had \$2 million in savings. He said the TA has the capacity to fund the project. He would like to approve that project. Ms. Cassman said this item is before the Board as an informational matter and if the Board would like to consider action it would have to take place at a future meeting.

Director Johnson said when the Manor Drive and Milagra onramp projects were discussed at the ad hoc meeting, they were considered two separate projects. Although they are close to one another, they are not directly part of the same infrastructure. The onramp is fully funded and is in progress. The Manor Drive overcrossing is \$20 million project. The city of Pacifica is asking for about \$1.5 million. Relative to the CFP, it is a small request, but it has not been made clear where the remaining \$18.5 million will come from, which is one reason the project scored low. While this is a worthy project, the benefit is local relative to other projects the TA is funding that provide a larger regional benefit. This is still eligible for funding at future CFPs.

Ms. Chan said the Pacifica project has a localized benefit, not a regional benefit. It is also a more expensive option than what could be proposed. No match was proposed for the project. The CIP ad hoc committee was formed to look at the range of projects that would come before the Board and the amount of funding that would be available. While the Pacifica project is listed as a KCA, given the amount of projects

that are coming through and the amount of funding available, the TA still needs to look at whether the funding is available for every project.

Director Horsley said this KCA project achieves an improvement. The city of Pacifica should have an opportunity to find other opportunities for funding.

Director Terry Nagel asked if there would be cost savings by doing the Holly Street Interchange and bike/pedestrian overcrossing projects together, and if other opportunities to fund the overcrossing might coincide with the interchange project so they could be completed at the same time. Ms. Chan said there would be savings to do the two projects together because they could be done with one contractor and they would only need to mobilize and demobilize once. The city of San Carlos is not looking to construct the project until the end of 2016. The city could potentially award the contract with options. There are a number of funding cycles including the TA Measure A Bike/Pedestrian CFP, and regional and State funding programs in early spring. If the city of San Carlos is able to line up this funding, they could award the construction contracts all at once.

Director Nagel said the other funding options are the Caltrans Active Transportation Program, the Metropolitan Transportation Commission's (MTC) Active Transportation Program, and the One Bay Area Grant.

Public Comment

Mike O'Neill, Pacifica, asked the Board to approve the Pacifica project at their next meeting. The city is only asking for \$1.2 million for engineering and the design process. Pacifica will look for other funding. After the San Pedro Creek Bridge Project, Pacifica gave \$2 million in cost savings back to the TA by looking for other funding sources. The city expects to pursue those same avenues for this project. The city is giving \$990,000 out of Pacifica's coffers, which is 42 percent of the total cost. This was mentioned in the 2004 referendum as a KCA and was voted for. The design will allow the city of Pacifica to pursue other funding to finish the entire project at a later date.

Lorie Tinfow, City Manager, Pacifica, asked the Board to continue consideration for the State Route 1 Manor Drive overcrossing and Milagra Onramp Project. The KCA project has been considered hazardous since the 1980s. Congestion has continued to grow and the infrastructure ages. She is concerned about the safety of drivers, pedestrians and public transit to navigate the area. Pacifica is a city of districts and the Manor District provides shopping and dining resources. The city of Half Moon Bay submitted letter of support for this project highlighting that local projects that improve circulation enhance access to tourist and recreational opportunities. The Coastside lacks viable options to driving. The project has the support of the entire city council. This project is number 17 on the city's High Priority Project list.

Karen Ervin, Mayor, Pacifica, asked the Board to add the Pacifica projects to the list of approved projects. These improvements would benefit the entire Coastside region by improving circulation in the entire area and access to the regional shopping and dining amenities and nearby school districts. KCAs are high priorities for TA funding. The city is

committed to seeking grant funds from other sources to meet the remaining project cost, and the city is contributing \$990,000 in impact fees to make the project a reality.

Pat Giorni, Burlingame, proposed options to fund the Holly Street pedestrian overcrossing including fund swapping and a loan from a future CFP. She requested the TA bring the project back in December to approve funding through an advanced forward of the next CFP.

Marc Rasi, Palo Alto, said he disagrees that voters intended to build incomplete highway interchanges using highway funds and patch them up later with bike/pedestrian funds. He wants his tax dollars to supplement funding used to achieve bare minimums of safety.

Matthew Self, Emerald Hills, said the Holly Street project should be funded as a single project from the highway fund. Federal guidelines state that every highway project must provide safe and convenient pedestrian and bicycle facilities. This is not a safe design. It is not okay for the project to proceed without meeting safety requirements on the assumption that another project will address the safety requirement later. The question is whether it is legal to fund the project without the pedestrian overcrossing.

John Langbein, Redwood City, said two alternatives were considered for the Holly Street pedestrian overcrossing. He asked why the alternative with interchange that included a bike and pedestrian segment was rejected for one with a separated pedestrian overcrossing. He said he has ridden through the intersection and having to deal with two lanes of turning traffic and to go from one side of the road over two lanes in order to go straight is not a complete street.

Andrew Boone, East Palo Alto, said the problem with the 2015 Highway Program is not just that a critically needed component of the overcrossing is being removed from the project, but the criteria used to choose which projects to fund. Several other projects could have been funded that would make walking and bicycling more convenient and safer and would have given people options other than driving cars.

Jeffrey Tong, San Bruno, said Measure A was designed to provide tax revenue for safer roads, traffic relief and public transit. The use of proceeds is for projects set forth in the transportation plan and its essential element is to be balanced. He asked how 30 percent for transit, 27.5 percent for highways and 3 percent for bikes and pedestrians is balanced. He said the Holly Street project should qualify for transit funds because walking, bicycling and public transit are interdependent. It should qualify for highway funds because it corrects a highway design oversight.

Adina Levin, Friends of Caltrain, said she is disappointed that the bike and pedestrian bridge is considered a separate project. The voice of the community was that the one solution for this crossing included the safest bike and pedestrian accommodations. She urged the TA go back to the voters and clarify their intent. The amount of money for bikes and pedestrians is below the current mode share.

Ellen Barton, Active Transportation Coordinator, County Office of Sustainability, said the grant funding sources that are coming up are vastly oversubscribed and very competitive. They are opportunities but definitely will not be able to answer the funding question for the Holly Street project.

Emma Shlaes, Silicon Valley Bicycle Coalition, said highway crossings are one of the largest barriers to biking and walking in the county. With traffic and pollution she is trying to encourage biking and walking. Complete streets are supposed to be a means for all ages and abilities to bike and walk. If the Holly Street overcrossing is deemed the safest structure it should not be discounted from main funding sources. This issue shows the need for new or reallocated sources of funding for bike and pedestrian projects and projects that enhance connectivity and safety for all users.

Director Horsley said there are a number of projects that the TA does not have enough money for. Everyone has to look for additional funding. The Pacifica project has been on the list for over a decade. He said in order for the TA to go out for another half-cent sales tax measure for transportation, the TA needs to demonstrate it funds projects listed in the measure.

Chair Matsumoto said these are always hard decisions. She said when the Highway CFP was issued, it was specified that the projects cannot have a separate bike and pedestrian element to them. Cities that heeded that specification did not submit applications because they played by the rules. It would not be fair to those cities that did not submit projects because they abided by the rules. If the TA could, the TA would fund all projects. There is \$6 million available with current requests over \$1 billion. She gave kudos to the city of Pacifica for coming in under budget. She does not believe the intent of some of the projects is to save money in order to apply to other projects. That is not a basis for moving forward. She said even though the Pacifica project is a KCA, her philosophy is if the project is for the greater good. As a member of the ad hoc committee, she is comfortable with the recommendation.

Director Canepa said the Manor overcrossing is unsafe. Traffic is unbearable. He said the TA should fund that project. It is unique because of the \$2 million savings from the San Pedro project and that money can be programmed for the Manor project. He said he would like the Board to revisit the Holly Street project.

Motion to bring the Holly Street Interchange Bike and Pedestrian Overcrossing Project back to the Board for funding consideration.

Motion/Second: Horsley/Canepa

Ayes: Canepa, Horsley

Noes: Johnson, Nagel, Matsumoto

Absent: Groom, Nihart

Motion fails.

Motion to bring the Manor Drive Overcrossing project back to the Board for funding consideration.

Motion/Second: Horsley/Canepa

Ayes: Canepa, Horsley

Noes: Johnson, Nagel, Matsumoto

Absent: Groom, Nihart

Motion fails.

Program Report: Grade Separations Program

Ms. Chan presented:

- Program Background
 - 15 percent of Measure A program
 - Estimate over \$200 million remains over the life of the program
 - Purpose of the program is to improve safety at railroad crossings and relieve local traffic congestion
 - Cities with candidate railroad crossings listed in the Expenditure Plan
 - South San Francisco
 - San Bruno
 - Millbrae
 - Burlingame
 - San Mateo
 - Redwood City
 - Menlo Park
 - Atherton
 - East Palo Alto
 - December 2009: Accepted new Measure A implementation plan, held off decision on project selection process for the Grade Separation program
 - September 2012: Authorized solicitation of letters of interest from cities interested in applying for Measure A funds
 - August 2013: Solicitation for candidate projects released, Board awards funding November 2013 and May 2014
- Key Guidelines
 - At least 80 percent of remaining funds for construction
 - Up to 20 percent for pre-construction with at least 10 percent for design
 - JPB concurrence letter required for consistency with blended system
 - Sponsors may be the lead with early phases of work, projects to be designed to Caltrain standards, JPB responsible for construction
- 2013 Funding Allocations – \$6.1 Million
 - San Mateo 25th Avenue Grade Separation environmental phase: \$3.7 million
 - Burlingame Broadway Avenue planning phase: \$1 million
 - Menlo Park Ravenswood Avenue planning phase: \$750,000
 - South San Francisco South Linden Avenue and San Bruno Scott Street planning phase: \$650,000

Liria Larano, Director Engineering and Construction, presented:

- Project Status Updates
 - 25th Avenue Grade Separation
 - Project lead: JPB
 - 35 percent design complete
 - Complete environmental clearance by December 2015
 - Right of way requirements identified
 - Ongoing coordination with city of San Mateo, the JPB, and high-speed rail
 - Broadway Grade Separation
 - Project lead: City of Burlingame
 - Evaluated six grade separation alternatives
 - Held two public outreach meetings
 - City Council briefing in next few months
 - Preferred alternative by mid-2016
 - Ongoing coordination with city of San Mateo, electrification and high-speed rail
 - Ravenswood Avenue Grade Separation
 - Project lead: City of Menlo Park
 - Two alternatives to be reviewed
 - Consultant selection by December 2015
 - Perform technical studies in 2016
 - Hold public outreach meetings in 2016
 - City Council briefing in late 2016
 - Preferred alternative by late 2016
 - South Linden Avenue and Scott Street Grade Separation
 - Project lead: JPB
 - JPB and cities are coordinating on project scope
 - Perform technical studies in 2016
 - Conduct public outreach meetings in 2016 and 2017
 - City Council briefing in 2017
 - Preferred alternative by mid-2017

Ms. Chan presented:

- Next Steps
 - November 2015: TA CAC and Board informational item on 25th Avenue special circumstance funding request
 - December 2015: TA CAC and Board take action on 25th Avenue special circumstance funding request
 - Early 2016: Given limited funds, TA staff to consult with JPB on where to advance the next grade separation projects, considering safety and local traffic congestion relief factors
 - Mid 2016: TA staff to bring program recommendations to TA Board after JPB consultation

Chair Matsumoto said there is \$200 million for the life of program. She asked what the San Bruno Grade Separation cost. Ms. Chan said it was \$150 million.

Director Nagel said the railway corridor is dangerous and there have been many accidents. Two stations will reopen on weekdays with electrification. She asked why the TA is encouraging cities to prepare for projects when there is no other foreseeable source of funding. Ms. Chan said the California High-speed Rail Authority (CHSRA) could be a source of funding. Having projects in pipeline and environmentally cleared projects positions them better for potential funding that could be coming from the State or other regional funding. Measure A will not be the solution for all projects, but staff would like to help get the projects in a state that is ready for receive other funding.

Director Nagel said there are 23 accidents per year at Broadway related to congestion at that intersection, and four train accidents in the last 10 years. The problem is getting worse. She said she can't see how the region will make the corridor safe and would like to get suggestions from staff about anything else that can be done to find a source of funding to make the corridor safe. There are places along the corridor such as north San Mateo where the buildings are so close to the tracks that if there is any elevation or depression, huge amounts of property around the tracks will be wiped out. She said she hopes that enough money will be found to trench some portions of the corridor, which may be the only way to preserve the quality of life in the county.

Public Comment

Adina Levin, Friends of Caltrain, said it would be reasonable to ask voters for more funds since there are so many projects.

Andrew Boone, East Palo Alto, said Caltrain has been around many years and there is no study about how much it would cost to grade separate all the crossings and how it would be done. Staff should be directed to study this and get a total cost.

Director Nagel said there should be metrics about which are the highest priorities for grade separations. When CHSRA comes to the Peninsula, the communities will only get the cheapest alternative possible.

Ms. Chan said several years ago staff conducted a footprint study and looked at the various railroad crossings. It was very conceptual. The cost estimates for each crossing are not cheap. The biggest challenge is getting funding.

Director Nagel said either the county decides what they want or others will decide it for them.

Mr. Hartnett said staff could provide what has already been studied at another meeting. He said the driving factor for suicides is not grade separations, there are many other factors. There are other safety reasons for grade separations, but suicides are not one of them. There are no correlations between grade separations and suicides.

Ms. Chan said Caltrain has worked on a grade crossing hazard analysis. Staff will look at where the largest amount of traffic is going through each grade crossing and where it makes sense to do grade separations. Staff will bring to the Board a history of what has been done and recommendations for going forward. Originally the program has

been reactive to cities that ask for grade separations, but staff will look at it corridor-wide and more systematic.

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

Ms. Chan said this Board previously approved \$3.7 million to this project to complete the environmental phase.

Ms. Larano presented:

- San Mateo Funding Request
 - Project: 25th Avenue grade separation
 - Phase: Final design, right of way acquisition and utility relocation
 - Cost estimate: \$11.2 million for the current phase of work
 - Measure A request: \$5 million
 - City of San Mateo match: \$5 million
 - Prior allocation cost savings: \$1.2 million
- Project Scope
 - Construct grade separation at 25th Avenue along with elevated rail between Hillsdale Boulevard and Highway 92
 - Relocate Hillsdale Station and provide station access and parking
 - Construct east/west connections at 28th and 31st avenues
- Project Cost Estimate – \$180 million
 - Grade separation at 25th Avenue, elevated rail: \$134 million
 - Relocated elevated Hillsdale Station: \$33.8 million
 - East/west connections: \$12.2 million
- Project Schedule
 - Environmental: July 2014 – December 2015
 - Design and right of way: December 2015 – July 2016
 - Bid and award: August 2016 – January 2017
 - Construction: February 2017 – December 2019
- Coordination with Electrification
 - Electrification construction to start mid-2016
 - San Mateo needs to secure construction funds by mid-2016 to begin construction by early 2017
 - Construction of grade separation needs to start by early 2017 to be completed before the installation of the Electrification Overhead Contact System

Ms. Chan presented:

- Project Funding Plan
 - Environmental: \$3.7 in Measure A; \$1 million from San Mateo
 - Design: \$3 million from Measure A; \$3 million from San Mateo
 - Right of way: \$2 million from Measure A; \$2 million from San Mateo
 - Construction: \$65.3 million from Measure A; \$6 million from San Mateo; \$10 million from State Section 190; \$84 million from Proposition 1A
- Special Circumstances Consideration
 - Urgency
 - Significant cost savings

- Safety improvement
- Potential loss of funds
- Impact to Measure A program
 - Current grade separation program balance: \$13.7 million
 - Annual receipts – approximately \$11 million
- Next Steps
 - November 2015: TA informational item; San Mateo City Council action to commit matching funds
 - December 2015: TA action

Public Comment

Maureen Freschet, San Mateo City Council, said this project has been anticipated as a cornerstone to the success of the transit-oriented development (TOD) plan in San Mateo. The Bay Meadows plan has always anticipated the grade separation at 25th Avenue and the new street connections. The project has maintained unanimous support of the city council. She urged the TA to support the project and the funding for the final design phase.

Director Nagel asked if the developers have been participating in funding any of the projects with impact fees. Ms. Freschet said yes.

Jack Matthews, Vice Mayor, San Mateo, said Bay Meadows is contributing \$12 million to this project. The Grade Separation at 25th Avenue is seventh in the State as a high priority for safety. The city has been working on this project for 15 years. He said the rail corridor plan passed by the city of San Mateo anticipated four tracks from the Hayward Park station south past the Hillsdale station, which will be of great value to CHSRA because they need passing tracks. The CHSRA mentioned this project in its funding plan as being viable and a model for other agencies to follow for advancing their grade separation projects. The city of San Mateo is willing to put up \$5 million and is confident CHSRA will provide funding.

Pat Giorni, Burlingame, said this grade separation is needed. She said a ballot measure should be put on the slate to change the category percentages for what Measure A money is used for in each program. She asked if there is a possibility to bring an amendment to the public to increase funding allocations for projects that don't involve cars.

Measure A Pedestrian and Bicycle Program Call for Projects

Joel Slavit, Manager, Programming and Monitoring, presented:

- TA Pedestrian and Bicycle Program Overview
 - 3 percent of Measure A Program
 - Purpose of program is to fund specific projects that improve conditions to encourage walking and bicycling
 - 2004 Transportation Expenditure Plan includes a list of bikeways and overcrossings, but other projects can be considered
- Eligibility Requirements
 - Eligible projects
 - Paths, trails and bridges over roads and highways

- Pedestrian/bicycle component of a larger multi-modal project
- Sponsors and application/funding caps
 - Eligible sponsors: cities and the county of San Mateo
 - Limit of three applications per sponsor
 - Maximum funding award of \$1 million per sponsor
- Process: Funding and Evaluation
 - Approximately \$4.9 million available
 - Projects reviewed based on a set of evaluation criteria
 - Funding recommendations anchored to the evaluation criteria
 - Project Review Committee assembled to evaluate applications
 - Committee consists of staff from the TA, SamTrans, C/CAG, County Public Health and a C/CAG Bicycle and Pedestrian Advisory Committee member
- Process: Timely Use of Funds
 - Allowable expenditure period varies from:
 - Two years for pre-construction activity
 - Three years for construction activity
 - Total of five years allowed if both pre-construction and construction are part of Measure A allocated work scope
- Evaluation Criteria
 - Project readiness and need: 35 percent
 - Readiness:
 - Clear and complete proposal
 - Right of way certification complete
 - Permits, agreements and/or environmental clearance obtained
 - Results from a public planning process
 - Demonstrates stakeholder support
 - Has solid funding plan
 - Need:
 - Meets commuter and/or recreational purposes
 - Identified pedestrian and/or bicycle need
 - Safety improvement/enhancement
 - Effectiveness: 35 percent
 - Accommodates multiple transportation modes
 - Provides connectivity to pedestrian and bicycle system
 - Closes gap in countywide pedestrian and bicycle network
 - Enhances connectivity to schools, transit stations and other activity centers
 - Value: Benefit relative to the amount of funding requested
 - Serves a low-income/transit-dependent population in the immediate vicinity
 - Policy consistency: 10 percent
 - 2004 Expenditure Plan
 - Countywide Transportation Plan
 - Countywide Pedestrian and Bicycle Plan
 - City Pedestrian and/or Bicycle Plan
 - City General Plan, Specific Plan, other local plans

- Grand Boulevard Initiative Guiding Principles
- MTC Regional Priority Development Area
- Americans with Disabilities Act
- Sustainability: 10 percent
 - Reduces emissions and improves air quality
 - Innovative low environmental impact/green development
 - Improves links for pedestrian and/or bicycle access between TOD, transit and other high-use activity centers
 - Supports livable, walkable and healthy communities
 - Integral transportation component that can support existing components and help spur new economic development in the immediate vicinity
- Funding leverage: 10 percent
 - Local match contribution
- Summary of Proposed Revisions
 - New 10 percent minimum match requirement
 - Projects with an unfunded phase/minimum operable segment over \$1 million
 - Consider allocating Measure A funds conditioned on sponsor securing remaining funds within one year
 - Contingency list to be created in case sponsors are not successful in securing remaining funds within one year
- Next Steps: Schedule
 - November 2015:
 - Informational item to TA CAC, TA Board, and C/CAG Technical Advisory Committee
 - 2015 CFP released covering period from March 2016 through March 2016
 - 2015 CFP sponsor workshop
 - Mid-December 2015: applications due
 - February 2016: Informational item to TA CAC and TA Board on draft program of projects
 - March 2016: TA Board approves proposed program of projects

Public Comment

Andrew Boone, East Palo Alto, said the money being invested in San Mateo County to make walking and bicycling safe is too small. It should be 10 times the amount from Measure A. Voters weren't asked what percent of the measure should be spent on each program.

Update on State and Federal Legislative Program

Shweta Bhatnagar, Government Affairs Officer, said the Surface Transportation Extension Act of 2015 extends Federal transportation funding through November 20 to prevent a Highway Trust Fund shutdown. The bill includes language for Positive Train Control (PTC) deadline extension giving railways until December 31, 2018 and in some cases 2020 to complete PTC implementation. The legislation also states that railways have 90 days after the bill is signed into law to submit a revised plan that describes a schedule and sequence for implementing the PTC system.

Ms. Bhatnagar said the House passed a six-year surface transportation reauthorization. The House and Senate authorization committees will be meeting to iron out the differences in their bills.

REQUESTS FROM THE AUTHORITY

Director Nagel said she likes the suggestion of going back to voters to reallocate funding for bike and pedestrian projects and asked how much work is involved. Mr. Hartnett said there would be a lot of work involved. It would require more than TA staff work to provide information. It would be a countywide political decision because it requires a nongovernmental campaign not supported by tax dollars to pass a countywide measure. Staff is looking at sources of funding Caltrain since it does not have an independent dedicated source of funds, and may involve sales tax. There are a number of people in the community who have brought up the issue of the future of transportation funding provided by the TA and there will be continuing community discussions.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

Ms. Cassman said there is no report at this time.

DATE AND PLACE OF NEXT REGULAR MEETING

December 3, 2015 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

The meeting adjourned at 7:15 p.m.

TA CAC Chair's Report

November 5, 2015

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

(TA Item 4a) The CAC reviewed the TA Board Minutes of October 1, 2015, without questions or comments.

(TA Item 4c) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for September 2015.

(TA Item 4d) The CAC supported the Board's Receipt and Filing of the Semi-Annual Measure A Program Status Report.

(TA Item 10a) After receiving a highly informative financial investment update from Monique Spyke, PPM Asset Manager Consultant, the CAC supported the Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2015.

(TA Item 11a) Pursuant to the questions presented from the CAC at the October 1, 2015 Board meeting concerning the 2015 Highway Program Call for Projects and the decision not to fund two specific requests, which included the SR1/Manor Drive Overcrossing in Pacifica and the Holly Street Pedestrian/Bike Overcrossing in San Carlos, the CAC received a detailed explanation from April Chan, Executive Officer, Planning, Grants and Transportation Authority, as to the reasons why those two requests were not funded at this time. The CAC while disappointed does understand the funding challenges and constraints that face our District at this time. However, the CAC looks forward to the inclusion of these two requests coming before the Board for future funding opportunities.

(TA Item 11b) The CAC received a comprehensive Grade Separation Program Status Report from April Chan and Liria Larano, Director of Engineering and Construction for SamTrans. Their joint presentation included: program background, key guidelines, 2013 funding allocations, project status updates and the next steps in the schedule for the Special Circumstances funding of the 25th Ave Grade Separation Project in San Mateo, as well as the timeframe when the TA

staff will consult with the Joint Powers Board on where to advance the next grade separation project.

(TA Item 11c) The CAC received a detailed review of the City of San Mateo's Request for \$5 Million in New Measure A Grade Separation Funds for the Design of the 25th Avenue Grade Separation Project from April Chan, and Liria Larano. Project Manager Rafael Bolon also answered questions posed by the CAC. Additionally, the City of San Mateo's Public Works Director and consultant were in attendance and were available to answer any questions, if necessary.

Since the City's funding request is being made outside of a regular funding cycle, the CAC was advised that the Board may consider such a request if the Project meets certain conditions. Staff advised the CAC that this request meets the necessary criteria for the granting of such a request and that there would be a significant cost savings achieved if the grade separated structure can be constructed before the JPB begins installation of the Overhead Contact System (OCS) for the Peninsula Corridor Electrification Project (PCEP). After listening to the staff's in-depth presentation, the CAC agreed that the Project meets the urgency criteria, including consideration for significant cost savings, needed safety improvements and possible loss of funds; because this was an information only item no formal vote was taken by the CAC. It was understood that this item will come before the Board for an action at the December, 2015 meeting.

(TA Item 11d) Joel Slavitt, Manager of Programming and Monitoring, advised the CAC about the latest information on the Measure A Pedestrian and Bicycle Program 2015 Call for Projects, which included the program's overview, eligibility requirements, process, evaluation criteria, summary of proposed revisions to address Measure A shortfalls as well as the need for leveraging other funding sources. He also advised the CAC on the timeline for the 2015 Call for Projects applications.

(TA Item 11e) In a State Legislative update, Shweta Bhatnagar, Government Affairs Officer, advised the CAC that Governor Brown signed SB 705 on October 7th. This bill authorizes Monterey and San Mateo counties to impose a countywide sales tax for transportation purposes at .375 percent and .5 percent, respectively that would in combination with all other locally imposed sales tax exceed the 2% tax rate cap if certain requirements are met. On the Federal side, the CAC was disappointed to hear that the State of California only received three TIGER grants in this year's cycle, but Northern California failed to receive any. However, the CAC was pleased to hear that Congress has extended the Highway Trust Fund Authorization for

three weeks to November 20th. That legislation also includes an extension of the positive train control (PTC) implementation deadline for three years until December 2018:

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

Officials with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) voted last week to explore a merger that would create one streamlined regional planning agency.

The MTC Board, a 21 member commission that oversees transportation planning and finance in the nine-county Bay Area, voted unanimously to explore a possible merger with ABAG, a smaller agency that focuses on regional land use planning for Bay Area local governments.

MTC Chairman Dave Cortese, President of the Santa Clara County Board of Supervisors, said in a recent statement that a merger would create a "one stop shop" providing technical assistance and grants to local governments, use taxpayer dollars more efficiently and bolster staff resources for policy development and analysis.

The two agencies are vastly different in size and scale, with the MTC's budget of \$945 million dwarfing ABAG's budget of \$27 million.

The MTC oversees programs including Clipper and Fastrack, the 511.org traffic information service and the Bay Area Toll Authority, while ABAG, which gets some of its funding from the MTC, manages the Bay Trail program.

An MTC spokesperson said that the MTC will select a consultant to evaluate a merger, with a report expected back by June 2016.

Staff Report:

Joe advised us of the ongoing effort in assembling an integrated team that includes Caltrans, C/CAG and the TA that will be tasked with project development and environmental clearance of the mainline improvements to help address congestion on the 101 Corridor for which the TA Board authorized funding at last month's meeting.

Respectfully submitted,

BARBARA ARIETTA

Chair, San Mateo County Transportation Authority, CAC

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
JUNE 30, 2015**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$87,626,253 - line 7) is **better** than staff projections by \$9,138,343 or 11.6 percent. *Sales Tax* (\$80,974,178 - line 1) is **better** than staff projections by \$5,974,178 or 8 percent and *Interest Income* (\$2,971,594 - line 2) is \$686,984 or 30.1 percent **better** than projections due to higher than budgeted returns. Although there was no budget for *Miscellaneous income* (\$2,461,886 - line 3), Lehman Brothers recovery payout was received this fiscal year.

Total Revenue (\$87,626,253 - line 7) is \$2,518,040 or 2.8 percent **worse** than prior year performance. *Sales Tax* (\$80,974,178 - line 1) is \$3,348,413 or 4.3 percent **better**, offset by *Interest Income* (\$2,971,594 - line 2) is \$1,049,370 or 26.1 percent **worse** and *Miscellaneous Income* (\$4,710,108 - line 3) is \$4,710,108 or 65.7 percent **worse** due to Lehman Brothers recovery payout received in prior year.

Expenditures: *Total Administrative Expenses* (\$1,207,026 - line 22) is **better** than staff projections by \$34,022 or 2.7 percent. Within total administrative expenses, *Staff Support* (\$523,880 - line 18) is \$7,034 or 1.3 percent **better** than staff projections and *Other Admin Expense* (\$682,081 - line 20) is **better** than staff projections by \$11,553 or 1.7 percent.

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

Final Year End Results: Staff will update this report and distribute in conjunction with the Fiscal Year 2015 Comprehensive Annual Financial Report.

Unaudited

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

% OF YEAR ELAPSED: **100.0%**

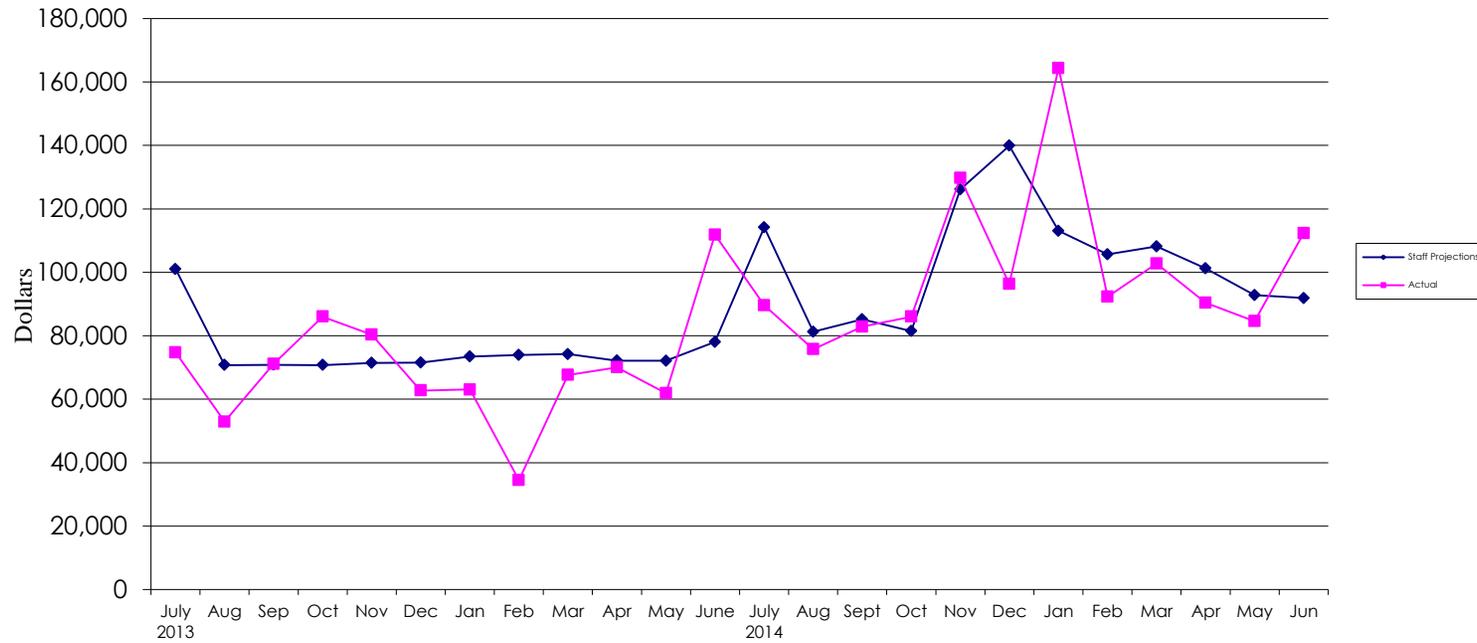
	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	7,930,116	77,625,765	80,974,178	75,000,000	108.0%	72,000,000	75,000,000	100.0%
2 Interest Income	304,135	4,020,964	2,971,594	2,284,610	130.1%	2,284,610	2,284,610	100.0%
3 Miscellaneous Income	1,795,000	7,171,994	2,461,886	0	0.0%	0	0	0.0%
4 Rental Income	102,459	1,203,816	1,218,595	1,203,300	101.3%	1,203,300	1,203,300	101.3%
5 Grant Proceeds	0	121,754	0	0	0.0%	0	0	0.0%
6								
7 TOTAL REVENUE	10,131,710	90,144,293	87,626,253	78,487,910	111.6%	75,487,910	78,487,910	111.6%
EXPENDITURES:								
11 Annual Allocations	2,894,492	28,333,404	29,555,575	27,375,000	108.0%	26,280,000	27,375,000	108.0%
12								
13 Program Expenditures	12,198,058	45,799,184	45,952,847	83,058,350	55.3%	39,712,000	83,058,350	55.3%
14								
15 Oversight	350,581	1,164,122	1,077,370	1,185,000	90.9%	1,185,000	1,185,000	90.9%
16								
17 Administrative								
18 Staff Support	35,341	531,403	523,880	530,914	98.7%	706,634	530,914	98.7%
19 Measure A Info-Others	526	5,993	1,066	16,500	6.5%	16,500	16,500	6.5%
20 Other Admin Expenses	71,309	299,647	682,081	693,634	98.3%	313,520	693,634	98.3%
21								
22 Total Administrative	107,175	837,043	1,207,026	1,241,048	97.3%	1,036,654	1,241,048	97.3%
23								
24 TOTAL EXPENDITURES	15,550,307	76,133,753	77,792,818 (1)	112,859,398	68.9%	68,213,654	112,859,398	68.9%
25								
26 EXCESS (DEFICIT)	-5,418,597	14,010,540	9,833,434	(34,371,488)		7,274,256	(34,371,488)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	445,209,646	459,220,186	459,220,185		401,849,379	459,220,185	
29								
30 ENDING FUND BALANCE	Not Applicable	459,220,186	469,053,620 (2)	424,848,697		409,123,635	424,848,697	
31								
32								

Includes the following balances:			
Cash and Liquid Investments	2,576,427	FY 2014 Carryover of Commitments (Audited)	286,900,375
Current Committed Fund Balance	279,925,605 (3)	FY 2015 Additional Commitments (Budgeted)	68,213,654
Undesignated Cash & Net Receivable	186,551,589	Reso#2014-14	204,394
Total	<u>469,053,620 (2)</u>	Reso#2015-15	2,400,000
		Less: Current YTD expenditures	<u>(77,792,818) (1)</u>
		Current Committed Fund Balance	<u>279,925,605 (3)</u>

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

* The TA Adopted Budget is the Board adopted budget effective June 5, 2014.
 ** The TA Staff Projection is the adopted budget including year to date budget transfers.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul 14	Aug '14	Sep '14	Oct '14	Nov '14	Dec '14	Jan '15	Feb '15	Mar '15	Apr '15	May '15	Jun '15
MONTHLY EXPENSES												
Staff Projections	114,189	81,282	85,162	81,511	126,094	139,911	113,065	105,674	108,174	101,274	92,831	91,881
Actual	89,611	75,787	82,854	86,024	129,718	96,320	164,355	92,299	102,738	90,419	84,599	112,302
CUMULATIVE EXPENSES												
Staff Projections	114,189	195,471	280,633	362,144	488,238	628,149	741,214	846,888	955,062	1,056,336	1,149,167	1,241,048
Actual	89,611	165,398	248,252	334,276	463,994	560,314	724,669	816,968	919,706	1,010,125	1,094,724	1,207,026
Variance-F(U)	24,578	30,073	32,381	27,868	24,244	67,835	16,545	29,920	35,356	46,211	54,443	34,022
Variance %	21.52%	15.38%	11.54%	7.70%	4.97%	10.80%	2.23%	3.53%	3.70%	4.37%	4.74%	2.74%



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF JUNE 30, 2015

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.832%	\$ 282,569,529	\$ 282,569,529
Local Agency Investment Fund	**	Liquid Cash	0.299%	\$ 21,287,700	\$ 21,287,700
Investment Portfolio	***	Liquid Cash	0.551%	\$ 154,095,208	\$ 154,104,947
Other		Liquid Cash	0.000%	\$ 2,576,427	\$ 2,576,427
				<u>\$ 460,528,863</u>	<u>\$ 460,538,603</u>

Accrued Earnings for June, 2015 \$ 284,171
 Cumulative Earnings FY2015 \$ 2,976,357

* County Pool average yield for the month ending June 30, 2015 was 0.832%. The following information was not yet available for June when this report was printed: As of May, 2015, the amortized cost of the Total Pool was \$4,350,965,074.21 and the fair market value per San Mateo County Treasurer's Office was \$4,361,396,594.71.

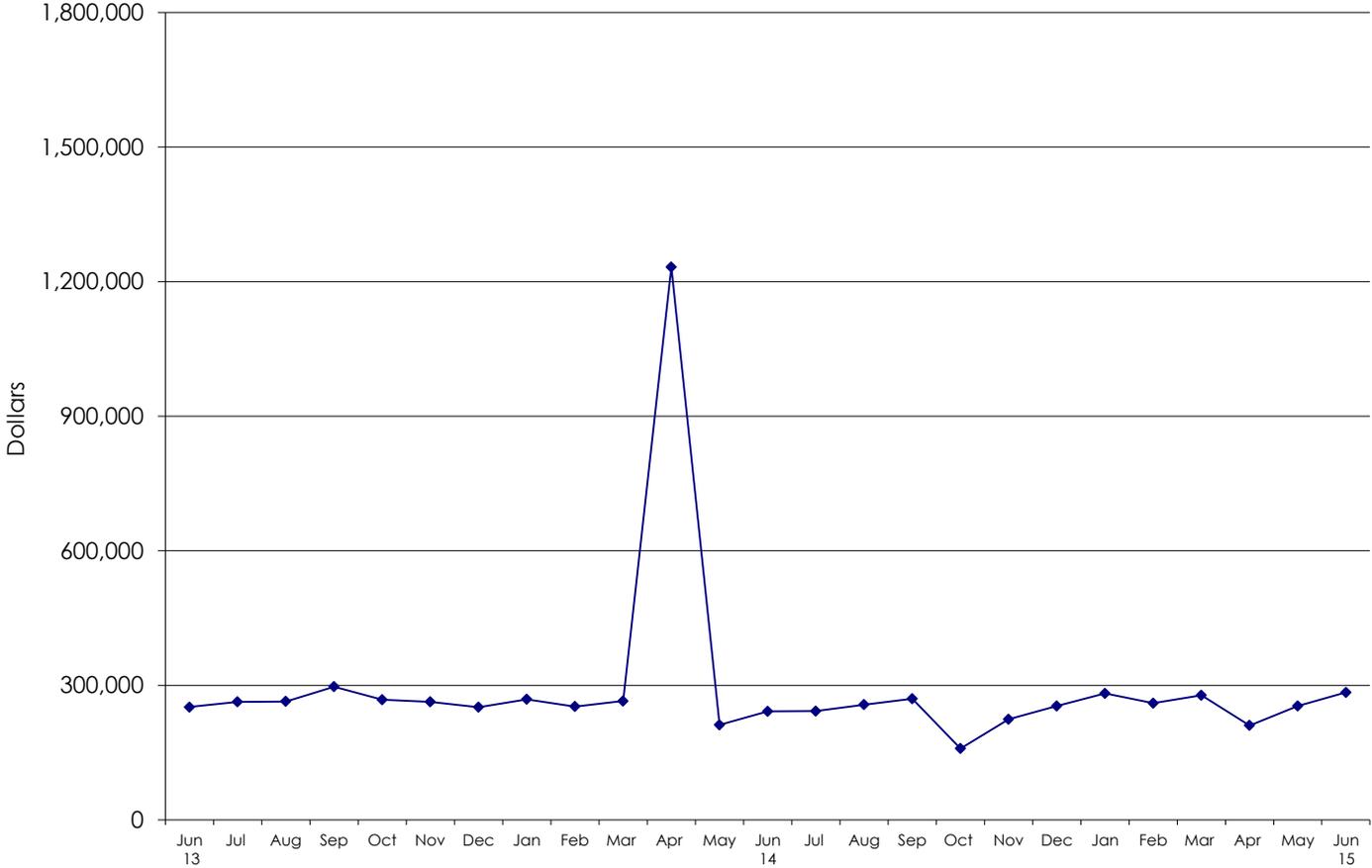
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

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

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

FY2015	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	242,490.89	242,490.89
AUGUST	256,957.94	499,448.83
SEPTEMBER	270,061.65	769,510.48
OCTOBER	159,455.01	928,965.49
NOVEMBER	224,449.31	1,153,414.80
DECEMBER	254,147.71	1,407,562.51
JANUARY	281,855.13	1,689,417.64
FEBRUARY	260,377.14	1,949,794.78
MARCH	277,727.27	2,227,522.05
APRIL	210,680.21	2,438,202.26
MAY	254,045.59	2,692,247.85
JUNE	284,171.38	2,976,419.23

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
June 30, 2015

DESCRIPTION	TOTAL INVESTMENT 06-30-15	INTEREST RECEIVABLE 05-31-15	PREPAID INT RECEIVABLE 05-31-15	INTEREST EARNED 06-30-15	INTEREST RECEIVED 06-30-15	ADJ.	INTEREST RECEIVABLE 06-30-15
LAIF	21,287,699.74	15,206.70	0.00	5,723.03			20,929.73
COUNTY POOL	282,569,529.11	295,670.41	0.00	190,066.47			485,736.88
BANK OF AMERICA	2,015,084.80	-	0.00				0.00
WELLS FARGO	14,693.34	-	0.00				0.00
US BANK (Cash on deposit)	546,648.61	-	0.00				0.00
INVESTMENT PORTFOLIO	154,095,207.87	197,622.34	0.00	88,424.74	1,375.63	(42.86)	282,927.06
	<u>460,528,863.47</u>	<u>508,499.45</u>	<u>0.00</u>	<u>284,214.24</u>	<u>1,375.63</u>	<u>(42.86)</u>	<u>789,593.67</u>

JUNE 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	06/30/15	284,171.38
Add:		
Less:		
Management Fees		(9,472.97)
Amortized Premium/Discount		(8,990.71)
Capital Gain(Loss)		0.00
Total Interest & Capital Gain(Loss)		<u>265,707.70</u>

YEAR TO DATE -- SUMMARY

Interest Earned	2,978,234.97
Add:	
Less:	
Management Fees	(92,661.09)
Amortized Premium/Discount	(137,007.37)
Capital Gain(Loss)	(24,683.51)
Total Interest	<u>2,723,883.00</u>

Balance Per Ledger as of	06/30/15	
Exp. Acct. 530011 - Amort Prem/Disc		(137,007.37)
Management Fees (530040)*		(92,661.09)
Int Acct. 409100 - Co. Pool		1,875,774.77
Int Acct. 409100 - LAIF		65,783.34
Int Acct. 409101 - Portfolio Funds		1,036,676.86
Gain(Loss) Acct. 405210		(24,683.51)
		<u>2,723,883.00</u>

~
INVESTMENT PORTFOLIO
June 30, 2015

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-14	MARKET VALUE 06/30/2015	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 05/31/2015	PREPAID INT REC'VBLE 06/30/2015	INTEREST EARNED 06/30/2015	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 06/30/2015	INT REC'VBLE LESS PREPAID 06/30/2015	PAR VALUE
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>																	
<u>U.S. TREASURY NOTES AND BONDS</u>																	
US TREASURY NOTE	912828TX8	02-01-13	14,998,828.13	14,967,150.00	15,016,410.00	11-15-15	0.375%	154.1096	31	7,375.91		4,777.40		(3.48)	16,927.23	16,927.23	15,000,000
US TREASURY NOTE	912828VL1	12-19-13	25,057,734.38	20,025,000.00	25,068,350.00	07-15-16	0.625%	428.0822	31	72,403.84		13,270.55		109.98	99,054.92	99,054.92	25,000,000
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	12,031,872.00	10-15-16	0.625%	205.4795	31	16,001.01		6,369.86		(17.40)	28,723.33	28,723.33	12,000,000
US TREASURY NOTE	912828WX4	8/27/14	17,998,593.75	18,047,880.00	18,026,712.00	07-31-16	0.500%	246.5753	31	37,663.36		7,643.83		0.01	52,951.03	52,951.03	18,000,000
US TREASURY NOTE	912828WF3	03-28-14	8,909,172.27	9,971,900.00	8,958,034.43	11-15-16	0.625%	152.9966	31	7,322.63		4,742.89		(3.44)	16,804.97	16,804.97	8,935,000.00
US TREASURY NOTE	912828S8	03-23-15	14,830,857.42		14,816,349.90	04-30-19	1.250%	508.5616	31	31,906.71		15,765.41		(128.53)	63,309.00	63,309.00	14,850,000
																	60.96%
<u>U.S. GOVERNMENT AGENCIES</u>																	
FNMA	31398A4M1	09-13-13	10,221,000.00	10,244,600.00	10,047,290.00	10-26-15	1.625%	451.39	30	15,798.62		13,541.67			29,340.29	29,340.29	10,000,000
FNMA	3135G0VA8	05-13-13	24,041,832.00	23,865,600.00	24,033,288.00	03-30-16	0.500%	333.33	30	20,333.33		10,000.00			30,333.33	30,333.33	24,000,000
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	9,997,530.00	07-05-16	0.375%	104.17	30	15,208.33		3,125.00			18,333.33	18,333.33	10,000,000
FNMA	3135 G0YE7	03-07-14	15,029,400.00	14,991,150.00	15,036,165.00	08-26-16	0.625%	260.42	30	24,739.58		7,812.50			32,552.08	32,552.08	15,000,000
																	38.35%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>																	
FNMA	3136ANJY4	04-30-15	1,075,646.17		1,072,945.97	04-01-18	1.550%	45.85	30			1,375.63	1,375.63		0.00	0.00	1,065,000
																	0.70%
<u>CASH INVESTMENT</u>																	
<u>MATURED/CALLED</u>																	
US TREASURY NOTE	912828WF3	4/30/15															
TOTAL			<u>154,095,207.87</u>	<u>134,024,300.00</u>	<u>154,104,947.30</u>					<u>248,753.32</u>	<u>0.00</u>	<u>88,424.74</u>	<u>1,375.63</u>	<u>(42.86)</u>	<u>388,329.51</u>	<u>388,329.51</u>	<u>153,850,001.00</u>
14-Jul-15																	Weighted Average Interest Rate 0.5506%

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

6/18/15 12:47 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2014:						
1st Quarter	16,550,000	16,550,000	1st Quarter	19,083,485	2,533,485	19,083,485
2nd Quarter	17,525,000	17,525,000	2nd Quarter	20,600,946	3,075,946	20,600,946
3rd Quarter	17,380,000	19,252,500	3rd Quarter	18,013,666	(1,238,834)	18,013,666
4th Quarter	16,545,000	18,672,500	4th Quarter	19,927,668	1,255,168	19,927,668
FY2014 Total	68,000,000	72,000,000	FY2014 Total	77,625,765	5,625,765	77,625,765
FY2015:						
Jul. 14	5,250,000	5,800,699	Sep. 14	6,020,400	219,701	6,020,400
Aug. 14	5,250,000	5,800,699	Oct. 14	6,020,400	219,701	6,020,400
Sep. 14	6,650,000	7,347,552	Nov. 14	7,843,800	496,248	7,843,800
3 Months Total	17,150,000	18,948,951		19,884,600	935,649	19,884,600
Oct. 14	5,725,000	6,325,524	Dec. 14	7,647,001	1,321,477	7,647,001
Nov. 14	5,725,000	6,325,524	Jan. 15	6,510,300	184,776	6,510,300
Dec. 14	6,955,000	6,955,000	Feb. 15	8,472,100	1,517,100	8,472,100
6 Months Total	35,555,000	38,555,000		42,514,001	3,959,001	42,514,001
Jan. 15	5,400,000	5,400,000	Mar. 15	5,389,661	(10,339)	5,389,661
Feb. 15	5,400,000	5,400,000	Apr. 15	5,575,900	175,900	5,575,900
Mar. 15	6,700,000	6,700,000	May 15	7,234,500	534,500	7,234,500
9 Months Total	53,055,000	56,055,000		60,714,062	4,659,062	60,714,062
Apr. 15	6,115,000	6,115,000	Jun. 15	6,391,310	276,310	6,391,310
May 15	6,215,000	6,215,000	Jul. 15	6,235,100	20,100	6,235,100
Jun. 15	6,615,000	6,615,000	Aug. 15	7,633,706	1,018,706	7,633,706
FY2015 Total	72,000,000	75,000,000	FY2015 Total	80,974,178	5,974,178	80,974,178
	19,884,600		1st Quarter			
	22,629,401		2nd Quarter			
	18,200,061		3rd Quarter			
	20,260,116		4th Quarter			
	<u>80,974,178</u>		YTD Actual Per Statement of Revenue & Expenses			

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

	<u>6/30/2015</u>
Cash -- Bank of America Checking Account	2,015,084.80
Cash -- Wells Fargo Lockbox Account	14,693.34
Cash - US Bank (on deposit)	546,648.61
LAIF	21,287,699.74
County Pool	282,569,529.11
Investment Portfolio	154,095,207.87
	<hr/>
Total	<u><u>460,528,863.47</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
June 2015

Unit	Ref	Name	Date	Amount	Method	Description
SMCTA	001025	SAN MATEO COUNTY TRANSIT DISTRICT	6/1/2015	838,177.49	WIR	Staff costs, Redi-Wheels, Caltrain, etc.
SMCTA	001026	PENINSULA CORRIDOR JOINT POWERS BOARD	6/8/2015	1,897,542.21	WIR	Capital Programs ⁽¹⁾
SMCTA	001027	PENINSULA CORRIDOR JOINT POWERS BOARD	6/22/2015	55,615.46	WIR	Due to JPB - Accounts Payable
SMCTA	001028	PENINSULA CORRIDOR JOINT POWERS BOARD	6/29/2015	1,487,608.20	WIR	Capital Programs ⁽²⁾
SMCTA	001029	MATSUMOTO, KARYL M.	6/29/2015	100.00	WIR	Board of Directors Compensation
SMCTA	001030	GROOM, CAROLE	6/29/2015	100.00	WIR	Board of Directors Compensation
SMCTA	001031	NAGEL, TERRY	6/29/2015	100.00	WIR	Board of Directors Compensation
SMCTA	001032	HORSLEY, DONALD	6/29/2015	100.00	WIR	Board of Directors Compensation
SMCTA	001033	CANEPA, DAVID	6/29/2015	100.00	WIR	Board of Directors Compensation
SMCTA	003998	CITY OF PACIFICA	6/1/2015	98,563.10	CHK	Capital Programs ⁽³⁾
SMCTA	003999	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	6/1/2015	20,406.82	CHK	Legal Services
SMCTA	004000	PUBLIC FINANCIAL MANAGEMENT, INC.	6/1/2015	9,250.00	CHK	Investment Advisory Services
SMCTA	004001	BKF ENGINEERS	6/8/2015	47,087.36	CHK	Consultants
SMCTA	004002	DMJM HARRIS/MARK THOMAS JV	6/8/2015	209.23	CHK	Consultants
SMCTA	004003	HOLLAND & KNIGHT LLP	6/8/2015	3,500.00	CHK	Legislative Advocate
SMCTA	004004	KHOURI CONSULTING	6/8/2015	3,500.00	CHK	Legislative Advocate
SMCTA	004005	MENLO PARK CHAMBER OF COMMERCE	6/8/2015	705.00	CHK	Dues & Subscription
SMCTA	004006	PACIFICA, CITY OF	6/8/2015	397,770.10	CHK	Capital Programs ⁽³⁾
SMCTA	004007	ATKINS NORTH AMERICA, INC	6/15/2015	45,049.28	CHK	Capital Programs ⁽⁴⁾
SMCTA	004008	DAILY JOURNAL CORPORATION	6/15/2015	196.08	CHK	Printing and Information Services
SMCTA	004009	HNTB CORPORATION	6/15/2015	5,598.88	CHK	Consultants
SMCTA	004010	SAN MATEO, CITY OF	6/15/2015	479,873.74	CHK	Capital Programs ⁽⁵⁾
SMCTA	004033	CITY OF PACIFICA	6/23/2015	9,147.25	CHK	Capital Programs ⁽⁶⁾
SMCTA	004034	CITY OF PACIFICA	6/23/2015	10,562.82	CHK	Capital Programs ⁽⁷⁾
SMCTA	004035	CITY OF PACIFICA	6/23/2015	9,833.27	CHK	Capital Programs ⁽⁷⁾
SMCTA	004038	JOHNSON, CAMERON	6/23/2015	100.00	CHK	Board of Directors Compensation
SMCTA	004041	PENINSULA TRAFFIC CONGESTION RELIEF	6/23/2015	4,964.25	CHK	Capital Programs ⁽⁷⁾
SMCTA	004042	PENINSULA TRAFFIC CONGESTION RELIEF	6/23/2015	28,679.80	CHK	Capital Programs ⁽⁷⁾
SMCTA	004043	PENINSULA TRAFFIC CONGESTION RELIEF	6/23/2015	47,469.82	CHK	Capital Programs ⁽⁷⁾
SMCTA	004044	PENINSULA TRAFFIC CONGESTION RELIEF	6/23/2015	27,381.80	CHK	Capital Programs ⁽⁷⁾
SMCTA	004045	PENINSULA TRAFFIC CONGESTION RELIEF	6/23/2015	14,215.80	CHK	Capital Programs ⁽⁷⁾
SMCTA	004046	PENINSULA TRAFFIC CONGESTION RELIEF	6/23/2015	19,683.41	CHK	Capital Programs ⁽⁷⁾
SMCTA	004047	PENINSULA TRAFFIC CONGESTION RELIEF	6/23/2015	19,635.24	CHK	Capital Programs ⁽⁷⁾
SMCTA	004048	PENINSULA TRAFFIC CONGESTION RELIEF	6/23/2015	14,871.91	CHK	Capital Programs ⁽⁷⁾
SMCTA	004049	PENINSULA TRAFFIC CONGESTION RELIEF	6/23/2015	13,953.35	CHK	Capital Programs ⁽⁷⁾
SMCTA	004050	PENINSULA TRAFFIC CONGESTION RELIEF	6/23/2015	25,766.08	CHK	Capital Programs ⁽⁷⁾
SMCTA	004051	SAN BRUNO CHAMBER OF COMMERCE	6/23/2015	600.00	CHK	Dues & Subscription
SMCTA	004052	SAN CARLOS, CITY OF	6/23/2015	212.00	CHK	Capital Programs ⁽⁸⁾
SMCTA	004053	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	6/29/2015	19,066.50	CHK	Legal Services
SMCTA	004054	SAN MATEO, CITY OF	6/29/2015	94,637.94	CHK	Capital Programs ⁽⁵⁾
SMCTA	004055	WELLS FARGO INSURANCE SERVICES USA, INC	6/29/2015	1,005.00	CHK	Premium - Other Insurance - General
				<u>5,752,939.19</u>		

Note: Check nos. 004011-004032, 004036-004037 and 004039-004040 were voided.

- (1) San Bruno Grade Separation (\$4,639.98); CBOSS \$363,062.69; San Mateo Bridges \$434,829.05; Caltrain Electrification \$1,077,638.95; Downtown Extension \$2,339.75; 25th Ave Grade Sep \$17,180.78; SSF Caltrain Station \$7,130.97
- (2) San Bruno Grade Sep \$12,385.48; CBOSS \$190,378.46; San Mateo Bridges \$247,394.37; Caltrain Electrification \$741,474.10; 25th Ave Grade Sep \$290,754.93; SSF Caltrain Station \$5,220.86
- (3) San Pedro Creek/Rte 1 Bridge Replacement
- (4) Highway Oversight \$25,316.44; 101 HOV Lane Whipple-San Bruno \$6,166.10; SR92 Delaware Feasibility Study \$151.31; Hwy 1 Grey Whale Cove \$1,261.51; I-380 SSF San Bruno Improvements \$2,885.74; 101 Aux Lane Oyster Pt \$6,236.82; 101 Peninsula Ave/Poplar I/C \$3,031.36
- (5) SR92 El Camino Real Ramp
- (6) FY14 Call fo Prj Local Shuttle
- (7) FY15/16 Shuttles Call for Proj
- (8) Call for Proj-Ped&Bike FY12/13

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
OCTOBER 31, 2015**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$25,937,001 - line 7) is **better** than staff projections by \$1,045,827 or 4.2 percent. *Sales Tax* (\$24,417,600 – line 1) is **better** than staff projections by \$932,600 or 4 percent and *Interest Income* (\$1,132,115 – line 2) is \$136,887 or 13.8 percent **better** than projections due to higher than budgeted returns.

Total Revenue (\$25,937,001 - line 7) is \$223,678 or 0.9 percent **better** than prior year performance. *Interest Income* (\$1,132,115 - line 2) is \$232,552 or 25.9 percent **better**, slightly offset by *Rental Income* (\$387,286 – line 4) which is \$10,674 or 2.7 percent **worse** than prior year.

Expenditures: *Total Administrative Expenses* (\$501,017 - line 22) is **better** than staff projections by \$87,630 or 14.9 percent. Within total administrative expenses, *Staff Support* (\$192,672 - line 18) is \$65,250 or 25.3 percent **better** than staff projections and *Other Admin Expense* (\$308,345 – line 20) is **better** than staff projections by \$21,006 or 6.4 percent.

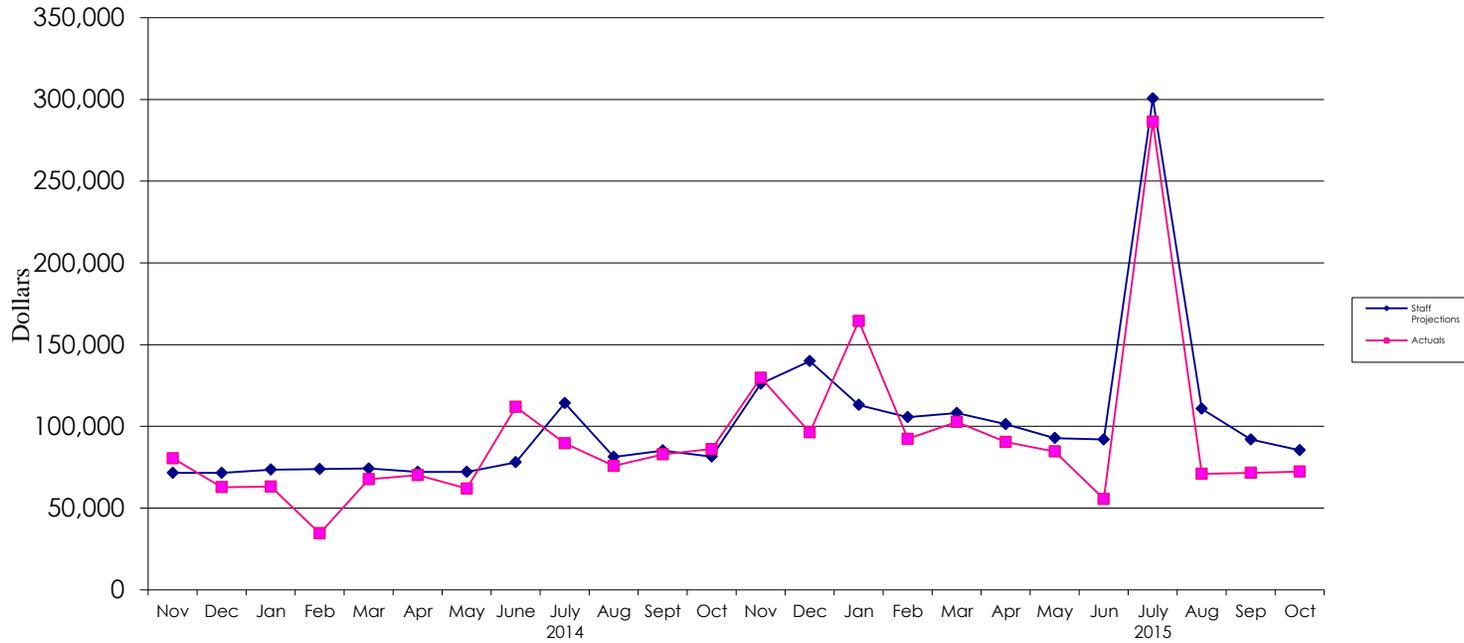
Budget Amendment: There are no budget revisions for the month of October 2015.

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

% OF YEAR ELAPSED: 33.3%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	6,343,967	24,415,800	24,417,600	23,485,000	104.0%	77,000,000	77,000,000	30.5%
2 Interest Income	324,861	899,563	1,132,115	995,228	113.8%	2,985,683	2,985,683	33.3%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	81,598	397,960	387,286	410,947	94.2%	1,232,840	1,232,840	31.4%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 TOTAL REVENUE	6,750,426	25,713,323	25,937,001	24,891,174	104.2%	81,218,523	81,218,523	31.9%
8								
EXPENDITURES:								
11 Annual Allocations	2,315,548	8,911,767	8,912,424	8,572,236	104.0%	28,105,000	28,105,000	31.7%
12								
13 Program Expenditures	1,833,605	9,833,642	7,981,821	11,298,333	70.6%	33,895,000	33,895,000	23.5%
14								
15 Oversight	135,405	183,320	319,635	395,000	80.9%	1,185,000	1,185,000	27.0%
16								
17 Administrative								
18 Staff Support	40,673	183,176	192,672	257,922	74.7%	739,869	739,869	26.0%
19 Measure A Info-Others	-	-	-	1,375	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	31,631	149,727	308,345	329,351	93.6%	595,813	595,813	51.8%
21								
22 Total Administrative	72,304	332,904	501,017	588,647	85.1%	1,352,182	1,352,182	37.1%
23								
24 TOTAL EXPENDITURES	4,356,862	19,261,632	17,714,897 (1)	20,854,217	84.9%	64,537,182	64,537,182	27.4%
25								
26 EXCESS (DEFICIT)	2,393,564	6,451,691	8,222,104	4,036,958		16,681,341	16,681,341	
27								
28 BEGINNING FUND BALANCE	Not Applicable	459,220,186	469,053,620	424,848,697		424,848,697	424,848,697	
29								
30 ENDING FUND BALANCE	Not Applicable	465,671,877	477,275,724 (2)	428,885,655		441,530,038	441,530,038	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		2,299,883					331,485,040	
35 Current Committed Fund Balance		378,307,326 (3)					64,537,182	
36 Undesignated Cash & Net Receivable		96,668,515					(17,714,897) (1)	
37 Total		<u>477,275,724 (2)</u>					<u>378,307,326 (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	85,348								
Actual	286,281	70,899	71,533	72,304								
CUMULATIVE EXPENSES												
Staff Projections	300,582	411,338	503,299	588,647								
Actual	286,281	357,180	428,713	501,017								
Variance-F(U)	14,301	54,158	74,586	87,630								
Variance %	4.76%	13.17%	14.82%	14.89%								



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF October 31, 2015

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.900%	\$ 299,009,133	\$ 299,009,133
Local Agency Investment Fund	**	Liquid Cash	0.357%	\$ 2,967,803	\$ 2,967,803
Investment Portfolio	***	Liquid Cash	0.674%	\$ 154,663,865	\$ 154,663,865
Other		Liquid Cash	0.000%	\$ 6,194,215	\$ 6,194,215
				<u>\$ 462,835,015</u>	<u>\$ 462,835,015</u>

Accrued Earnings for October, 2015 \$ 408,279.58
Cumulative Earnings FY2016 \$ 1,215,532.99

* County Pool average yield for the month ending October 31, 2015 was 0.90%. As of October, 2015 the total cost of the Total Pool was \$3,965,973,655.36 and the fair market value per San Mateo County Treasurer's Office was \$3,974,719,452.03

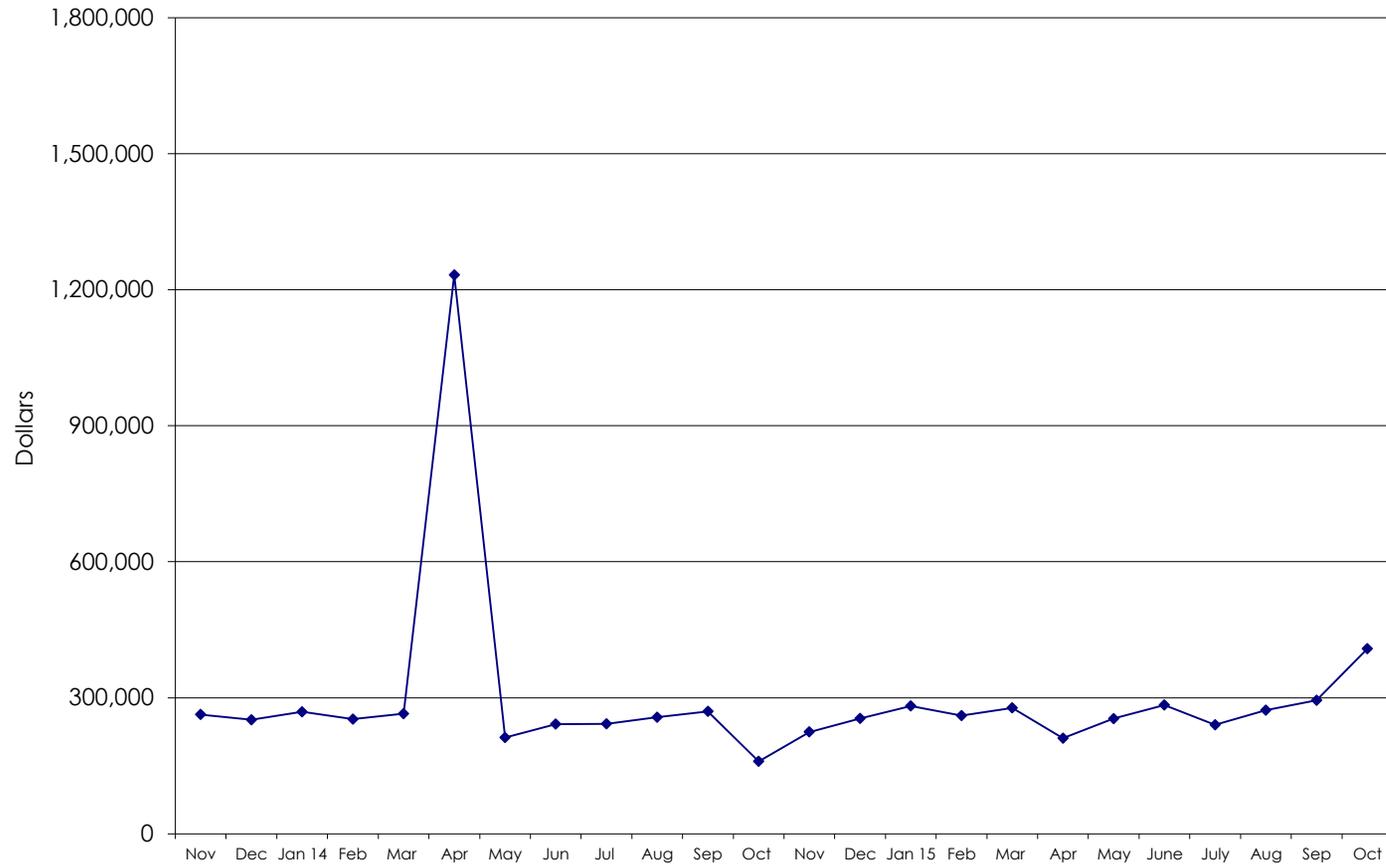
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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
OCTOBER 2015**

FY2015	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	240,448.83	240,448.83
AUGUST	272,498.39	512,947.22
SEPTEMBER	294,306.19	807,253.41
OCTOBER	408,279.58	1,215,532.99
NOVEMBER		1,215,532.99
DECEMBER		1,215,532.99
JANUARY		1,215,532.99
FEBRUARY		1,215,532.99
MARCH		1,215,532.99
APRIL		1,215,532.99
MAY		1,215,532.99
JUNE		1,215,532.99

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
October 31, 2015

DESCRIPTION	TOTAL INVESTMENT 10-31-15	INTEREST RECEIVABLE 09-30-15	PREPAID INT RECEIVABLE 09-30-15	INTEREST EARNED 10-31-15	INTEREST RECEIVED 10-31-15	ADJ.	INTEREST RECEIVABLE 10-31-15
LAIF	2,967,802.69	11,079.24	0.00	1,283.67	11,290.49		1,072.42
COUNTY POOL	299,009,132.70	346,566.58	0.00	229,556.11	528,033.53		48,089.16
BANK OF AMERICA	5,745,861.10	0.00	0.00				0.00
WELLS FARGO	50,143.97	0.00	0.00				0.00
US BANK (Cash on deposit)	398,209.54	0.00	0.00				0.00
INVESTMENT PORTFOLIO	154,663,865.08	292,168.55	0.00	180,079.26	331,272.37	(2,639.46)	138,335.98
	<u>462,835,015.08</u>	<u>649,814.37</u>	<u>0.00</u>	<u>410,919.04</u>	<u>870,596.39</u>	<u>(2,639.46)</u>	<u>187,497.56</u>

OCTOBER 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	10/31/15	408,279.58
Add:		
Less:		
Management Fees		(9,250.00)
Amortized Premium/Discount		(3,179.09)
Capital Gain(Loss)		0.00
Total Interest & Capital Gain(Loss)		<u>395,850.49</u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,215,532.99
Add:	
Less:	
Management Fees	(37,221.98)
Amortized Premium/Discount	(12,716.35)
Capital Gain(Loss)	0.00
Total Interest	<u>1,165,594.66</u>

Balance Per Ledger as of	10/31/15	
Exp. Acct. 530011 - Amort Prem/Disc		(12,716.35)
Management Fees (530040)*		(37,221.98)
Int Acct. 409100 - Co. Pool		761,734.26
Int Acct. 409100 - LAIF		12,740.32
Int Acct. 409101 - Portfolio Funds		441,058.41
Gain(Loss) Acct. 405210		0.00
		<u>1,165,594.66</u>

**INVESTMENT PORTFOLIO
October 31, 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 6-30-14	VALUE 10/31/2015					REC'VBLE 9/30/2015	INT REC'VBLE 10/31/2015	EARNED 10/31/2015			REC'VBLE 10/31/2015	LESS PREPAID 10/31/2015	
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>																	
<u>U.S. TREASURY NOTES AND BONDS</u>																	
US TREASURY NOTE	912828WD8	10-13-15	14,415,070.31	14,381,552.90	14,381,552.90	10-31-18	1.25%	496.5278	31			90,065.82	89,375.00	(199.75)	491.07	491.07	14,300,000.00
US TREASURY NOTE	912828VL1	12-19-13	25,057,734.38	20,025,000.00	25,042,650.00	07-15-16	0.625%	434.0278	31	33,118.21		13,454.86		(292.50)	46,280.57	46,280.57	25,000,000
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	12,019,536.00	10-15-16	0.625%	208.3333	31	34,631.15		6,458.33	37,500.00	(105.87)	3,483.61	3,483.61	12,000,000
US TREASURY NOTE	912828WX4	8/27/14	17,998,593.75	18,047,880.00	18,013,122.00	07-31-16	0.500%	250.0000	31	15,163.04		7,750.00		(168.47)	22,744.57	22,744.57	18,000,000
US TREASURY NOTE	912828WF3	03-28-14	7,493,276.96	9,971,900.00	7,526,843.64	11-15-16	0.625%	130.4688	31	21,093.16		4,044.53	4,051.63	(152.78)	20,933.28	20,933.28	7,515,000
US TREASURY NOTE	912828ST8	03-23-15	14,830,857.42		14,867,018.10	04-30-19	1.250%	515.6250	31	77,680.03		15,984.38	92,812.50	(341.95)	509.96	509.96	14,850,000
US TREASURY NOTE	912828F62	9-8-15	11,245,062.50		11,258,620.80	10-31-19	1.500%	466.6667	31	70,304.35		14,466.67	84,000.00	(309.48)	461.54	461.54	11,200,000
																	75.97%
<u>U.S. GOVERNMENT AGENCIES</u>																	
FNMA	3135G0VA8	05-13-13	24,041,832.00	23,865,600.00	24,027,168.00	03-30-16	0.500%	333.33	31	333.33		10,333.33		(333.33)	10,333.33	10,333.33	24,000,000
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	10,001,230.00	07-05-16	0.375%	104.17	31	8,958.33		3,229.17		(104.17)	12,083.33	12,083.33	10,000,000
FNMA	3135 G0YE7	03-07-14	15,029,400.00	14,991,150.00	15,019,965.00	08-26-16	0.625%	260.42	31	9,114.58		8,072.92		(260.42)	16,927.08	16,927.08	15,000,000
																	31.75%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>																	
FNMA	3136ANJY4	04-30-15	1,075,646.17		1,071,938.90	04-01-18	1.550%	45.85	31	1,375.63		1,421.48	1,375.63	(45.85)	1,375.63	1,375.63	1,065,000
FNMA	3136AQDQ0	10-30-15	1,434,219.74	1,434,219.74	1,434,219.74	09-01-19	1.646%	64.93	31			1,947.77			1,947.77	1,947.77	1,420,000
<u>CASH INVESTMENT</u>																	
<u>MATURED/CALLED</u>																	
US TREASURY NOTE	912828TX8	02-01-13				10-13-15	0.375%	150.00	19	20,396.74		2,850.00	22,157.61	(324.89)	764.24	764.24	14,400,000
TOTAL			<u>154,553,836.98</u>	<u>124,628,322.64</u>	<u>154,663,865.08</u>					<u>292,168.55</u>	<u>0.00</u>	<u>180,079.26</u>	<u>331,272.37</u>	<u>(2,639.46)</u>	<u>138,335.98</u>	<u>138,335.98</u>	<u>154,350,000.00</u>

23-Nov-15 Weighted Average Interest Rate 0.6740%

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

11/23/15 12:59 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2015:						
1st Quarter	17,150,000	18,948,951	1st Quarter	19,884,600	935,649	19,884,600
2nd Quarter	18,405,000	19,606,049	2nd Quarter	22,629,401	3,023,352	22,629,401
3rd Quarter	17,500,000	17,500,000	3rd Quarter	18,200,061	700,061	18,200,061
4th Quarter	18,945,000	18,945,000	4th Quarter	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	5,390,000 (1)
Aug. 15	5,390,000		Oct. 15	5,856,300	466,300	5,390,000 (1)
Sep. 15	6,827,333		Nov. 15			6,827,333 (1)
1st Qtr. Adjustment			Dec. 15			0
3 Months Total	17,607,333			11,712,600	932,600	17,607,333
Oct. 15	5,877,667		Dec. 15			5,877,667 (1)
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			11,712,600	932,600	36,503,134
Jan. 16	5,544,000		Mar. 16			5,544,000
Feb. 16	6,079,920		Apr. 16			6,079,920
Mar. 16	7,542,920		May 16			7,542,920
3rd Qtr. Adjustment			Jun. 16			0
9 Months Total	55,669,974			11,712,600	932,600	55,669,974
Apr. 16	6,884,826		Jun. 16			6,884,826
May 16	6,997,760		Jul. 16			6,997,760
Jun. 16	7,447,440		Aug. 16			7,447,440
4th Qtr. Adjustment			Sep. 16			0
FY2016 Total	77,000,000		FY2016 Total	11,712,600	932,600	77,000,000
	18,073,633		1st Quarter			
	6,343,967		2nd Quarter			
			3rd Quarter			
			4th Quarter			
	<u>24,417,600</u>		YTD Actual Per Statement of Revenue & Expenses			

(1) Includes accrual for quarterly adjustment

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF OCTOBER 31, 201510/31/2015

Cash -- Bank of America Checking Account	5,745,861.10
Cash -- Wells Fargo Lockbox Account	50,143.97
Cash - US Bank (on deposit)	398,209.54
LAIF	2,967,802.69
County Pool	299,009,132.70
Investment Portfolio	154,663,865.08
	<hr/>
Total	<u><u>462,835,015.08</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
October 2015

Unit	Ref	Name	Amount	Method	Description
SMCTA	900042	CANEPA, DAVID	100.00	WIRE	Board Member Compensation
SMCTA	900043	GROOM, CAROLE	100.00	WIRE	Board Member Compensation
SMCTA	900044	HORSLEY, DONALD	100.00	WIRE	Board Member Compensation
SMCTA	900045	JOHNSON, CAMERON	100.00	WIRE	Board Member Compensation
SMCTA	900046	MATSUMOTO, KARYL M.	100.00	WIRE	Board Member Compensation
SMCTA	900047	NAGEL, TERRY	100.00	WIRE	Board Member Compensation
SMCTA	900048	NIHART, MARY ANN	100.00	WIRE	Board Member Compensation
SMCTA	900049	DEPARTMENT OF TRANSPORTATION	1,411.15	WIRE	Capital Programs ⁽¹⁾
SMCTA	900050	DEPARTMENT OF TRANSPORTATION	3,826.50	WIRE	Capital Programs ⁽¹⁾
SMCTA	900051	DEPARTMENT OF TRANSPORTATION	12,965.65	WIRE	Capital Programs ⁽²⁾
SMCTA	900052	DEPARTMENT OF TRANSPORTATION	2,594,767.82	WIRE	Capital Programs ⁽³⁾
SMCTA	900053	MATSUMOTO, KARYL M.	100.00	WIRE	Board Member Compensation
SMCTA	900054	JOHNSON, CAMERON	100.00	WIRE	Board Member Compensation
SMCTA	900055	DEPARTMENT OF TRANSPORTATION	7,943.75	WIRE	Capital Programs ⁽²⁾
SMCTA	900056	DEPARTMENT OF TRANSPORTATION	1,809.00	WIRE	Capital Programs ⁽¹⁾
SMCTA	900057	DEPARTMENT OF TRANSPORTATION	1,108,475.20	WIRE	Capital Programs ⁽³⁾
SMCTA	900058	GROOM, CAROLE	100.00	WIRE	Board Member Compensation
SMCTA	004094	BARTHOLOMEW, TASHA	211.56	CHK	Business Travel & Meeting
SMCTA	004095	BKF ENGINEERS	47,886.75	CHK	Consultants
SMCTA	004096	GREEN CARPET LANDSCAPING	1,800.00	CHK	Capital Programs ⁽⁴⁾
SMCTA	004097	HURLEY, JOSEPH	476.22	CHK	Business Travel & Meeting
SMCTA	004098	PUBLIC FINANCIAL MANAGEMENT, INC.	27,750.00	CHK	Investment Advisory Services
SMCTA	004099	ATKINS NORTH AMERICA, INC	72,158.91	CHK	Capital Programs ⁽⁵⁾
SMCTA	004100	BKF ENGINEERS	6,100.80	CHK	Consultants
SMCTA	004101	BRISBANE, CITY OF	70,380.00	CHK	Capital Programs ⁽⁶⁾
SMCTA	004102	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	11,258.48	CHK	Legal Services
SMCTA	004103	VOID		CHK	
SMCTA	004104	HURLEY, JOSEPH	125.05	CHK	Dues & Subscription
SMCTA	004105	OFFICEMAX	15.90	CHK	Office Supplies
SMCTA	004106	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Investment Advisory Services
SMCTA	004107	URS CORPORATION	5,880.24	CHK	Consultants
SMCTA	004108	WELLS FARGO INSURANCE SERVICES USA, INC	1,005.00	CHK	Other Insurance - General
SMCTA	004109	KHOURI CONSULTING	14,000.00	CHK	Legislative Advocate
SMCTA	004110	LEVIN SALES COMPANY	34.88	CHK	Miscellaneous
SMCTA	004111	SAN MATEO, CITY OF	206,673.78	CHK	Capital Programs ⁽⁷⁾
SMCTA	004112	PENINSULA TRAFFIC CONGESTION RELIEF	217,500.00	CHK	Capital Programs ⁽⁸⁾
SMCTA	004113	REDWOOD CITY, CITY OF	76,000.00	CHK	Capital Programs ⁽⁹⁾
SMCTA	004114	REDWOOD CITY, CITY OF	535,117.28	CHK	Capital Programs ⁽¹⁰⁾
SMCTA	004115	SAN CARLOS, CITY OF	63,393.36	CHK	Capital Programs ⁽¹¹⁾
SMCTA	004116	SAN CARLOS, CITY OF	121,991.17	CHK	Capital Programs ⁽¹¹⁾
			5,221,208.45		

- (1) Marsh to SM/SC line
(2) 101 HOV Ln Whipple - San Bruno
(3) 101 Interchange to Broadway
(4) Dumbarton Maintenance of Way
(5) Highway Oversight \$30,773.11; 101 HOB Ln Whipple - San Bruno \$4,621.73; SR92 Delaware Feasibility Study \$4,753.32; Hwy 1 Grey Whale Cove-Miramar \$1,079.79; i-380 SSF San Bruno Improvements \$8,921.07; 101 Aux Lane Oyster Pt \$10,404.63; US 101/SR92 Interchange \$5,015.63; 101 Peninsula Ave/Poplar Interchange \$2,391.44; SR35 Widen i-280 Sneath \$4,198.19
(6) 101 Interchange - Candlestick
(7) Poplar Corridor Safety Improvements
(8) ACR Countywide TDM Prgm
(9) Call for Proj-Ped&Bike FY12/13
(10) 84/101 Interchange
(11) 101 Holly St Interchange

**AGENDA ITEM # 7
DECEMBER 3, 2015**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TO: Transportation Authority

FROM: Karyl Matsumoto
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF DECEMBER 2, 2015**

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

Prepared By: Josh Averill, Assistant District Secretary

650-508-6223

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAMMING AND ALLOCATION OF MEASURE A FUNDS FOR THE
25TH AVENUE GRADE SEPARATION PROJECT AND AMENDMENT OF THE
FISCAL YEAR (FY) 2016 BUDGET**

ACTION

Staff recommends the Board:

1. Amend the FY2016 Budget to increase the Grade Separation Program Category by \$5 million for a total FY2016 Budget of \$69,537,182 to fund the city of San Mateo's (City) 25th Avenue Grade Separation Project (Project); and
2. Program and allocate \$6.2 million of Measure A Grade Separation Program funds, which includes \$5 million in new funding plus the re-programming and re-allocation of \$1.2 million in savings from the preliminary engineering and environmental review phase for the Project, to complete final design and right of way certification for the Project; and
3. Authorize the Executive Director, or his designee, to take any actions necessary to program and allocate the subject funding, including the execution of agreements with the City and the Peninsula Corridor Joint Powers Board (JPB) to provide funding to complete the project phase described above.

SIGNIFICANCE

As reported at the November 5, 2015 San Mateo County Transportation Authority (TA) Board meeting, the Board previously approved \$3.7 million in Measure A funds, matched by \$1 million from the City, to complete preliminary engineering and environmental review for the Project. The preliminary engineering and environmental review phase had a \$4.7 million cost estimate; this phase of work has been completed for \$3.5 million, with a cost savings of \$1.2 million. The JPB is the lead implementing agency for the Project, as requested by the City.

The City is now requesting \$5 million in Measure A funds for the Project to complete final design and right of way certification. 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 San Mateo City Council approved the commitment of \$5 million in matching funds at the City Council's November 16, 2015 meeting. The City has requested the JPB to continue to act as the lead implementing agency for the Project.

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, provision of station access and parking, and construction of 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 the Special Circumstance conditions. Staff evaluated the above request in accordance with the Special Circumstance criteria for advancing funds, as provided for in the 2014-2019 TA 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 structures for the Project can be constructed before the JPB begins the installation of the Overhead Contact System (OCS) for the Peninsula Corridor Electrification Project (PCEP) within the City. If this Project is to be constructed after PCEP, a significant amount of OCS infrastructure installed in the City 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 to the 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 the California Public Utilities Commission's (CPUC) Section 190 program. (The railroad crossing at 25th Avenue is currently listed as the number seven project in the CPUC's Section 190 Grade Separation Program Priority Listing.)

It is imperative the City secures 100 percent of the construction funding needed 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 construction time 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. 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 in traffic resulting from the transit-oriented development at the Bay Meadows site, the Project would significantly improve local traffic circulation. Due to the planned 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, and staff at that 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 revenues.

BUDGET IMPACT

This allocation requires an amendment of the FY2016 Budget to increase the Grade Separation Category by \$5 million for a total FY2016 Budget of \$69,537,182, as shown in the attached proposed revisions to Exhibits A and B of the FY2016 Budget. The \$1.2 million in savings from the Project's prior phase can be re-allocated to the Project's final design and right-of-way phase. The combined \$6.2 million will be allocated to the Project.

BACKGROUND

Fifteen percent of the New 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 Measure A Transportation Expenditure Plan (TEP). The grade crossing at 25th Avenue is included in the 2004 TEP.

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

650-508-6228

RESOLUTION NO. 2015 –

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

* * *

**PROGRAMMING AND ALLOCATING \$6.2 MILLION IN NEW MEASURE A FUNDS FROM THE
GRADE SEPARATION PROGRAM CATEGORY FOR THE 25TH AVENUE GRADE SEPARATION
PROJECT AND AMENDING THE FISCAL YEAR (FY) 2016 BUDGET**

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

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

WHEREAS, grade separation improvements are qualified expenditures under the 1988 TEP, and the 2004 TEP designates 15 percent of the New Measure A revenue to fund grade separation projects; and

WHEREAS, the City of San Mateo (City) has submitted a Special Circumstance request for \$6.2 million, which includes \$1.2 million of cost savings from the preliminary engineering and environmental phase of the 25th Avenue Grade Separation Project (Project), to supplement \$5 million in local matching funds to complete the final design and right of way phases for the Project; and

WHEREAS, supported by the guidance outlined in the 2004 TEP and the 2014-2019 TA Strategic Plan, TA staff evaluated the City's proposal based on the Project's justification, urgency, and impacts to the Measure A program; and

WHEREAS, staff has determined that the Project will significantly improve safety, will result in significant cost savings if it can be completed prior to the installation of the Caltrain electrification project, can be accommodated within existing available

New Measure A funds, and meets the intent of the 2004 TEP and 2014-2019 Strategic Plan; and

WHEREAS, staff recommends the Board authorize an amendment to increase the FY2016 Budget in the amount of \$5 million for the Grade Separation Program Category for a total FY2016 Budget of \$69,537,182.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the TA hereby:

1. Amends the FY2016 Budget to increase the Grade Separation Program Category by the amount of \$5 million for a total FY2016 Budget of \$69,537,182; and
2. Program and allocate \$5 million in Measure A Grade Separation Program Category funds to complete the final design and right of way phase of work for the Project, and re-programs and re-allocates \$1.2 million in cost savings from the preliminary engineering and environmental phase of the Project to the design and right of way phase of work for the Project; and
3. Authorizes the Executive Director, or his designee, to execute any necessary documents or agreements and take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 3rd day of December, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAM REPORT: TRANSIT – SHUTTLES**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA's Local Shuttle Program provides operating funds for commuter shuttles connecting with transit stations, as well as community serving shuttles. Four percent of the New Measure A sales tax revenue is available to support the Local Shuttle Program. Project sponsors are required to submit quarterly and annual progress reports, which the TA uses to track the performance of individual projects as well as the overall 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: April Chan
Chief Officer, Planning, Grants and the Transportation Authority

SUBJECT: **JOINT SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA) AND
CITY/COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG) SAN MATEO
COUNTY SHUTTLE PROGRAM CALL FOR PROJECTS (CFP)**

ACTION

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

SIGNIFICANCE

Similar to past funding cycles, the TA and the C/CAG have jointly developed a combined San Mateo County Shuttle Program CFP that enables project sponsors to utilize one funding application for both the TA New Measure A Local Shuttle Program and the C/CAG Local Transportation Services Shuttle Program. The current CFP, planned for release after the C/CAG December 10 Board meeting, provides funding for Fiscal Year (FY) 2017 and FY2018 and uses a single set of evaluation criteria that are consistent with the 2004 Transportation Expenditure Plan and the TA 2014-2019 Strategic Plan.

The projected available funding for the San Mateo County Shuttle Program CFP is as follows:

<u>Funding Source</u>	<u>Total Amount</u>
New Measure A Local Shuttle Program	\$9.0 million
<u>C/CAG Local Transportation Services</u>	<u>\$1.0 million</u>
Total	\$10.0 million

The program guidelines remain the same with the following two exceptions, which are intended to help sponsors improve shuttle performance and better promote cost effective use of TA and C/CAG shuttle funds:

- 1) Sponsors of existing shuttles that fall below the established operating cost per passenger or passenger per service hour benchmarks, as well as sponsors of new shuttles, will be required to consult with SamTrans operations planning staff for shuttle technical assistance prior to the submittal of an application and are encouraged to continue to seek assistance as needed during the current shuttle funding cycle.

- 2) Sponsors with existing shuttles that perform below the operating cost per passenger benchmark during FY2017, may be required to increase their share of required matching funds in subsequent shuttle funding cycles, up to a maximum of 50 percent, to pay for the extra cost increment incurred that exceeds the benchmark.

The established shuttle performance benchmarks are as follows:

<u>Benchmark</u>	<u>Commuter Serving Shuttles</u>	<u>Community Serving Shuttles</u>
Cost per passenger	\$7	\$9
Passengers per service hour	15	10

The proposed changes to the program guidelines are consistent with recommendations from the SamTrans Mobility Management Plan Community Services Strategy.

A PowerPoint presentation will be made at the December 3, 2015 meeting that provides further information regarding the process and program criteria for the San Mateo County Shuttle Program CFP.

BUDGET IMPACT

This informational item has no impact on the budget.

BACKGROUND

The combined San Mateo County Shuttle CFP streamlines the application funding process for shuttle applicants in the county, and is consistent with recommendations from the 2012 Shuttle Business Practices Study, which was an effort undertaken by the TA, C/CAG, the Peninsula Congestion Relief Alliance and SamTrans, to improve shuttle business practices in the county. The San Mateo County Shuttle Program funds for the operation of shuttle services that meet local mobility needs and provide access to regional transit. Four percent of the New Measure A sales tax revenue is available to support the Local Shuttle 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

Nothing to report.

FEDERAL ISSUES

On November 16 the House passed and the Senate is scheduled to vote on another short-term extension bill, Surface Transportation Extension Act of 2015, Part II (H.R. 3996), as a backup plan to give the congressional conference committee members more time to resolve critical differences between the House and Senate's multiyear transportation funding plan. The bill will continue Federal funding of surface transportation programs through December 4.

The Conference Committee is working to combine the Senate's Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act and the House's Surface Transportation Reauthorization and Reform (STRR) Act. There are some differences between the two six-year funding bills, including overall funding levels, funding levels for public transportation, funding for the Bus and Bus Facilities program, Capital Investment Program, TIGER, and rail titles.

SMCTA Bill Matrix – November

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 – November

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>Chaptered 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 unlicensed vehicles when they are sold beginning January 1, 2018; and makes the forging or altering of a temporary license plate a misdemeanor. Last amended on 7/16/15</p>	Support

SMCTA Bill Matrix – November

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 – November

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 – November

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 – November

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 – November

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>Chapters 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 – November

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 – November

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 – November

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 – November

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>Chaptered 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 – November

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: 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 – November

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 – November

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 – November

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>	

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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>	

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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 – November

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>	