



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

January 7, 2016 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Swearing-in:
 - a. Maureen Freschet (Central County Representative)
 - b. Don Horsley (Board of Supervisors Representative)
 - c. Ken Ibarra (North County Representative)
 - d. Mary Ann Nihart (Cities-at-Large Representative)
3. Call to Order/Roll Call
4. Election of 2016 Officers
5. Report of the Citizens Advisory Committee
6. 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 December 3, 2015
 - b. Acceptance of Statement of Revenues and Expenditures for November 2015
7. Public Comment
Public comment by each individual speaker shall be limited to one minute
8. Chairperson's Report RESOLUTION
 - a. Resolution of Appreciation for Director David Canepa
9. San Mateo County Transit District Liaison Report – K. Matsumoto INFORMATIONAL
10. Joint Powers Board Report – J. Hartnett INFORMATIONAL
11. Report of the Executive Director – J. Hartnett INFORMATIONAL
 - a. Update on Super Bowl 50 Transportation Planning

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

- 12. Program
 - a. Program Report: Local Streets/Transportation INFORMATIONAL
 - b. 2016 Legislative Program INFORMATIONAL
 - c. Update on State and Federal Legislative Program INFORMATIONAL
- 13. Requests from the Authority
- 14. Written Communications to the Authority
- 15. Date/Time of Next Meeting: Thursday, February 4, 2016, 5 p.m. at
San Mateo County Transit District Administrative Building,
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue,
San Carlos, CA 94070
- 16. 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
- 17. 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 DECEMBER 3, 2015

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

MEMBERS ABSENT: C. Groom

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

Chair Karyl Matsumoto called the meeting to order at 5:03 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

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

Director Mary Ann Nihart arrived at 5:07 p.m.

APPROVAL OF CONSENT CALENDAR

- a) Approval of Minutes of November 5, 2015
- b) Acceptance of Statement of Revenues and Expenditures for Fiscal Year (FY) Ending June 2015 (Unaudited)
- c) Acceptance of Statement of Revenues and Expenditures for October 2015

Motion/Second: Horsley/Nihart

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

Absent: Groom

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT

Resolution of Appreciation for Outgoing Director Terry Nagel

Chair Matsumoto presented a resolution of appreciation to outgoing Director Nagel after five years of service on the Board.

Motion/Second: Canepa/Nihart

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

Absent: Groom

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – K. MATSUMOTO

The December 2 report is in the reading file.

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) REPORT

The December 3 report is in the reading file.

Jim Hartnett, Executive Director, said Director Tom Nolan's last JPB meeting was today after four years and a second stint. He will be leaving the San Francisco Municipal Transportation Agency next year.

Director Nihart asked if Caltrain is prepared for the Super Bowl. Mr. Hartnett said yes. Super Bowl planning has been a major effort both for Caltrain and regionally. Many people are involved in the planning efforts. Public transportation is going to be integral to the success of getting people to and from the stadium. There are substantial safety considerations as well. The JPB has been working with regional partners, the National Football League and with the Super Bowl Committee for a long time and are as prepared as can be. One issue is that Caltrain can take more people to Mountain View to transfer to the Santa Clara Valley Transportation Authority (VTA) than VTA can handle. VTA is only going to allow people on the light-rail who have tickets to the Super Bowl, and there will be a bus service for people who are not going to the Super Bowl. Federal authorities including Homeland Security are involved in the planning. Caltrain will be as prepared as can be. He said staff can provide an update at the January meeting.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Hartnett said

- U.S. Highway 101/Broadway Interchange Reconstruction Project: A milestone will be reached this week. The deck for the new bridge will be poured. Retaining walls for the new southbound off ramp are now complete. The California State Department of Transportation is evaluating the traffic operations memo that recommends reinstating the left turn on southbound Rollins Road, which was requested by Burlingame. Pacific Gas and Electric constructed the foundation and is scheduled to install the replacement tower mid-December. The project is scheduled for completion in spring 2017.
- Pedestrian and Bicycle Program Call for Projects (CFP): Applications are due by December 18. At the last Board meeting, the Board allocated up to \$4 million in Measure A funding for this program.
- The Quarterly Capital Status Report will be provided at the beginning of the year because not all financial information is available because of the conversion of the financial system.

Director Nagel said Highway 101 will not be shut down during the installation of the new tower at the Broadway Interchange in Burlingame. She thanked staff for the new signage that will hopefully prevent future accidents.

FINANCE

Authorize Amendment of the FY2016 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

April Chan, Chief Officer, Planning, Grants, and the TA, said San Mateo made a request to the TA for \$5 million in grade separation funding to complete the final design and right of way certification for this project. In addition, San Mateo is providing \$5 million and the city council took action at its November 16 meeting to allocate the funding.

The remaining \$1.2 million will come from savings from the prior phase of the project for a total of \$11.2 million needed for this phase. Caltrain will be the lead in completing final design. This is out of the CFP cycle. The primary reason the city wanted to proceed with this project is to do it ahead of the electrification project to avoid removing poles and wires that will be put in. The city is working with the California High-speed Rail Authority (CHSRA) to secure funding for this project. This funding allocation is for the final design, but once complete, the city will come back to request construction funding.

Director Nagel asked what will happen if the city does not have a funding plan lined up by the deadline. Ms. Chan said the project will be put on hold, but the work to date will not be wasted.

Director Nagel said there will be \$100 million left in the grade separation budget for the balance of Measure A and asked if there is any way to increase the grade separation budget. Ms. Chan said there are ways to leverage other external funding. The source of funding available for grade separation projects has been from the Public Utilities Commission (PUC) and the Proposition 1B program. Federal resources have not been a source that the TA has looked to. Funds could potentially come from CHSRA as this would benefit them.

Director David Canepa asked what the total cost is for this type of project. These projects change communities and make passage safe. He asked Ms. Chan to contrast funding for this project with the San Bruno project. Ms. Chan said it is hard to pinpoint a project estimate for each project because they are all different. The San Bruno project cost \$160 million for three crossings. The 25th Avenue project is estimated at \$180 million for three crossings, and both projects include station and track work. The San Bruno grade separation was funded with \$30 million of Proposition 1B funds, \$10 million in PUC funding, and most of the rest of the funding was from the TA with some Federal funding for track work.

Mr. Hartnett said San Mateo is contributing more money than San Bruno.

Public Comment

Rich Hedges, San Mateo, said this project meets the urgency criteria. San Mateo is bringing matching funds and has large savings from the environmental phase of this project. The three most dangerous crossings in San Mateo County are at 25th, Burlingame, and San Bruno avenues. This project is retrofitting San Mateo County for the future because there is a large population growth and large job growth.

Joe Goethals, Mayor, San Mateo, said the development in this area is a major project and a true transit-oriented development project, will solve issues, could have a significant impact on the daily traffic, and addresses safety. Over 1,000 units of housing have been added to the area and a significant amount of affordable housing. This will impact a development project that has 15 years of planning and \$180 million. This is three grade separations, not just one. The city of San Mateo is contributing significant money to make it happen. The need is urgent. Bus routes will utilize the grade

separations, the project eases traffic from major parts of city, and tens of thousands of residents will be impacted.

Larry Patterson, City Manager, San Mateo, said he is confident the CHSRA will make the financial contribution to this project to complete the overall funding plan.

Director Don Horsley said if the CHSRA is going to be successful, these kinds of projects are needed. These are needed for safety for today's traffic and will be important to the successful implementation of high-speed rail.

Director Nihart said these projects have to go forward and she is hopeful about the CHSRA.

Motion/Second: Nagel/Nihart

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

Absent: Groom

PROGRAM

Program Report: Transit – Shuttles

Joel Slavit, Manager, Programming and Monitoring, presented:

- New Measure A Local Shuttle Program
 - Shuttles: 4 percent of Measure A Program
 - Provides matching funds for operation of local shuttle service
 - Minimum 25 percent match required
- Measure A Allocations to Date
 - FY2011 and FY2012: \$2.772 million
 - FY2013 and FY2014: \$4.72 million
 - FY2015 and FY2016: \$5.805 million
- Funding Sources
 - 29 shuttles allocated Measure A funds for operation in FY2015 and FY2016
 - \$5.8 million in Measure A funds (56 percent)
 - \$4.6 million in matching funds (44 percent)
- FY2015 and FY2016 Shuttle Types
 - Commuter: 24
 - Community-serving: three
 - Combination: two
- Measure A Funded Shuttles
 - Maps showing the location of all Measure A-funded shuttles in operation during FY2015 were shown
- FY2015 Performance
 - 28 different operating shuttles
 - Sponsor progress reports on ridership, total operating cost, and total service hours
 - Program performance on ridership, cost/passenger, passengers/service hour
- FY2015 Monthly Ridership
 - Average monthly ridership hovered between 70,000 and 80,000 riders per month

- Total ridership for the year was 891,000 riders
- FY2015 Operating Cost/Passenger
 - Commuter shuttles: \$5.72
 - Community serving and combination shuttles: \$12.48
- FY2015 Passengers/Service Hour
 - Commuter shuttles: 17.7
 - Community serving and combination shuttles: 6.9
- Related Activities
 - Staff proposing refinements to upcoming funding calls to better promote cost-effective service
 - Joint TA/City/County Association of Governments (C/CAG) CFP to be released December 2015

Joint TA and City/County Association of Governments San Mateo County Shuttle Program CFP

Mr. Slavitt presented:

- Program Overview
 - Joint CFP with the TA and C/CAG
 - Program purpose: provide matching funding for the operation of local shuttle services
 - Eligible costs include operations, marketing and administration of shuttles
- Eligibility Requirements
 - Sponsor must be a public agency
 - Services county residents and employees
 - Provides access to regional transit and/or meets local mobility needs
 - Open to public and Americans with Disabilities Act-compliant
 - Funds are to supplement, not supplant, other funding sources
 - SamTrans concurrence letter
 - Governing board resolution
- Process: Funding and Evaluation
 - Joint CFP to be issued December 14, 2015
 - Covers FY2017 and FY2018
 - Up to \$9 million from TA Measure A
 - Up to \$1 million from C/CAG
 - Minimum 25 percent match required
 - One application process, one staff evaluation panel
- Evaluation Criteria
 - Need and Readiness: 50 percent new shuttles, 40 percent existing shuttles
 - Effectiveness: 15 percent new shuttles, 25 percent existing shuttles
 - Funding Leverage: 20 percent new and existing shuttles
 - Policy Consistency and Sustainability: 15 percent new and existing shuttles
- Evaluation Criteria: Need and Readiness
 - Provides service to an area underserved by transit
 - Provides congestion relief
 - Provides service to special populations
 - Solid service plan
 - Solid funding plan
- Evaluation Criteria: Effectiveness

- Annual operating cost per passenger for past 12 months for existing shuttles or projected if new shuttles
- Annual passengers per service hour for past 12 months for existing shuttles or projected if new shuttles
- Shuttle links with other fixed-route transit
- Improves access from transit-oriented development to major activity centers
- Reduces single-occupant vehicle trips and vehicle miles traveled
- Evaluation Criteria: Funding Leverage
 - Up to 10 points for 25 to 50 percent match
 - Up to 15 points for 50 to 75 percent match
 - Up to 18 points for 75 to 100 percent match
 - Extra two points for private sector funding
- Evaluation Criteria: Policy Consistency and Sustainability
 - Shuttle is included in an adopted local, specific area, county or regional plan
 - Supports jobs and housing growth/economic development
 - Use of clean fuel vehicles for service
 - Accommodation for bicycles
 - Demonstration of cost savings
- Summary of Proposed Changes for this CFP
 - Required sponsor consultation with SamTrans prior to submittal of applications for new shuttles, as well as existing shuttles that don't meet the established benchmarks
- Changes for Consideration with Future CFPs
 - Propose increasing match requirement for existing shuttles that don't meet the operating cost per passenger benchmark, up to a maximum of 50 percent to help pay for costs above the benchmark
 - Match requirement based on FY2017 performance, effective for funding cycle covering FY2019 and FY2020
- Schedule
 - November 2015: presentation to C/CAG Technical Advisory Committee and Congestion Management and Environmental Quality Committee
 - December 2015: Presentation to TA CAC and TA and C/CAG boards
 - December 14, 2015: CFP released
 - December 15, 2015: CFP workshop
 - February 12, 2016: Application deadline
 - April 2016: Informational item to TA CAC and Board on draft program of projects, presentations to C/CAG committees
 - May 2016: TA and C/CAG boards approve proposed program of projects

Director Cameron Johnson said he likes the measures focusing on effectiveness. He said the scoring for effectiveness was 15 percent for new shuttles and 25 percent for existing shuttles, and that seems low. The focus was on need, but providing an ineffective shuttle would not solve the needs problem. He asked why the weight on effectiveness is not lifted in the underlying scoring instead of putting in secondary requirements. Mr. Slavik said historically this program has been undersubscribed and it is hard to turn away sponsors when there is available funding. He said he will take the

comment into consideration. He said the program has grown and so has the revenue. Staff anticipates the program to eventually be fully subscribed.

Director Nagel asked how lifeline shuttles are weighted differently. Ms. Slavitt said lifeline shuttles serve people of low income. The shuttles are not evaluated differently, but lifeline shuttles can pick up additional points by serving a special population.

Director Nagel asked if the flex on-demand shuttles are part of this program. Director Nihart said that is a SamTrans route.

Director Nagel asked if on-demand shuttles could be considered for this program. Mr. Slavitt said C/CAG funds one, but no requests came in for FY2015. A request may come in for this cycle.

Director Nagel asked if there is an application for customers to summon an on-demand shuttle. Mr. Slavitt said Pacifica came up with an application on its own. The new vendor, MV Transportation, has a website and an application that have real-time information on all the shuttles. Commute.org has this information on their website with a map of where the bus is, when the next bus is scheduled and what the projected arrival time is.

Director Nagel asked who determines what type of vehicle is used concerning sustainability and battery-operated vehicles. Mr. Slavitt said it is up to the project sponsor, but the TA encourages clean fuels.

Director Canepa thanked staff for extending the Bayshore Circular Shuttle to FY2016. It means a lot to the residents and has a profound impact on their lives.

Director Nihart asked where safety plays into the program. Mr. Slavitt said it is not part of the actual criteria. He asked Director Nihart to elaborate on her concern.

Director Nihart said sometimes these shuttles and the original inception of them have not been advertised well. The Devil's Slide Shuttle has to have a lot of overhaul if there was any kind of continuation of it, but it is about the county and the park and the lack of availability for access. Some people walk up the hill on Highway 1 putting themselves at risk instead of taking the shuttle.

Mr. Slavitt said in the application staff will consider other extenuating types of circumstances. He said he hopes if Pacifica comes back that they work with SamTrans operations and planning staff. Sometimes a service can try to do too many different things and it ends up not doing any one particular thing well. The shuttle was not performing very well for a long time and then when the Devil's Slide Trail opened ridership went up, but then dropped back down again.

Director Canepa left at 6:19 p.m.

Update on State and Federal Legislative Program

Shweta Bhatnagar, Government Affairs Officer, said the Fixing America's Surface Transportation (FAST) Act will increase funding to States by 5 percent in FY2016 rising to 20 percent by FY2020. California will get \$26 billion in Federal funds for a variety of transportation projects over the life of the bill. This is an increase of 14.5 percent. The measure calls for spending approximately \$205 billion on highways and \$48 billion on transit. It also provides \$100 billion in rail infrastructure safety improvements including rail/highway grade crossing improvements and grade separations. The bill also includes \$200 million for positive train control projects and has an increase on liability claims faced by railroads from \$200 million to \$295 million. The House passed the FAST Act and the Senate has not yet voted on it.

Chair Matsumoto asked what the need is versus the amount of funding this bill will provide. Seamus Murphy, Chief Communications Officer, said it will not meet the needs that the American Public Transportation Association has articulated for the transit program on an ongoing basis. The bill provides more funding than has been available in the past for both the highway and transit programs for the next six years. There have been a lot of projects put on hold because of short-term extensions and no reliable funding. This is six years of dependable funding.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

No report.

DATE AND PLACE OF NEXT REGULAR MEETING

January 7, 2016 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

The meeting adjourned at 6:23 p.m.

TA CAC Chair's Report

December 3, 2015

Good evening, Madame Chair and Members of the Board.

The CAC celebrated its annual holiday dinner after our meeting Tuesday evening. The CAC was both surprised and pleased to have Chuck Harvey, Mark Simon, April Chan, Liria Larano, Joel Slavit, Martha Martinez and other staff members drop by to wish us holiday greetings and join us for dinner that evening.

In reference to the CAC meeting that took place before our holiday dinner, I have the following to report:

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

(TA Item 4b) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for Fiscal Year ending June 2015.

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

(TA Item 10a) After a brief overview given by April Chan, Executive Officer, Planning, Grants and Transportation Authority, the CAC supported the Amendment of the Fiscal Year 2016 Budget by \$5 million and the Programming and Allocation of \$6.2 Million of Measure A Grade Separation Funding requested by the City of San Mateo for the Design of the 25th Avenue Grade Separation Project. The CAC also supported the Board's authorization to 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 final design and right of way phases.

(TA Item 11a) As part of an ongoing series of program reports on the Transportation Authority's (TA) six program areas, this month Joel Slavit, Manager of Programming and Monitoring, advised the CAC about the status of the Local Shuttle Program describing the program in detail, including Measure A allocations to date, funding sources, FY2015 & FY2016 shuttle types, both community and commuter, as well as the FY2015 Performance of 28 different operating shuttles, including progress reports on ridership, total operating cost and total service hours. The CAC was very pleased to hear that the TA staff is proposing a few refinements to the upcoming funding call to better promote cost effective service.

(TA Item 11b) The CAC received a highly informative presentation overview from Joel Slavit covering the Joint TA and City/County Association of Governments(C/CAG) San Mateo County Shuttle Program Call For Projects including information on eligibility, the proposed process, evaluation criteria, and the summary of proposed changes, along with the next steps in the schedule. After listening to the report, members of the CAC agreed with the proposed increase in matching fund requirements for future cycles for existing shuttles that don't meet the operating cost/passenger benchmark, up to a maximum of 50%, to help pay for costs above the benchmark.

(TA Item 11c) The CAC received a comprehensive Legislative update from Shweta Bhatnagar, Government Affairs Officer. The CAC was pleased to hear that at the federal level the House and Senate conference committee members have reached agreement on a 5-year, \$281 billion transportation bill that we hope will put an end to what seemed to be perpetual short term extensions. The bill includes \$205 billion for highways and \$48 billion for transit. We were told that the full House and Senate would be voting on this bill by Friday, before the expiration of the current temporary extension.

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

1. CAC members Richard Hedges, Randy Hees and John Fox have been appointed to the Nominating Committee for the recommendation of next year's CAC leadership. They will report their recommendations to the CAC at its January meeting where a vote will be taken by the CAC for the 2015-2016 committee leadership.

2. Additionally, I advised the CAC that San Mateo County Supervisor Warren Slocum recently announced that the business community is very concerned about the growing traffic problems on the Peninsula, especially the 101 congestion and its impact on the business community's ability to recruit and retain employees. Although an earlier effort to create the Dumbarton Spur, a connection between Caltrain in Redwood City/North Fair Oaks area with the Dumbarton Bridge and adjacent communities in Menlo Park and East Palo Alto, was "put on hold" this past May, apparently renewed interests is brewing...

A great big thanks should be extended to Facebook, whose headquarters are located in Menlo Park, for recently making a generous contribution of \$1M to our San Mateo County Transit District for a transportation study of the entire corridor, including a rail bridge, bus, light rail, ferry service and even "gondolas" as one report described it.

All options will be considered along with availability of potential sources of funding.

3. I also announced that the Friends of Caltrain have reported that there will be a Forum this evening on Caltrain capacity and Hwy 101 congestion relief at the downtown Redwood City Library starting at

6:30pm. It is open to all citizens and will cover such issues as caltrain electrification, grade separations and how San Mateo County can help pay for capacity increases.

Staff Report: Joe used his report time to extend his thanks to the CAC for a job well done throughout the year and wished us all to have a happy holiday.

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
NOVEMBER 30, 2015**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$33,221,612 - line 7) is **better** than staff projections by \$2,101,227 or 6.8 percent. *Sales Tax* (\$31,276,334 – line 1) is **better** than staff projections by \$1,913,667 or 6.5 percent and *Interest Income* (\$1,468,306 – line 2) is \$224,271 or 18 percent **better** than projections due to higher than budgeted returns.

Total Revenue (\$33,221,612 - line 7) is \$222,951 or 0.7 percent **better** than prior year performance. *Sales Tax* (\$31,276,334 - line 1) is \$58,266 or 0.2 percent **worse** than prior year. *Interest Income* (\$1,468,306 - line 2) is \$302,481 or 25.9 percent **better**, slightly offset by *Rental Income* (\$476,972 – line 4) which is \$21,264 or 4.3 percent **worse** than prior year.

Expenditures: *Total Administrative Expenses* (\$546,383 - line 22) is **better** than staff projections by \$126,943 or 18.9 percent. Within total administrative expenses, *Staff Support* (\$212,580 - line 18) is \$103,696 or 32.8 percent **better** than staff projections and *Other Admin Expense* (\$333,802 – line 20) is **better** than staff projections by \$21,873 or 6.1 percent.

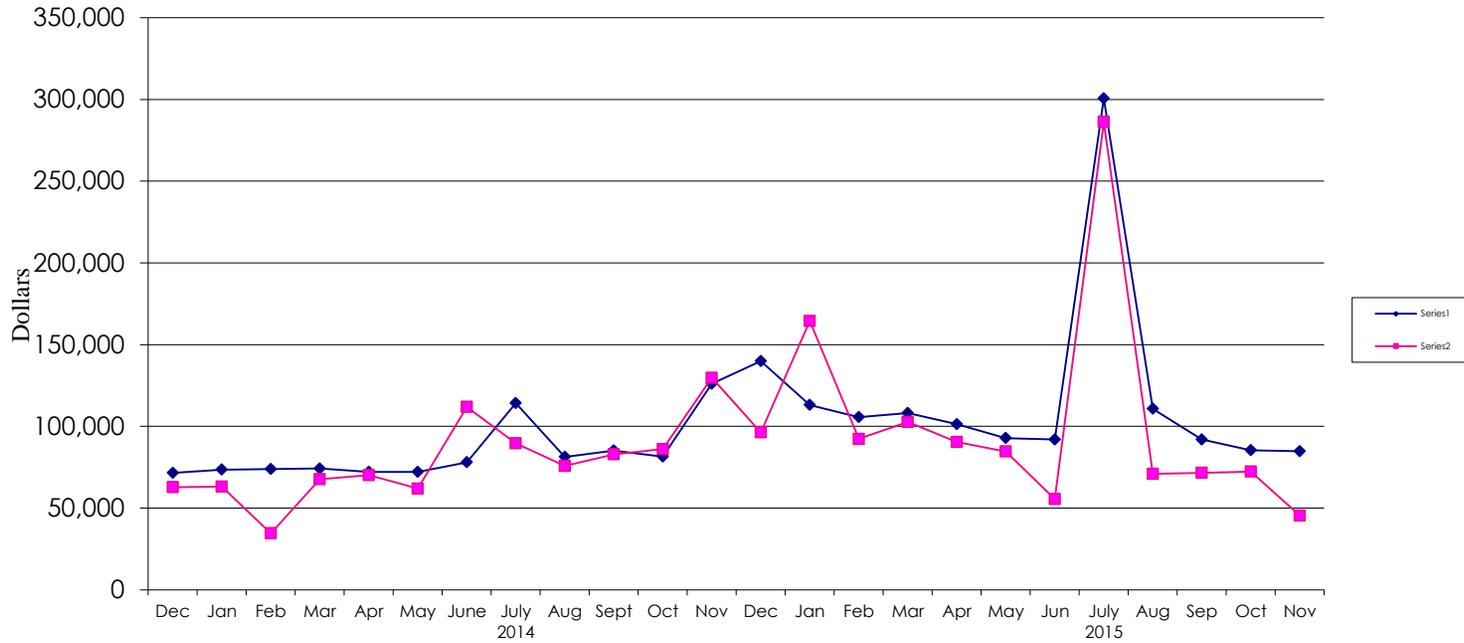
Budget Amendment: There are no budget revisions for the month of November 2015.

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

% OF YEAR ELAPSED: **41.7%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	6,858,734	31,334,600	31,276,334	29,362,667	106.5%	77,000,000	77,000,000	38.1%
2 Interest Income	336,191	1,165,825	1,468,306	1,244,035	118.0%	2,985,683	2,985,683	41.7%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	89,686	498,236	476,972	513,683	92.9%	1,232,840	1,232,840	38.7%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 TOTAL REVENUE	7,284,612	32,998,661	33,221,612	31,120,385	106.8%	81,218,523	81,218,523	40.9%
8								
9 EXPENDITURES:								
10								
11 Annual Allocations	2,503,438	11,437,129	11,415,862	10,717,374	106.5%	28,105,000	28,105,000	40.6%
12								
13 Program Expenditures	2,942,296	12,080,847	11,206,964	14,122,917	79.4%	33,895,000	33,895,000	33.1%
14								
15 Oversight	74,166	251,276	362,675	493,750	73.5%	1,185,000	1,185,000	30.6%
16								
17 Administrative								
18 Staff Support	19,908	239,032	212,580	316,276	67.2%	739,869	739,869	28.7%
19 Measure A Info-Others	-	-	-	1,375	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	25,457	224,962	333,802	355,675	93.9%	595,813	595,813	56.0%
21								
22 Total Administrative	45,365	463,994	546,383	673,326	81.1%	1,352,182	1,352,182	40.4%
23								
24 TOTAL EXPENDITURES	5,565,264	24,233,246	23,531,883 (1)	26,007,367	90.5%	64,537,182	64,537,182	36.5%
25								
26 EXCESS (DEFICIT)	1,719,348	8,765,415	9,689,729	5,113,018		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	467,985,601	478,743,349 (2)	429,961,715		441,530,038	441,530,038	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		5,733,781					331,485,040	
35 Current Committed Fund Balance		372,490,339 (3)					64,537,182	
36 Undesignated Cash & Net Receivable		100,519,229					(23,531,883) (1)	
37 Total		<u>478,743,349 (2)</u>					<u>372,490,339 (3)</u>	
38								
39								
40								
41								
42								
43 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
44 against the annual budget. When comparing it to the amounts shown in the								
45 "% of PROJ" column, please note that individual line items reflect variations								
46 due to seasonal activities during the year.								
47								
48 * The TA Adopted Budget is the Board adopted budget effective June 5, 2015.								
49 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
50								
51								
52								
53								
54								
55								
56								
57								

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '15	Aug '15	Sep '15	Oct '15	Nov '15	Dec '15	Jan '16	Feb '16	Mar '16	Apr '16	May '16	Jun '16
MONTHLY EXPENSES												
Staff Projections	300,582	110,756	91,961	85,348	84,679							
Actual	286,281	70,899	71,533	72,304	45,366							
CUMULATIVE EXPENSES												
Staff Projections	300,582	411,338	503,299	588,647	673,326							
Actual	286,281	357,180	428,713	501,017	546,383							
Variance-F(U)	14,301	54,158	74,586	87,630	126,943							
Variance %	4.76%	13.17%	14.82%	14.89%	18.85%							



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF November 30, 2015

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.900%	\$ 300,683,831	\$ 300,683,831
Local Agency Investment Fund	**	Liquid Cash	0.374%	\$ 2,967,803	\$ 2,967,803
Investment Portfolio	***	Liquid Cash	0.806%	\$ 154,666,261	\$ 154,663,865
Other		Liquid Cash	0.000%	\$ 5,733,781	\$ 5,733,781
				<u>\$ 464,051,676</u>	<u>\$ 464,049,280</u>

Accrued Earnings for November, 2015 \$ 343,943.91
Cumulative Earnings FY2016 \$ 1,559,476.90

* County Pool average yield for the month ending November 30, 2015 was 0.90%. As of November, 2015 the total cost of the Total Pool was \$4,258,443,638.59 and the fair market value per San Mateo County Treasurer's Office was \$4,259,089,675.16

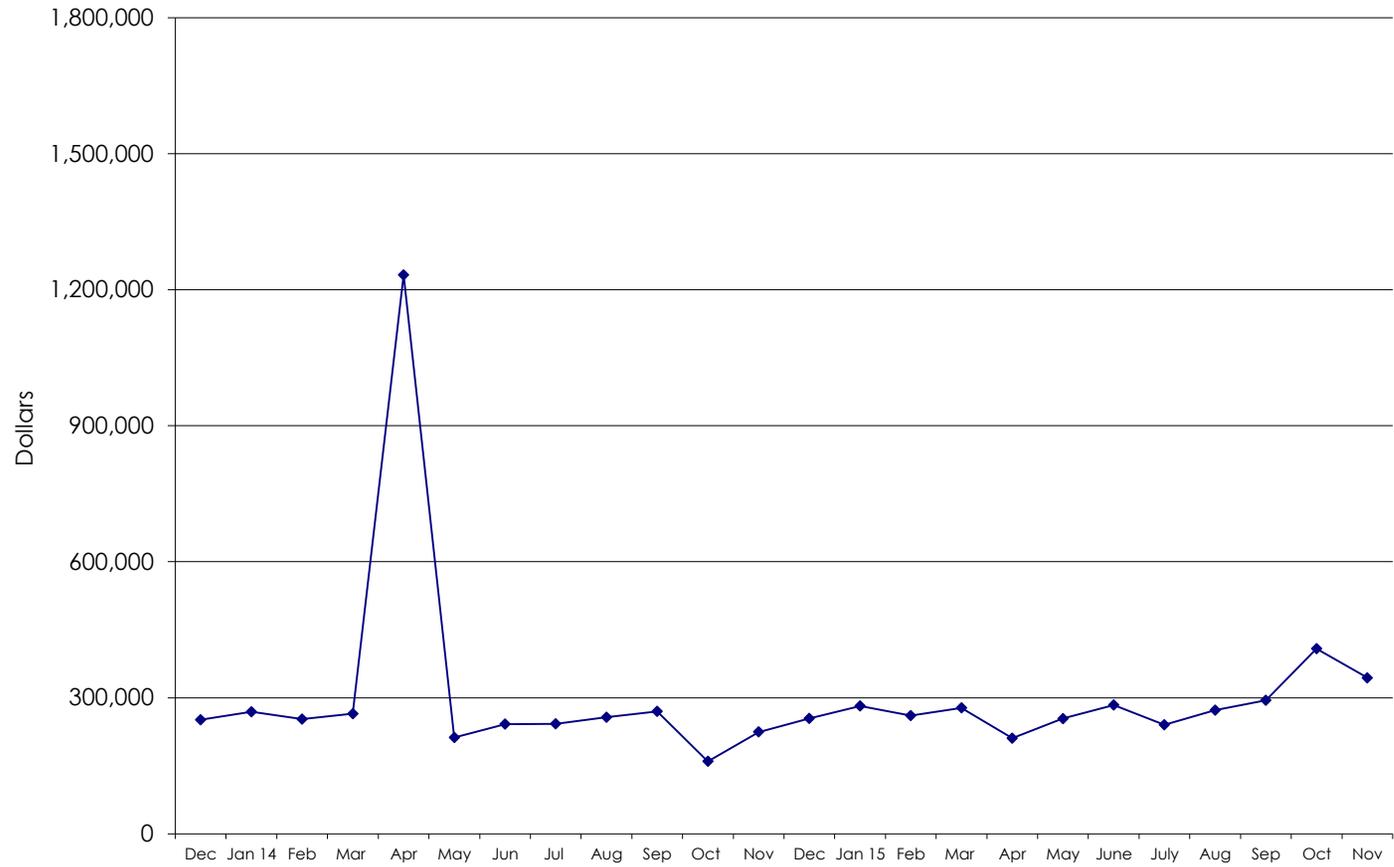
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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
NOVEMBER 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	343,943.91	1,559,476.90
DECEMBER		1,559,476.90
JANUARY		1,559,476.90
FEBRUARY		1,559,476.90
MARCH		1,559,476.90
APRIL		1,559,476.90
MAY		1,559,476.90
JUNE		1,559,476.90

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
November 30, 2015

DESCRIPTION	TOTAL INVESTMENT 11-30-15	INTEREST RECEIVABLE 10-31-15	PREPAID INT RECEIVABLE 10-31-15	INTEREST EARNED 11-30-15	INTEREST RECEIVED 11-30-15	ADJ.	INTEREST RECEIVABLE 11-30-15
LAIF	2,967,802.69	1,072.42	0.00	912.29			1,984.71
COUNTY POOL	300,683,831.10	48,089.16	0.00	221,251.98			269,341.14
BANK OF AMERICA	5,125,478.89	0.00	0.00				0.00
WELLS FARGO	517,841.33	0.00	0.00				0.00
US BANK (Cash on deposit)	90,461.09	0.00	0.00				0.00
INVESTMENT PORTFOLIO	154,666,261.21	138,335.98	0.00	124,112.06	42,605.16	(2,332.42)	217,510.46
	<u>464,051,676.31</u>	<u>187,497.56</u>	<u>0.00</u>	<u>346,276.33</u>	<u>42,605.16</u>	<u>(2,332.42)</u>	<u>488,836.31</u>

NOVEMBER 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	11/30/15	343,943.91
Add:		
Less:		
Management Fees		(9,250.00)
Amortized Premium/Discount		(566.83)
Capital Gain(Loss)		0.00
Total Interest & Capital Gain(Loss)		<u>334,127.08</u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,615,115.63
Add:	
Less:	
Management Fees	(46,250.00)
Amortized Premium/Discount	(2,267.32)
Capital Gain(Loss)	0.00
Total Interest	<u>1,566,598.31</u>

Balance Per Ledger as of	11/30/15	
Exp. Acct. 530011 - Amort Prem/Disc		(2,267.32)
Management Fees (530040)*		(46,250.00)
Int Acct. 409100 - Co. Pool		982,986.24
Int Acct. 409100 - LAIF		13,652.62
Int Acct. 409101 - Portfolio Funds		618,476.78
Gain(Loss) Acct. 405210		0.00
		<u>1,566,598.31</u>

INVESTMENT PORTFOLIO
November 30, 2015

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	PREPAID	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED 6-30-14	VALUE 11/30/2015					REC'VBLE 10/31/2015	INT REC'VBLE 11/30/2015	EARNED 11/30/2015			REC'VBLE 11/30/2015	LESS PREPAID 11/30/2015	
SECURITIES MANAGED BY INVESTMENT ADVISOR:																	
U.S. TREASURY NOTES AND BONDS																	
US TREASURY NOTE	912828WD8	10-13-15	14,415,070.31	14,381,552.90	14,316,201.90	10-31-18	1.25%	496.5278	30	491.07		14,895.83		(163.69)	15,223.21	15,223.21	14,300,000.00
US TREASURY NOTE	912828VL1	12-19-13	17,089,374.85	20,025,000.00	17,059,326.35	07-15-14	0.625%	296.0069	30	46,280.57		8,880.21	15,797.38	887.11	40,250.51	40,250.51	17,050,000
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	11,994,840.00	10-15-16	0.625%	208.3333	30	3,483.61		6,250.00		(102.46)	9,631.15	9,631.15	12,000,000
US TREASURY NOTE	912828WX4	8/27/14	17,998,593.75	18,047,880.00	17,993,664.00	07-31-16	0.500%	250.0000	30	22,744.57		7,500.00		(163.05)	30,081.52	30,081.52	18,000,000
US TREASURY NOTE	912828WF3	03-28-14	7,493,276.96	9,971,900.00	7,507,657.85	11-15-16	0.625%	130.4688	30	20,933.28		3,914.06	23,484.38	701.60	2,064.56	2,064.56	7,515,000
US TREASURY NOTE	912828ST8	03-23-15	14,830,857.42		14,797,208.25	04-30-19	1.250%	515.6250	30	509.96		15,468.75		(169.99)	15,808.72	15,808.72	14,850,000
US TREASURY NOTE	912828F62	9-9-15	11,245,062.50		11,210,505.60	10-31-19	1.500%	466.6667	30	461.54		14,000.00		(153.85)	14,307.69	14,307.69	11,200,000
US TREASURY NOTE	912828UQ1	11-9-15	8,289,421.88		8,291,715.60	02-29-20	1.250%	291.6667	30			28,942.31		(2,403.85)	26,538.46	26,538.46	8,400,000
																	66.74%
U.S. GOVERNMENT AGENCIES																	
FNMA	3135G0VA8	05-13-13	24,041,832.00	23,865,600.00	24,014,208.00	03-30-16	0.500%	333.33	30	10,333.33		10,000.00		-	20,333.33	20,333.33	24,000,000
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	9,990,210.00	07-05-16	0.375%	104.17	30	12,083.33		3,125.00			15,208.33	15,208.33	10,000,000
FNMA	3135 G0YE7	03-07-14	15,029,400.00	14,991,150.00	14,998,200.00	08-26-16	0.625%	260.42	30	16,927.08		7,812.50			24,739.58	24,739.58	15,000,000
																	31.65%
COLLATERIZED MORTGAGE OBLIGATIONS																	
FNMA	3136ANJY4	04-30-15	1,075,646.17		1,068,661.26	04-01-18	1.550%	45.85	30	1,375.63		1,375.63	1,375.63		1,375.63	1,375.63	1,065,000
FNMA	3136AQDQ0	10-30-15	1,434,219.74	1,434,219.74	1,423,862.40	09-01-19	1.646%	64.93	30	1,947.77		1,947.77	1,947.77		1,947.77	1,947.77	1,420,000
CASH INVESTMENT																	
																	1.61%
MATURED/CALLED																	
US TREASURY NOTE	912828TX8	02-01-13				10-13-15	0.375%	150.00	19	764.24				(764.24)			14,400,000
TOTAL			<u>154,874,899.33</u>	<u>124,628,322.64</u>	<u>154,666,261.21</u>					<u>138,335.98</u>	<u>0.00</u>	<u>124,112.06</u>	<u>42,605.16</u>	<u>(2,332.42)</u>	<u>217,510.46</u>	<u>217,510.46</u>	<u>154,800,000.00</u>
23-Dec-15						Weighted Average Interest Rate	0.8056%										

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

12/23/15 10:20 AM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2015:						
1st Quarter	17,150,000	18,948,951	1st Quarter	19,884,600	935,649	19,884,600
2nd Quarter	18,405,000	19,606,049	2nd Quarter	22,629,401	3,023,352	22,629,401
3rd Quarter	17,500,000	17,500,000	3rd Quarter	18,200,061	700,061	18,200,061
4th Quarter	18,945,000	18,945,000	4th Quarter	20,260,116	1,315,116	20,260,116
FY2015 Total	72,000,000	75,000,000	FY2015 Total	80,974,178	5,974,178	80,974,178
FY2016:						
Jul. 15	5,390,000		Sep. 15	5,856,300	466,300	5,390,000 (1)
Aug. 15	5,390,000		Oct. 15	5,856,300	466,300	5,390,000 (1)
Sep. 15	6,827,333		Nov. 15	7,808,400	981,067	6,827,333 (1)
1st Qtr. Adjustment			Dec. 15			0
3 Months Total	17,607,333			19,521,000	1,913,667	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			19,521,000	1,913,667	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			19,521,000	1,913,667	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	19,521,000	1,913,667	77,000,000
	18,073,633		1st Quarter			
	13,202,701		2nd Quarter			
			3rd Quarter			
			4th Quarter			
	<u><u>31,276,334</u></u>		YTD Actual Per Statement of Revenue & Expenses			

(1) Includes accrual for quarterly adjustment

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

	<u>11/30/2015</u>
Cash -- Bank of America Checking Account	5,125,478.89
Cash -- Wells Fargo Lockbox Account	517,841.33
Cash - US Bank (on deposit)	90,461.09
LAIF	2,967,802.69
County Pool	300,683,831.10
Investment Portfolio	154,666,261.21
	<hr/>
Total	<u><u>464,051,676.31</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
November 2015

Unit	Ref	Name	Amount	Method	Description
SMCTA	900059	SAN MATEO COUNTY TRANSIT DISTRICT	26,747.12	WIRE	Capital Programs ⁽¹⁾
SMCTA	900060	CANEPA, DAVID	100.00	WIRE	Board Member Compensation
SMCTA	900061	HORSLEY, DONALD	100.00	WIRE	Board Member Compensation
SMCTA	900062	JOHNSON, CAMERON	100.00	WIRE	Board Member Compensation
SMCTA	900063	MATSUMOTO, KARYL M.	100.00	WIRE	Board Member Compensation
SMCTA	900064	NAGEL, TERRY	100.00	WIRE	Board Member Compensation
SMCTA	004117	ATKINS NORTH AMERICA, INC	24,568.88	CHK	Capital Programs ⁽²⁾
SMCTA	004118	HOLLAND & KNIGHT LLP	17,500.00	CHK	Legislative Advocate
SMCTA	004119	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Investment Advisory Services
SMCTA	004120	VAVRINEK, TRINE, DAY & CO., LLP	10,000.00	CHK	Annual Audit Services
SMCTA	004121	ATKINS NORTH AMERICA, INC	46,601.37	CHK	Capital Programs ⁽³⁾
SMCTA	004122	BKF ENGINEERS	864.22	CHK	Consultants
SMCTA	004123	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	56,300.89	CHK	Legal Services
SMCTA	004124	SAN MATEO COUNTY TAX COLLECTOR	4,138.00	CHK	Capital Programs ⁽⁴⁾
SMCTA	004125	ATKINS NORTH AMERICA, INC	18,880.84	CHK	Capital Programs ⁽⁵⁾
SMCTA	004126	KHOURI CONSULTING	3,500.00	CHK	Legislative Advocate
SMCTA	004127	SAN MATEO COUNTY TAX COLLECTOR	704.70	CHK	Property Taxes
SMCTA	004128	SOUTH SAN FRANCISCO, CITY OF	310,434.07	CHK	Capital Programs ⁽⁶⁾
SMCTA	004129	ULRICH CONSTRUCTION	955.00	CHK	Capital Programs ⁽⁷⁾
SMCTA	004130	SAN MATEO, CITY OF	310,374.90	CHK	Capital Programs ⁽⁸⁾
SMCTA	004131	WELLS FARGO INSURANCE SERVICES USA, INC	1,005.00	CHK	Other Insurance - General
SMCTA	004132	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004133	HURLEY, JOSEPH	1,084.60	CHK	Business Travel & Meeting
			<u>846,909.59</u>		

- (1) Last Mile Connection Pilot
(2) Highway 101 Broadway Interchange \$881.06; Highway Oversight \$23,233.86; I-380 SSF San Bruno Improvements \$453.96
(3) Highway 101 Broadway Interchange \$881.06; Highway Oversight \$40,105.12; SR92 Delaware Feasibility Study \$1,120.07; I-380 SSF San Bruno Imprvmts \$1,498.38; 101 Aux Lane Oyster Pt.-SF \$453.96; US 101/SR92 Interchange \$1,574.03; SR 35 Widen I-280 Sneath \$968.75
(4) 101 Interchange to Broadway
(5) Highway 101 Broadway Interchange \$1,762.09; Highway Oversight \$12,881.81; SR92 Delaware Feasibility Study \$1,361.87; I-380 SSF San Bruno Imprvmts \$1,361.87; US101/SR92 Interchange \$1,815.83
(6) 101 Produce Ave Interchange
(7) Dumbarton Maintenance of Way
(8) SR92 El Camino Real Ramp

**AGENDA ITEM # 9
JANUARY 7, 2016**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TO: Transportation Authority

FROM: Karyl Matsumoto
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF JANUARY 6, 2016**

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: PROGRAM REPORT: LOCAL STREETS/TRANSPORTATION

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's) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a report highlighting the Local Streets/Transportation Program.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA annually allocates 22.5 percent of the New Measure A sales tax revenue to the 20 cities and the county to fund local transportation needs. More than \$100 million of New Measure A funds have been allocated to local jurisdictions through Fiscal Year (FY) 2015, and in FY2016 the TA is projected to allocate \$17.3 million through the Local Streets/Transportation Program. Local needs may include: enhancement or maintenance of the local transportation infrastructure, promoting or operating alternative modes of transportation such as funding shuttles, sponsoring carpools or supporting bicycle and pedestrian projects. The annual distribution is based 50 percent on population and 50 percent on road miles, both of which are adjusted annually.

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **2016 LEGISLATIVE PROGRAM**

ACTION

This report is for information only. No Board action is required. At the February 4, 2016, meeting, staff will present the final 2016 Legislative Program for Board adoption.

SIGNIFICANCE

The 2016 Legislative Program (Program) establishes the principles that will guide the San Mateo County Transportation Authority's (TA) legislative and regulatory advocacy efforts through the 2016 calendar year, including the second half of the State legislative session and the second session of the 114th Congress. The Program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the TA to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of the TA's priorities.

The Program is organized to guide the TA's actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support the TA's programs, projects, and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes the TA's ability to meet public transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership.

The Program is structured to apply these core objectives to a series of issues detailed in the 2016 Legislative Program.

Should other issues surface that require the TA's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the TA's Board for consideration.

The TA and its legislative consultants will employ a variety of engagement tools to support the 2016 Legislative Program, including:

1. Direct Engagement

Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the TA's legislative priorities and positions.

2. Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the Program.

3. Media Engagement

Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further the TA's legislative objectives and to provide support for our advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Shweta Bhatnagar, Government Affairs Officer

650-508-6385

San Mateo County Transportation Authority 2016 Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transportation Authority (Authority) programs and services. They also have potential to present serious challenges that threaten the Authority's ability to meet San Mateo County's most critical transportation demands.

The 2016 Legislative Program establishes the principles that will guide the Authority's legislative and regulatory advocacy efforts through the 2016 calendar year, including the second half of the 2015-2016 State legislative session and the 114th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Authority to respond swiftly and effectively to unanticipated developments.

Objectives

The 2016 Legislative Program is organized to guide the Authority's actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support the Authority's programs and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes the Authority's ability to meet transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership, bike and pedestrian improvements, and transit-oriented development.

Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

1. Budget and Transportation Funding Opportunities
2. Transportation Projects - Funding Requests and Needs
3. Regulatory and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the Authority's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Authority's Board of Directors for consideration.

Public Engagement Tools

Authority staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2016 Legislative Program, including:

1. Direct Engagement
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Authority's legislative priorities and positions.
2. Coalition-based Engagement
Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2016 Legislative Program.
3. Media Engagement
Build public awareness and communicate the Authority's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

2016 LEGISLATIVE PROGRAM

STATE AND REGIONAL ISSUES

1 . Budget and Transportation Funding Opportunities (State/Regional)

Issues and Background	Strategies
<p><u>General</u> State investment in transportation operations and infrastructure continues to be underfunded despite a rebounding economy and the stabilization of the State budget. While some existing revenues have been protected from diversion, other funds remain vulnerable, and although some State bond revenues are still available to fund specified transportation projects, over \$200 billion in new revenue will be required to meet the State's infrastructure needs over the next six years. Since the gas tax has not been increased or adjusted for inflation since 1994, its buying power has been diminished, further depleting resources available to maintain, let alone expand or improve the State highway system or transit needs.</p> <p>A statewide advisory committee has been established to assess the implementation of pilot program for a mileage-based user fee as an alternative to the gas tax.</p> <p>In addition, Governor Brown has called for a Special Session on Transportation, which will last until the end of the Legislative Session, to find revenues for local streets and roads maintenance and rehabilitation, the State highway system, and funding for public transportation.</p> <p><u>Existing Revenues</u> <i>Formula</i> After years of diversion to support the State's General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed</p>	<p><u>General</u></p> <ul style="list-style-type: none"> • Protect against the elimination or diversion of any State or regional funds that support San Mateo County transportation needs • Support State funding allocation requests for investments that benefit San Mateo County transportation programs and services • Work with statewide transit coalitions to identify and advance opportunities for funding that would support San Mateo County transportation priorities • Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and implementation of a RUC program by the California State Transportation Agency (CalSTA) • Monitor and support efforts to study Vehicle Miles Traveled tax as a potential revenue source • Support a funding package that will help address maintenance, rehabilitation, and congestion management needs in San Mateo County for programs that allow locals flexibility in leveraging funding for priority projects, such as congestion management and safety improvements on Highway 101, transit capital and operations, grade separations, bicycle and pedestrian programs, and local streets and roads <p><u>Existing Revenues</u> <i>Formula</i></p> <ul style="list-style-type: none"> • Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation • Advocate for the regularly scheduled issuance of State

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in order to meet the demand of increased ridership, reduce highway congestion - especially on Highway 101 - and adhere to the State's mandate of reducing greenhouse gas emissions, and create livable communities.

Cap-and-Trade Revenues

In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). The State estimates that the system may yield billions of dollars per year in revenues that will be allocated to various emissions-reducing projects and programs. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent (approximately \$500 million) is subject to annual appropriation through the State budget process.

Transit funding can be obtained through the Low Carbon Transit Operations Program, the Transit and Intercity Rail Capital Program, the Affordable Housing Sustainable Communities Program, and in some circumstances through the High Speed Rail Program. Each programs requirements, oversight, and competitiveness vary. The programs require a certain percentage of funds be expended in State defined "disadvantaged communities" (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.

Ballot Measures and Voter Threshold

With over \$200 billion in unfunded transportation needs and

infrastructure bonds that support San Mateo County's transportation services and programs

- Support legislation seeking to increase the sales tax on diesel, which serves as the primary source of funding for the STA program
- Advocate for the restoration of over \$1 billion in annual truck weight fee revenue and \$900 million in General Fund loan repayments, which can be used to support Measure A program priorities
- Support legislation to maintain exemption for STA efficiency criteria

Cap-and-Trade Revenues

- Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support San Mateo County transportation needs
- Support legislation and regional action that makes a broad array of San Mateo County emissions-reducing transportation projects, programs and services eligible for investment
- Protect existing cap-and-trade appropriations for transit operations and capital projects and sustainable communities strategy implementation
- Work to direct additional revenues to transit-eligible programs, including efforts to secure funding from the remaining discretionary funds and revenues dedicated to the high-speed-rail project
- Support efforts to revise the State's definition on "disadvantaged communities" to encompass a larger proportion of disadvantaged communities on the Peninsula

Ballot Measures and Voter Threshold

- Engage in efforts to generate new local, regional or

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<p>funding from existing infrastructure bond measures waning, proposals for new local, regional and statewide transportation revenues are being discussed.</p> <p>Despite broad-based majority support for dedicating additional revenue to transportation services and programs, efforts to generate new revenues are often unsuccessful due to the requirement that certain measures receive two-thirds supermajority support from the Legislature and/or voters.</p> <p>In 2016, legislation may be considered that provides a framework for lowering the thresholds for the State or a city, county, special district or regional public agency to impose a special tax.</p>	<p>statewide transportation funding and support proposals that adequately benefit San Mateo County transportation needs</p> <ul style="list-style-type: none"> • Oppose efforts to add burdensome restrictions on the expenditure of these revenues, such as requiring payment for maintenance costs on the State highway system • Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs
<p><u>Other State or Local Funding Options</u> With the State's recent dissolution of redevelopment agencies, local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods.</p>	<p><u>Other State or Local Funding Options</u></p> <ul style="list-style-type: none"> • Advocate for legislation that would create new local funding tools to support transportation infrastructure and services • Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions • Support MTC's efforts to seeking authority for Bay Area voters to consider raising tolls on State- owned bridges to fund transportation improvements in bridge corridors (Regional Measure 3)
<p>2. Transportation Projects – Funding Requests and Needs (State/Regional)</p>	
<p>Issues and Background</p>	<p>Strategies</p>
<p><u>General</u> As the Bay Area's population continues to grow, the region's transportation infrastructure is being negatively impacted. Highways, local streets and roads are becoming heavily congested, Caltrain is nearing its</p>	<p><u>General</u></p> <ul style="list-style-type: none"> • Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area

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<p>capacity limits, and the demand for housing with easy access to public transit is increasing.</p> <p><u>Authority Supported Projects</u> Created to administer Measure A, San Mateo County's ½ cent sales tax, the Authority provides funding to cities and San Mateo County transportation agencies for transportation and infrastructure improvement projects.</p> <p>The Authority provides funding through six key programs: transit, highway, local streets and transportation, grade separation, pedestrian and bicycles, and alternative congestion relief.</p>	<ul style="list-style-type: none"> • Support efforts by project partners including cities, counties, congestion management agencies, SamTrans and Caltrain, to secure funding for transportation projects that benefit San Mateo County commuters <p><u>Authority Supported Projects</u></p> <ul style="list-style-type: none"> • Support San Mateo County cities and transportation agencies in their effort to secure State funding for projects that align with the Authority's key programs
<p><u>Caltrain Modernization Program (CalMod)</u> In 2012, the State Legislature appropriated \$705 million in Proposition 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment will be used to match a variety of local, regional, State and Federal funding sources to electrify the corridor, install an advanced signaling system and replace Caltrain's aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose.</p> <p>In order to progress on the Peninsula Corridor Electrification Project, supplemental funding MOUs with State and local partners needs to be pursued and finalized.</p> <p><u>Other Projects</u> Beyond the CalMod Program, JPB has identified capital projects such as a fully electrified 8-car EMU fleet with longer platforms that will provide additional capacity and service benefits to Caltrain commuters. The capital needs also include but are not limited to grade separations and station upgrades.</p>	<p><u>Caltrain Modernization Program (CalMod)</u></p> <ul style="list-style-type: none"> • Advocate for the sale and allocation of Proposition 1A funding to meet the commitments specified in SB 1029 with respect to the Caltrain corridor • Support the allocation of cap-and-trade funding to advance implementation of the Caltrain Modernization Program • Work with State, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local and regional commitments to the Caltrain Modernization Program • Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits <p><u>Other Projects</u></p> <ul style="list-style-type: none"> • Support the allocation of cap-and-trade or other State / regional funding to advance implementation of Caltrain projects • Work to address regulatory actions or policies that negatively impact future capacity or service improvements • Consistent with existing agreements between JPB and

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In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work will kick-off in the corridor. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will "blended" with Caltrain service.

CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor

3. Regulatory and Administrative Issues (State/Regional)

Issues and Background

General

Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.

Managed Lanes

Various local jurisdictions around the State are looking to expand managed lane programs as a way of generating additional funding for highway maintenance and operations, and, possibly to support public transit in managed lane corridors.

California Environmental Quality Act (CEQA)

Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process.

Strategies

General

- Support opportunities to remove barriers to, and improve the ability to conduct, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the Authority
- Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Authority's ability to conduct efficient transportation administration, planning and project delivery efforts

Managed Lanes

- Support legislation that streamlines and expedites construction and implementation of managed lanes
- Support legislation that works to ensure revenues generated through managed lane projects remain in the County of origin

California Environmental Quality Act (CEQA)

- Closely monitor efforts to modernize CEQA and support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects, without compromising CEQA's effectiveness as an environmental protection policy
- Support efforts to streamline project delivery including expedited reviews and approvals for large transportation

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<p><u>Sustainable Communities Strategies Implementation</u> In conjunction with AB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2013, regional authorities in the Bay Area approved Plan Bay Area, which includes the region's SCS.</p> <p><u>Commuter Benefits Program Pilot</u> In 2012, SB 1339 authorized the Bay Area Air Quality Management District, and Metropolitan Transportation Commission to adopt a regional commute benefit program, applicable to employers with 50 or more employees, to promote alternative commute modes such as transit, ridesharing, bicycling and walking. As of June 2015, approximately 3,800 employers had registered with the program, of which 53 percent reported they were offering commuter benefits for the first time.</p>	<p>projects such as HWY 101 HOV/HOT lane conversion and projects within the Dumbarton Rail Corridor</p> <p><u>Sustainable Communities Strategies Implementation</u></p> <ul style="list-style-type: none"> • Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on San Mateo County's transportation services associated with the implementation of SB 375 and Plan Bay Area <p><u>Commuter Benefits Program Pilot</u></p> <ul style="list-style-type: none"> • Support legislation that extends the Commuter Benefit Program beyond December 31, 2016 when the pilot program is scheduled to end
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FEDERAL ISSUES

1. Budget and Transportation Funding Opportunities (Federal)

Issues and Background	Strategies
<p><u>Federal Appropriations and Tax Extenders</u> Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for Federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p> <p>Congress also considers legislation that governs tax issues</p>	<p><u>Federal Appropriations and Tax Extenders</u></p> <ul style="list-style-type: none"> • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit San Mateo County's transportation services and needs • Work with local and regional coalitions to support requests for funding from discretionary programs • Advocate for the permanent extension of pre-tax transit commute benefits at a level equal to benefits that drivers

2016 LEGISLATIVE PROGRAM

<p>including benefits provided to transit commuters. In recent years, provisions that grant transit users with commute benefits equal to the benefit that drivers receive have been allowed to expire.</p> <p><u>Surface Transportation and Rail Authorization</u> In 2015, Congress passed Fixing America's Surface Transportation (FAST) Act, a five year bill that establishes funding levels and Federal policy for the nation's highways and public transit systems through Fiscal Year 2020. While the FAST Act included significant benefits for transportation agencies, it did not address several critical issues including the long-term solvency of the Highway Trust Fund.</p>	<p>receive</p> <p><u>Surface Transportation and Rail Authorization</u></p> <ul style="list-style-type: none"> • Advocate for a dedicated source of revenue that ensures long-term solvency of the Highway Trust fund; allows for the expansion of Federal transportation funding to cover transit State-of-good-repair and other transportation expansion needs
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2. Transportation Projects – Funding Requests and Needs (Federal)

Issues and Background	Strategies
<p><u>General</u> Support the efforts of partnering agencies to obtain Federal funding for transit projects in San Mateo County.</p> <p><u>Caltrain Modernization Program</u> The current Peninsula Corridor Electrification Project funding plan includes funding from several Federal funding sources including the Federal Transit Administration (FTA) Core Capacity Program. In October 2015, the JPB submitted the PCEP for consideration in the President's FY17 budget under the FTA Core Capacity Program. To receive the funds, the JPB will need a Full Funding Grant Agreement (FFGA) with the FTA. The Core Capacity funding is an important part of the PCEP funding plan that will keep the project on track to award contracts in 2016.</p>	<p><u>General</u> Work with Federal delegation members, as well as local, regional, and State coalitions to support the Federal funding requests for our partner transit agencies</p> <p><u>Caltrain Modernization Program</u></p> <ul style="list-style-type: none"> • Advocate for the PCEP to be included in the FY17 Core Capacity Program Presidential Budget and for a swift FFGA process with the FTA • Work with Federal delegation members, as well as local, regional, and State coalitions to support the PCEP requests for funding

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<p><u>Other Projects</u> Beyond the CalMod Program, the JPB has identified capital projects such as a fully electrified 8-car EMU fleet with longer platforms that will provide additional capacity and service benefits to Caltrain commuters. The capital needs also include but are not limited to grade separations, station upgrades, and supporting regional projects that will increase Caltrain ridership.</p>	<p><u>Other Projects</u></p> <ul style="list-style-type: none"> • Support the allocation of Federal funding to advance implementation of Caltrain projects • Work with Federal delegation members, as well as local, regional, and State coalitions to support requests for Federal funding that will benefit transit service and ridership projects
<p>3. Regulatory and Administrative Issues (Federal)</p>	
<p>Issues and Background</p>	<p>Strategies</p>
<p><u>FAST Act and Other Regulations</u> Under FAST Act, the United States Department of Transportation (USDOT) will issue guidance and conduct rulemaking to implement various regulatory changes.</p> <p>USDOT will also issue guidance, new rulemaking, and take action in response to executive orders on a variety of issues outside the scope of the FAST Act.</p> <p><u>Aviation Fuel Tax Use</u> In 1999, the Federal Aviation Administration (FAA) instituted the Policy and Procedures Concerning the use of Airport Revenue (64 Fed. Reg. 7696) stating that State and local taxes on aviation fuel, whether part of a general tax or otherwise, are subject to Federal restrictions on the use of airport revenue. Proceeds from taxes on aviation fuel must be used for the capital or operating expenses of the airport where the fuel is sold. The FAA believes the Authority's San Mateo County Bradley-Burns Local Uniform Sales and Use Tax and Measure A tax are both subject to this policy.</p> <p>The FAA has provided a three-year transition period, ending in December 2017, for State and local governments to comply. In December 2015, an action plan detailing the transition was submitted to FAA.</p>	<p><u>FAST Act and Other Regulations</u></p> <ul style="list-style-type: none"> • Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues • Collaborate with local, regional, State and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximizes benefits for transportation programs, services and users <p><u>Aviation Fuel Tax Use</u></p> <ul style="list-style-type: none"> • Work with the State and County to develop an action plan response as it relates to necessary steps for assuring compliance related to the policy • Show that the services and improvements funded by the Authority's programs exceed the affected sales tax revenues derived from the sale of aviation fuel

**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

Authorization Bill

On December 4, 2015, President Obama signed H.R. 22, the Fixing America's Surface Transportation (FAST) Act. The FAST Act is a five-year bill that establishes funding levels and Federal policy for the nation's highways and public transit systems through Fiscal Year (FY) 2020. The bill authorizes \$305 billion in spending over five years (\$281 billion from the Highway Trust Fund and \$24 billion from the general fund).

The FAST Act increases transit funding by 10 percent in FY2016, then increases funding by an annual growth rate of 2 percent. The Metropolitan Transportation Commission estimates that the Bay Area will receive approximately \$30 million more in transit formula funding in FY2016 and will reach \$64 million by FY2020. The FAST Act provides \$835 million per year in 2016 and 2017, and \$850 million per year thereafter until 2020 for transportation alternatives (bicycles, pedestrian, trails, and safe routes to schools).

The FAST Act includes new programs like the Innovative Funding Alternatives Grant Program that allows States to experiment with alternative transportation user fees such as vehicle miles traveled taxes, and establishes a Pilot Project for Innovative Coordinated Access and Mobility to finance innovative programs for disadvantaged populations. The Act also creates a pilot program to allow a state to substitute one or more state environmental laws for the National Environmental Policy Act.

The FAST Act was not paid for by raising the gas tax which has been flat since 1993. To close the gap between annual expenditures and annual revenue in the Highway Trust Fund, the bill secures funding from other sources such as a transfer from the general fund.

Omnibus Package

Congressional leaders are working on a large omnibus package that could include tax extenders such as the commuter tax credit, in addition to the normal spending appropriations for FY2016.

Prepared By: Shweta Bhatnagar, Government Affairs Officer

650-508-6385

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>	

SMCTA Bill Matrix – November

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

SMCTA Bill Matrix – November

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>	