



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

March 3, 2016 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report of the Citizens Advisory Committee
4. Consent Calendar MOTION
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a. Approval of Minutes of February 4, 2016
 - b. Acceptance of Statement of Revenues and Expenditures for January 2016
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. San Mateo County Transit District Liaison Report – K. Matsumoto INFORMATIONAL
8. Joint Powers Board Report – J. Hartnett INFORMATIONAL
9. Report of the Executive Director – J. Hartnett INFORMATIONAL
10. Finance
 - a. Authorize Programming and Allocation of \$4,946,000 in New Measure A Pedestrian and Bicycle Program Category Funds for 10 Projects and Amending the Fiscal Year 2016 Budget By \$1,592,555 to Fund These Projects RESOLUTION
11. Program
 - a. Program Report: Highway Program – U.S. 101/Woodside Interchange INFORMATIONAL
 - b. Update on State and Federal Legislative Program INFORMATIONAL

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

12. Requests from the Authority

13. Written Communications to the Authority

14. Date/Time of Next Meeting: Thursday, April 7, 2016, 5 p.m. at
San Mateo County Transit District Administrative Building,
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue,
San Carlos, CA 94070

15. Report of Legal Counsel

- a. Closed Session: Conference with Legal Counsel – Existing
Litigation Pursuant to Government Code Section 54956.9(d)(1):
Pacificans for a Scenic Coast vs. California Department of
Transportation, Respondents and Defendants, and San Mateo
County Transportation Authority and City of Pacifica, Real
Parties in Interest and Defendants. Case No. CIV 523973

- b. Closed Session: Conference with Real Property Negotiators
Pursuant to Government Code Section 54956.8:
Agency Negotiators: Joan L. Cassman and Brian W. Fitzpatrick
Under Negotiation: Price and Terms of Contract
Property Owner: Upsky San Francisco Airport Hotel LLC, a
California Limited Liability Company
APN: 026-290-310

16. Adjournment

INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at www.smcta.com. Communications to the Board of Directors can be e-mailed to board@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 FEBRUARY 4, 2016

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

MEMBERS ABSENT: M. Freschet, K. Ibarra

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

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

SWEARING IN OF DON HORSLEY (BOARD OF SUPERVISORS REPRESENTATIVE)

Martha Martinez, Executive Officer, District Secretary/Executive Administration, administered the Oath of Office to Director Horsley representing the San Mateo County Board of Supervisors.

Director Mary Ann Nihart arrived at 5:05 p.m.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of February 2, 2016 (see attached).

APPROVAL OF CONSENT CALENDAR

- a) Approval of Minutes of January 7, 2016
- b) Acceptance of Statement of Revenues and Expenditures for December 2015

Motion/Second: Horsley/Nihart

Ayes: Horsley, Johnson, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT

Resolution of Appreciation to Past Chair Karyl Matsumoto

Chair Groom presented a Resolution of Appreciation to past chair Matsumoto after two years as chair.

Motion/Second: Horsley/Nihart

Ayes: Horsley, Johnson, Nihart, Groom

Absent: Freschet, Ibarra

Abstain: Matsumoto

SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT) LIAISON REPORT – K. MATSUMOTO

The February 3 report is in the reading file.

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) REPORT – J. HARTNETT

The February 4 report is in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

Jim Hartnett, Executive Director, said:

- Applications for the Local Shuttle Program Call for Projects (CFP) are due on February 12, which will make up to \$10 million of funding available covering Fiscal Year (FY) 2017 and 2018. This is a joint CFP with the City/County Association of Governments (C/CAG) combining Local Transportation Services Program funding and Measure A funding. A recommended program will go to the Board for consideration in April and adoption in May.
- The Board authorized \$16 million for environmental reports on the Highway 101 corridor. On January 29, the 101 Corridor group met, which includes Assembly Member Kevin Mullin, Transportation Secretary Brian Kelly, the California State Department of Transportation (Caltrans), the TA, C/CAG, and representatives of major employers along the corridor. They discussed goals, shared updates on the current approach and efforts to date on the development and analysis to improve mobility. There is a desire to accelerate the implementation of effective and sustainable solutions, and the group is working diligently on it.
- Staff and legal counsel have been working on a resolution to the issue of aviation fuel tax, which arises because of a policy change from the Federal Aviation Administration that could divert local sales tax collected on aviation fuel to solely support aviation programs and operations, which would reduce the amount of Measure A funding that was approved by voters. This and other self-help counties are pursuing a course of action that would exempt the local voter-approved sales tax from this policy change, and the TA has received support from Federal representatives.

FINANCE

Authorize Amendment of FY2016 Budget by \$2.4 Million for a New Total of \$71,937,182

Gigi Harrington, Deputy CEO, said typically the Board amends the budget at mid-year to reflect changing circumstances. The amendment at this time is to recognize additional sales tax revenue and concurrent program and annual allocations line items.

Motion/Second: Horsley/Nihart

Ayes: Horsley, Johnson, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra

Authorize Allocation of \$26,382,300 in Original Measure A Funds to the San Mateo County Transit District for the Peninsula Corridor Electrification Project (PCEP)

Aandy Ly, Manager, Budgets, said as part of the Nine-Party High-Speed Rail Early Investment Memorandum of Understanding, each of the three JPB members is to contribute \$60 million towards the Caltrain Modernization Program projects. This is to fulfill the District's remaining share.

Motion/Second: Horsley/Johnson
Ayes: Horsley, Johnson, Matsumoto, Nihart, Groom
Absent: Freschet, Ibarra

Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2015

Monique Spyke, Public Financial Management Group (PFM), said the Federal funds target rate had been between 0 and 25 basis points since December 2007. In December 2015 the Federal Open Market Committee raised it by 25 basis points to a new range between 25 and 50 basis points. Interest rates in the quarter increased dramatically and there were positive economic reports across the board. Yields on the two-year Treasury increased by 42 basis points. Longer maturities leveled off as the market priced-in moderate growth expectations and assessed the impact of persistently low commodity prices on long-term inflation. This produced a flatter yield curve.

Leslie Murphy, PFM, said PFM saw rates increase dramatically in the fourth quarter, which had a negative short-term impact on the TA portfolio's return. For fixed-income portfolios, as interest rates increase, the market value of the underlying securities in the portfolio will decrease resulting in unrealized market value losses, which will have a negative impact on total return. There were negative total returns across the board for fixed-income portfolios in the fourth quarter. The TA's portfolio had a slight negative return of -0.28 percent. PFM realized rates would increase in the fourth quarter and held the duration short to mitigate the unrealized market value losses. This played out well because the TA's portfolio outperformed the benchmark by about 15 basis points. These periods of negative returns are temporary. Rising rates have a dual impact on performance for fixed-income portfolios. When rates move up, there will be an immediate decrease in market values, but earnings will improve over time as more securities are purchased at higher yields. PFM focused purchases on high-quality securities with maturities ranging from three to four-and-a-half years. PFM purchased \$30 million-worth of U.S. Treasuries and \$1.4 million of a Fannie Mae mortgage backed security.

Ms. Spyke said now that the rates have been increased, the market turned its attention to when the next increase will be. Projections indicate there should be about three or four interest rate increases this year, but that is optimistic and PFM anticipates one or two, perhaps. Short-term yields will trend modestly higher, and the economy will expand at moderate pace.

Ms. Murphy said PFM will continue to maintain a conservative duration bias and look for opportunities to buy longer dated securities in order to bring the duration of the TA's portfolio into closer alignment with the benchmark. In the coming quarter PFM expects to see value in U.S. Treasury and high-quality corporates, but not in traditional Federal agencies.

Motion/Second: Johnson/Nihart
Ayes: Horsley, Johnson, Matsumoto, Nihart, Groom
Absent: Freschet, Ibarra

Acceptance of the Comprehensive Annual Financial Report (CAFR) for the Fiscal Year Ending June 30, 2015

Ms. Harrington said no concerns were found by the new external auditors. The SamTrans Audit Ad Hoc Committee met with auditors and spent time to confirm their comfort with how the finances are managed. The internal control report from the auditors found no concerns and will be posted on the website with the CAFR.

Director Nihart asked how often the TA changes auditors. Ms. Harrington said it is a competitive procurement done every five years. The previous auditors did not bid on this contract because it was prudent for the TA to find new auditors. It is a three-year contract with two one-year options.

Chair Groom said she is a member of the SamTrans Audit Ad Hoc Committee and asked the auditors many questions. The auditors were 100 percent positive.

Director Matsumoto said SamTrans Audit Committee is an ad hoc committee, but the Board will be making it a standing committee.

Motion/Second: Horsley/Johnson

Ayes: Horsley, Johnson, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra

PROGRAM

Pedestrian and Bicycle Call for Projects Draft Funding Recommendations

Joel Slavit, Manager, Programming and Monitoring, presented:

- Program Overview
 - 3 percent of Measure A program
 - Purpose is to fund specific projects to encourage and improve walking and bicycling conditions
 - The 2004 Transportation Expenditure Plan includes a list of bikeways and overcrossings, but other projects can be considered
- Process
 - Funding considerations made through a CFP
 - Project review committees assembled to evaluate applications
 - Projects reviewed based on a set of evaluation criteria
 - Funding recommendations anchored to the evaluation criteria
- Evaluation Criteria
 - Project readiness and need: 35 percent
 - Effectiveness: 35 percent
 - Policy consistency: 10 percent
 - Funding leverage: 10 percent
 - Sustainability: 10 percent
- Summary of Revisions
 - New 10 percent minimum match requirement
 - Projects with an unfunded phase/minimum operable segment over \$1 million:

- Consider allocating Measure A funds conditioned on sponsor securing remaining funds within one year
- Contingency list to be created in case sponsors are not successful in securing remaining funds within one year
- Project Proposals
 - 20 applications submitted from 13 sponsors
 - Over \$9.3 million requested, \$5.7 million available, a revised projected available amount from the \$4.6 million projected in November due to an increase in amount of funds due to an increase in actual revenues and funding that has become available from completed projects that are closed out with remaining balances
 - \$5.7 million of Measure A Pedestrian and Bicycle Program funds will leverage over \$6.4 million in other secured sources
 - 10 requests can be funded and one partially funded
 - Funded and recommended Measure A award
 1. San Mateo Drive Pedestrian and Bicycle Improvement Project - \$200,000
 2. Kennedy Safe Routes to School Project - \$500,000
 3. Highway 101 Undercrossing Project - \$500,000
 4. Middle Avenue Pedestrian and Bicycle Crossing - \$490,000
 5. Highway 101/Holly Street Pedestrian and Bicycle Overcrossing - \$1 million
 6. Enhanced Pedestrian and Bicycle Visibility Project - \$337,500
 7. Complete the Gap Trail - \$300,000
 8. Alameda de las Pulgas Bicycle and Pedestrian Improvements - \$275,000
 9. Belmont Pedestrian and Bicycle Improvements Project - \$882,036
 10. Sunshine Gardens Safety and Connectivity Improvements Project - \$504,000
 - Partially funded and recommended Measure A award
 1. California Drive Bicycle Facilities Improvement Project - \$711,464
 - Contingency list generated
 - Should projects recommended for funding not be able to meet program requirements
 - Should additional funds become available from completed projects with remaining balances
 - If funding becomes available for contingency list projects, staff will request a separate programming and allocation action
 - Projects resulting in construction: \$4.91 million
 - Pre-construction activity: \$0.79 million
- Next Steps
 - February 2016: Information item to CAC and Board
 - March 2016: Board approves proposed program of projects and TA enters into funding agreements with project sponsors

Public Comment

Steve Schmidt, Menlo Park, said Menlo Park scored number four on the project list. He has always favored some sort of pedestrian and bicycle undercrossing at Caltrain. It is an okay location, but not the best, and it has gone through a number of public viewings and is the location everyone agrees it is going to be. He said he finds troubling the fact that the greatest beneficiary is Stanford University. There is a small public space in the middle of the project that the undercrossing connects to. Since Stanford is the beneficiary of the project, he would like to see Stanford contribute to the planning pot of money. He said Stanford has resisted granting an easement to Menlo Park for this space and resisted putting any money into the planning phase of the project. He suggested the Board talk to Menlo Park to figure out how to bring Stanford into the early phase of the project and have them contribute to the considerable planning burden that is being passed onto the public. Their intention is to have Menlo Park exhaust all public grant and funding options before they contribute any money to planning or construction.

Program Report: Highway Program – US 101/Willow Road Interchange

Joe Hurley, Director, TA Program, presented:

- Purpose
 - Address the operational deficiencies of the interchange by eliminating traffic weaves and provide adequate storage on the off-ramps
- Need
 - The short weaving segments between loop ramps along Highway 101 and on Willow Road over cross reduce speed, cause backups, and create upstream queuing on Highway 101 and Willow Road
 - Improved access and safety are needed through the interchange for bicyclists and pedestrians
- Scope of Work
 - Reconstruct the overcrossing to provide eight lanes, sidewalks, and bike paths
 - Realign and widen the diagonal off-ramps to provide additional storage, high-occupancy vehicle bypass lanes, and construct signalized intersections at the realigned diagonal off-ramp terminals
 - Close the existing loop off-ramps
 - Realign and widen the southbound loop on-ramp to provide two mixed flow lanes
 - Install or modify existing ramp metering system
 - Modify and realign frontage roads adjacent to the overcrossing
- Project Benefits
 - Improving overall operation and safety of the interchange by elimination of the weaving movements, which mitigates the bottleneck that occurs on Highway 101 and Willow Road
 - Travel time on Highway 101 and Willow Road will be reduced
 - Widening the overcrossing, adding signals and eliminating the weaving will improve throughput by controlling and metering traffic
 - The wider overcrossing and realignment of the ramps accommodate protected sidewalks and bike paths
 - Local and regional traffic is improved

- The critical link between the Highway 101 Corridor and the Dumbarton Bridge is improved
- New overcrossing built to current seismic and design standards replaces a 60-year-old structure
- Project Cost
 - Environmental phase: \$3.5 million
 - Design phase: \$5 million
 - Right of way and utility: \$3.2 million
 - Construction management: \$8 million or \$10.4 million
 - State policy requires that Caltrans recover full cost of services provided to others that use non-State funding
 - Senate Bill 45 requires that indirect cost be included as part of the project cost
 - Adds 30 percent or \$2.4 million to the construction management cost when using non-State funding
 - Construction capital: \$56.4 million
 - Total: \$76.1 million or \$78.5 million
- Project Funding Sources
 - State: \$11.7 million (environmental, design, and right of way)
 - Measure A: \$56.4 million (construction capital)
 - To be determined: \$8 million or \$10.4 million (construction management)
- Project Schedule
 - 2012-2013: Environmental
 - December 2013: Environmental clearance
 - 2014-2016: Design and right of way acquisition
 - April 2016: Ready to list
 - 2016-0218: Construction
- Next Step
 - Address funding gap of \$8 million or \$10.4 million
 - Option 1: Advance the Statewide Transportation Improvement Program (STIP) funding – California Transportation Commission (CTC) indicates it would be unlikely to be able to do this
 - Option 2: Enter into a STIP loan agreement – payback would be several years out
 - Option 3: Secure other funding sources – difficult to secure before construction contract
 - Option 4: Allocate additional Measure A funding

Director Cameron Johnson asked what the initial plan was for the construction management costs. Mr. Hurley said it was to seek STIP funding.

Director Johnson asked if this is a reaction to lack of STIP funding. Mr. Hurley said the STIP money for this project is not programmed until next year, so there was the intent to advance that funding.

Director Nihart asked how likely the CTC is to advance the STIP funding. Mr. Hurley said not very likely.

Director Horsley said it is a dangerous intersection. If all other options fail he would be in favor of allocating additional Measure A funding. He asked if the city of Menlo Park has any funding in this project. Mr. Hurley said they are looking for sources of funds.

Nikki Nagaya, Transportation Manager, city of Menlo Park, said the city is looking for sources of funds, but the \$8 million- to \$10 million-gap is more than the city can provide alone. Staff is exploring with the council options in the form of right of way donations at no cost to the project. Staff will continue to work with the TA and C/CAG to explore other funding options.

Director Horsley said he was not implying Menlo Park should fill the entire funding gap, but thanked them for anything they can do.

Chair Groom said if all else fails, the TA should consider options 2 or 4.

Approval of the 2016 Legislative Program

Shweta Bhatnagar, Government Affairs Officer, said this item was presented last month and the changes are:

- Clarifying language supporting the allocation of high-speed rail Proposition 1A bond funding for the Caltrain corridor.
- Removed the reference for the need of a permanent extension of the pre-tax transit commute benefits because it became law after the draft was introduced.
- Advocating for storm water capture components are included in the transportation projects.
- Modified State Transit Assistance Program language to address recent regulatory changes.

Motion/Second: Nihart/Horsley

Ayes: Horsley, Johnson, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra

Update on State and Federal Legislative Program

Ms. Bhatnagar gave the following update:

State

The governor's budget proposed \$1.7 billion in 2016-2017 on local streets and roads, transit, investments in train corridors and highway repairs and maintenance. The governor proposes to spend \$3.6 billion in subsequent years. Funding sources include stabilizing the tax on gasoline and increasing the diesel excise tax, implementing a new road improvement charge, and using additional Cap and Trade funds as well as streamlining Caltrans to remove inefficiencies and reduce costs.

Assembly member Jim Frazier also introduced a transportation spending bill and the proposal creates a new funding package totaling almost \$7 billion in new transportation investments on highways, local streets and roads, goods movement, and transit. This bill calls for increasing the excise tax on gasoline for highway maintenance and increasing the diesel fuel tax with funds going directly to the Trade Corridor Improvement Fund. He also wants to increase vehicle registration fees by \$38 annually

for road maintenance and an increase of \$200 million in the Transit and Intercity Rail Cap and Trade Program. He also proposes to increase the zero-emission vehicle fee and restoring truck weight fees.

Federal

The president will release his budget on February 9 and staff will be looking for the PCEP to be mentioned for potential funding through the Federal Transportation Administration Core Capacity Program.

The recently passed 2016 omnibus appropriations legislation includes \$500 million for the eighth round of TIGER grant funding. Staff is evaluating projects to see if there are any appropriate to put forth for this funding.

Director Nihart asked if the president is asking for \$3.9 billion over 10 years for self-driving cars. Ms. Bhatnagar said the President wants to propose a pilot program that is doing research in new innovation and technology.

REQUESTS FROM THE AUTHORITY

Mr. Hartnett said Marian Lee, Chief Officer, Caltrain Planning/CalMod Program, has resigned in order to work for the city of South San Francisco, and Michael Burns will be her replacement. Mr. Burns is the former general manager of Santa Clara Valley Transportation Authority, the former general manager of San Francisco Municipal Transportation Authority, and a former JPB Board member.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

Joan Cassman said there is no need for closed session.

Director Nihart thanked San Mateo County and supervisors Horsley and Groom for being supportive during an emergency in Pacifica when part of the seawall fell. The local, State and Federal officials are taking care of Pacifica.

DATE AND PLACE OF NEXT REGULAR MEETING

March 3, 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 6:14 p.m.

TA CAC Chair's Report

February 4, 2016

Good evening Madam Chair and members of the Board,

Here are the results from this past Tuesday's meeting of the CAC :

(TA Item 5a) The CAC reviewed the Minutes of the Board's January 7, 2016 without questions or comments.

(TA Item 5b) The CAC supported the acceptance of the Statement of Revenues and Expenditures for the period ending December 31, 2015.

(TA Item 11a) The CAC supported the adoption of a resolution amending the FY2016 Budget to increase expenditures by \$2.4 million for a revised total budget of \$71,937,182.

(TA Item 11b) The CAC supported the allocation of \$26,382,300 in Original Measure A funds to the San Mateo County Transit District for the Peninsula Corridor Electrification Project.

(TA Item 11c) The CAC supported staff's recommendation to the Board to accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter ended December 31, 2015.

(TA Item 11d) The CAC supported the Board's acceptance of the Comprehensive Annual Financial Report (CAFR) for the Fiscal Year ending June 30, 2015.

(TA Item 12a) Joel Slavit, Manager of Programming and Monitoring gave the CAC an excellent presentation on the TA Pedestrian and Bicycle Program Overview which included information on the process, evaluation criteria, summary of revisions, project proposals and the next steps in the Pedestrian and Bicycle Program Call for Projects. The CAC was pleased to hear that the Call for Projects will now require a 10% minimum match requirement.

(TA Item 12b) As part of a series of program reports focusing on the TA's six program areas - Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs, the CAC was given a comprehensive presentation by

Joe Hurley, TA Program Director, on this month's report which features the Highway Program with specific emphasis on the US 101/Willow Interchange in Menlo Park and East Palo Alto. Joe's presentation included the purpose and need for this project, as well as the scope of work planned, the benefits of the project, the cost estimate, funding sources, schedule and the next steps considered to secure funding for the balance of the project.

(TA Item 12c) The CAC supported the staff's proposal to the Board to adopt the 2016 Legislative Program, which 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.

(TA Item 12d) The CAC received a comprehensive report from Shweta Bhatnagar, Government Affairs Officer, on Governor Brown's proposed 2016-2017 State Budget that consists of a \$122.6 billion spending plan, which proposes to spend \$1.7 billion in 2016-17 with \$590 million going to local streets and roads, \$409 million for transit, \$211 million for investments in trade corridors and \$515 million for highway repairs. Shweta also advised the CAC on the AB 1591 Bill from Assembly Member Jim Frazier, Chair of the Assembly Transportation Committee, which is an introduction of his own transportation spending plan, as well as that of Senator Beall's SBx1 Bill, which is also a competing major funding proposal for transportation spending.

Shweta additionally reported to the CAC that President Obama's Fiscal Year (FY) 2017 budget is expected to be released next week on February 9, 2016. The CAC was pleased to hear that the Peninsula Corridor Joint Powers Board has requested that the Peninsula Corridor Electrification Project be part of the FY 2017 budget and funded through the Federal Transit Administration Core Capacity Program. However, it was displeased to hear that on the state level, STIP funds are expected to be cut by \$754 million over the next five years, which means that there will be no new projects taken on and some current projects will be closed. It is estimated that the negative impact in San Mateo County could approach \$60 million.

(CAC Chair's Report to the CAC)

In my own report to the CAC, I announced that the CAC "brain drain" continues, this time with the departure of our longest tenured, 22 year CAC member, Randy Hees, who has left us for "greener pastures" in another state.

His new appointment was sudden, but according to Randy "welcome". Randy, a highly respected aficionado of railroad trains and their history, was the previous Manager of Ardenwood Farm and the Patterson House Museum in Fremont before taking an early retirement last year. He has accepted the job of being the Director of the Nevada State Railroad Museum in Boulder City.

Randy has been an outstanding member of the CAC, who possessed an encyclopedic knowledge of not only the TA's programs, but also the entire San Mateo County Transit District's programs and goals. That fact, alone, proved to be an invaluable asset in the CAC's decision making deliberations and recommendations to the Board. He has consistently shown himself to be one of the most erudite members that the CAC has ever had. With his departure, the "institutional knowledge" of the CAC has been greatly diminished.

Randy was the definitive "Senior Statesman". And, is yet another one of our extremely diligent CAC members who shall be succeeded, but never truly replaced.

(Staff Report to the CAC)

In Joe's report to the CAC, he advised that Facebook, in addition to giving a \$1 million dollar grant to the San Mateo County Transit District for the completion of a corridor study on the Dumbarton Corridor, has also given another \$700,000 to complete an EIR on a west bay portion for a pedestrian/bicycle trail.

Joe also reminded the CAC that applications for the Measure A Local Shuttle Program are due on the 12th of February.

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

Eli Kay
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
JANUARY 31, 2016**

ACTION

Staff proposes the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of January 2016 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$47,506,305 - line 7) is **better** than staff projections by \$2,998,366 or 6.7 percent. *Sales Tax* (\$44,905,822 – line 1) is **better** than staff projections by \$2,858,688 or 6.8 percent and *Interest Income* (\$1,926,453 – line 2) is \$184,805 or 10.6 percent **better** than projections due to higher than budgeted returns.

Total Revenue (\$47,506,305 - line 7) is \$1,281,857 or 2.6 percent **worse** than prior year performance. *Sales Tax* (\$44,905,822 - line 1) is \$1,491,079 or 3.2 percent **worse** than prior year. *Interest Income* (\$1,926,453 - line 2) is \$237,585 or 14.1 percent **better**, slightly offset by *Rental Income* (\$674,031 – line 4) which is \$28,362 or 4 percent **worse** than prior year.

Expenditures: *Total Administrative Expenses* (\$712,372 - line 22) is **better** than staff projections by \$142,900 or 16.7 percent. Within total administrative expenses, *Staff Support* (\$305,616 - line 18) is \$127,369 or 29.4 percent **better** than staff projections and *Other Admin Expense* (\$406,729 – line 20) is **better** than staff projections by \$14,183 or 3.4 percent.

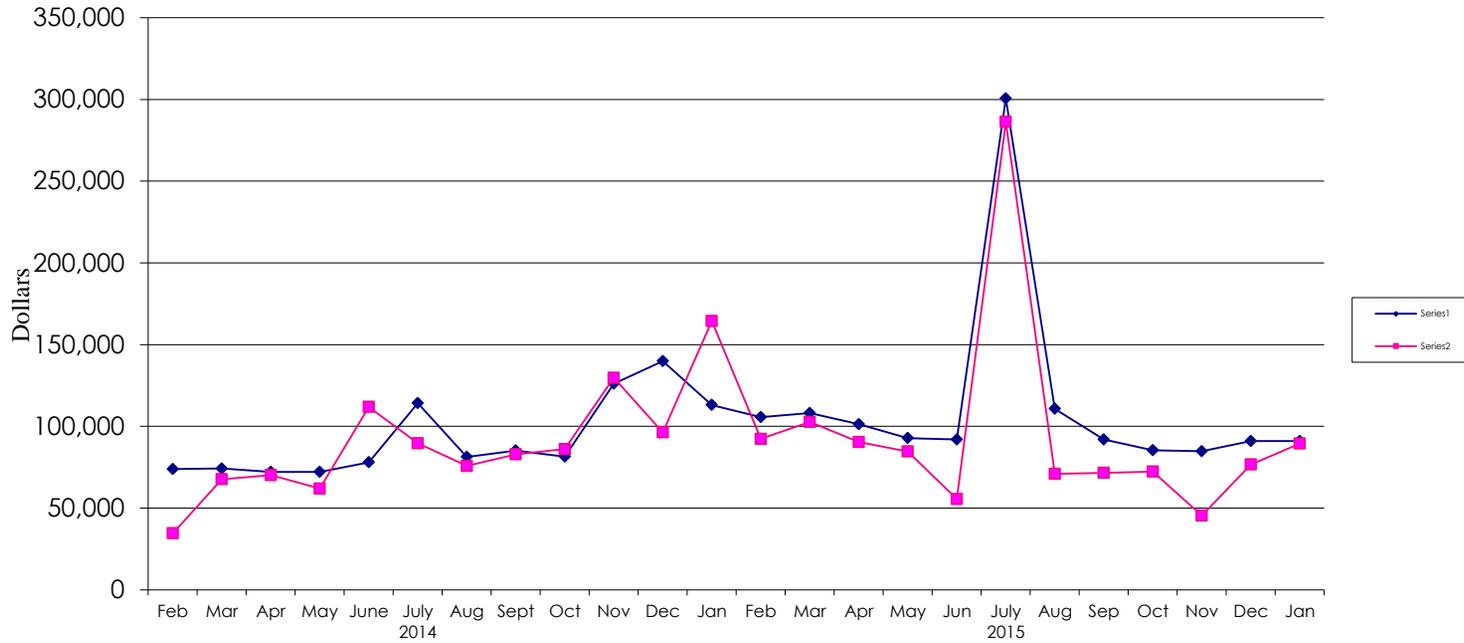
Budget Amendment: There are no budget revisions for the month of January 2016.

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

% OF YEAR ELAPSED: 58.3%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	5,730,733	46,396,901	44,905,822	42,047,134	106.8%	77,000,000	77,000,000	54.6%
2 Interest Income	122,897	1,688,868	1,926,453	1,741,648	110.6%	2,985,683	2,985,683	58.3%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	98,081	702,393	674,031	719,157	93.7%	1,232,840	1,232,840	54.7%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 TOTAL REVENUE	5,951,711	48,788,162	47,506,305	44,507,939	106.7%	81,218,523	81,218,523	58.5%
8								
EXPENDITURES:								
11 Annual Allocations	2,091,718	16,934,869	16,390,625	15,347,027	106.8%	28,105,000	28,105,000	58.3%
12								
13 Program Expenditures	6,231,647	21,155,853	19,406,069	21,200,655	91.5%	33,895,000	38,895,000	49.9%
14								
15 Oversight	59,312	380,734	485,138	691,250	70.2%	1,185,000	1,185,000	40.9%
16								
17 Administrative								
18 Staff Support	49,620	312,704	305,616	432,985	70.6%	739,869	739,869	41.3%
19 Measure A Info-Others	13	-	27	1,375	1.9%	16,500	16,500	0.2%
20 Other Admin Expenses	39,764	413,925	406,729	420,912	96.6%	595,813	595,813	68.3%
21								
22 Total Administrative	89,398	726,629	712,372	855,272	83.3%	1,352,182	1,352,182	52.7%
23								
24 TOTAL EXPENDITURES	8,472,074	39,198,085	36,994,204 (1)	38,094,204	97.1%	64,537,182	69,537,182	53.2%
25								
26 EXCESS (DEFICIT)	(2,520,362)	9,590,078	10,512,101	6,413,735		16,681,341	11,681,341	
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	468,810,264	479,565,721 (2)	431,262,432		441,530,038	436,530,038	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		3,068,005					331,485,040	
35 Current Committed Fund Balance		364,028,018 (3)					64,537,182	
36 Undesignated Cash & Net Receivable		112,469,698					5,000,000	
37 Total		<u>479,565,721 (2)</u>					<u>(36,994,204) (1)</u>	
38							<u>364,028,018 (3)</u>	
39								
40								
41								
42								
43 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
44 against the annual budget. When comparing it to the amounts shown in the								
45 "% of PROJ" column, please note that individual line items reflect variations								
46 due to seasonal activities during the year.								
47								
48 * The TA Adopted Budget is the Board adopted budget effective June 4, 2015.								
49 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
50								
51								
52								
53								
54								
55								
56								
57								

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '15	Aug '15	Sep '15	Oct '15	Nov '15	Dec '15	Jan '16	Feb '16	Mar '16	Apr '16	May '16	Jun '16
MONTHLY EXPENSES												
Staff Projections	300,582	110,756	91,961	85,348	84,679	90,973	90,973					
Actual	286,281	70,899	71,533	72,304	45,366	76,592	89,397					
CUMULATIVE EXPENSES												
Staff Projections	300,582	411,338	503,299	588,647	673,326	764,299	855,272					
Actual	286,281	357,180	428,713	501,017	546,383	622,975	712,372					
Variance-F(U)	14,301	54,158	74,586	87,630	126,943	141,324	142,900					
Variance %	4.76%	13.17%	14.82%	14.89%	18.85%	18.49%	16.71%					



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF January 31, 2016

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.775%	\$ 305,079,173	\$ 305,079,173
Local Agency Investment Fund	**	Liquid Cash	0.446%	\$ 2,970,945	\$ 2,970,945
Investment Portfolio	***	Liquid Cash	0.848%	\$ 154,865,028	\$ 155,319,336
Other		Liquid Cash	0.000%	\$ 3,068,005	\$ 3,068,005
				<u>\$ 465,983,151</u>	<u>\$ 466,437,459</u>

Accrued Earnings for January 2016 \$ 343,283.94
Cumulative Earnings FY2016 \$ 2,296,382.99

* County Pool average yield for the month ending January 31, 2016 was 0.775%. As of January, 2016 the total cost of the Total Pool was \$4,526,033,401.78 and the fair market value per San Mateo County Treasurer's Office was \$4,535,532,418.78

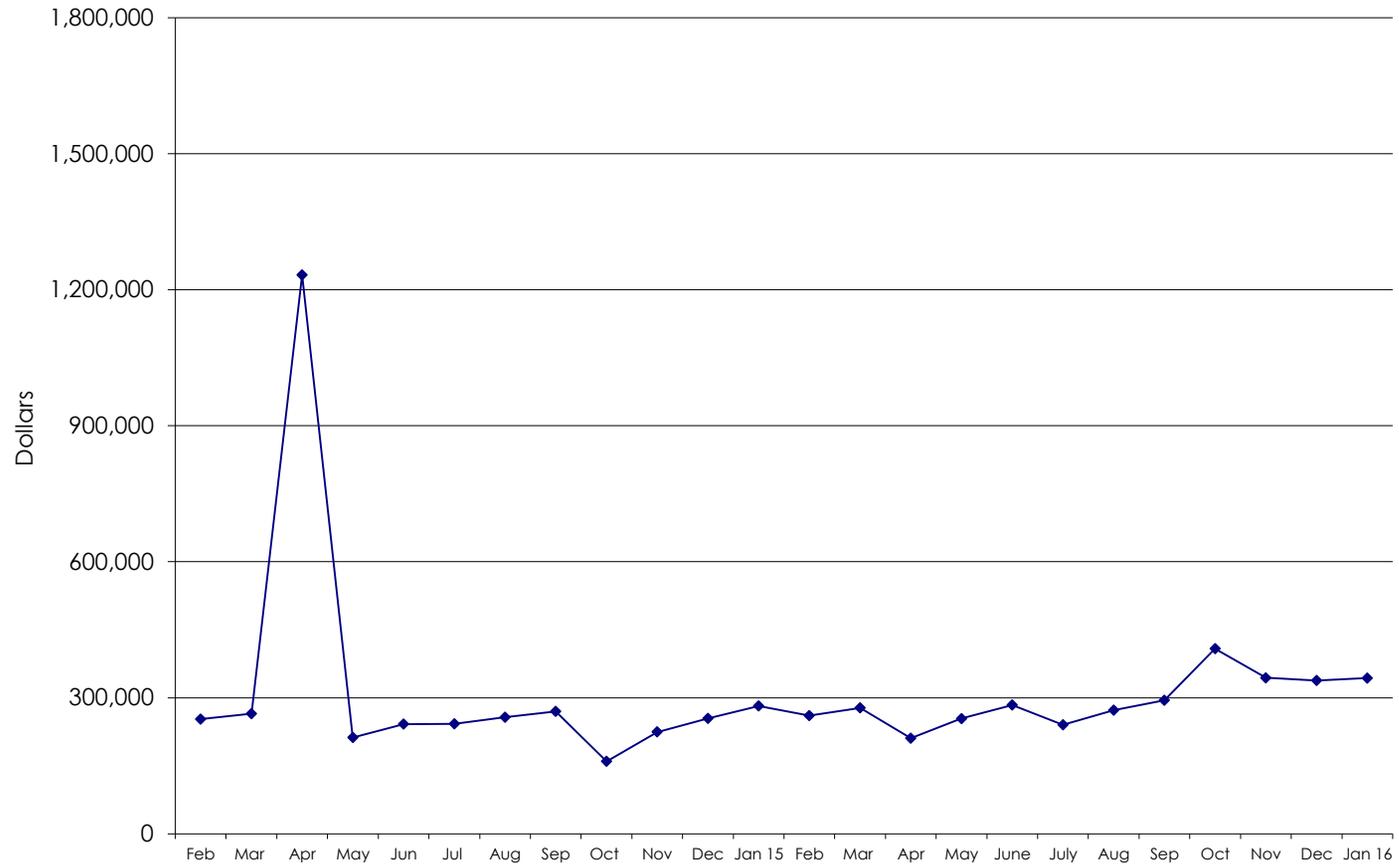
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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
JANUARY 2016**

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	337,983.42	1,897,460.32
JANUARY	343,283.94	2,240,744.26
FEBRUARY		2,240,744.26
MARCH		2,240,744.26
APRIL		2,240,744.26
MAY		2,240,744.26
JUNE		2,240,744.26

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
January 31, 2016

DESCRIPTION	TOTAL INVESTMENT 01-31-16	INTEREST RECEIVABLE 12-31-15	PREPAID INT RECEIVABLE 12-31-15	INTEREST EARNED 01-31-16	INTEREST RECEIVED 01-31-16	ADJ.	INTEREST RECEIVABLE 01-31-16
LAIF	2,970,944.66	2,992.95	0.00	1,124.88	3,141.97		975.86
COUNTY POOL	305,079,172.63	494,312.94	0.00	201,149.38	585,930.24		109,532.08
BANK OF AMERICA	2,851,080.56	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	216,924.76	0.00	0.00				0.00
INVESTMENT PORTFOLIO	155,319,336.08	319,304.33	0.00	115,050.18	120,354.65	(3,888.47)	310,111.39
	<u>466,437,458.69</u>	<u>816,610.22</u>	<u>0.00</u>	<u>317,324.44</u>	<u>709,426.86</u>	<u>(3,888.47)</u>	<u>420,619.33</u>

JANUARY 2016 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	01/31/16	313,435.97
Add:		
Less:		
Management Fees		(9,250.00)
Amortized Premium/Discount		(19,464.97)
Capital Gain(Loss)		0.00
Total Interest & Capital Gain(Loss)		<u>284,721.00</u>

YEAR TO DATE -- SUMMARY

Interest Earned	2,266,535.02
Add:	
Less:	
Management Fees	(64,750.00)
Amortized Premium/Discount	(136,254.76)
Capital Gain(Loss)	0.00
Total Interest	<u>2,065,530.26</u>
Balance Per Ledger as of	01/31/16
Exp. Acct. 530011 - Amort Prem/Disc	(136,254.76)
Management Fees (530040)*	(64,750.00)
Int Acct. 409100 - Co. Pool	1,409,107.42
Int Acct. 409100 - LAIF	15,785.73
Int Acct. 409101 - Portfolio Funds	841,641.87
Gain(Loss) Acct. 405210	0.00
	<u>2,065,530.26</u>

INVESTMENT PORTFOLIO
January 31, 2016

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 1/31/2016					REC'VBLE 12/31/2015	INT REC'VBLE 1/31/2016	EARNED 1/31/2016			REC'VBLE 1/31/2016	LESS PREPAID 1/31/2016	
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>																	
<u>U.S. TREASURY NOTES AND BONDS</u>																	
US TREASURY NOTE	912828WD8	10-13-15	14,415,070.31	14,381,552.90	14,415,072.10	10-31-18	1.25%	496.5278	31	30,446.43		15,392.36		(169.15)	45,669.64	45,669.64	14,300,000
US TREASURY NOTE	912828VL1	12-19-13	17,089,374.85	20,025,000.00	17,060,656.25	07-15-16	0.625%	296.0069	31	49,227.24		9,176.21	53,281.25	(145.38)	4,976.82	4,976.82	17,050,000
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	12,004,224.00	10-15-16	0.625%	208.3333	31	15,983.61		6,458.33		(105.87)	22,336.07	22,336.07	12,000,000
US TREASURY NOTE	912828WX4	8/27/14	17,998,593.75	18,047,880.00	17,998,074.00	07-31-16	0.500%	250.0000	31	37,663.04		7,750.00	45,000.00	(165.79)	247.25	247.25	18,000,000
US TREASURY NOTE	912828WF3	03-28-14	7,493,276.96	9,971,900.00	7,515,879.26	11-15-16	0.625%	130.4688	31	6,064.65		4,044.53		(44.44)	10,064.74	10,064.74	7,515,000
US TREASURY NOTE	912828ST8	03-23-15	14,830,857.42		14,941,075.05	04-30-19	1.250%	515.6250	31	31,617.45		15,984.38		(175.66)	47,426.17	47,426.17	14,850,000
US TREASURY NOTE	912828F62	9-9-15	11,245,062.50		11,340,436.80	10-31-19	1.500%	466.6667	31	28,615.38		14,466.67		(158.97)	42,923.08	42,923.08	11,200,000
US TREASURY NOTE	912828UQ1	11-9-15	8,289,421.88		8,408,862.00	02-29-20	1.250%	291.6667	31	35,480.77		9,041.67		(99.36)	44,423.08	44,423.08	8,400,000
US TREASURY NOTE	912828VF4	12-7-15	7,403,027.34		7,534,275.00	05-31-20	1.375%	286.4583	31	9,016.39		10,852.55		(2,117.92)	17,751.02	17,751.02	7,500,000
<u>U.S. GOVERNMENT AGENCIES</u>																	
FNMA	3135G0VA8	05-13-13	16,628,933.80	23,865,600.00	16,603,834.60	03-30-16	0.500%	230.56	31	20,980.56		7,147.22		(230.56)	27,897.22	27,897.22	16,600,000
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	9,995,070.00	07-05-16	0.375%	104.17	31	18,333.33		3,229.17	18,750.00	(104.17)	2,708.33	2,708.33	10,000,000
FNMA	3135 G0YE7	03-07-14	15,029,400.00	14,991,150.00	15,004,425.00	08-26-16	0.625%	260.42	31	32,552.08		8,072.92		(260.42)	40,364.58	40,364.58	15,000,000
26.86%																	
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>																	
FNMA	3136ANJY4	04-30-15	1,075,646.17		1,069,040.08	04-01-18	1.550%	45.85	31	1,375.63		1,421.48	1,375.63	(45.85)	1,375.63	1,375.63	1,065,000
FNMA	3136AQDQ0	10-30-15	1,434,219.74	1,434,219.74	1,428,411.94	09-01-19	1.646%	64.93	31	1,947.77		2,012.69	1,947.77	(64.92)	1,947.77	1,947.77	1,420,000
<u>CASH INVESTMENT</u>																	
1.60%																	
MATURED/CALLED																	
TOTAL			154,865,028.47	124,628,322.64	155,319,336.08					319,304.33	0.00	115,050.18	120,354.65	(3,888.46)	310,111.40	310,111.40	154,900,000.00

22-Feb-16

Weighted Average Interest Rate 0.8477%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2016
 January 2016

2/18/16 12:53 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2015:						
1st Quarter	17,150,000	18,948,951	1st Quarter	19,884,600	935,649	19,884,600
2nd Quarter	18,405,000	19,606,049	2nd Quarter	22,629,401	3,023,352	22,629,401
3rd Quarter	17,500,000	17,500,000	3rd Quarter	18,200,061	700,061	18,200,061
4th Quarter	18,945,000	18,945,000	4th Quarter	20,260,116	1,315,116	20,260,116
FY2015 Total	72,000,000	75,000,000	FY2015 Total	80,974,178	5,974,178	80,974,178
FY2016:						
Jul. 15	5,390,000		Sep. 15	5,856,300	466,300	5,390,000
Aug. 15	5,390,000		Oct. 15	5,856,300	466,300	5,390,000
Sep. 15	6,827,333		Nov. 15	7,808,400	981,067	6,827,333
3 Months Total	17,607,333			19,521,000	1,913,667	17,607,333
Oct. 15	5,877,667		Dec. 15	6,635,955	758,288	5,877,667
Nov. 15	5,877,667		Jan. 16	6,064,400	186,733	5,877,667
Dec. 15	7,140,467		Feb. 16			7,140,467
6 Months Total	36,503,134			32,221,355	2,858,688	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
9 Months Total	55,669,974			32,221,355	2,858,688	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
FY2016 Total	77,000,000		FY2016 Total	32,221,355	2,858,688	77,000,000
	18,073,633		1st Quarter			
	21,101,456		2nd Quarter			
	5,730,733		3rd Quarter			
			4th Quarter			
	<u>44,905,822</u>		YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JANUARY 31, 20161/31/2016

Cash -- Bank of America Checking Account	2,851,080.56
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	216,924.76
LAIF	2,970,944.66
County Pool	305,079,172.63
Investment Portfolio	155,319,336.08
	<hr/>
Total	<u><u>466,437,458.69</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
January 2016

Unit	Ref	Name	Amount	Method	Description
SMCTA	900070	PENINSULA CORRIDOR JOINT POWERS BOARD	1,009,366.93	WIR	Capital Programs ⁽¹⁾
SMCTA	900071	PENINSULA CORRIDOR JOINT POWERS BOARD	2,426,139.72	WIR	Capital Programs ⁽²⁾
SMCTA	900072	MATSUMOTO, KARYL M.	100.00	WIR	Board Member Compensation
SMCTA	900073	NIHART, MARY ANN	100.00	WIR	Board Member Compensation
SMCTA	900074	IBARRA, KENNETH	100.00	WIR	Board Member Compensation
SMCTA	900075	JOHNSON, CAMERON	100.00	WIR	Board Member Compensation
SMCTA	900076	DEPARTMENT OF TRANSPORTATION	3,796.63	WIR	Capital Programs ⁽³⁾
SMCTA	900077	DEPARTMENT OF TRANSPORTATION	5,494.00	WIR	Capital Programs ⁽³⁾
SMCTA	900078	DEPARTMENT OF TRANSPORTATION	14,206.50	WIR	Capital Programs ⁽⁴⁾
SMCTA	900079	DEPARTMENT OF TRANSPORTATION	3,147,379.10	WIR	Capital Programs ⁽⁵⁾
SMCTA	004150	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004151	KHOURI CONSULTING	3,500.00	CHK	Legislative Advocate
SMCTA	004152	VAVRINEK, TRINE, DAY & CO., LLP	5,000.00	CHK	Annual Audit Services
SMCTA	004153	BIANCHINI'S CATERING	391.04	CHK	Miscellaneous - TA CAC Holiday Dinner
SMCTA	004154	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004155	LEVIN SALES COMPANY	35.43	CHK	Miscellaneous - Nameplates
SMCTA	004156	OFFICEMAX	53.17	CHK	Office Supplies
SMCTA	004157	FRESCHET, MAUREEN ANN	100.00	CHK	Board Member Compensation
SMCTA	004158	RASMUSSEN, PETE	89.88	CHK	Capital Programs ⁽⁶⁾
SMCTA	004159	SOUTH SAN FRANCISCO, CITY OF	8,072.68	CHK	Capital Programs ⁽⁷⁾
SMCTA	004160	URS CORPORATION	97,263.68	CHK	Consultants
SMCTA	004161	BURLINGAME, CITY OF	212,336.72	CHK	Capital Programs ⁽⁸⁾
SMCTA	004162	CITY OF PACIFICA	744,111.47	CHK	Capital Programs ⁽⁹⁾
SMCTA	004163	GOVERNMENT FINANCE OFFICERS ASSN	505.00	CHK	Dues & Subscription
SMCTA	004164	OFFICEMAX	28.65	CHK	Office Supplies
SMCTA	004165	SAN CARLOS, CITY OF	212.00	CHK	Capital Programs ⁽⁷⁾
SMCTA	004166	SAN MATEO, COUNTY OF	2,962.35	CHK	Capital Programs ⁽¹⁰⁾
SMCTA	004167	URS CORPORATION	27,297.47	CHK	Consultants
SMCTA	004168	VAVRINEK, TRINE, DAY & CO., LLP	6,700.00	CHK	Annual Audit Services
			<u>7,722,442.42</u>		

- (1) San Mateo Bridges Improvement Project
(2) US 101 / SR 92 Interchange \$1,233,094.53; Caltrain Electrification \$1,193,045.19
(3) Marsh to SM/SC line
(4) 101 HOV Ln Whipple - San Bruno
(5) 101 Interchange to Broadway
(6) Pedestrian & Bicycle Oversight
(7) Call for Proj-Ped & Bike FY12/13
(8) Broadway Grade Separation
(9) San Pedro Creek/Rte 1 Bridge R
(10) Call for Proj-Ped & Bike FY14/15

**AGENDA ITEM # 7
MARCH 3, 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 MARCH 2, 2016**

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

Prepared By: Josh Averill

650-508-6223

At the February 2016 Board meeting, the amount of funding projected to be available for the CFP was \$5.7 million (up from an estimated \$4.9 million provided at the beginning of the CFP process). However, as part of ongoing work to true-up the difference in actual revenue collected and budgeted funds from the inception of the New Measure A Program, TA staff has corrected an error in calculation of the prior estimate. Accordingly, the amount of funding available for the Pedestrian and Bicycle Program under the 2015 CFP has been established at \$4,946,000. As a result, the recommended Measure A Project Award and Contingency Lists, as established in Exhibit A, have been revised. A total of 10, instead of 11, projects are recommended for funding. The full portion of the 11th ranked project is now shown on the contingency list and a portion of the 10th ranked project has also been added to it. These changes are shown in Exhibit A-1. TA staff have coordinated with the project sponsors of the impacted projects.

BUDGET IMPACT

A total of \$4,946,000 is needed to fund the 10 projects on the recommended Measure A Project Award List. An amendment to the FY2016 budget (Attachments A and B) is needed to increase the Pedestrian and Bicycle Program (#00816) line by \$1,592,555, which represents the trued-up amount of collected funds in the program that previously were not included in the budget. This increase would provide sufficient budget authority to fully fund the \$4,946,000 needed for the recommended program of projects. With the proposed amendment, the new total FY2016 budget will be \$73,529,737.

BACKGROUND

The Measure A Pedestrian and Bicycle Program funds capital projects that encourage and improve bicycling and walking conditions. Funds can be used for project development and construction of pedestrian and bicycle facilities within San Mateo County. As defined in the 2004 Measure A Transportation Expenditure Plan, the Pedestrian and Bicycle Program receives 3 percent of Measure A sales tax revenues.

New to the program for this CFP to allow for greater flexibility, sponsors of large capital projects with unmet financial needs in excess of \$1 million may receive allocations conditioned on the sponsors' securing the remaining funding needed to complete the proposed scope of work within one year of receiving a Measure A funding award.

Projects on the contingency list may be funded if one of the following occurs: a) if any projects on the recommended funded list are not able to secure the remaining funding needed within one year; b) if other projects on the recommended funding list are not able to meet program requirements; or c) if funding becomes available from other ongoing Measure A Pedestrian and Bicycle Program projects that are completed with remaining funding balances during this funding cycle. Staff will return to the Board with separate programming and allocation actions should additional funds become available for the contingency projects.

Thirteen jurisdictions submitted a total of 20 applications by the close of the CFP. Exhibit B contains a brief description of each proposal in ranked order. The total funding requests exceeded \$9.3 million, resulting in a CFP that was highly

oversubscribed. The TA project review committee that met to evaluate and score the projects was composed of staff from the TA, the San Mateo County Transit District, the San Mateo Health System, the City/County Association of Governments of San Mateo County (C/CAG) and the C/CAG Pedestrian and Bicycle Advisory Committee. The County Active Transportation Coordinator was also present to provide input with respect to consistency to the San Mateo County Comprehensive Bicycle and Pedestrian Plan.

After the Board programs and allocates funds for the recommended list of projects, staff will coordinate with sponsors to enter into funding agreements so that work can proceed.

Prepared by: Joel Slavitt, Manager Programming and Monitoring

650-508-6476

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2016 REVISED BUDGET

	FY2015 AUDITED ACTUAL A	FY2016 ADOPTED (Mid-Year) B	FY2016 REVISED C	FY16 REVISED TO FY16 ADOPTED Increase (Decrease) D = C-B	BUDGET PERCENT CHANGE E = D/B	
REVENUE:						
1 Sales Tax	80,974,178	80,000,000	80,000,000	-	0.0%	1
2						2
3 Interest Income	2,971,594	2,985,683	2,985,683	-	0.0%	3
4						4
5 Miscellaneous Income	2,461,886	-	-	-		5
6						6
7 Rental Income	1,218,595	1,232,840	1,232,840	-	0.0%	7
8						8
9 TOTAL REVENUE	87,626,253	84,218,523	84,218,523	-	0.0%	9
10						10
11						11
EXPENDITURES:						
12						12
13						13
14 Annual Allocations	29,555,575	29,200,000 (1)	29,200,000	-	0.0%	14
15						15
16 Program Expenditures	45,952,847	40,200,000 (1)	41,792,555	1,592,555	4.0%	16
17						17
18 Oversight	1,077,370	1,185,000 (1)	1,185,000	-	0.0%	18
19			-			19
20 Administrative:			-			20
21 Staff Support	523,880	739,869	739,869		0.0%	21
22 Measure A Info-Others	1,066	16,500	16,500		0.0%	22
23 Other Admin Expenses	682,081	595,813	595,813		0.0%	23
24 Total Administrative	1,207,027	1,352,182	1,352,182	-	0.0%	24
25						25
26 TOTAL EXPENDITURES	77,792,819	71,937,182	73,529,737	1,592,555	2.2%	26
27						27
28 EXCESS/(DEFICIT)	9,833,434	12,281,341	10,688,786	(1,592,555)	-13.0%	28
29						29
30 BEGINNING FUND BALANCE	459,220,186	424,848,697	469,053,620	44,204,923		30
31						31
32 ESTIMATED ENDING FUND BALANCE	469,053,620	437,130,038	479,742,406	42,612,368	9.7%	32
33						33
34 FUND BALANCE						34
35		1988 Measure	2004 Measure	Aggregate		35
36 Beginning Fund Balance		259,338,000	209,715,620	469,053,620		36
37 Excess/(Deficit)		(1,994,571)	12,683,357	10,688,786		37
38 Ending Fund Balance		257,343,429	222,398,977	479,742,406		38
39						39
40 Capital Appropriation Carryover		197,642,000	151,770,000	349,412,000		40
41 Undesignated (2)		59,701,429	70,628,977	130,330,406		41
42 Total Ending Fund Balance		257,343,429	222,398,977	479,742,406		42
43						43
44						44
45 (1) See Attachment B for details.						45
46 (2) Undesignated funds are funds collected but not budgeted or allocated. The 1988 Undesignated funds are projected to include about						46
47 \$53 million for Dumbarton and \$7 million for Caltrain. The 2004 Undesignated funds include about \$32 million for Grade Separation, \$21 million						47
48 for Caltrain, \$9 million for Dumbarton, and \$8 million for Shuttles.						48

ATTACHMENT B

FY2016 ALLOCATIONS AND EXPENDITURES

			Prior Approved Budget	FY2016 Allocation	True-Up (5)	FY2016 Revised	Total Approved Budget	Budgeted Non-Measure A	Total Measure A Share	
ANNUAL ALLOCATIONS:										
1	Allocation to Local Entities		N/A	18,000,000					N/A	
2	Transfer to SMCTD for Caltrain		N/A	6,400,000					N/A	
3	Paratransit		N/A	3,200,000					N/A	
4	SFO BART Extension		N/A	1,600,000					N/A	
5				29,200,000						
6										
7	PROGRAM EXPENDITURES:									
8										
9	ALTERNATIVE CONGESTION RELIEF									
10	00903	Call for Projects	(1)	1,338,794		365,000	1,703,794		1,703,794	
11	TBD	Countywide TDM Program		2,041,206		435,000	2,476,206	-	2,476,206	
12	DUMBARTON									
13	00745	Maintenance of Way		1,784,500		400,000	2,184,500	-	2,184,500	
14	CALTRAIN									
15	00605	San Mateo Local Share JPB CIP		65,297,540		6,400,000	71,697,540	2,733,100	68,964,440	
16	PEDESTRIAN AND BICYCLE PROGRAM									
17	00816	Set-aside for Call for Projects	(2)	11,895,520	1,592,555	3,992,555	15,888,075	-	15,888,075	
18	LOCAL SHUTTLE									
19	00902	Set-aside for Call for Projects	(3)	10,759,777		3,200,000	13,959,777	-	13,959,777	
20	STREETS AND HIGHWAYS									
21	00900	Key Congested Corridors Program	(4)	61,461,000		13,840,000	75,301,000	-	75,301,000	
22	00901	Supplemental Roadway Program	(4)	36,237,000		8,160,000	44,397,000	-	44,397,000	
23	GRADE SEPARATION									
24	00812	25th Avenue - San Mateo		3,700,000		5,000,000	8,700,000	-	8,700,000	
25										
26				194,515,337	40,200,000	1,592,555	41,792,555	236,307,892	2,733,100	233,574,792
27										
28										
29	OVERSIGHT:									
30										
31	00740	Program Planning and Management		4,810,000		1,185,000	5,995,000	-	5,995,000	
32				4,810,000	1,185,000	1,185,000	5,995,000	-	5,995,000	

(1) Funds proposed in FY2016 for the ACR Call For Projects represent 1% of sales tax revenues, less funds designated for the Alliance's Countywide TDM program (\$435K).

(2) The Pedestrian and Bicycle Set-aside for FY2015 Call for Projects is \$4,946,000, which consists of FY2016 revised budget of \$3,992,555 and previously appropriated amount of \$953,445. The Set-aside amount is included in the Total Measure A Share, \$15,888,075, of this program category.

(3) The Local Shuttle Set-aside for Call for Projects (\$3.0M) represents the estimated funds to be collected in FY16 which will be reserved for future Call for Projects.

(4) The Key Congested Corridors and Supplemental Roadway Programs represent 17.3% and 10.2% respectively of Measure A revenues projected to be collected in FY16 and are placeholders until specific projects are selected under these categories.

(5) True-up adjustments for the difference between annual projected vs. actual collected New Measure A Sales Tax since inception (Jan 2009 to June 2015).

**San Mateo County Transportation Authority
Measure A 2015 Pedestrian & Bicycle Program Call for Projects:
Final Draft Recommended Measure A Project Award & Contingency Lists**

TA Rank	Score	Jurisdiction	Project Description	Measure A Funds Requested	Measure A Recommended Award Amount	Measure A Recommended Contingency List ¹	Proposed Phase for Measure A funds ²	Secured Match ³	Secured Match Percent	Funding Gap to Complete Requested Scope ⁴	Total (Measure A request + match + any applicable funding gap)
1	82.4	San Mateo	San Mateo Drive Pedestrian and Bicycle Improvement Project (Peninsula Avenue to Baldwin Avenue)	\$200,000	\$200,000		CONST	1,400,000	88%		\$1,600,000
2	77.0	Redwood City	Kennedy Safe Routes to School Project	\$500,000	\$500,000		CONST	1,000,000	67%		\$1,500,000
3	74.7	Redwood City	Highway 101 Undercrossing Project	\$500,000	\$500,000		CONST	2,500,000	83%		\$3,000,000
4	73.4	Menlo Park	Middle Avenue Pedestrian and Bicycle Crossing	\$490,000	\$490,000		PE/ENV	210,000	30%		\$700,000
5	72.4	San Carlos ⁵	US 101/Holly Street Pedestrian and Bicycle Overcrossing	\$1,000,000	\$1,000,000		CONST	500,000	11%	\$3,100,000	\$4,600,000
6	70.7	Daly City	Enhance Pedestrian and Bicycle Visibility Project	\$337,500	\$337,500		PS&E, CONST	37,500	10%		\$375,000
7	70.3	San Mateo County	Complete the Gap Trail (Crystal Springs Regional Trail)	\$300,000	\$300,000		PE/ENV	300,000	50%		\$600,000
8	66.8	Woodside	Alameda de las Pulgas Bicycle and Pedestrian Improvements	\$275,000	\$275,000		PS&E, CONST	40,000	13%		\$315,000
9	66.3	Belmont	Belmont Pedestrian & Bicycle Improvements Project (Ralston Avenue Corridor from US 101 to South Road)	\$882,036	\$882,036		PE/ENV, PS&E, CONST	98,004	10%		\$980,040
10	65.5	South San Francisco	Sunshine Gardens Safety and Connectivity Improvements Project	\$504,000	\$504,000		PE/ENV, PS&E, CONST	126,000	20%		\$630,000
10	65.5	South San Francisco ⁷	Sunshine Gardens Safety and Connectivity Improvements Project		\$461,464	\$42,536					
11	64.9	Burlingame ⁶	California Drive Bicycle Facilities Improvement Project	\$1,000,000	\$711,464	\$288,536	PE/ENV, PS&E, CONST	200,000	17%		\$1,200,000
11	64.9	Burlingame	California Drive Bicycle Facilities Improvement Project		\$0	\$1,000,000					
12	63.4	San Mateo County	Montara Pedestrian and Bicycle Safety Improvement Project	\$511,830		\$511,830	PE/ENV, PS&E, CONST	56,870	10%		\$568,700
13	63.2	San Bruno	Huntington Avenue - San Antonio Avenue Connection Improvements	\$108,000		\$108,000	PLAN	12,000	10%		\$120,000
14	62.2	San Mateo	US 101/Hillsdale Pedestrian/Bicycle Bridge Overcrossing	\$800,000			PS&E, ROW	90,000	1%	\$8,910,000	\$9,800,000
15	60.7	South San Francisco	Hickey Boulevard and Junipero Serra Boulevard Pedestrian and Bicycle Safety and Connectivity Improvements	\$264,000			PE/ENV, PS&E	66,000	20%		\$330,000
16	60.4	Colma	Hillside Boulevard Pedestrian and Bicycle Safety Enhancement	\$700,000			CONST	1,340,000	66%		\$2,040,000
17	58.6	East Palo Alto	University-Runnymede Pedestrian/Bicycle Improvement Project	\$389,700			PS&E, CONST	43,300	10%		\$433,000
18	53.3	Woodside	Woodside Road School Pathway	\$179,000			CONST	26,000	13%		\$205,000
19	52.0	San Bruno	Tanforan Pedestrian Circulation Improvements	\$180,000			PLAN, PE/ENV	20,000	10%		\$200,000
20	51.8	San Bruno	El Camino Real - Crystal Springs Road Intersection Improvements	\$198,000			PS&E, CONST	22,000	10%		\$220,000

Total Measure A Funds Requested	\$9,319,066		
Total Measure A Recommended Award Amount		\$5,700,000	
Total Measure A Recommended Award Amount		\$4,946,000	
Total Contingency List Projects			\$908,366
Total Contingency List Projects			\$1,662,366

Footnotes

- 1) Measure A Recommended Contingency List: Contingency list created in case a) sponsors of projects recommended for a Measure A funding award, with an unfunded need in excess of \$1 million, are not able to secure remaining funds to complete the requested scope/minimum operable segment within 1 year of receiving a Measure A allocation-, b) other projects on the recommended award list are not able to meet program requirements, or c) additional funds becomes available from other Measure A Pedestrian and Bicycle Program funded projects that are completed with remaining balances.
- 2) Proposed Phase for Measure A funds: PLAN - planning, PE/ENV - preliminary engineering/environmental review, PS&E - final design, ROW - right of way, CONST - construction
- 3) Secured Match: Secured sponsor funding contribution for work yet to proceed.
- 4) Funding Gap to Complete Requested Scope: This column is applicable to large projects with an unfunded phase/operable segment with costs in excess of \$1 million. Per the program guidelines, sponsors of these projects would have up to one year to secure the remaining needed funds, if recommended for a Measure A funding award.
- 5) ~~Should~~ The City of San Carlos ~~will be awarded Measure A funds, the city would~~ have up to one year to secure funding for the remaining unfunded need of \$3.1 million for the US 101/Holly Street Pedestrian and Bicycle Overcrossing project. If ~~in the event~~ San Carlos is not successful in securing the remaining unfunded need, Measure A funds would be redirected to projects on the contingency list.
- 6) ~~The Burlingame California Drive Bicycle Facilities Improvement Project is phase-able. The recommended Measure A award could help fund all preconstruction activity and the construction of the segment on California Drive from the northern city limits to Broadway (segment #1). Construction of the segment on California Drive between Broadway and the southern city limits (segment #2) is on the contingency list.~~
- 7) A portion of the South San Francisco Sunshine Gardens Safety and Connectivity Project is on the contingency list.

**San Mateo County Transportation Authority
Measure A 2015 Pedestrian & Bicycle Program Call for Projects:
Final Draft Recommended Measure A Project Award & Contingency Lists**

TA Rank	Score	Jurisdiction	Project Description	Measure A Funds Requested	Measure A Recommended Award Amount	Measure A Recommended Contingency List ¹	Proposed Phase for Measure A funds ²	Secured Match ³	Secured Match Percent	Funding Gap to Complete Requested Scope ⁴	Total (Measure A request + match + any applicable funding gap)
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12	63.4	San Mateo County	Montara Pedestrian and Bicycle Safety Improvement Project	\$511,830		\$511,830	PE/ENV, PS&E, CONST	56,870	10%		\$568,700
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Total Measure A Funds Requested \$9,319,066
Total Measure A Recommended Award Amount \$4,946,000
Total Contingency List Projects \$1,662,366

Footnotes

1) Measure A Recommended Contingency List: Contingency list created in case a) sponsors of projects recommended for a Measure A funding award, with an unfunded need in excess of \$1 million, are not able to secure remaining funds to complete the requested scope/minimum operable segment within 1 year of receiving a Measure A allocation, b) other projects on the recommended award list are not able to meet program requirements, or c) additional funds becomes available from other Measure A Pedestrian and Bicycle Program funded projects that are completed with remaining balances.

2) Proposed Phase for Measure A funds: PLAN - planning, PE/ENV - preliminary engineering/environmental review, PS&E - final design, ROW - right of way, CONST - construction

3) Secured Match: Secured sponsor funding contribution for work yet to proceed.

4) Funding Gap to Complete Requested Scope: This column is applicable to large projects with an unfunded phase/operable segment with costs in excess of \$1 million. Per the program guidelines, sponsors of these projects would have up to one year to secure the remaining needed funds, approved for a Measure A funding award.

5) The City of San Carlos will have up to one year to secure funding for the remaining unfunded need of \$3.1 million for the US 101/Holly Street Pedestrian and Bicycle Overcrossing. If San Carlos is not successful in securing the remaining unfunded need, Measure A funds will be redirected to projects on the contingency list.

6) A portion of the South San Francisco Sunshine Gardens Safety and Connectivity Improvements Project is on the contingency list.

**Exhibit B: Measure A 2015 Pedestrian and Bicycle Call for Projects Application Submittals
Summary List of Project Descriptions by Rank**

- 1. San Mateo Drive Pedestrian and Bicycle Improvement Project** Requested Funding: \$200,000
Sponsor: San Mateo
Construction of the following improvements as part of the implementation of a road diet on a one-mile stretch of San Mateo Drive between Peninsula Avenue to Baldwin Avenue: reduction from four to two vehicular travel lanes, curb extensions and high visibility crosswalks at intersections, median islands, mid-block bulb-outs, Class II bike lanes, upgraded traffic signals with pedestrian countdown infrastructure, new pedestrian scale lighting, and new street trees.
- 2. Kennedy Safe Routes to School Project** Requested Funding: \$500,000
Sponsor: Redwood City
Construction of the following improvements in the vicinity of Kennedy Middle School: Mini-roundabout with signage and striping improvements at the intersection of Alameda de las Pulgas and Goodwin/Maddux, curb extensions at the intersections of Goodwin/Maddux, Connecticut/Oregon, and Connecticut/Washington, widened sidewalks in an expanded bus loading zone, and signage and striping improvements including school warning signs and high visibility crosswalks at the Connecticut/Goodwin, Connecticut/Carson, Goodwin/Virginia, and Connecticut/Hampton intersections.
- 3. Highway 101 Undercrossing Project** Requested Funding: \$500,000
Sponsor: Redwood City
Construction of an approximately 700-foot long pedestrian/bicycle path under the US 101 bridge at Redwood Creek between an existing path that leads to Bair Island Road on the north side of US 101 and Convention Way on the south side of US 101.
- 4. Middle Avenue Pedestrian and Bicycle Crossing** Requested Funding: \$490,000
Sponsor: Menlo Park
Preliminary engineering and environmental review for a grade separated pedestrian/bicycle crossing of the Caltrain railroad from the El Camino Real at Middle Avenue to Alma Street, across from Burgess Park.
- 5. US 101/Holly Street Pedestrian and Bicycle Overcrossing** Requested Funding: \$1,000,000
Sponsor: San Carlos
Construction of a pedestrian/bicycle overcrossing on the south side of the US 101/Holly Interchange.

Measure A 2015 Pedestrian and Bicycle Call for Projects Application Submittals
Summary List of Projects Descriptions: Ranked List

- 6. Enhance Pedestrian and Bicycle Visibility** Requested Funding: \$337,500
Sponsor: Daly City
Final design and construction of crosswalk warning light systems at the intersections of: Southgate Avenue/Crestwood Drive (near Westlake Shopping Center), San Pedro Road/Reiner Street (near Holy Angels Elementary School and Holy Angels Church), and Geneva Avenue/Oriente Street (near New Mount Vernon Missionary Church and Bayshore Elementary School). The installation of all remaining bicycle routes and lanes throughout Daly City, to the extent feasible, from the City's Bicycle Master Plan, is included.
- 7. Complete the Gap Trail** Requested Funding: \$300,000
Sponsor: San Mateo County
Preliminary engineering and environmental review for a 600-foot section of the Crystal Springs Regional Trail, which will accommodate pedestrians and bicycles, on the west shoulder of Skyline Boulevard between the Lower Crystal Springs Reservoir Dam and the existing South of Dam Trail segment.
- 8. Alameda de las Pulgas Bike and Pedestrian Improvements** Requested Funding: \$275,000
Sponsor: Woodside
Final design and construction of the following improvements: buffered bike lanes on the Alameda de las Pulgas from Woodside Road to Fernside Street, reduction of vehicular lanes from two to one in the southbound direction of the Alameda de las Pulgas to match the existing northbound condition, re-channelization of the approach of Fernside Street to a right angle at the Alameda de las Pulgas for southbound automobile traffic, and the removal of median curb projections in the crosswalks at the Alameda de las Pulgas/Woodside Road intersection.
- 9. Belmont Pedestrian and Bicycle Improvements Project** Requested Funding: \$882,036
Sponsor: Belmont
Preliminary engineering/environmental review, final design, and construction of a suite of pedestrian and bicycle improvements at various locations along the Ralston Avenue Corridor between US 101 and South Road, including: enhanced pedestrian crossing treatments, modifications to traffic signal pedestrian crossing times, bicycle and pedestrian related striping, curb extensions and pedestrian refuge islands, wayfinding signage, new bicycle/pedestrian paths in Twin Pines Park, on Old County Road between Masonic Way and Ralston Avenue and on the El Camino Real between Ralston Avenue and Emmett Avenue, and miscellaneous intersection improvements, including but not limited to, curb extensions, median modifications and ADA-compliant curb ramps.
- 10. Sunshine Gardens Safety and Connectivity Improvements Project** Requested Funding: \$504,000
Sponsor: South San Francisco
Preliminary engineering/environmental review, final design, and construction of the following improvements on several local streets in the Sunshine Gardens neighborhood, in the vicinity of

Measure A 2015 Pedestrian and Bicycle Call for Projects Application Submittals
Summary List of Projects Descriptions: Ranked List

Sunshine Gardens Elementary School and El Camino High School: advanced stop bars, high visibility ladder crosswalks, median pedestrian refuge islands, advanced yield lines, edge lines, and new ADA-compliant curb ramps, including a Class III bikeway along Holly Avenue between Mission Road and Hillside Boulevard.

11. California Drive Bicycle Facilities Improvement Project Requested Funding: \$1,000,000

Sponsor: Burlingame

Preliminary engineering/environmental review, final design, and construction of a bikeway on 2.3 miles of California Drive from Murchison Drive at the northern City limits to Douglas Avenue at the southern City limits on the west side of the Caltrain railroad. The project consists of Segment #1, Murchison Drive to Broadway and Segment #2, Broadway to Douglas Avenue. Either a Class I pedestrian/bicycle path or Class II bike lanes will be provided in Segment #1, based on feasibility to be determined during the design phase. Class II bike lanes will be provided in Segment #2.

12. Montara Pedestrian and Bicyclist Safety Improvement Project Requested Funding: \$511,830

Sponsor: County of San Mateo

Preliminary engineering/environmental review, final design, and construction of a designated pedestrian crossing that utilizes rectangular rapid flashing beacons, high visibility painted medians and lighting at the intersection of SR 1 and 16th Street.

13. Huntington Avenue – San Antonio Connection Improvements Requested Funding: \$108,000

Sponsor: San Bruno

Planning study for pedestrian and bicycle improvements on an approximate two-mile corridor along Huntington Avenue from Sneath Lane at the northern City limits to San Felipe Avenue and San Antonio Avenue from Sneath Lane to Lomita Park Elementary School at the southern City limits on the west side of the Caltrain railroad. The potential for adding shared lane markings or bicycle lanes will be analyzed and pedestrian facilities, such as sidewalk improvements and road medians, will be explored.

14. US 101/Hillsdale Pedestrian/Bicycle Bridge Overcrossing Requested Funding: \$800,000

Sponsor: San Mateo

Final design and right of way for a pedestrian/bicycle bridge on the south side of the US 101/Hillsdale Boulevard interchange and Class II bike lanes on Hillsdale Boulevard from South Norfolk Street to the east City limits.

15. Hickey Boulevard and Junipero Serra Boulevard Pedestrian and Bicycle Safety and Connectivity Improvements Requested Funding: \$264,000

Sponsor: South San Francisco

Preliminary engineering/environmental review and final design for a sidewalk on the north side of Hickey Boulevard from Junipero Serra Boulevard to the El Camino Real and the following

Measure A 2015 Pedestrian and Bicycle Call for Projects Application Submittals
Summary List of Projects Descriptions: Ranked List

improvements at the intersection of the Hickey and Junipero Serra Boulevards: curb extensions, realignment of crosswalks, modification of pedestrian push buttons on traffic signals, installation of advanced crosswalk markings and Class II bikeway approaches in conflict zones.

16. Hillside Boulevard Pedestrian and Bicycle Safety Enhancement Requested Funding: \$700,000

Sponsor: Colma

Construction of the following improvements in an approximate 0.75-mile stretch of Hillside Boulevard between Serramonte Boulevard and Lawndale Boulevard: sidewalk with par course improvements (south side only), lighting, Class II bike lanes, ADA-compliant curb ramps and high visibility crosswalks with rapid reflective flashing beacons in strategic locations.

17. University –Runnymede Pedestrian/Bicycle Improvement Project Requested Funding: \$389,700

Sponsor: East Palo Alto

Final design and construction of the following improvements at the intersection of University Avenue and Runnymede Street: elongated medians with pedestrian/bicycle refuge islands, upgrade of traffic signals to add pedestrian countdown timers, ADA upgrades, bicycle detector loops, resurfacing of the intersection and repair of sidewalks, curbs and gutters.

18. Woodside Road School Pathway Requested Funding: \$179,000

Sponsor: Woodside

Construction of a five-foot wide, 250-foot long, compacted rock pathway on the south side of Woodside Road fronting Woodside Elementary School

19. Tanforan Pedestrian Circulation Improvements Requested Funding: \$180,000

Sponsor: San Bruno

Alternatives analysis (planning study) to explore the feasibility of different types of pedestrian overcrossings of the El Camino Real between Sneath Lane and Commodore Drive. Bicycle access may also be considered if the analysis shows a need.

20. El Camino Real – Crystal Springs Road Intersection Improvements Requested Funding: \$198,000

Sponsor: San Bruno

Final design and construction of the following improvements on two of three sides of the El Camino Real/Crystal Springs Road intersection: high visibility crosswalks, upgraded ADA compliant curb ramps, median refuge area (north side of intersection on El Camino Real) and upgraded pedestrian countdown timers.

RESOLUTION NO. 2016 –

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

*** * ***

**AMENDING THE FISCAL YEAR 2016 BUDGET BY \$1,592,555
TO A TOTAL BUDGET OF \$73,529,737 AND
PROGRAMMING AND ALLOCATING \$4,946,000 IN NEW MEASURE A FUNDS FROM THE
PEDESTRIAN AND BICYCLE PROGRAM CATEGORY FOR 10 PROJECTS**

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

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

WHEREAS, the 2004 Transportation Expenditure Plan designates 3 percent of the New Measure A revenues to fund pedestrian and bicycle projects; and

WHEREAS, the TA issued a competitive call for pedestrian and bicycle projects for work projected to begin within the period from March 2016 through February 2018, which yielded 20 applications for review; and

WHEREAS, the TA project review committee evaluated and scored the projects and staff recommends that the TA Board of Directors (Board) program and allocate a total of \$4,946,000 to 10 projects; and

WHEREAS, staff has determined that these projects meet the intent of the 2004 Transportation Expenditure Plan and the TA Strategic Plan 2015-2019; and

WHEREAS, staff recommends the Board amend the Fiscal Year (FY) 2016 Budget to increase the Pedestrian and Bicycle Program Category Project #00816 by \$1,592,555 in New Measure A funds for a new total Budget of \$73,529,737; and

WHEREAS, this increase would provide sufficient budget authority to fully fund the \$4,946,000 needed for the recommended program of projects.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby:

1. Amends the FY2016 Budget to increase the Pedestrian and Bicycle Program Category Project #00816 by \$1,592,555 in New Measure A funds for a new total Budget of \$73,529,737; and
2. Programs and allocates a total of \$4,946,000 in New Measure A Pedestrian and Bicycle Program Category funds as listed in Exhibit A; and

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

Regularly passed and adopted this 3rd day of March, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

**SUBJECT: PROGRAM REPORT: HIGHWAY PROGRAM U.S. 101/WOODSIDE
INTERCHANGE**

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 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's report features a project funded under the Highway Program: U.S. 101/Woodside Road (State Route 84) Interchange in Redwood City.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The Board programmed and allocated \$3,420,000 for the environmental phase and programmed \$5,490,000 for the design phase in Measure A funding in October 2012. The Board then programmed another \$2,650,000 for more design and right of way work in October 2015. The allocation of the design and right of work funding is contingent on the City of Redwood City's (City) completion of the environmental phase.

This project will address operational and safety deficiencies that exist both on U.S. 101 and Woodside Road in the proximity of the interchange. The City is the sponsor and implementer of the project. The project is scheduled to release the draft environmental document next month leading to environmental clearance in October. Redwood City's project manager will be presenting the project status via PowerPoint.

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

Consistent with the San Mateo County Transportation Authority (TA) Legislative Program, staff is monitoring several bills that have been introduced including:

Assembly Bill 2030 (Mullin) - Support

This bill increases the purchasing threshold for the San Mateo County Transit District (District) and Bay Area Rapid Transit for small purchases from \$2,500 to \$5,000, for supplies, equipment and materials from \$100,000 to \$150,000, and for public works contracts from \$10,000 to \$100,000 to expedite and streamline the procurement process. This change in purchasing thresholds would also pertain to the TA since the District is the managing agency.

Assembly Bill 1640 (Stone)

This bill seeks to clarify that public transit employees, hired between January 1, 2013 and December 30, 2014, are exempt from the Public Employee's Pension Reform Act of 2013.

Assembly Bill 2126 (Mullin)

This bill increases the number of highway, bridge, or tunnel construction projects for which the California State Department of Transportation is authorized to deliver using the Construction Manager/General Contractor (CMGC) method from six to 12.

Senate Bill 824 (Beall)

Makes several changes to the Low Carbon Transit Operations Program (LCTOP) to make the program more flexible for funding recipients.

FEDERAL ISSUES

2017 Budget

On February 9th President Obama released his Fiscal Year (FY) 2017 Federal budget, which included \$125 million for the Peninsula Corridor Electrification Project (PCEP) through the Department of Transportation (DOT) Federal Transit Administration (FTA) Core Capacity Program. The FTA also announced that the project will receive more than \$72 million in prior year Core Capacity funding allocations.

PCEP is the first project in California to be included in the Project Development phase of FTA's Core Capacity Program. The funding announcement signals significant progress toward a full funding grant agreement in the amount of \$447 million between the Peninsula Corridor Joint Powers Board and the FTA. The Administration's request for \$125 million in funding for FY2017 will require Congressional approval.

Overall, the FY2017 Budget is \$4.15 trillion and provides a total of \$98.1 billion in discretionary and mandatory resources for the DOT. The transportation-related investment package includes:

- \$19.9 billion for the FTA (69 percent increase from FY2016 enacted)
- \$6.3 billion for the Federal Railroad Administration (269 percent increase from FY2016 enacted)
- \$5.9 billion new Supplementary Transit Formula Grant program
- \$3.5 billion Capital Investment Grant program
- \$1.5 billion for TIGER grants
- \$213 million for implementation of Positive Train Control
- \$200 million autonomous vehicle deployment pilot programs
- \$23 million FTA safety oversight program

To help pay for the budget, there are several proposed tax increases including a .07 percent fee on larger banks; reducing the value of itemized deductions taken by wealthier taxpayers, almost doubling the Federal cigarette tax, and the so-called "Buffett Rule" that would require a minimum 30 percent tax rate for those making \$1 million or more.

Prepared By: Shweta Bhatnagar, Acting Manager, Government Affairs 650-508-6385

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>AB 516 Mullin D</p> <p>Temporary License Plates</p>	<p>2/12/16</p> <p>Senate Floor-Third Reading</p>	<p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires vehicle dealers and lessor-retailers to attach numbered report-of-sale form issued by the DMV to a vehicle at the time of sale, and to submit to the DMV an application for registration of the vehicle, and the applicable fees, within a specified period after the date of sale. A violation of the Vehicle Code an infraction, but makes counterfeiting a license plate a felony.</p> <p>Existing law requires the driver of a motor vehicle to present evidence of registration of a vehicle under the driver's immediate control upon demand by a peace officer. Existing law prohibits displaying or presenting to a peace officer specified indicia of vehicle registration that are not issued for that vehicle. Existing law authorizes the DMV to assess administrative fees on a processing agency for providing notices of delinquent parking violations or toll evasion violations to the offenders in connection with the collection of penalties for those violations, and authorizes the use of those administrative fees to support those collection procedures. Existing law requires license plates to be securely fastened to the vehicle for which they were issued for the period of validity of the license plates, and authorizes the use of a special permit in lieu of license plates for that purpose.</p> <p>The purpose of this bill is to require the DMV to create a process to issue temporary license plates (TLPs) by January 1, 2018; require dealers to attach TLPs to all unlicensed vehicles when they are sold beginning January 1, 2018; and makes the forging or altering of a temporary license plate a misdemeanor. Last amended on 7/16/15</p>	<p>Support</p>
<p>AB 1550 Gomez D</p> <p>Greenhouse gases: investment plan: disadvantaged communities</p>	<p>2/1/16</p> <p>Assembly Natural Resources Committee</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 requires the board to adopt greenhouse gas emission limits and emission reduction measures by regulation, and authorizes the state board to include the use of market-based compliance mechanisms to comply with the regulations. Existing law requires all moneys, except for fines and penalties, collected by the state board 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 requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities and a minimum of 10% to projects located in disadvantaged communities. Existing law provides that the allocation of 10% for projects located in disadvantaged communities may be used for projects included in the minimum allocation of 25% for projects that provide benefits to disadvantaged communities.</p> <p>This bill would instead require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.</p>	

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>AB 1569 Steinorth R</p> <p>CEQA Exemptions: existing transportation infrastructure</p>	<p>2/1/16</p> <p>Referred to Assembly Committees on Transportation and Natural Resources</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>This bill would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.</p>	
<p>AB 1591 Frazier D</p> <p>Transportation Funding</p>	<p>2/1/16</p> <p>Referred to Assembly Committees on Transportation and Revenue and Taxation</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.</p> <p>This bill would create a funding package of over \$7.8 billion for cities, counties, and Caltrans to address repairs and maintenance of local streets and roads, state highway system, and Trade Corridors by increasing gas and diesel excises taxes, vehicle registration fees, creating a new fee for electric vehicles. Proceeds from Cap and Trade auctions would be used to fund public transportation, including intercity rail. The bill would index the gas and diesel excise tax to keep up with the consumer price index. Aside from the restoration of price-based portion of the gas tax, there is no new funding for the State Transportation Improvement Program, which is a flexible program that allows local jurisdictions use to leverage local sales tax dollars or federal funding to address a wide range of needs for highway safety, congestion relief, commuter and intercity rail needs, or bicycle and pedestrian programs to name a few eligible expenditures.</p>	
<p>AB 1813 Frazier D</p> <p>High-Speed Rail Authority: membership</p>	<p>2/8/16</p> <p>Introduced</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor, and 2 members each appointed by the Senate Committee on Rules and the Speaker of the Assembly.</p> <p>This bill would additionally provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.</p>	

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>AB 1833 Linder D</p> <p>Transportation projects: environmental mitigation</p>	<p>2/9/16</p> <p>Introduced</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, subject to certain exceptions.</p> <p>The bill would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects.</p> <p>Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in this program.</p> <p>This bill would delete the January 1, 2017, repeal date and thereby extend these provisions indefinitely.</p> <p>Existing federal law requires the United States Secretary of Transportation to select, from states already approved to assume the above-referenced federal responsibilities for environmental review and clearance of transportation projects, a maximum of 5 states to participate in a program under which states may conduct environmental reviews and make approvals for projects under state environmental laws and regulations rather than under the National Environmental Policy Act of 1969, subject to certain conditions, including the consent of participating states to the jurisdiction of the federal courts in these matters.</p> <p>This bill would extend the consent of the State of California to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation may assume as a participant in this program.</p>	

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>AB 1866 Wilk D</p> <p>High-speed rail bond proceeds: redirection: water projects.</p>	<p>2/10/16</p> <p>Introduced</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 in general obligation bonds 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.</p> <p>It would require redirection of the unspent proceeds received 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.</p> <p>The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund capital expenditures for water projects, including the construction of desalination facilities, wastewater treatment and recycling facilities, reservoirs, water conveyance infrastructure, and aquifer recharge.</p> <p>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.</p> <p>These provisions would become effective only upon approval by the voters at the next statewide election.</p>	
<p>AB 1889 Mullin D</p> <p>Transportation Funding: Caltrain</p>	<p>2/11/16</p> <p>Introduced</p>	<p>Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor.</p> <p>This bill would declare the intent of the Legislature to enact legislation to provide the Peninsula Corridor Joint Powers Board with the necessary tools to explore options that will help Caltrain obtain a dedicated source of funding.</p>	

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>AB 1908 Harper R</p> <p>High-occupancy vehicle lanes</p>	<p>2/11/16</p> <p>Introduced</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified.</p> <p>This bill would prohibit, commencing July 1, 2017, a high-occupancy vehicle lane from being established on a state highway in southern California, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in southern California to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2018, to reinstate 24-hour high-occupancy vehicle lanes in southern California if the department makes a specified determination, and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.</p>	
<p>AB 1910 Harper R</p> <p>Transportation: advisory question: election</p>	<p>2/12/16</p> <p>Introduced</p>	<p>This bill would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the California Legislature should "disproportionately target low-income and middle class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for non-transportation purposes, investing surplus state revenue in transportation infrastructure, repaying funds borrowed from transportation accounts, prioritizing roads over high-speed rail, and eliminating waste at the Department of Transportation."</p>	
<p>AB 1919 Quirk D</p> <p>Local Transportation Authorities: bonds</p>	<p>2/11/16</p> <p>Introduced</p>	<p>The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Existing law authorizes the ballot proposition submitted to the voters to include a provision authorizing bonds to be issued that would be payable from the proceeds of the transactions and use tax. Existing law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service.</p> <p>This bill would instead provide for accrued interest and premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.</p>	

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>AB 1938 Baker R</p> <p>Toll facilities: Metropolitan Transportation Commission</p>	<p>2/12/16</p> <p>Introduced</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to make direct contributions to the commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues.</p> <p>This bill would require this limitation to apply to any revenues derived from bridge tolls, fees, or taxes, regardless of classification.</p>	
<p>AB 1964 Bloom</p> <p>High-occupancy vehicle lanes: vehicle exceptions</p>	<p>2/12/16</p> <p>Introduced</p>	<p>Existing federal law authorizes, until September 30, 2019, a state to allow low emission and energy-efficient vehicles, as specified, to use lanes designated for high-occupancy vehicles (HOVs). Existing federal law also authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use HOV lanes.</p> <p>Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Existing law also authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. A violation of provisions relating to HOV lane use by vehicles without those identifiers is a crime.</p> <p>This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until January 1, 2029, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.</p>	
<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>

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
ABx1 1 Alejo D Transportation Funding	6/24/15 Assembly Rules Committee	<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>	
ABx1 2 Perea D Public-Private Partnerships	6/26/15 Assembly Rules Committee	<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>	
ABx1 3 Frazier D Transportation Funding	9/10/15 Conference Committee	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.</p>	
ABx1 4 Frazier D Transportation Funding	7/10/15 Assembly Rules Committee	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	
ABx1 6 Hernandez D Affordable Housing & Sustainable Communities Program	7/16/15 Assembly Rules Committee	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives.</p> <p>This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	

SMCTA Bill Matrix – February

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

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<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>	
<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>	

SMCTA Bill Matrix – February

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 Concurrence</p> <p>I</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 885 Wolk D</p> <p>Construction Contracts: indemnity</p>	<p>1/28/16</p> <p>Assembly Judiciary Committee</p>	<p>Existing law makes specified provisions in construction contracts void and unenforceable, including provisions that purport to indemnify the promisee against liability for damages for death or bodily injury to persons, injury to property, or any other loss arising from the sole negligence or willful misconduct of the promisee or the promisee's agents who are directly responsible to the promisee, or for defects in design furnished by those persons.</p> <p>This bill would specify, for construction contracts entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend claims that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. Under the bill, a design professional would not have a duty to defend claims against any other person or entity arising from a construction project, except that person or entity's reasonable defense costs arising out of the design professional's degree of fault, as specified. The bill would prohibit waiver of these provisions and would provide that any clause in a contract that requires a design professional to defend claims against other persons or entities is void and unenforceable. The bill would provide Legislative findings and declarations in support of these provisions.</p>	
<p>SB 901 Bates R</p> <p>Transportation Projects: Advanced Mitigation Program</p>	<p>2/4/16</p> <p>Referred to Senate Committees on Transportation and Housing and Environmental Quality</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, subject to certain exceptions.</p> <p>The bill would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose.</p>	

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Measure	Status	Bill Summary	Position
<p>SB 903 Nguyen R</p> <p>Transportation Funds: loan repayment</p>	<p>2/4/16</p> <p>Senate Transportation and Housing Committee</p>	<p>Existing law creates the Traffic Congestion Relief Fund, as a continuously appropriated fund, for the purpose of funding a list of transportation projects specified in statute. Existing law provided for the transfer of specified amounts from the General Fund to the Traffic Congestion Relief Fund, beginning in the 2000-01 fiscal year. Existing law also provided for the transfer of a portion of the sales tax on gasoline to the Transportation Investment Fund subsequent to voter approval on March 5, 2002, of Article XIX B of the California Constitution, which thereafter dedicated those sales tax revenues to specified transportation purposes. Existing law required a portion of the revenues in the Transportation Investment Fund to be transferred to the Traffic Congestion Relief Fund. Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, including loans from the Traffic Congestion Relief Fund, with various repayment dates.</p> <p>This bill would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation.</p>	
<p>SB 998 Wieckowski D</p> <p>Vehicles: mass transit guideways</p>	<p>2/10/16</p> <p>Introduced</p>	<p>Existing law makes it unlawful for a person to stop or park a motor vehicle in specified places, including an area designated as a fire lane by the fire department or fire district, as specified. A violation of these provisions is an infraction.</p> <p>Existing law authorizes a local authority to permit a portion of the highway under its jurisdiction to be used exclusively for a public mass transit guideway.</p> <p>This bill would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a public mass transit guideway, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program.</p>	
<p>SBx1 1 Beall (D)</p> <p>Transportation Funding</p>	<p>9/4/15</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 9/1/15</p>	

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Measure	Status	Bill Summary	Position
<p>SBx1 2 Huff (D)</p> <p>Greenhouse Gas Reduction Fund</p>	<p>7/6/15</p> <p>Senate Transportation & Infrastructure Development Committee</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>Existing law continuously appropriates 60% of the annual proceeds of the fund to various purposes, including high-speed rail, transit and intercity rail capital, low-carbon transit operations, and affordable housing and sustainable communities.</p> <p>This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.</p>	
<p>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>	

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Measure	Status	Bill Summary	Position
SBx1 5 Beall (D) Transportation Funding	7/16/15 Senate Floor	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	
SBx1 6 Runner (R) Greenhouse Gas Reduction Fund	9/2/15 Senate Transportation & Infrastructure Committee Died in Committee	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>Existing law continuously appropriates 25% of the annual proceeds of the fund to the high-speed rail project, and also continuously appropriates to that project \$400,000,000 of the amount loaned from the fund to the General Fund by the Budget Act of 2013, upon repayment of the loan by the General Fund. Existing law further appropriates 35% of the annual proceeds of the fund to transit and intercity rail capital, low-carbon transit operations, and affordable housing and sustainable communities.</p> <p>This bill would delete the continuous appropriations from the fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.</p> <p>This bill would require \$400,000,000 of the amount loaned from the fund to the General Fund by the Budget Act of 2013 to be immediately repaid to the fund, thereby making an appropriation.</p>	Oppose
SBx1 7 Allen (D) Diesel Sales and Use Tax	9/3/15 Senate Appropriations Committee	Identical to ABx1 8 (Chiu). Last amended on 9/3/15	Support
SBx1 8 Hill (D) Public Transit Funding	9/2/15 Senate Appropriations Committee	Identical to ABx1 7 (Nazarian).	Support

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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 – February

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

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

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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>	