



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**May 5, 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 April 7, 2016
  - b. Acceptance of Statement of Revenues and Expenditures for March 2016
  - c. Call for Public Hearing for Preliminary Fiscal Year 2017 Budget on June 2, 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
  - a. Presentation on Annual Caltrain Passenger Counts INFORMATIONAL
9. Report of the Executive Director – J. Hartnett INFORMATIONAL
10. Finance MOTION
  - a. Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2016
  - b. Authorize Approval of Shuttle Applications and Programming and Allocation of \$8,059,795 of Measure A Local Shuttle Program Funds for Fiscal Years 2017 and 2018 RESOLUTION

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

- c. Preliminary Fiscal Year 2017 Budget INFORMATIONAL
- 11. Program
  - a. Program Report: Highways – 101 Corridor Managed Lanes INFORMATIONAL
  - b. Update on State and Federal Legislative Program INFORMATIONAL
- 12. Requests from the Authority
- 13. Written Communications to the Authority
- 14. Date/Time of Next Meeting: Thursday, June 2, 2016, 5 p.m. at  
San Mateo County Transit District Administrative Building,  
Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue,  
San Carlos, CA 94070
- 15. Report of Legal Counsel
  - a. Closed Session: Conference with Legal Counsel – Existing  
Litigation Pursuant to Government Code Section 54956.9(d)(1):  
Pacificans for a Scenic Coast vs. California Department of  
Transportation, Respondents and Defendants, and San Mateo  
County Transportation Authority and City of Pacifica, Real  
Parties in Interest and Defendants. Case No. CIV 523973
- 16. Adjournment

## **INFORMATION FOR THE PUBLIC**

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at [www.smcta.com](http://www.smcta.com). Communications to the Board of Directors can be e-mailed to [board@smcta.com](mailto: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](mailto:board@smcta.com); or by phone at 650-508-6242, or TTY 650-508-6448.

### **Availability of Public Records**

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

**MINUTES OF APRIL 7, 2016**

**MEMBERS PRESENT:** D. Horsley, K. Ibarra, K. Matsumoto, M.A. Nihart

**MEMBERS ABSENT:** M. Freschet, C. Groom (Chair), C. Johnson

**STAFF PRESENT:** J. Ackemann, J. Averill, S. Bhatnagar, J. Cassman, A. Chan,  
T. Dubost, J. Hartnett, J. Hurley, E. Kay, M. Martinez, N. McKenna,  
J. Slavitt

Vice Chair Don Horsley called the meeting to order at 5:06 p.m. and led the Pledge of Allegiance.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

Rich Hedges, CAC Member, reported on the meeting of April 5, 2016 (see attached).

**APPROVAL OF MINUTES OF MARCH 3, 2016**

Motion/Second: Nihart/Ibarra

Ayes: Ibarra, Matsumoto, Nihart, Horsley

Absent: Freschet, Groom, Johnson

**ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENDITURES FOR FEBRUARY 2016**

Director Karyl Matsumoto asked why year-to-date revenues are better than staff projections but total revenues are worse than prior year performance. Eli Kay, Chief Financial Officer, said second quarter sales tax came in less this year than the second quarter last year.

Motion/Second: Matsumoto/Ibarra

Ayes: Ibarra, Matsumoto, Nihart, Horsley

Absent: Freschet, Groom, Johnson

**RECEIVE AND FILE MEASURE A PROGRAM STATUS REPORT**

Director Matsumoto said when the residents of San Mateo County voted for Measure A, \$30 million was for ferry service, \$15 million to Redwood City and \$15 million to South San Francisco. South San Francisco spent about \$8 million year to date. She said there might be a demand for water taxis. She said the Transportation Expenditure Plan says to provide financial assistance as local match funds for cost-effective ferry service to South San Francisco and Redwood City. She asked if Measure A funds could be used for water taxis. Joan Cassman, Legal Counsel, said the wording is broad enough to cover that concept. South San Francisco and Redwood City are designated as the two sponsors. If the city of South San Francisco came to the TA with a proposal for cost-effective ferry service to South San Francisco, the TA could consider it.

April Chan, Chief Officer, Planning, Grants, and the TA, said there is agreement between South San Francisco and Redwood City to split the funding 50/50. Originally when the allocation was made to South San Francisco for the ferry terminal project it

was for \$15 million, but South San Francisco used only a portion. Staff would need to look at the proposal.

Ms. Cassman said what Director Matsumoto outlined meets the parameters and South San Francisco would need to be the proposing agency.

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

#### **PUBLIC COMMENT**

None

#### **CHAIRPERSON'S REPORT**

Chair Horsley said recruitment opened on April 4 to fill six seats on the CAC. Applications are due May 6 and appointments will be made at the June 2 Board meeting. Directors Cameron Johnson and Matsumoto have agreed to be on the nominating committee and interview panel.

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

The April 6 report is in the reading file.

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

The April 7 report is in the reading file.

#### **REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT**

Jim Hartnett, Executive Director, said:

- The Highway 101/Broadway Avenue Interchange Project achieved a significant milestone last month when the new overcrossing and the new southbound off ramp were opened to traffic. The existing overcrossing was demolished. Traffic is much improved due to this traffic pattern shift. The full project is scheduled to be completed in spring 2017.
- The Highway 101/Woodside Road Interchange Project Draft Environmental Document has been released for 45 days for public review and comment and closes on May 26. There will be a meeting on April 28 in Redwood City for the public to comment on the document.
- The Board had authorized funding for environmental studies for the Highway 101 Corridor High-Occupancy Vehicle (HOV) and High-Occupancy Toll (HOT) Lane Project. An executive steering committee made up of representatives from the California State Department of Transportation (Caltrans), the City/County Association of Governments (C/CAG), the Metropolitan Transportation Commission (MTC), private employers and the TA met on April 1 and is trying to help guide the project through. Tony Harris, former Director of Caltrans, was appointed by Secretary of Transportation Brian Kelly to help facilitate the project. There has been an update of the cost of the environmental review and preliminary engineering. The scope included the addition of HOV and HOT lanes in the corridor from San Mateo County/Santa Clara County line up to Interstate 380, but the limits of the project had been extended into Santa Clara

County because the study did not bring it up to the county line. Traffic studies are currently underway to assess the expected performance of various project alternatives. The environmental cost estimate has been increased to \$14 million because of the change in scope. The TA had allocated \$8.5 million for the environmental study, and the private sector may help to fund an additional \$3 million. An attempt is being made to bring the cost down. More details will be presented next month.

- The Highway 101/Willow Road Interchange Project design is complete and ready to proceed to construction except for the remaining \$10.4 million needed for the construction management component of the work. Originally Statewide Transportation Improvement Program funds were programmed for the project, but because they have been deprogrammed due to unavailability of the funds, there is a funding gap. The current environment may leave no other option but to address the funding shortfall with Measure A funds to advance the project. Staff is continuing to explore alternative funding mechanisms and sources.
- The organizing committee for the Annual Progress Seminar identified the Highway 101 Corridor as a hot topic and one of the breakout sessions has it as a panel item.
- The South San Francisco ferry receives Regional Measure 2 bridge toll funds from MTC to subsidize the ferry service. One of the requirements of the funding is for the Water Emergency Transportation Authority (WETA) to reach a 40 percent farebox recovery ratio by July 1, 2016. That is not going to happen, so WETA has reached out to a number of entities asking for support by transmitting a letter to MTC for modification of the requirement, WETA is asking MTC to extend the period of time the service needs to meet the requirement. The TA has not taken any action yet but is reviewing the request.
- The first annual Open Letter from the Executive Director to the community with respect to the status of SamTrans, Caltrain, and the TA has gone out. It is intended to be used to reduce confusion in the community about what these agencies do and how.

Chair Horsley asked if WETA ridership is oversubscribed. Director Matsumoto said it is getting there. The farebox recovery is approximately 21 percent and it was supposed to be 40 percent by July.

Director Mary Ann Nihart asked for an update on how the suicide prevention measures are working. Mr. Hartnett said there is no metric, but the JPB participates in a variety of safety measures with community groups. The Safety and Security Report shows the activities of the transit police and security that proactively prevent a number of people from intentionally stepping onto the tracks. The guidance from the suicide prevention associations is to not highlight issues around suicides because it serves to attract. He said the Transit Police are very sensitive to the issue and would rather be preventing than responding.

Director Matsumoto asked for copies of the Open Letter to hand out to C/CAG members. Jayme Ackemann, Director, Communications and Marketing, said it was distributed electronically to councilmembers throughout the county, but she will send printed copies to Director Matsumoto.

## PROGRAM

### San Mateo County Shuttle Program Draft Funding Recommendations

Joel Slavit, Manager, Programming and Monitoring, presented:

- San Mateo County Shuttle Program Overview
  - San Mateo County Shuttle Program is a Joint TA/C/CAG Call for Projects (CFP)
    - TA Measure A Local Shuttle Program
    - C/CAG Local Transportation Services Program
  - Purpose:
    - Provide matching funding for the operation of local shuttle service
    - Shuttles are to provide access to regional transit and/or meet local mobility needs
- Process
  - TA Strategic Plan calls for
    - Funding considerations to be made through a CFP
    - Project Review Committee assembled to evaluate applications
    - Projects reviewed based on a set of evaluation criteria
    - Funding recommendations anchored to the evaluation criteria
  - Funding and Evaluation
    - Joint CFP issued on December 14, 2015 and closed on February 12, 2016
      - Covers Fiscal Year (FY) 2017 and FY2018
      - Up to \$9 million from TA Measure A
      - Up to \$1 million from C/CAG
      - Up to \$10 million total funds available
    - Minimum 25 percent match required
    - One application process, one staff evaluation panel
- Evaluation Criteria
  - Need and readiness: 50 percent new shuttles, 40 percent existing shuttles
  - Effectiveness: 15 percent new shuttles, 25 percent existing shuttles
  - Funding leverage: 20 percent new and existing shuttles
  - Policy consistency and sustainability: 15 percent new and existing shuttles
- Project proposals
  - 40 shuttles proposed, 11 sponsors
  - 39 applications to be considered
    - One sponsor has requested a deferral
  - Up to \$10 million available, \$9.28 million requested
- Project Proposals: Sponsors
  1. Commute.org: 10 shuttles, \$2.863 million
  2. JPB: 14 shuttles, \$2.913 million
  3. Menlo Park: four shuttles, \$1.264 million
  4. Daly City: one shuttle, \$104,000
  5. Millbrae: one shuttle, \$197,000
  6. SamTrans: three shuttles, \$492,000
  7. San Carlos:
    - San Carlos: one shuttle, \$198,000
    - SamTrans/San Carlos: one shuttle, \$163,000

8. SamTrans/San Mateo: one shuttle, \$219,000
9. San Mateo Community College District: one shuttle, \$203,000
10. San Mateo County: two shuttles, \$306,000
11. South San Francisco: one shuttle, \$361,000
- Project Proposals: Public/Private Subsidy
  - Shuttles with private subsidy
    - Nine shuttles with no private subsidy
    - 31 shuttles with private subsidy
  - Degree of private subsidy
    - Four shuttles: greater than 50 percent private subsidy
    - Eight shuttles: less than 25 percent private subsidy
    - 19 shuttles: 25 to 50 percent private subsidy
- Project Proposals: Draft Recommendation (40 shuttles proposed)
  - 38 recommended for funding award
    - Existing shuttles requesting Measure A funding
      1. JPB's Lincoln Centre commuter shuttle serving San Mateo/Foster City - \$181,100
      2. Commute.org's Seaport Centre Caltrain commuter shuttle serving Redwood City - \$119,009
      3. Commute.org's Bayshore Technology Park commuter shuttle serving Redwood Shores - \$123,104
      4. JPB's Pacific Shores commuter shuttle serving Redwood City - \$232,600
      5. JPB's Burlingame Bayside Bay Area Rapid Transit (BART)/Caltrain commuter shuttle serving Burlingame - \$308,600
      6. JPB's Mariners Island commuter shuttle serving San Mateo/Foster City - \$181,100
      7. Daly City's Bayshore commuter/community shuttle serving Daly City - \$104,600
      8. JPB's Twin Dolphin commuter shuttle serving Redwood Shores - \$190,400
      9. Commute.org's Brisbane/Crocker Park BART/Caltrain commuter shuttle serving Brisbane/Daly City - \$555,000
      10. JPB's Electronic Arts commuter shuttle serving Redwood Shores - \$150,000
      11. Menlo Park's Marsh Road commuter shuttle serving Menlo Park - \$283,506
      12. SamTrans's Sierra Point – Balboa Park BART commuter shuttle serving Brisbane - \$163,000
      13. South San Francisco's South City community shuttle serving South San Francisco - \$360,507
      14. Commute.org's Redwood City Midpoint Caltrain commuter shuttle serving Redwood City - \$182,143
      15. SamTrans's Bayhill-San Bruno BART commuter shuttle serving San Bruno - \$179,000
      16. SamTrans's Seton Medical-BART Daly City commuter shuttle serving Daly City - \$150,000

17. Commute.org's North Foster City commuter shuttle serving Foster City - \$315,274
18. JPB's Broadway/Millbrae commuter shuttle serving Burlingame - \$213,800
19. Commute.org's North Burlingame commuter shuttle serving Burlingame - \$124,562
20. JPB's Clipper commuter shuttle serving Redwood Shores - \$185,200
21. JPB's Sierra Point Millbrae commuter shuttle serving South San Francisco/Brisbane - \$84,000
22. JPB's Bayshore/Brisbane Commute and Midday Senior commuter/community shuttle serving Brisbane/Daly City - \$384,600
23. JPB's Campus Drive Area commuter shuttle serving San Mateo - \$185,200
24. JPB's Oracle commuter shuttle serving Redwood Shores - \$260,000
25. Commute.org's South San Francisco BART commuter shuttle serving South San Francisco - \$641,742
26. Commute.org's South San Francisco Caltrain commuter shuttle serving South San Francisco - \$399,459
27. JPB's Belmont/Hillsdale commuter shuttle serving Belmont - \$185,200
28. Commute.org's South San Francisco Centennial Tower commuter shuttle serving South San Francisco - \$118,544
29. Commute.org's South San Francisco Ferry commuter shuttle serving South San Francisco - \$284,546
30. Menlo Park's Shoppers community shuttle serving Menlo Park - \$59,485
31. JPB's Norfolk Area commuter shuttle serving San Mateo - \$170,900
- Existing shuttles requesting C/CAG funding
  32. Menlo Park's Willow Road commuter shuttle serving Menlo Park - \$190,071
  33. Menlo Park's Mid-day community shuttle serving Menlo Park - \$731,457
- New shuttles requesting Measure A funding
  34. San Mateo Community College District's Skyline College Express commuter shuttle serving San Bruno - \$202,703
  35. San Carlos's San Carlos Commuter commuter shuttle serving San Carlos - \$198,245
  36. SamTrans/San Mateo's Connect San Mateo community shuttle serving San Mateo - \$218,750
  37. SamTrans/San Carlos's San Carlos Community community shuttle serving San Carlos - \$162,860
  38. San Mateo County's County Parks Explorer community shuttle serving East Palo Alto/East Menlo Park/North Fair Oaks - \$201,056

- One deferred funding recommendation
  39. San Mateo County's Coastside Beach community shuttle serving Half Moon Bay/unincorporated county - \$105,000 – being revised. When the shuttle is ready to proceed, staff will re-evaluate it and bring forward a recommendation to the Board.
- One shuttle not recommended for funding
  40. Millbrae's new Millbrae Shuttle Service community shuttle serving Millbrae - \$197,250 – runs along the El Camino Real and has extensive overlap with and duplicates SamTrans bus service.
    - Up to \$10 million available
    - \$9.28 million requested, \$8.98 million recommended for award
      - \$8.06 million from Measure A
      - \$0.92 million from C/CAG
- Schedule
  - April 2016: Informational item to the CAC and Board on draft program of projects list, and presentation to the C/CAG Technical Advisory Committee and Congestion Management and Environmental Quality Committee
  - May 2016: TA and C/CAG boards requested to approve proposed program of projects
  - May 2016 – June 2016: TA and C/CAG enter into funding agreements with project sponsors
- Future Funding Calls
  - Shuttle calls to become more competitive, less funding may be available for the next CFP
  - Consideration of increased match requirement for existing shuttles that do not meet the operating cost/passenger benchmark
    - Match requirement based on FY2017 performance, effective for funding cycle covering FY2019 and FY2020

Director Matsumoto said when voters approved Measure A the percentages were allocated. She asked if it would take someone to go back to the ballot to shift some of the program percentages. Ms. Cassman said under the law if an amendment is a major amendment that goes beyond the voters' intent, it does require going back through the process of approval. A minor amendment would not. The Original Measure A had said that projects were listed in order of priority and there could be some movement within the same project to a higher priority, but generally speaking there has not been movement between and among projects. The New Measure A has more programs delineated and it would be a problem to move money between programs. She said to add more funds to any one program, those funds would have to be taken from another program, and that would violate the voters' intent. Moving funding from the ferry program, for example, to the shuttle program, would be a major amendment.

Ms. Chan said in future calls there could potentially be a higher need for funding. If the TA is thinking about looking at other community shuttles in the county, more funding

may be needed from this program. The TA will need to consider if it will have to be more stringent in screening the projects.

Chair Horsley said the Board could have a higher matching requirement from sponsors.

Director Ken Ibarra asked why the Coastside project is deferred. Mr. Slavitt said the sponsor, San Mateo County, had some additional issues that needed to be worked out with the service plan, so the sponsor requested the TA defer the shuttle. The sponsor will spend more time working through the logistics and is continually working with TA staff. When they are ready to go they will get a concurrence letter from SamTrans, the proposal will go back to the evaluation committee for comment, and staff will come to the Board to make a separate allocation at that time. They do not have to wait for the next CFP.

Director Nihart asked if part of the hang up is the overlap with fixed routes. Mr. Slavitt said the proposed highlight of the shuttle was to go to the Fitzgerald Marine Reserve, but there is the desire to limit access to the reserve because it is environmentally sensitive.

### **Program Report: Paratransit Program**

Tina Dubost, Manager, Accessible Transit Services, presented:

- Americans with Disabilities Act (ADA) Paratransit
  - Passed in 1990
  - Full accessibility on all fixed-route buses (lifts/ramps)
  - Complimentary paratransit service for those unable to ride fixed-route transit
  - ADA Paratransit characteristics/requirements:
    - Service must be provided within three-fourths-mile zone of fixed-route service
    - Service day/time parallel to fixed-route service
    - Shared ride
    - Advance reservation
    - Zero denial for service
- SamTrans Paratransit Service
  - Provides equal opportunity for mobility to people with disabilities who cannot use conventional fixed-route transit
  - Commitment to paratransit pre-dates ADA
  - Provides service beyond what is required by ADA
  - Demand for ADA service has grown dramatically
  - Federal mandate
- Paratransit Registrants – up to approximately 8,400
- Paratransit Customers
  - 63 percent are 70 years or older
  - 21 percent are non-ambulatory
  - 19 percent have cognitive disabilities
  - 11 percent have visual disabilities
  - 22 percent receive fare assistance

- All Redi-Wheels and RediCoast users must be certified as eligible for ADA Paratransit
- SamTrans utilizes a third-party functional assessment process to determine eligibility
- Paratransit Customer Trips
  - 10 percent go to dialysis centers
  - 15 percent go to adult day care centers
  - Other key destinations include doctor appointments, county services, hospitals, senior centers, colleges, senior housing, and shopping
- Program Costs
  - Average cost per trip is up approximately 3.2 percent per year
  - FY2015
    - Total costs = \$15,387
    - Total trips = 329,040
    - Average cost per trip = \$46.76
    - Farebox ratio = 5.1 percent
- How Service is Funded
  - TA Paratransit funding
    - Original Measure A
      - \$25 million fund established permanent source, use proceeds from investment to fund service
    - New Measure A
      - 4 percent of Measure, approximately \$2.9 million per year designated to meet the special mobility needs of county residents through paratransit and other accessible services
- Paratransit Funding Sources (FY2016 Budget - \$16.7 million)
  - San Mateo County: \$5 million
  - District sales tax: \$4 million
  - TA: \$3.1 million
  - Transportation Development Act Funds: \$1.8 million
  - Measure M (motor vehicle registration fee): \$1.4 million
  - Passenger fares: \$800,000
  - State Transit Assistance: \$400,000
  - Interest (Paratransit Trust Fund): \$300,000
- Operating Statistics
  - Redi-Wheels and RediCoast are delivered by a contractor with program oversight by SamTrans staff
    - First Transit is the contractor for Redi-Wheels
    - MV Transit is the contractor for RediCoast
  - SamTrans owns and maintains a fleet of vehicles for these services (53 cutaway buses and 24 minivans)
  - Contractor supplements District fleet with sedans and contracted taxis to meet peak demand
  - Redi-Wheels Operation Center
    - Brewster facility and equipment owned and maintained by SamTrans
  - Redi-Wheels Average Weekday Ridership
    - Graph was shown illustrating significant growth in ridership

- On-time performance (OTP)
  - Meeting standards of 90 percent
- Customer satisfaction
  - Standard is no more than 2.5 complaints per thousand trips, and both services are doing considerably better than that
- Redi-Wheels trip denials
  - In compliance with the requirement to provide 100 percent of service requests
- Summary
  - Ridership is increasing
  - County demographics pointing towards continued higher demand in the future
  - Service quality is high
    - Very low complaint rate
    - OTP rate above 90 percent goal
  - Paratransit service is a Federal mandate and contributes to SamTrans structural deficit
  - SamTrans continues to monitor costs and provide high-quality ADA service

Director Matsumoto said the South City Free Shuttle Service in South San Francisco is capturing some of the paratransit ridership because it is wheelchair accessible. This service could help relieve some of the load because it is free. She said staff might want to work with the South San Francisco public works director to compare schedules to see if some of the paratransit riders could use this shuttle.

Director Ibarra asked if there is a demand from youth with disabilities. Ms. Dubost said the service is not allowed to do school-related trips, but it does provide trips to colleges. There are more people under 50 years old riding and people in their early 20s who are aging out of the school system.

Director Ibarra said sometimes schools-aged people that have disabilities try to book a trip with Community Gatepath or with schools and sometimes they are booked. He asked if those students would need to fall within the same customer guidelines and register with the service and book a trip. Ms. Dubost said they would need to be certified and then call and schedule the trips. She said SamTrans has made presentations to groups about how to use the fixed-route service because all the services are wheelchair accessible and all the drivers are trained.

Director Nihart said some of the seniors on the Coastsides are grateful because it is arduous for them to try to use public transportation and they can't afford taxis, and all the medical services are over the hill.

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

Shweta Bhatnagar, Acting Manager, Government Affairs, gave the following update:

#### State

On February 18, the California High-Speed Rail Authority (CHSRA) released its draft 2016 Business Plan. The CHSRA has presented its plan to the Assembly Transportation

Committee, the Senate Transportation and Housing Committee, and will give a presentation to the Assembly Budget Committee tomorrow. Mr. Hartnett participated in those hearings and discussed the status of the Caltrain Electrification Project and the need for the State to provide their share of funding for the project. The public comment period on the Draft Plan closes on April 18th. The CHSRA is required to prepare, publish, adopt, and submit an updated Business Plan to the Legislature by May

On March 10, the United States Department of Transportation announced procedures that would allow States to redistribute nearly \$2 billion in previously appropriated earmark money that has been sitting unused for years. The FY2016 appropriations legislation included language that transfers unused earmarks that are at least 10 years old and for which less than 10 percent of the funding has been obligated to State transportation departments for new projects. Funding must be used for projects within 50 miles of the location of the original intended use. For California, there could be nearly \$150 million available through this process. Caltrans intends to set up a working group later this month to decide how funds should be repurposed within each region.

#### Federal

Last month Acting Federal Transit Administration (FTA) administrator Therese McMillan announced she would be leaving the FTA and joining the Los Angeles County Metropolitan Transportation Authority as the head of planning. The current Special Advisor, Carolyn Flowers, will be taking Ms. McMillan's place at the FTA for the balance of the Obama Administration. Prior to joining the FTA, Ms. Flowers was the CEO for the Charlotte Area Transit System.

Staff attended the American Public Transportation Association's annual Legislative Conference in Washington, DC last month. Director Matsumoto also attended. Much was learned about the new Fixing America's Surface Transportation Act and its associated rulemaking and implementation process. Staff also met with staff from Senator Dianne Feinstein's and Congressman Mike Honda's offices, as well as with Congresswomen Anna Eshoo and Jackie Speier. At those meetings staff asked them to support the TIGER grant application for the Willow Road/Highway 101 Interchange Project. Staff also thanked them for supporting the president's budget request to include the Caltrain Electrification Project in the Core Capacity Program and asked them to continue to advocate including the project in the final budget.

Director Nihart said the C/CAG legislative committee will go to Sacramento to talk with local representatives and other people like Senator Jim Beall who are supportive of transportation about the issue of the gap and the excise tax that is hurting people. She said they will lobby to correct it. Legislative lobbyists are working on it. She said she is concerned if Senator Beall's legislation or something like it is not passed. Ms. Bhatnagar said there is a proposal to put a pause on making any changes this year until a legislative fix can be decided, which seems like the way they are going to go because there is no agreement on what the fix should be.

#### **REQUESTS FROM THE AUTHORITY**

None

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

No discussion.

**REPORT OF LEGAL COUNSEL**

No report.

**DATE AND PLACE OF NEXT REGULAR MEETING**

May 5, 2016 at 5 p.m. in the San Mateo County Transit District Administrative Building,  
Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070

The meeting adjourned at 6:19 p.m.

# TA CAC Chair's Report

## April 7, 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 4a) The CAC reviewed the Minutes of the Board's March 3, 2016, without questions or comments.

(TA Item 4b) The CAC supported the acceptance of the Statement of Revenues and Expenditures for the period ending February 2016, without questions or comments.

(TA Item 4c) The CAC supported the receiving and filing of the Measure A Program Status Report.

(TA Item 10a) The CAC received a program update from Joel Slavit, Manager Programing and Monitoring, on the recommendations for the San Mateo County Shuttle Program's Joint TA and C/CAG Call for Projects for FY2017 and FY2018. Joel's presentation included a program overview of the decision making process, along with information on the evaluation criteria employed, as well as statistics on the 40 shuttles, proposed from 11 sponsors, that resulted in 38 shuttles being funded, with only one shuttle not being recommended because of duplication with Sam Trans bus service and a second shuttle being deferred, by its sponsor at this time, in order to further coordinate its service plan within its community. The CAC was very pleased to learn that we have a number of new recommended shuttles to the San Mateo County Program that will be adding new services to different areas in the County, including a new express shuttle from Daly City Bart to Skyline Community College. The CAC was especially pleased to learn that, with up to \$10 Million available, only \$9.28 Million was requested, which will leave money left over in our coffers for funding future shuttles in future Calls for Shuttle Projects.

(TA Item 10b) 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 report on the SamTrans Paratransit Service by Tina Dubost, Manager of Accessible Transit Services. The CAC was given an in-depth description of the ADA Paratransit characteristics and requirements for obtaining Paratransit service within the County of San Mateo. It was pleased to find out that our County provides service beyond what is required by ADA and surprised to find out that the number of registrants and demand for ADA service has grown dramatically in recent years. The CAC was also interested to hear that even though the average weekday ridership can be as high as 1150 , the service quality remains high with a very

low complaint rate and an On-Time Performance statistic above 90% . After listening to Ms. Dubost's presentation, the CAC believes that our Paratransit Program is doing a remarkable job by cobbling together funding from the TA and multiple other funding sources. We acknowledged just how critical the TA's Measure A contribution is to the County's effort to be able to provide this essential service. The CAC applauds the staff of the Paratransit Program for a job well done. It is very apparent that they work so diligently to provide mobility, with zero denial for service, to our County residents with disabilities.

(TA Item 10c) The CAC received a comprehensive legislative update from Shweta Bhatnagar, Government Affairs Officer. One item of particular interest to the CAC was a Federal update on previously earmarked money now being available through the Department of Transportation. Although earmarks are currently not allowed in Congress, approximately \$2 Billion of previously appropriated earmark money has been sitting unused for 10 years or more. The CAC was pleased to hear that the FY2016 omnibus appropriations legislation included language that transfers the unused earmarked money to state transportation departments for new projects, which will provide a tremendous opportunity for state and local governments to work together to identify their needs heading into the next 30 years. The CAC was also interested to hear that our General Manager, Jim Hartnett, is working with state and regional authorities to backfill \$600 Million, in funds for Caltrain's electrification, that was slated to come from High Speed Rail bonds that were due to be issued this Spring, but now have been delayed. The CAC continues to consider electrification a high priority for Caltrain's success.

(CAC Chair's Report to the CAC)

In my own report to the CAC, I advised the CAC that the MTC has recently reported that the STIP is not the only victim of the recent cut in the state gas tax. Cities and counties saw state funding for local streets and roads cut by 25% in FY 2015-16, forcing deferred maintenance for many Bay Area communities whose roads are already in poor condition. The MTC also reports that it is strongly urging the Legislature to restore the rate to 18 cents per gallon, eliminate the price-based adjustment, and index it to the Consumer Price Index or the Construction Cost Index.

(Staff Report to the CAC)

In Joe's report to the CAC, he advised the CAC of the ongoing meetings with representatives from Caltrans, the TA, the City/County Association of Governments (C/CAG) and others to develop strategies on how to improve mobility on the Highway 101 corridor by way of establishing either a HOV or Express Lane. The findings of those studies will be presented to the CAC as information becomes available.

Joe also reported that recruitment for membership on the CAC opened on April 4th and will close on May 6th, with interviews for the positions being conducted on May 27th. There are currently five members up for renewal, with an additional opening to replace a member that moved out of state last month.

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: Eli Kay  
Chief Financial Officer

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

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$63,795,242 - line 7) is **better** than budget by \$1,961,376 or 3.2 percent. *Sales Tax* (\$60,366,431 - line 1) is **better** than budget by \$1,696,457 or 2.9 percent and *Interest Income* (\$2,556,337 - line 2) is \$317,075 or 14.2 percent **better** than budget due to higher than budgeted returns.

*Total Revenue* (\$63,795,242 - line 7) is \$681,948 or 1.1 percent **better** than prior year actuals. *Sales Tax* (\$60,366,431 - line 1) is \$362,769 or 0.6 percent **better** than prior year. *Interest Income* (\$2,556,337 - line 2) is \$355,573 or 16.2 percent **better**, slightly offset by *Rental Income* (\$872,475 - line 4) which is \$36,393 or 4 percent **worse** than prior year.

**Expenditures:** *Total Administrative Expenses* (\$892,614 - line 22) are **better** than budget by \$144,604 or 13.9 percent. Within total administrative expenses, *Staff Support* (\$422,450 - line 18) is \$127,244 or 23.1 percent **better** than budget and *Other Admin Expense* (\$470,118 - line 20) is **better** than budget by \$16,031 or 3.3 percent.

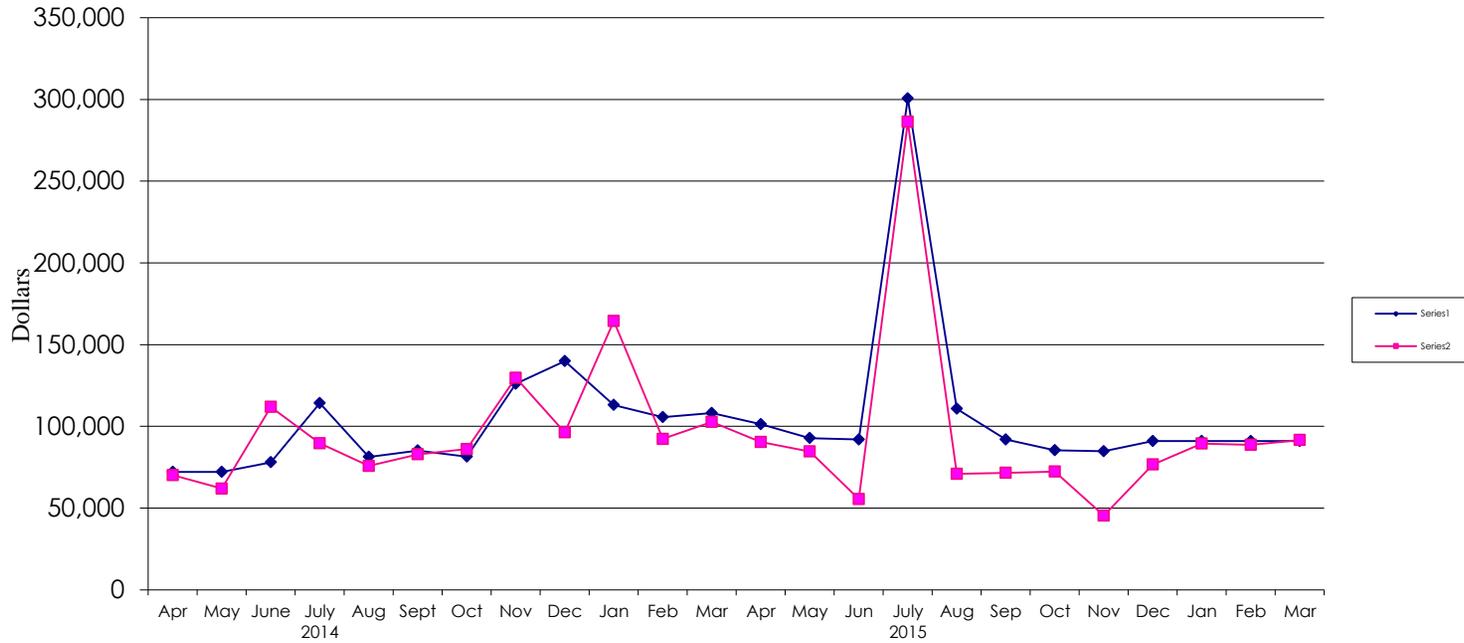
**Budget Amendment:** The revised budget per Board Resolution No. 2016-05 amends an increase in Program Expenditures by \$1.6 million for the Pedestrian and Bicycle Program Category.

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

% OF YEAR ELAPSED: 75.0%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% OF PROJ	ADOPTED BUDGET*	REVISED BUDGET	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	8,435,357	60,003,662	60,366,431	58,669,974	102.9%	77,000,000	80,000,000	75.5%
2 Interest Income	327,448	2,200,764	2,556,337	2,239,262	114.2%	2,985,683	2,985,683	85.6%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	99,675	908,868	872,475	924,630	94.4%	1,232,840	1,232,840	70.8%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 <b>TOTAL REVENUE</b>	<b>8,862,479</b>	<b>63,113,294</b>	<b>63,795,242</b>	<b>61,833,866</b>	<b>103.2%</b>	<b>81,218,523</b>	<b>84,218,523</b>	<b>75.7%</b>
8								
9 <b>EXPENDITURES:</b>								
10								
11 Annual Allocations	3,078,905	21,901,337	22,033,747	21,414,539	102.9%	28,105,000	29,200,000	75.5%
12								
13 Program Expenditures	2,409,987	29,467,968	21,771,971	29,198,533	74.6%	33,895,000	41,792,555	52.1%
14								
15 Oversight	114,811	576,758	722,843	888,750	81.3%	1,185,000	1,185,000	61.0%
16								
17 Administrative								
18 Staff Support	67,484	407,472	422,450	549,694	76.9%	739,869	739,869	57.1%
19 Measure A Info-Others	-	540	47	2,750	1.7%	16,500	16,500	0.3%
20 Other Admin Expenses	27,689	511,694	470,118	484,774	97.0%	595,813	595,813	78.9%
21								
22 Total Administrative	95,172	919,706	892,614	1,037,218	86.1%	1,352,182	1,352,182	66.0%
23								
24 <b>TOTAL EXPENDITURES</b>	<b>5,698,876</b>	<b>52,865,768</b>	<b>45,421,175 (1)</b>	<b>52,539,040</b>	<b>86.5%</b>	<b>64,537,182</b>	<b>73,529,737</b>	<b>61.8%</b>
25								
26 <b>EXCESS (DEFICIT)</b>	<b>3,163,603</b>	<b>10,247,526</b>	<b>18,374,067</b>	<b>9,294,826</b>		<b>16,681,341</b>	<b>10,688,786</b>	
27								
28 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>459,220,186</b>	<b>469,053,620</b>	<b>424,848,697</b>		<b>424,848,697</b>	<b>469,053,621</b>	
29								
30 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>469,467,712</b>	<b>487,427,687 (2)</b>	<b>434,143,523</b>		<b>441,530,038</b>	<b>479,742,407</b>	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		1,861,762					331,485,040	
35 Current Committed Fund Balance		359,593,602 (3)					64,537,182	
36 Undesignated Cash & Net Receivable		125,972,323					5,000,000	
37 Total		<u>487,427,687 (2)</u>					<u>2,400,000</u>	
38							1,592,555	
39							(45,421,175) (1)	
40							<u>359,593,602 (3)</u>	
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								
50								
51								
52								
53								
54								
55								
56								
57								

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



**Current Year Data**

	Jul '15	Aug '15	Sep '15	Oct '15	Nov '15	Dec '15	Jan '16	Feb '16	Mar '16	Apr '16	May '16	Jun '16
<b>MONTHLY EXPENSES</b>												
<b>Staff Projections</b>	300,582	110,756	91,961	85,348	84,679	90,973	90,973	90,973	90,973			
<b>Actual</b>	286,281	70,899	71,533	72,304	45,366	76,592	89,397	88,611	91,631			
<b>CUMULATIVE EXPENSES</b>												
<b>Staff Projections</b>	300,582	411,338	503,299	588,647	673,326	764,299	855,272	946,245	1,037,218			
<b>Actual</b>	286,281	357,180	428,713	501,017	546,383	622,975	712,372	800,983	892,614			
<b>Variance-F(U)</b>	14,301	54,158	74,586	87,630	126,943	141,324	142,900	145,262	144,604			
<b>Variance %</b>	4.76%	13.17%	14.82%	14.89%	18.85%	18.49%	16.71%	15.35%	13.94%			



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF March 31, 2016

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.876%	\$ 311,185,316	\$ 311,185,316
Local Agency Investment Fund	**	Liquid Cash	0.506%	\$ 2,970,945	\$ 2,970,945
Investment Portfolio	***	Liquid Cash	0.923%	\$ 155,171,806	\$ 155,984,836
Other		Liquid Cash	0.000%	\$ 1,861,762	\$ 1,861,762
				<u>\$ 471,189,828</u>	<u>\$ 472,002,858</u>

Accrued Earnings for March 2016 \$ 346,617.62  
Cumulative Earnings FY2016 \$ 2,835,458.32

\* County Pool average yield for the month ending March 31, 2016 was 0.876%. As of March, 2016 the total cost of the Total Pool was \$4,642,000,539.66 and the fair market value per San Mateo County Treasurer's Office was \$4,656,993,754.62

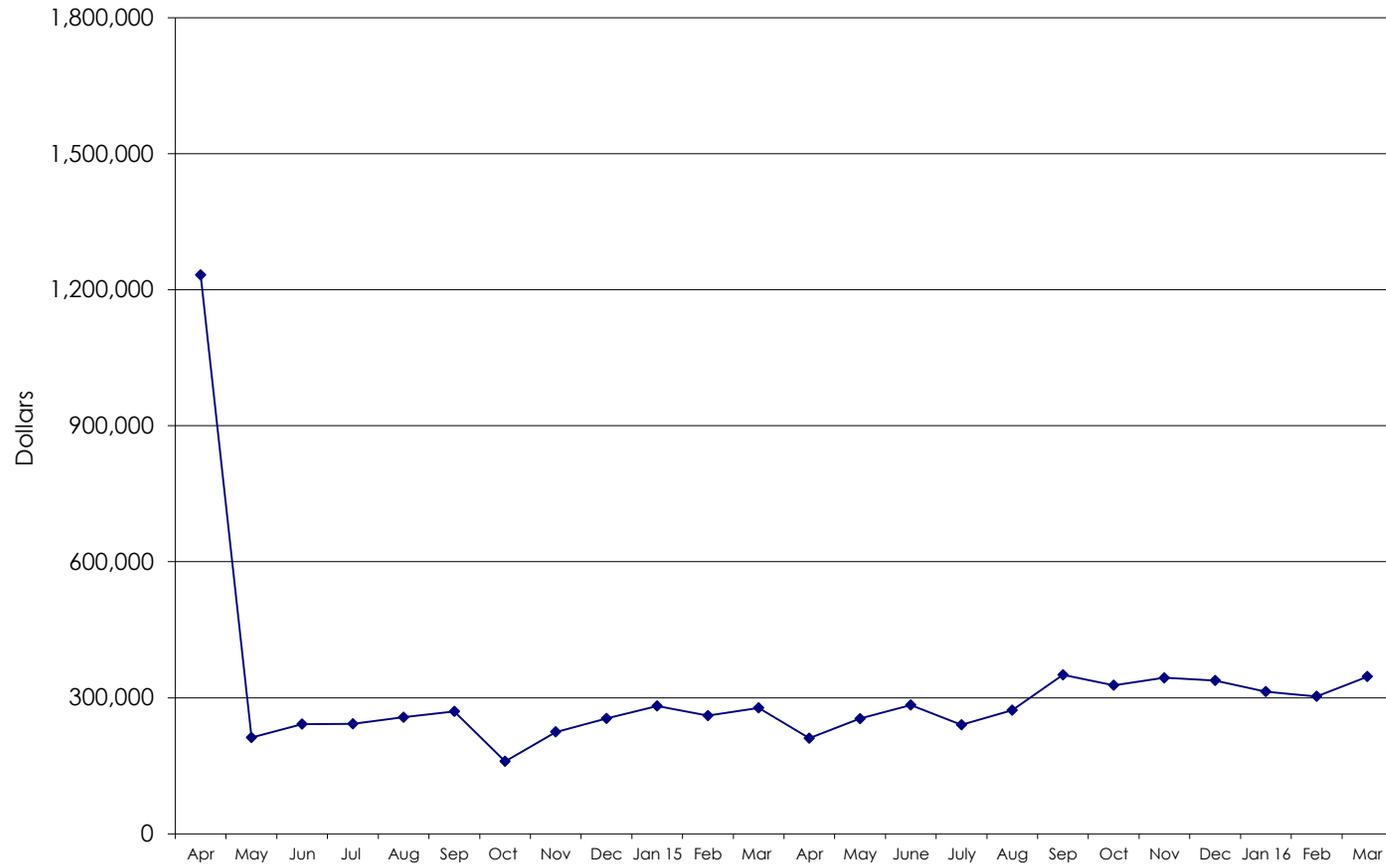
\*\* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

\*\*\* 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  
MARCH 2016**

FY2015	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	240,138.26	240,138.26
AUGUST	272,436.08	512,574.34
SEPTEMBER	350,317.80	862,892.14
OCTOBER	327,647.79	1,190,539.93
NOVEMBER	343,943.91	1,534,483.84
DECEMBER	337,983.42	1,872,467.26
JANUARY	313,435.97	2,185,903.23
FEBRUARY	302,937.46	2,488,840.70
MARCH	346,617.62	2,835,458.32
APRIL		2,835,458.32
MAY		2,835,458.32
JUNE		2,835,458.32

### 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**  
**March 31, 2016**

DESCRIPTION	TOTAL INVESTMENT 03-31-16	INTEREST RECEIVABLE 02-29-16	PREPAID INT RECEIVABLE 02-29-16	INTEREST EARNED 03-31-16	INTEREST RECEIVED 03-31-16	ADJ.	INTEREST RECEIVABLE 03-31-16
LAIF	2,970,944.66	2,078.21	0.00	1,276.77			3,354.98
COUNTY POOL	311,185,315.77	305,896.95	0.00	229,361.09			535,258.04
BANK OF AMERICA	1,881,556.19	0.00	0.00				0.00
WELLS FARGO	14,419.80	0.00	0.00				0.00
US BANK (Cash on deposit)	(34,214.43)	0.00	0.00				0.00
INVESTMENT PORTFOLIO	155,984,836.14	312,883.24	58,901.10	113,107.71	52,801.73	2,872.05	434,962.37
	<u>472,002,858.13</u>	<u>620,858.39</u>	<u>58,901.10</u>	<u>343,745.57</u>	<u>52,801.73</u>	<u>2,872.05</u>	<u>973,575.39</u>

**MARCH 2016 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned Per Report	03/31/16	346,617.62
<b>Add:</b>		
<b>Less:</b>		
Management Fees		(9,250.00)
Amortized Premium/Discount		(1,527.76)
Capital Gain(Loss)		0.00
Total Interest & Capital Gain(Loss)		<u>335,839.86</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	2,835,458.32
<b>Add:</b>	
<b>Less:</b>	
Management Fees	(83,250.00)
Amortized Premium/Discount	(13,749.86)
Capital Gain(Loss)	0.00
Total Interest	<u>2,738,458.46</u>
Balance Per Ledger as of	03/31/16
Exp. Acct. 530011 - Amort Prem/Disc	(13,749.86)
Management Fees (530040)*	(83,250.00)
Int Acct. 409100 - Co. Pool	1,834,833.38
Int Acct. 409100 - LAIF	18,164.85
Int Acct. 409101 - Portfolio Funds	982,460.09
Gain(Loss) Acct. 405210	0.00
	<u>2,738,458.46</u>

**INVESTMENT PORTFOLIO**  
**March 31, 2016**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST	PREPAID	INTEREST	INTEREST	INTEREST	INT REC'VBLE	PAR VALUE	
			PURCHASE PRICE	ADJUSTED 6-30-14	VALUE 3/31/2016					REC'VBLE 2/29/2016	INT REC'VBLE 3/31/2016	EARNED 3/31/2016	RECEIVED	ADJ.	REC'VBLE 3/31/2016		LESS PREPAID 3/31/2016
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>																	
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>																	
US TREASURY NOTE	912828WD8	10-13-15	14,415,070.31	14,381,552.90	14,455,283.70	10-31-18	1.25%	496.5278	31	59,910.71		15,392.36		(169.14)	75,133.93	75,133.93	14,300,000
US TREASURY NOTE	912828VL1	12-19-13	8,870,437.97	20,025,000.00	8,856,911.85	07-15-16	0.625%	153.6458	31	13,466.69		4,763.02	10,700.55	4,171.56	11,700.72	11,700.72	8,850,000
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	12,011,724.00	10-15-16	0.625%	208.3333	31	28,278.69		6,458.33		(105.87)	34,631.15	34,631.15	12,000,000
US TREASURY NOTE	912828WX4	8/27/14	17,998,593.75	18,047,880.00	18,006,678.00	07-31-16	0.500%	250.0000	31	7,417.58		7,750.00		(85.16)	15,082.42	15,082.42	18,000,000
US TREASURY NOTE	912828WF3	03-28-14	7,493,276.96	9,971,900.00	7,520,869.22	11-15-16	0.625%	130.4688	31	13,806.75		4,044.53		(44.45)	17,806.83	17,806.83	7,515,000
US TREASURY NOTE	912828ST8	03-23-15	14,830,857.42		15,009,518.70	04-30-19	1.250%	515.6250	31	62,214.97		15,984.38		(175.65)	78,023.70	78,023.70	14,850,000
US TREASURY NOTE	912828F62	9-9-15	11,245,062.50		11,392,942.40	10-31-19	1.500%	466.6667	31	56,307.69		14,466.67		(158.98)	70,615.38	70,615.38	11,200,000
US TREASURY NOTE	912828UQ1	11-9-15	8,289,421.88		8,454,793.20	02-29-20	1.250%	291.6667	31	285.33		9,041.67		(196.57)	9,130.43	9,130.43	8,400,000
US TREASURY NOTE	912828VF4	12-7-15	7,403,027.34		7,575,292.50	05-31-20	1.375%	286.4583	31	25,922.13		8,880.21		(145.58)	34,656.76	34,656.76	7,500,000
US TREASURY NOTE	912828UZ1	03-31-16	17,941,640.63		17,946,558.00	04-30-18	0.625%	312.5000	1		46,978.02	312.50		(3.43)	47,287.09	309.07	18,000,000
US TREASURY NOTE	912828VP2	03-02-16	7,213,007.81		7,248,556.00	07-30-20	2.000%	388.8889	29		11,923.08	11,277.78		260.68	23,461.54	11,538.46	7,000,000
<b><u>U.S. GOVERNMENT AGENCIES</u></b>																	
82.28%																	
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	9,997,420.00	07-05-16	0.375%	104.17	31	5,833.33		3,229.17		(104.17)	8,958.33	8,958.33	10,000,000
FNMA	3135 G0YE7	03-07-14	15,029,400.00	14,991,150.00	15,009,780.00	08-26-16	0.625%	260.42	31	1,302.08		8,072.92		(260.42)	9,114.58	9,114.58	15,000,000
16.12%																	
<b><u>COLLATERIZED MORTGAGE OBLIGATIONS</u></b>																	
FNMA	3136ANJY4	04-30-15	1,075,646.17		1,068,947.00	04-01-18	1.550%	45.85	31	1,375.63		1,421.48		(45.85)	1,375.63	1,375.63	1,065,000
FNMA	3136AQDQ0	10-30-15	1,434,219.74	1,434,219.74	1,429,561.57	09-01-19	1.646%	64.93	31	1,947.77		2,012.69		(64.92)	1,947.77	1,947.77	1,420,000
<b><u>CASH INVESTMENT</u></b>																	
1.60%																	
<b><u>MATURED/CALLED</u></b>																	
FNMA	3135G0VA8	03-02-16				03-30-16	0.500%	(97.22)	31			14,777.78					-7,000,000
FNMA	3135G0VA8	03-30-16				03-30-16	0.500%	(133.33)	31			24,000.00					-9,600,000

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

4/22/16 3:35 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
<b>FY2015:</b>						
1st Quarter	17,150,000	18,948,951	1st Quarter	19,884,600	935,649	19,884,600
2nd Quarter	18,405,000	19,606,049	2nd Quarter	22,629,401	3,023,352	22,629,401
3rd Quarter	17,500,000	17,500,000	3rd Quarter	18,200,061	700,061	18,200,061
4th Quarter	18,945,000	18,945,000	4th Quarter	20,260,116	1,315,116	20,260,116
<b>FY2015 Total</b>	<b>72,000,000</b>	<b>75,000,000</b>	<b>FY2015 Total</b>	<b>80,974,178</b>	<b>5,974,178</b>	<b>80,974,178</b>
<b>FY2016:</b>						
Jul. 15	5,390,000	5,390,000	Sep. 15	5,856,300	466,300	5,390,000
Aug. 15	5,390,000	5,390,000	Oct. 15	5,856,300	466,300	5,390,000
Sep. 15	6,827,333	6,827,333	Nov. 15	7,808,400	981,067	6,827,333
3 Months Total	17,607,333	17,607,333		19,521,000	1,913,667	17,607,333
Oct. 15	5,877,667	5,877,667	Dec. 15	6,635,955	758,288	5,877,667
Nov. 15	5,877,667	5,877,667	Jan. 16	6,064,400	186,733	5,877,667
Dec. 15	7,140,467	7,140,467	Feb. 16	8,085,800	945,333	7,140,467
6 Months Total	36,503,134	36,503,134		40,307,155	3,804,021	36,503,134
Jan. 16	5,544,000	5,544,000	Mar. 16	6,436,436	892,436	5,544,000
Feb. 16	6,079,920	9,079,920	Apr. 16			9,079,920
Mar. 16	7,542,920	7,542,920	May 16			7,542,920
9 Months Total	55,669,974	58,669,974		46,743,591	4,696,457	58,669,974
Apr. 16	6,884,826	6,884,826	Jun. 16			6,884,826
May 16	6,997,760	6,997,760	Jul. 16			6,997,760
Jun. 16	7,447,440	7,447,440	Aug. 16			7,447,440
<b>FY2016 Total</b>	<b>77,000,000</b>	<b>80,000,000</b>	<b>FY2016 Total</b>	<b>46,743,591</b>	<b>4,696,457</b>	<b>80,000,000</b>
	18,073,633		1st Quarter			
	21,101,456		2nd Quarter			
	21,191,342		3rd Quarter			
	<b>60,366,431</b>		4th Quarter			
			YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF MARCH 31, 2016

	<u>3/31/2016</u>
Cash -- Bank of America Checking Account	1,881,556.19
Cash -- Wells Fargo Lockbox Account	14,419.80
Cash - US Bank (on deposit)	(34,214.43)
LAIF	2,970,944.66
County Pool	311,185,315.77
Investment Portfolio	155,984,836.14
	<hr/>
Total	<u><u>472,002,858.13</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**CHECKS WRITTEN**  
**March 2016**

Unit	Ref	Name	Amount	Description
SMCTA	000001	MATSUMOTO, KARYL M.	100.00	Board Member Compensation
SMCTA	000002	GROOM, CAROLE	100.00	Board Member Compensation
SMCTA	000003	NIHART, MARY ANN	100.00	Board Member Compensation
SMCTA	000004	JOHNSON, CAMERON	100.00	Board Member Compensation
SMCTA	000005	FRESCHET, MAUREEN ANN	100.00	Board Member Compensation
SMCTA	000006	IBARRA, KENNETH	100.00	Board Member Compensation
SMCTA	004187	ATKINS NORTH AMERICA, INC	72,238.00	Consultants
SMCTA	004188	BURLINGAME, CITY OF	121,499.31	Capital Programs <sup>(1)</sup>
SMCTA	004189	KHOURI CONSULTING	3,500.00	Legislative Advocate
SMCTA	004190	ATKINS NORTH AMERICA, INC	20,857.48	Consultants
SMCTA	004191	DMJM HARRIS/MARK THOMAS JV	190,003.90	Consultants
SMCTA	004192	HANSON BRIDGETT LLP	17,606.00	Legal Services
SMCTA	004193	JACOBS ENGINEERING GROUP INC.	9,743.09	Consultants
SMCTA	004194	OFFICEMAX	19.52	Office Supplies
SMCTA	004195	SUSTAINABLE SAN MATEO COUNTY	83.33	Dues & Subscription
SMCTA	004196	URS CORPORATION	2,663.21	Consultants
SMCTA	004197	WELLS FARGO INSURANCE SERVICES USA, INC	1,005.00	Other Insurance - General
SMCTA	004198	BURLINGAME, CITY OF	288,799.45	Capital Programs <sup>(2)</sup>
SMCTA	004199	HANSON BRIDGETT LLP	10,366.50	Legal Services
SMCTA	004200	PACIFIC GAS & ELECTRIC COMPANY	394,500.00	Capital Programs <sup>(3)</sup>
SMCTA	004201	PENINSULA TRAFFIC CONGESTION RELIEF	436,712.63	Capital Programs <sup>(4)</sup>
SMCTA	004202	SPUR	1,666.66	Dues & Subscription
SMCTA	004203	DMJM HARRIS/MARK THOMAS JV	86,961.83	Consultants
SMCTA	004204	GOVERNMENT FINANCE OFFICERS ASSN	160.00	Dues & Subscription
SMCTA	004205	HOLLAND & KNIGHT LLP	3,500.00	Legislative Advocate
SMCTA	004206	MACIAS GINI & O' CONNELL LLP	8,448.16	Temporary Staff
SMCTA	004207	ROSALES, SHIRLEY	78.76	Seminar & Training
SMCTA	004208	CITY OF PACIFICA	360,000.00	Capital Programs <sup>(5)</sup>
SMCTA	004209	JACOBS ENGINEERING GROUP INC.	4,614.53	Consultants
SMCTA	004210	PENINSULA TRAFFIC CONGESTION RELIEF	49,863.48	Capital Programs <sup>(6)</sup>
SMCTA	004211	SAN CARLOS, CITY OF	61,695.03	Capital Programs <sup>(7)</sup>
SMCTA	004212	SOUTH SAN FRANCISCO, CITY OF	39,907.52	Capital Programs <sup>(6)</sup>
			2,187,093.39	

- (1) Broadway Grade Separation \$24,231.10; Call for Proj-Ped&Bike FY12/13 \$97,268.21  
(2) Broadway Grade Separation \$272,008.24; Call for Proj-Ped&Bike FY14/15 \$16,791.21  
(3) 101 Interchange to Broadway  
(4) ACR Countywide TDM Prgm \$217,500; FY15/16 Shuttles Call for Proj \$219,212.63  
(5) Call for Proj-Ped&Bike FY12/13  
(6) FY15/16 Shuttles Call for Proj  
(7) 101 Holly St Interchange

**AGENDA ITEM # 4 (c)  
MAY 5, 2016**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Eli Kay  
Chief Financial Officer

SUBJECT: **CALL FOR A PUBLIC HEARING AT THE JUNE 2, 2016 MEETING ON THE  
PRELIMINARY BUDGET FOR FISCAL YEAR (FY) 2017**

**ACTION**

Staff requests the San Mateo County Transportation Authority hold a public hearing on June 2, 2016, to consider adoption of the FY2017 Budget.

Prepared By: Ladi Millard, Director, Budgets

650-508-7755

**AGENDA ITEM # 7  
MAY 5, 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 MAY 4, 2016**

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

Prepared By: Josh Averill

650-508-6223

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: **2016 CALTRAIN ANNUAL COUNT PRESENTATION**

**ACTION**

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

**SIGNIFICANCE**

The presentation of the results of the 2016 Caltrain Annual Counts demonstrates the passenger ridership growth that Caltrain is experiencing. Analysis of the ridership numbers and passenger use of the stations and trains will guide decisions made regarding the Fiscal Year 2017 operating and capital budgets.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The Annual Counts are conducted every year in the early calendar months. This year counts were performed in January, February, and March as a result of suspending the counts during large special events that would skew ridership including the 10 days during Super Bowl 50 week. The counts provide detailed ridership data for planning purposes. Boardings and alightings are counted on each train and at each station. Results and analysis will be delivered in the presentation and further detailed in the Key Findings Report, which will be posted on the Caltrain website in late spring.

Prepared by: Catherine David, Senior Planner

650.508.6471

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Eli Kay  
Chief Financial Officer

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

**ACTION**

Staff recommends the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended March 31, 2016.

**SIGNIFICANCE**

The San Mateo County Transportation Authority (TA) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on April 25, 2016 in order to meet the 30-day requirement.

**BUDGET IMPACT**

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

**BACKGROUND**

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

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

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

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

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

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

## **DISCUSSION**

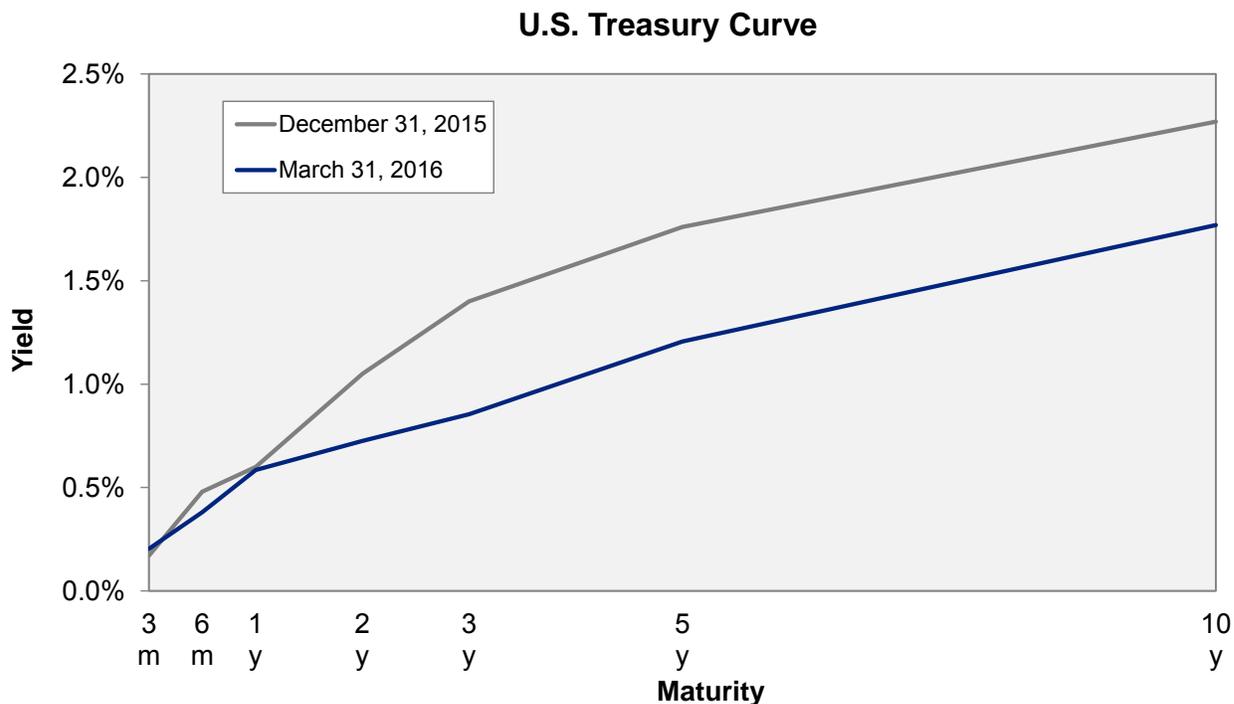
### **Fixed Income Market Review and Outlook**

U.S. gross domestic product (GDP) expanded at an annual rate of 1.4 percent in the fourth quarter of 2015 and 2.4 percent for all of 2015. Economic growth continued to be fueled by consumer spending, while investment and net exports remained a drag. Job growth remained strong as employers added 215,000 in March, a bit above expectations, with gains in retail, construction, and health care. The unemployment rate ticked up to 5 percent as the participation rate increased to 63 percent, the highest in two years.

On the inflation front, the core Personal Consumption Expenditures price index rose 1.7 percent from a year earlier, the fastest pace since January 2013. Wage growth also continued to modestly improve, with average hourly earnings rising 2.3 percent year-over-year in March.

The Federal Reserve (Fed), as expected, kept the target range for the Federal funds rate unchanged at their March meeting. They noted that the U.S. economy was expanding at a moderate pace, household spending increased, and job growth was strong. They also acknowledged that "global economic and financial developments continue to pose risks" to financial stability and will be closely monitored when determining the timing of future policy moves.

Treasury yields, which had been rising since mid-February, reversed strongly following the March 16 Fed meeting. Investors interpreted the Committee's tone as "dovish" and lowered expectations for rate hikes in 2016. Year-to-date, intermediate-term Treasury yields are down as much as 30-60 basis points (0.30 percent-0.60 percent). The chart below shows the U.S. Treasury yield curve as of December 31, 2015 and as of March 31, 2016.



Federal agency yield spreads retraced the widening that occurred in February, leading to slight outperformance of the agency sector relative to Treasury securities in March. However, for the first quarter as a whole, agencies underperformed. Agency mortgage-backed securities (MBS) continued to underperform Treasury indexes as the decline in interest rates raised the prospects of increased pre-payments.

Yields on money market securities, those with maturities of less than one year, were largely unchanged in the month.

**Strategy**

PFM expects the U.S. economy to expand at a moderate pace in 2016 as consumer spending continues to drive positive growth. Outside the U.S., economic prospects are more challenged due to weak commodity prices, slowing growth in China, and various geopolitical risks. The market's concerns about the strength of the global economy will likely keep interest rates lower than previously expected.

The economic projections released following the Federal Open Market Committee (FOMC) March meeting indicated that FOMC participants believe that appropriate monetary policy warrants only two fed fund hikes in 2016, not four hikes as was

projected in December. PFM expects at most one or two rate hikes in 2016, with even those being contingent on both reasonable market stability and the receipt of favorable economic data.

Because of narrowed yield spreads, Federal agencies currently have less appeal relative to comparable-maturity U.S. Treasuries. PFM will monitor the yield relationship and take advantage of any opportunities that arise — opportunities are most likely to occur with newly-issued Federal agency securities, particularly with mortgage-backed Federal agency securities.

### **Budget Impact**

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending March 31, the total return of the portfolio was **0.98 percent**. This compares to the benchmark return of **1.33 percent**. The Performance graph on page 8 shows the relative performance of the TA over the last 12 months.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter the portfolio's yield to maturity at cost was **0.91 percent**.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, the portfolio's market yield to maturity was **0.71 percent**. The benchmark's market yield to maturity was **1.03 percent**.

Prepared by: Carl Cubba, Interim Manager, Treasury

650-508-6206

INVESTMENT PORTFOLIO									
March 31, 2016									
TYPE OF SECURITY	CUSIP #	MATURITY DATE	PAR VALUE	ORIGINAL PURCHASE PRICE	MARKET VALUE	INTEREST RECEIVABLE	MARKET VALUE + ACCR INT.		
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>									
<b>U.S. TREASURY NOTES AND BONDS</b>									
US TREASURY NOTE	912828WD8	10-31-18	14,300,000	14,416,070.31	14,455,283.70	75,133.93	14,530,417.63		
US TREASURY NOTE	912828VL1	07-15-18	8,850,000	8,870,437.97	8,856,911.85	11,700.72	8,868,612.57		
US TREASURY NOTE	912828WA4	10-15-18	2,000,000	1,972,343.75	2,011,724.00	34,631.15	2,046,355.15		
US TREASURY NOTE	912828WX4	07-31-18	18,000,000	17,998,593.75	18,006,678.00	15,082.42	18,021,760.42		
US TREASURY NOTE	912828WF3	11-15-18	7,515,000	7,493,276.96	7,520,869.22	17,806.83	7,538,676.05		
US TREASURY NOTE	912828ST8	04-30-19	14,850,000	14,830,857.42	15,009,518.70	78,023.70	15,087,542.40		
US TREASURY NOTE	912828F62	10-31-19	11,200,000	11,245,062.50	11,392,942.40	70,615.38	11,463,557.78		
US TREASURY NOTE	912828UQ1	02-29-20	8,400,000	8,289,421.88	8,454,793.20	9,130.43	8,463,923.63		
US TREASURY NOTE	912828VF4	05-31-20	7,500,000	7,403,027.34	7,575,292.50	34,656.76	7,609,949.26		
US TREASURY NOTE	912828UZ1	04-30-18	18,000,000	17,941,640.63	17,946,558.00	47,287.09	17,993,845.09		
US TREASURY NOTE	912828VP2	07-30-20	7,000,000	7,218,007.81	7,248,556.00	23,461.54	7,272,017.54		
			82.28%						
<b>U.S. GOVERNMENT AGENCIES</b>									
FNMA	3135G0XP3	07-05-18	10,000,000	9,959,800.00	9,997,420.00	8,958.33	10,006,378.33		
FNMA	3135G0YE7	08-26-18	15,000,000	15,029,400.00	15,009,780.00	9,114.58	15,018,894.58		
			16.12%						
<b>COLLATERIZED MORTGAGE OBLIGATIONS</b>									
FNMA	3136ANJY4	04-01-18	1,065,000	1,075,646.17	1,068,947.00	1,375.63	1,070,322.63		
FNMA	3136AQDO0	09-01-18	1,420,000	1,434,218.74	1,429,561.57	1,947.77	1,431,509.34		
			160%						
<b>CASH INVESTMENT</b>									
<b>TOTAL</b>			<b>155,100,000.00</b>	<b>155,171,806.23</b>	<b>155,984,836.14</b>	<b>438,926.26</b>	<b>156,423,762.40</b>		

**EXHIBIT 1 (Cont.)**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY						
REPORT OF INVESTMENTS (Continued)						
FOR QUARTER ENDED MARCH 31, 2016						
TYPE	ORIGINAL PURCHASE PRICE	MARKET VALUE	INT REC'VBLE	MARKET VALUE + ACCR. INT.		
<b>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</b>						
SAN MATEO COUNTY POOL	311,185,316	311,185,316	535,258	311,720,574		
LOCAL AGENCY INVESTMENT FUND (LAIF)	2,970,945	2,970,945	3,355	2,974,300		
U.S BANK (CASH ON DEPOSIT)	(34,214)	(34,214)		(34,214)		
BANK OF AMERICA CHECKING	1,881,556	1,881,556		1,881,556		
WELLS FARGO	14,420	14,420		14,420		
<b>TOTAL FUNDS MANAGED BY DISTRICT STAFF</b>	<b>316,018,022</b>	<b>316,018,022</b>	<b>538,613</b>	<b>316,556,635</b>		
<b>TOTAL AS OF MARCH 31, 2016</b>	<b>472,002,858</b>	<b>472,002,858</b>	<b>973,575</b>	<b>472,976,434</b>		

# San Mateo County Transportation Authority

## U.S. Treasury Curve

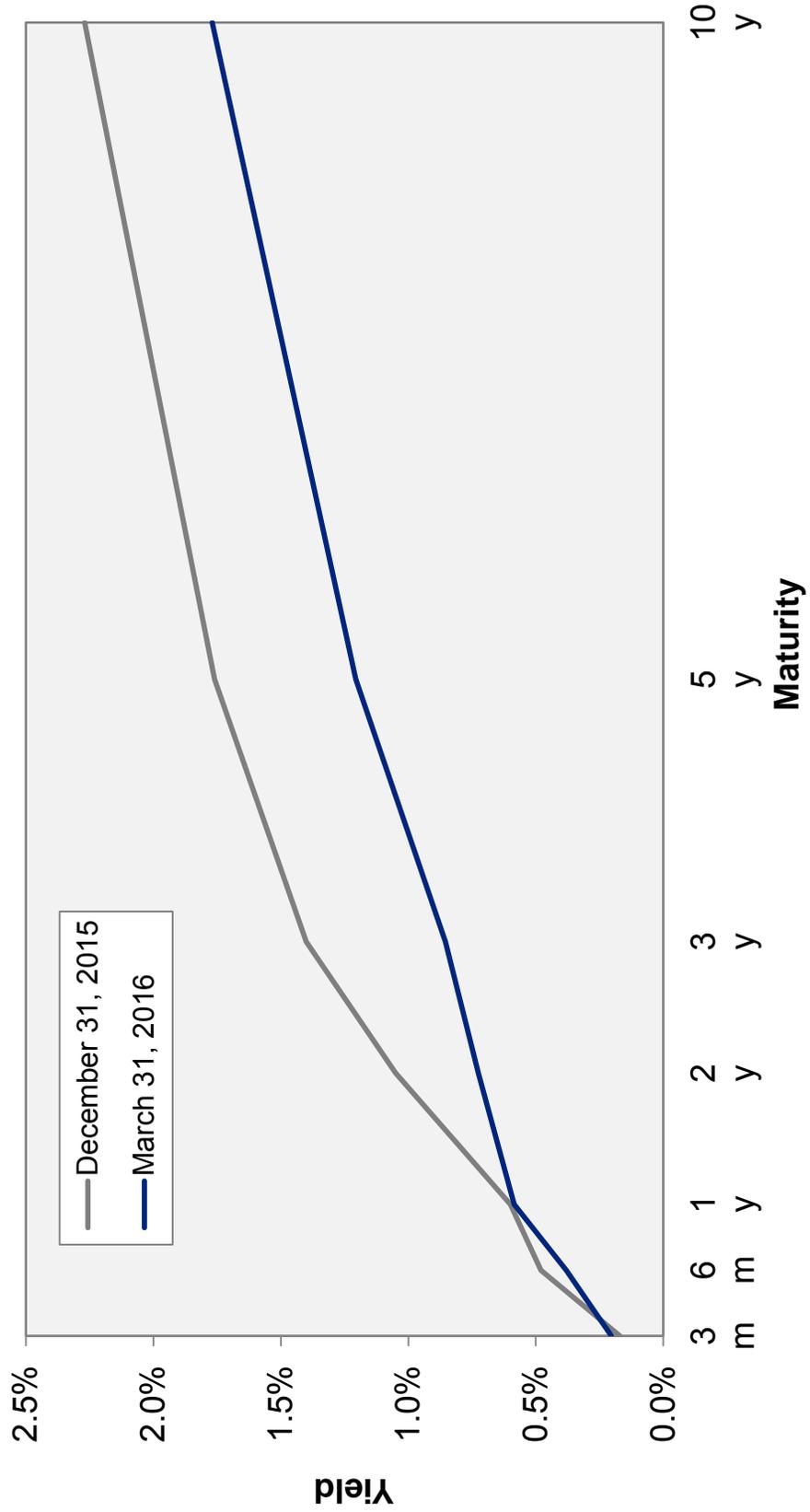
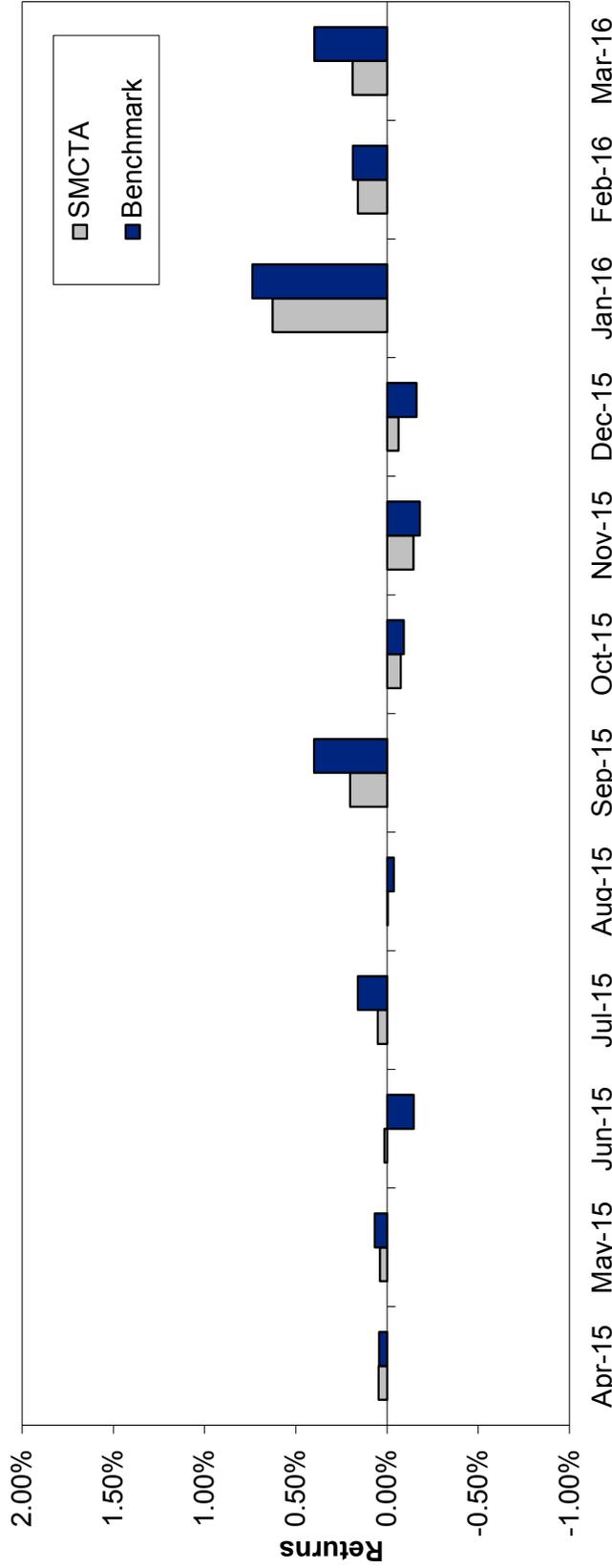


EXHIBIT 2

Source: Bloomberg.

# San Mateo County Transportation Authority

## Monthly Review Accounts vs. Benchmark



Trailing 12 Months	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Trailing 12
<b>MONTHLY PERFORMANCE DATA</b>													
SMCTA	0.05%	0.04%	0.01%	0.05%	0.00%	0.20%	-0.08%	-0.15%	-0.06%	0.63%	0.16%	0.19%	1.04%
Benchmark	0.04%	0.07%	-0.15%	0.16%	-0.04%	0.40%	-0.09%	-0.18%	-0.16%	0.74%	0.19%	0.40%	1.39%

Source: Bloomberg.  
 Authority's benchmark comprises 15% Bank of America (BofA) Merrill Lynch 0-1 Year U.S. Treasury Index, 15% BofA Merrill Lynch 0-1 Year Agency Index, 20%, BofA Merrill Lynch 1-3 Year Government Index, 20% BofA Merrill Lynch 3-5 Year Government Index, 10% BofA Merrill Lynch 1-10 Year Government Index, and 20% BofA Merrill Lynch 1-5 Year Corporate Index.

# San Mateo County Transportation Authority

## Duration vs. Benchmark

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

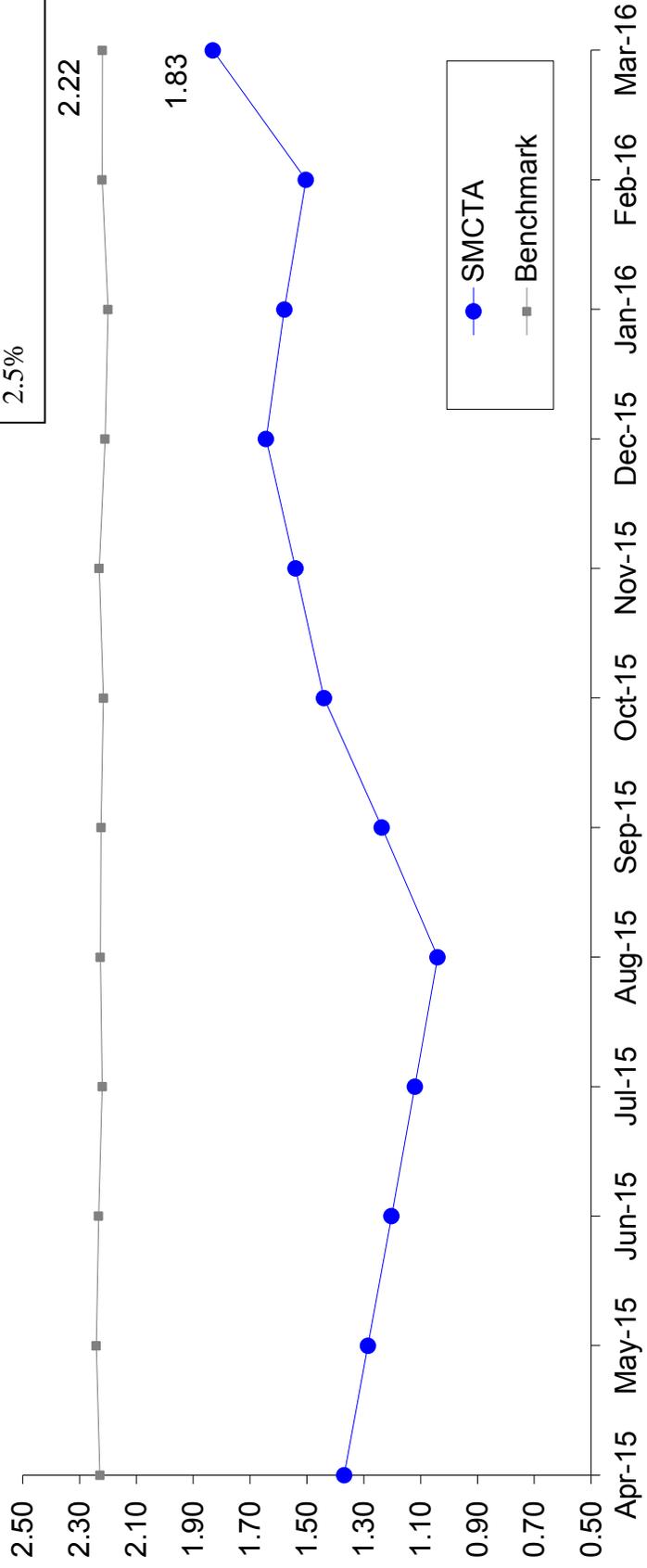
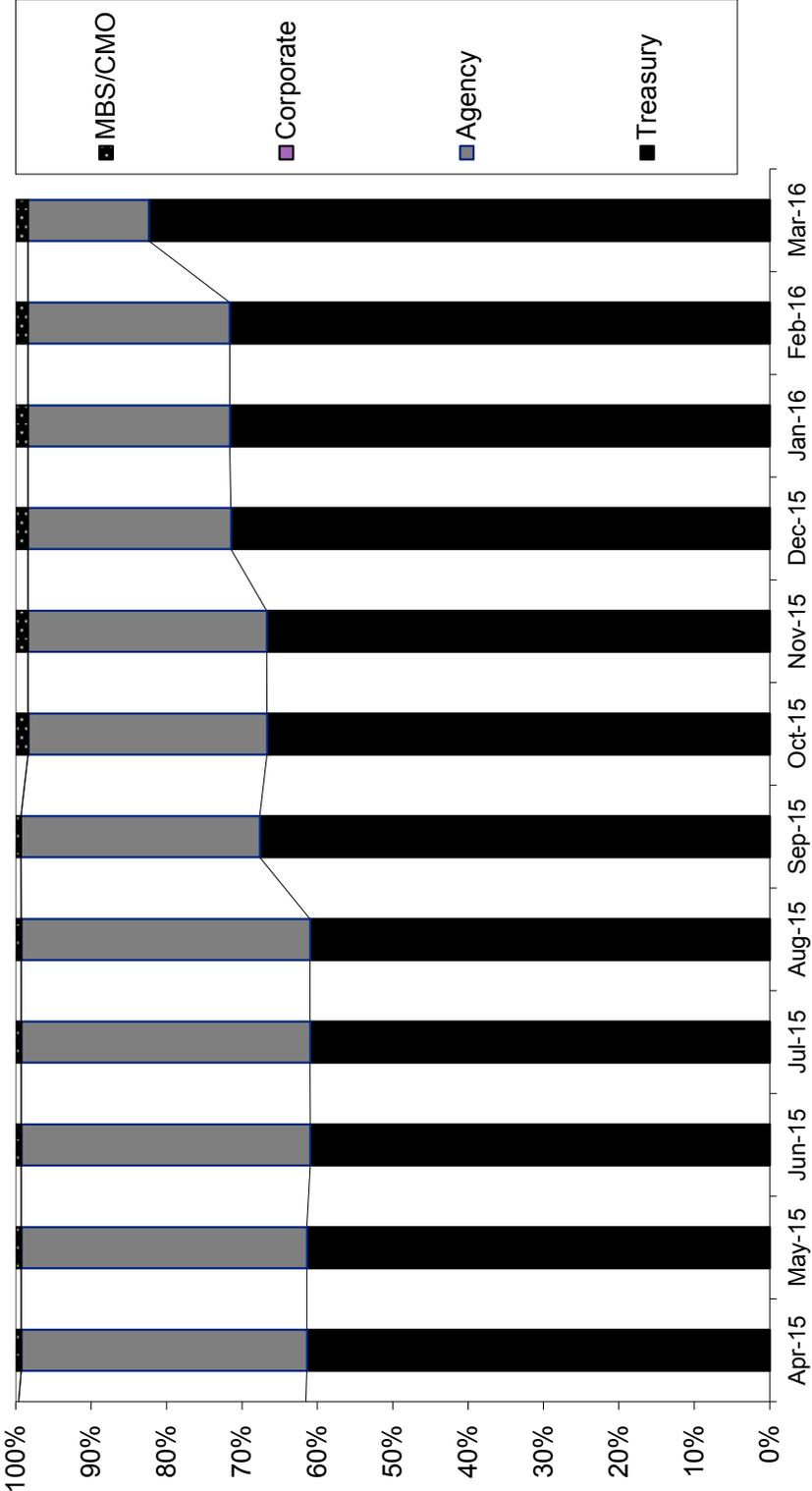


EXHIBIT 4

Source: Bloomberg. Authority's benchmark comprises 15% Bank of America (BofA) Merrill Lynch 0-1 Year U.S. Treasury Index, 15% BofA Merrill Lynch 0-1 Year Agency Index, 20% BofA Merrill Lynch 1-3 Year Government Index, 20% BofA Merrill Lynch 3-5 Year Government Index, 10% BofA Merrill Lynch 1-10 Year Government Index, and 20% BofA Merrill Lynch 1-5 Year Corporate Index.

San Mateo County Transportation Authority

Percent of Assets Held by Type



MBS/CMO – Federal Agency mortgage-backed securities and collateralized mortgage obligations

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

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

SUBJECT: **APPROVAL OF SHUTTLE APPLICATIONS AND PROGRAMMING AND  
ALLOCATION OF MEASURE A LOCAL SHUTTLE PROGRAM FUNDS FOR 36  
SHUTTLES FOR FISCAL YEARS 2017 AND 2018**

**ACTION**

Staff proposes the Board:

1. Approve the list of 38 shuttles to receive Transportation Authority (TA) and City/County Association of Governments (C/CAG) funds in Fiscal Year (FY) 2017 and FY2018 as listed in Exhibit A.
2. Program and allocate a total of \$8,059,795 of Measure A Local Shuttle Program Category funds to 36 shuttles as listed in Exhibit A.
3. Authorize the Executive Director or his designee to take any actions necessary to allocate the subject funding.

**SIGNIFICANCE**

The TA and C/CAG issued a joint Call for Projects (CFP) for the San Mateo County Shuttle Program in December, 2015 and received 40 applications. A joint project review/evaluation committee developed a list of recommended shuttle projects for funding, which was presented as an information item at the TA's April 7, 2016 meeting and is presented for approval, unchanged, as Exhibit A attached. This list will also be presented to the C/CAG Board for approval at its May 12, 2016 meeting.

A total of 38 shuttles are recommended for funding from the TA and C/CAG. Additionally, the county of San Mateo requested a deferred decision for the new Coastside Beach shuttle serving the Half Moon Bay area to further coordinate the service plan with the community. Staff recommends the review of this shuttle be deferred until a revised application is submitted with further information regarding the final service plan. Staff also recommends the new Millbrae Shuttle Service, sponsored by the city of Millbrae, not be funded due to significant overlap with SamTrans bus service and the adverse impact the shuttle could have on SamTrans ridership.

The TA and C/CAG Boards are each being asked to program and allocate only those funds controlled by their respective agencies, as designated in Exhibit A and within maximum levels and proportions set forth in the CFP. The TA would program and allocate \$8,059,795 in Measure A Local Shuttle Program funds for 36 shuttles. C/CAG would program and allocate \$921,528 of its Local Transportation Services Program funds for the remaining two recommended shuttles.

### **BUDGET IMPACT**

Funding for the recommended allocation of \$8,059,795 from the Measure A Local Shuttle Program Category will come from current and prior year budgeted funds as well as projected revenue for FY2017. The FY2017 projected revenue will be included as part of the adoption of the FY2017 Budget.

### **BACKGROUND**

The San Mateo County Shuttle Program provides matching funds for the operation of local shuttle services that provide access to regional transit and/or meet local mobility needs. As defined in the 2004 Measure A Transportation Expenditure Plan, the Local Shuttle program receives 4 percent of Measure A sales tax revenues. Funding for this CFP is composed of up to \$9 million in TA Measure A Local Shuttle Program funds and up to \$1 million in C/CAG Local Transportation Services Program funds. Funded shuttles must be open to the public and a minimum 25 percent local match is required.

Eleven sponsors submitted a total of 40 applications by the close of the CFP. The project review/evaluation committee was composed of staff from the TA, C/CAG, SamTrans, Alameda-Contra Costa Transit District and Santa Cruz Metropolitan Transit District. After the TA and C/CAG program and allocate funds for the recommended list of projects, staff will coordinate with sponsors to enter into funding agreements so that the shuttles can become operational during FY2017 and FY2018.

Prepared by: Joel Slavitt, Manager Programming and Monitoring

650-508-6476

**Exhibit A: FY2017 and FY2018 San Mateo County Shuttle Program  
Final Recommended Project List for Award**

Rank	Score	Sponsor	Shuttle Name	Primary Service Area	New or Existing	Service Type	Total Cost	Requested Allocation	Proposed Fund Source	Total Matching Funds	Percent Matching Funds	Private Sector Match	Notes
1	77	JPB	Lincoln Centre	San Mateo/Foster City	Existing	Commuter	\$278,600	\$181,100	Measure A	\$97,500	35%	yes, 25%	
2	76	Commute.org	Seaport Centre Caltrain	Redwood City	Existing	Commuter	\$238,018	\$119,009	Measure A	\$119,009	50%	yes, 50%	
3	75	Commute.org	Bayshore Technology Park	Redwood Shores	Existing	Commuter	\$246,208	\$123,104	Measure A	\$123,104	50%	yes, 50%	
4	75	JPB	Pacific Shores	Redwood City	Existing	Commuter	\$357,900	\$232,600	Measure A	\$125,300	35%	yes, 25%	
5	74	JPB	Burlingame Bayside BART/Caltrain	Burlingame	Existing	Commuter	\$474,500	\$308,600	Measure A	\$165,900	35%	yes, 25%	
6	73	JPB	Mariners Island	San Mateo/Foster City	Existing	Commuter	\$278,600	\$181,100	Measure A	\$97,500	35%	yes, 25%	
7	72	Daly City	Bayshore	Daly City	Existing	Commuter/ Community	\$523,000	\$104,600	Measure A	\$418,400	80%	no	
8	72	JPB	Twin Dolphin	Redwood Shores	Existing	Commuter	\$265,800	\$190,400	Measure A	\$75,400	28%	yes, 25%	
9	72	Menlo Park	Willow Road	Menlo Park	Existing	Commuter	\$253,429	\$190,071	C/CAG	\$63,358	25%	yes, 15%	
10	71	Commute.org	Brisbane/Crocker Park BART/Caltrain	Brisbane/Daly City	Existing	Commuter	\$786,665	\$555,000	Measure A	\$231,665	29%	yes, 25%	
11	71	JPB	Electronic Arts (EA)	Redwood Shores	Existing	Commuter	\$380,200	\$150,000	Measure A	\$230,200	61%	yes, 61%	
12	71	Menlo Park	Marsh Road	Menlo Park	Existing	Commuter	\$378,008	\$283,506	Measure A	\$94,502	25%	yes, 24%	
13	71	SamTrans	Sierra Point - Balboa Park BART	Brisbane	Existing	Commuter	\$505,600	\$163,000	Measure A	\$342,600	68%	yes, 62%	Existing shuttle, new to San Mateo County Shuttle Program
14	71	South San Francisco	South City	South San Francisco	Existing	Community	\$487,343	\$360,507	Measure A	\$126,836	26%	yes, 1%	
15	70	Commute.org	Redwood City Midpoint Caltrain	Redwood City	Existing	Commuter	\$242,857	\$182,143	Measure A	\$60,714	25%	yes, 25%	
16	70	SamTrans	Bayhill - San Bruno BART	San Bruno	Existing	Commuter	\$238,600	\$179,000	Measure A	\$59,600	25%	yes, 18%	Existing shuttle, new to San Mateo County Shuttle Program
17	70	SamTrans	Seton Medical - BART Daly City	Daly City	Existing	Commuter	\$218,800	\$150,000	Measure A	\$68,800	31%	yes, 31%	Existing shuttle, new to San Mateo County Shuttle Program
18	70	San Mateo Community College District	Skyline College Express	San Bruno	New	Commuter	\$449,436	\$202,703	Measure A	\$246,733	55%	no	New express shuttle from Daly City BART to Skyline Community College
19	69	Commute.org	North Foster City	Foster City	Existing	Commuter	\$467,032	\$315,274	Measure A	\$151,758	32%	yes, 25%	
20	69	JPB	Broadway/Millbrae	Burlingame	Existing	Commuter	\$284,900	\$213,800	Measure A	\$71,100	25%	no	
21	67	Commute.org	North Burlingame	Burlingame	Existing	Commuter	\$249,126	\$124,562	Measure A	\$124,563	50%	yes, 50%	
22	66	JPB	Clipper	Redwood Shores	Existing	Commuter	\$246,900	\$185,200	Measure A	\$61,700	25%	yes, 25%	
23	66	JPB	Sierra Point Millbrae	South San Francisco/ Brisbane	Existing	Commuter	\$294,200	\$84,000	Measure A	\$210,200	71%	yes, 66%	
24	62	JPB	Bayshore/Brisbane Commute & Midday Senior	Brisbane/Daly City	Existing	Commuter/ Community	\$512,700	\$384,600	Measure A	\$128,100	25%	no	
25	62	JPB	Campus Drive Area	San Mateo	Existing	Commuter	\$246,900	\$185,200	Measure A	\$61,700	25%	yes, 25%	
26	62	JPB	Oracle	Redwood Shores	Existing	Commuter	\$570,200	\$260,000	Measure A	\$310,200	54%	yes, 53%	
27	61	San Carlos	San Carlos Commuter	San Carlos	New	Commuter	\$264,326	\$198,245	Measure A	\$66,082	25%	yes, TBD	New shuttle, participating employers to be determined
28	59	Commute.org	South San Francisco BART	South San Francisco	Existing	Commuter	\$915,656	\$641,742	Measure A	\$273,914	30%	yes, 25%	
29	59	Commute.org	South San Francisco Caltrain	South San Francisco	Existing	Commuter	\$532,612	\$399,459	Measure A	\$133,153	25%	yes, 25%	

**Exhibit A: FY2017 and FY2018 San Mateo County Shuttle Program  
Final Recommended Project List for Award**

Rank	Score	Sponsor	Shuttle Name	Primary Service Area	New or Existing	Service Type	Total Cost	Requested Allocation	Proposed Fund Source	Total Matching Funds	Percent Matching Funds	Private Sector Match	Notes
30	58	JPB	Belmont/Hillsdale	Belmont	Existing	Commuter	\$246,900	\$185,200	Measure A	\$61,700	25%	no	
31	57	SamTrans/ San Mateo	Connect San Mateo	San Mateo	New	Community	\$437,500	\$218,750	Measure A	\$218,750	50%	yes, 18%	New shuttle serving downtown San Mateo area
32	56	Commute.org	South San Francisco Centennial Towers	South San Francisco	Existing	Commuter	\$237,088	\$118,544	Measure A	\$118,544	50%	yes, 50%	
33	56	SamTrans/ San Carlos	San Carlos Community	San Carlos	New	Community	\$325,720	\$162,860	Measure A	\$162,860	50%	yes, 28%	New shuttle serving students in San Carlos hills and seniors
34	55	San Mateo County	County Parks Explorer	East Palo Alto/East Menlo Park/North Fair Oaks	New	Community	\$301,320	\$201,056	Measure A	\$100,264	33%	yes, 16%	New weekend-only shuttle service to Edgewood and Wunderlich County Parks
35	54	Commute.org	South San Francisco Ferry	South San Francisco	Existing	Commuter	\$437,764	\$284,546	Measure A	\$153,218	35%	yes, 10%	
36	54	Menlo Park	Mid-day	Menlo Park	Existing	Community	\$975,277	\$731,457	C/CAG	\$243,820	25%	no	Existing shuttle adding new service to West Menlo Park
37	52	Menlo Park	Shoppers	Menlo Park	Existing	Community	\$79,313	\$59,485	Measure A	\$19,828	25%	no	Door to door service
38	51	JPB	Norfolk Area	San Mateo	Existing	Commuter	\$227,800	\$170,900	Measure A	\$56,900	25%	yes, 25%	
39	8	Millbrae	Millbrae Shuttle Service	Millbrae	New	Community	\$526,000	\$197,250		\$65,750	13%	no	<i>Not recommended for funding, major duplication with SamTrans bus service/ no concurrence letter, didn't obtain required technical assistance &amp; didn't provide minimum 25% match</i>
<b>Subtotals:</b>							\$14,982,798	\$9,178,573	\$0	\$5,541,225	37%		

**TA Measure A Local Shuttle Program Allocation:** \$8,059,795  
**C/CAG Local Transportation Services Shuttle Program Allocation:** \$921,528  
**Total TA-C/CAG Shuttle Funding Allocation:** \$8,981,323  
**Total Funding Available for FY2017 & FY2018 Shuttle Call for Projects:** \$10,000,000

**Funding Recommendation To Be Determined**

Sponsor	Shuttle Name	Primary Service Area	New or Existing	Service Type	Total Cost	Requested Allocation	Proposed Fund Source	Total Matching Funds	Percent Matching Funds	Private Sector Match	Notes
San Mateo County	Coastside Beach	Half Moon Bay/ Unincorporated County	New	Community	\$140,000	\$105,000		\$35,000	25%	no	Sponsor has requested deferral to further coordinate service plan with the community

**RESOLUTION NO. 2016 –**

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

**\* \* \***

**APPROVING SHUTTLE APPLICATIONS AND PROGRAMMING AND  
ALLOCATING \$8,059,795 IN NEW MEASURE A FUNDS FROM THE  
LOCAL SHUTTLE PROGRAM CATEGORY FOR 36 SHUTTLES**

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

**WHEREAS**, the 2004 TEP designates 4 percent of the New Measure A revenues to fund local shuttle projects; and

**WHEREAS**, the TA, with the City/County Association of Governments (C/CAG), issued a joint Call for Projects for the San Mateo County Shuttle Program for Fiscal Year (FY) 2017 and FY2018, which yielded 40 applications for review; and

**WHEREAS**, the TA/C/CAG project review committee evaluated and scored the shuttle applications; and

**WHEREAS**, staff recommends that the Board of Directors approve the list of 38 shuttles to be funded by the TA and C/CAG in FY2017 and FY2018 as set forth in Exhibit A; and

**WHEREAS**, staff further recommends the Board authorize the programming and allocation of a total of \$8,059,795 in Measure A Local Shuttle Program Category funds for 36 shuttles as indicated in Exhibit A; and

**WHEREAS**, staff has determined that these projects meet the intent of the 2004 TEP and the TA Strategic Plan 2015-2019.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby approves the list of 38 shuttles, as set forth in Exhibit A, to receive TA and C/CAG funding for FY2017 and FY2018; and

**BE IT FURTHER RESOLVED THAT** the Board of Directors programs and allocates a total of \$8,059,795 in FY2017 and FY2018 Measure A Local Shuttle Program Category funds to the 36 shuttle routes indicated as recipients of TA funds 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 5<sup>th</sup> day of May, 2016 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Eli Kay  
Chief Financial Officer

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

SUBJECT: **PRELIMINARY BUDGET FOR FISCAL YEAR (FY) 2017**

**ACTION**

This report is submitted for informational purposes only. A corresponding presentation will be made during the meeting and will be provided in advance to the Board and made available to the public. A FY2017 budget will be recommended for adoption at the June 2, 2016 Board meeting.

**SIGNIFICANCE**

The San Mateo County Transportation Authority (TA) FY2017 Preliminary Budget is presented in Attachment A.

**Revenues**

For FY2017, total revenue for the TA is projected to be \$87.2 million, an **increase** of \$2.9 million or 3.5 percent greater than the FY2016 revised budget. This increase is primarily due to increased sales tax revenues that projects a higher actual result for FY2016 and a prudent growth rate, consistent with estimates from the Metropolitan Transportation Commission and National Gross Domestic Product growth.

San Mateo County Ordinance No. 04223, which authorized the TA to extend the one-half of 1 percent Retail Transactions and Use Tax for an additional 25 years beginning January 1, 2009 and ending December 31, 2033, was approved by the voters in November 2004.

**Expenditures**

The total proposed expenditure is \$102.5 million, an **increase** of \$29.0 million or 39.4 percent compared to the FY2016 revised budget. The FY2017 Preliminary Budget is composed of \$30.3 million in Annual Allocations, \$69.5 million in Program Expenditures, \$1.2 million in Oversight, and \$1.5 million in Administrative expenses. Details of the expenditures in the FY2017 preliminary budget are provided below.

Preliminary expenditures for FY2017 fall into four categories:

**Annual Allocations (line 15)**

In accordance with the 2004 Transportation Expenditure Plan (2004 TEP) approved by the voters, annual allocations have been budgeted to four plan categories according to percentages of projected sales tax revenue as listed below.

Local Streets/Transportation - 22.5%	\$18.7 million
Caltrain Improvements - Operating - 8%	\$6.6 million
Accessible Services/Paratransit - 4%	\$3.3 million
San Francisco International Airport Bay Area Rapid Transit Extension - 2.0%	\$1.7 million
San Mateo County Ferry Services - Up to 2.0%	\$0

Total annual allocations are projected at \$30.3 million, an increase of \$1.1 million (3.8 percent) from the FY2016 revised budget.

**Program Expenditures (line 17)**

Program expenditures include projects with FY2017 funding requirements as detailed in Attachment B.

Program Expenditures include the following categories:

- **Alternative Congestion Relief** – The \$830,000 budgeted for FY2017 is the full 1 percent of projected sales tax outlined in the 2004 TEP. Of the \$830,000, \$445,000 is proposed to be set aside for the Peninsula Traffic Congestion Relief Alliance's Transportation Demand Management Program. The remainder is reserved for the use after SamTrans completes its Mobility Management Plan, which will provide planning guidance for non-fixed route mobility options.
- **Dumbarton** – The Dumbarton Maintenance of Way project (TA project #745) is budgeted at \$250,000, based on projected needs in FY2017.
- **Caltrain** – The San Mateo County Local Share (TA project #605) for the system-wide improvement program for FY2017 is budgeted at \$6.6 million. System-wide capital improvements anticipated to be undertaken in FY2017 for the Caltrain system include: State of Good Repair rolling stock, signal, track and station work. These funds will be matched with monies from Caltrain partners, the Santa Clara Valley Transportation Authority and the city and county of San Francisco.
- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$2.5 million represents the projected 3 percent of sales tax revenues designated for this category in the 2004 TEP. These funds will be used for projects selected through future calls for projects.

- **Local Shuttle** – The \$10.5 million for this line item represents the funds available for shuttles receiving allocations through the FY2017 Shuttle Program call for projects.
- **Streets and Highways** – In accordance with the 2004 TEP, the Streets and Highways Program expenditures include funding for key congested corridors in the amount of \$30.7 million, and for supplemental roadway projects in the amount of \$18.1 million.

**Oversight (line 19)**

The oversight category contains \$1.2 million for TA costs associated with implementing the various TEP categories of the Original and New Measure A programs. This number is unchanged from the FY2016 revised budget. Oversight includes programming and monitoring of projects, calls for projects and administration of the policies and procedures from the 2004 Measure. These expenditures will be funded from interest earned on the investment of fund balances.

**Administrative (line 25)**

Total administrative expenditures are projected to **increase** by \$180,300 or 13.3 percent from the FY2016 revised budget. Of the total costs for Administrative in FY2017, it is proposed that \$827,100 be used for staff support, which is below the 1 percent of the projected sales tax revenues permitted for such expenditures in the 2004 TEP.

**True Ups on Attachment B**

To account for the higher-than-projected sales tax revenues collected since the inception of the new Measure A, true-up adjustments for two programs were included. This adjustment provides additional budget to the Shuttles and Streets and Highway programs, \$7.2 million and \$25.9 million, respectively.

**BACKGROUND**

The TA was formed in 1988 with voter passage of Measure A, the half-cent sales tax for countywide transportation projects and programs. The original Measure A expired December 31, 2008. In 2004, county voters overwhelmingly approved a New Measure A, reauthorizing the tax through 2033. The TA's role is to administer the proceeds from Measure A to fund a broad spectrum of transportation-related projects and programs.

Prepared By: Eileen Bettman, Manager, Budgets  
 Aandy Ly, Manager, Budgets  
 Connie Yee, Senior Budget Analyst

650-508-6425  
 650-508-6376  
 650-508-6302

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FY2017 PRELIMINARY BUDGET**

	<u>FY2015 ACTUAL</u> A	<u>FY2016 ADOPTED</u> B	<u>FY2016 REVISED</u> C	<u>FY2017 PRELIMINARY</u> D	<u>FY17 PRELIMINARY TO FY16 REVISED Increase (Decrease) E = D-C</u>	<u>BUDGET PERCENT CHANGE F = E/C</u>	
<b>REVENUE:</b>							
1 Sales Tax	80,974,178	77,000,000	80,000,000	83,000,000	3,000,000	3.8%	1
2							2
3 Interest Income	2,971,594	2,985,683	2,985,683	2,974,480	(11,203)	-0.4%	3
4							4
5 Miscellaneous Income	2,461,886	-	-	-	-	#DIV/0!	5
6							6
7 Rental Income	1,218,595	1,232,840	1,232,840	1,193,686	(39,154)	-3.2%	7
8							8
9							9
10 <b>TOTAL REVENUE</b>	<b>87,626,253</b>	<b>81,218,523</b>	<b>84,218,523</b>	<b>87,168,166</b>	<b>2,949,643</b>	<b>3.5%</b>	10
11							11
12							12
13 <b>EXPENDITURES:</b>							13
14							14
15 Annual Allocations	29,555,575	28,105,000	29,200,000	30,295,000 (1)	1,095,000	3.8%	15
16							16
17 Program Expenditures	45,952,847	33,895,000	41,792,555	69,522,015 (1)	27,729,460	66.4%	17
18							18
19 Oversight	1,077,370	1,185,000	1,185,000	1,185,000 (1)	-	0.0%	19
20							20
21 Administrative:							21
22 Staff Support	523,880	739,869	739,869	827,084	87,215	11.8%	22
23 Measure A Info-Others	1,066	16,500	16,500	15,000	(1,500)	-9.1%	23
24 Other Admin Expenses	682,080	595,813	595,813	690,361	94,548	15.9%	24
25 Total Administrative	1,207,026	1,352,182	1,352,182	1,532,445	180,263	13.3%	25
26							26
27 <b>TOTAL EXPENDITURES</b>	<b>77,792,818</b>	<b>64,537,182</b>	<b>73,529,737</b>	<b>102,534,460</b>	<b>29,004,723</b>	<b>39.4%</b>	27
28							28
29 <b>EXCESS/(DEFICIT)</b>	<b>9,833,435</b>	<b>16,681,341</b>	<b>10,688,786</b>	<b>(15,366,294)</b>	<b>(26,055,080)</b>	<b>-243.8%</b>	29
30							30
31 <b>BEGINNING FUND BALANCE</b>	<b>459,220,186</b>	<b>424,848,697</b>	<b>469,053,621</b>	<b>479,742,406</b>	<b>10,688,786</b>		31
32							32
33 <b>ESTIMATED ENDING FUND BALANCE</b>	<b>469,053,621</b>	<b>441,530,038</b>	<b>479,742,406</b>	<b>464,376,112</b>	<b>(15,366,294)</b>	<b>-3.2%</b>	33
34							34
35							35
36 <b>FUND BALANCE (2)</b>							36
37							37
		<u>1988 Measure</u>	<u>2004 Measure</u>	<u>Aggregate</u>			
38 <b>Beginning Fund Balance</b>		252,884,432	226,857,975	479,742,406			38
39 <b>Excess/(Deficit)</b>		1,918,856	(17,285,151)	(15,366,294)			39
40 <b>Ending Fund Balance</b>		<u>254,803,288</u>	<u>209,572,824</u>	<u>464,376,112</u>			40
41							41
42							42
43 (1) See Attachment B for details.							43
44 (2) Fund Balance is based on budgeted figures for FY2016 and FY2017.							44
45							45



**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 101 CORRIDOR MANAGED LANES PROJECT**

**ACTION**

No action is required. This item is 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 features a report on the Highway 101 Managed Lanes Corridor Project under the Highway Program category.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

On May 4, 2015, the California State Department of Transportation (Caltrans) approved a Project Initiation Document (PID) for a project that proposes to extend existing High Occupancy Vehicle (HOV) lanes on the Highway 101 Corridor in San Mateo County 14.5 miles from Whipple Road to Interstate 380.

On May 7, 2015, pursuant to Resolution No. 2015-11, the San Mateo County Transportation Authority (TA) Board authorized reallocating the savings from the PID phase to advance the start of traffic and other technical studies for the project.

On October 1, 2015, pursuant to Resolution No. 2015-19, the TA Board authorized the allocation of \$8.5 million of Measure A funding for the Project Approval/Environmental Document (PA/ED) phase of the project.

Resulting from input of project stakeholders, both public agencies and private employers, the study limits expanded beyond what had been developed in the PID. The project limits have been extended seven miles south to a total length of 22.5 miles, to better coordinate with the work that Santa Clara County is proposing on the

Highway 101 Corridor. Project alternatives have been expanded to include Managed Lane, which would allow the tolling of non-HOV vehicles through congestion-pricing in an effort to improve operations on the corridor.

As a result of the extended limits and expanded alternative options, Caltrans required the preparation of a Supplemental PID to capture and document these changes. The Supplemental PID is expected to be approved by Caltrans in May. Upon approval of the Supplemental PID and execution of necessary cooperative and funding agreements, the PA/ED phase is projected to begin in May/June 2016. The first step of the PA/ED is the environmental public scoping of the project. Various technical studies will be undertaken as part of the process to evaluate the alternatives.

The project delivery team prepared an update of the PA/ED cost estimated at \$11.5 million to reflect the change in scope. A cooperative agreement between Caltrans and the TA, targeted to be executed early May, will identify the environmental phase cost, the source of funding, and roles and responsibilities of the integrated team tasked with project implementation.

This month's presentation will be presented via PowerPoint.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **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**

As of 4/22/16: Consistent with the San Mateo County Transportation Authority's Legislative Program, staff is monitoring and has taken positions on several bills including:

**Assembly Bill (AB) 1640 (Stone) - SUPPORT**

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.

**AB 2126 (Mullin) - SUPPORT**

This bill increases the number of highway, bridge, or tunnel construction projects for which California State Department of Transportation (Caltrans) is authorized to deliver using the Construction Manager/General Contractor method from six to 12. The bill also requires that eight out of the 12 projects use Caltrans employees or consultants to do the design and engineering work.

**Senate Bill (SB) 824 (Beall) - SUPPORT**

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

### SB 885 (Wolk) – OPPOSE

This bill will prohibit construction contracts from containing indemnity agreements requiring a design professional to defend claims made against a project owner. The bill requires project owners, including public transit agencies, to defend a design professional's interest and then, after a legal determination, attempt to secure reimbursement for defense costs.

### SB 1128 (Glazer) – SUPPORT

Removes the 2017 sunset date on the Bay Area Commuter Benefits Program making the program permanent. The program requires Bay Area employers with more than 50 employees to offer commute benefits, such as pre-tax benefits, employer-provided transportation, or transit subsidies to their employees.

### **FEDERAL ISSUES**

On April 21 the Senate Appropriations Committee approved the Fiscal Year (FY) 2017 Transportation, Housing and Urban Development (THUD), and Related Agencies Appropriations Bill, providing \$56.6 billion to fund the U.S. Department of Transportation (DOT), U.S. Department of Housing and Urban Development, and related agencies. The bill is an \$827 million decrease from FY2016 enacted levels and \$2.9 billion below the president's budget request.

Major transportation-related components of the bill include:

- \$16.9 billion in discretionary appropriations for the DOT, which is \$1.7 billion below the FY2016 enacted level and \$2.5 billion below the president's request.
- \$525 million for TIGER grants, \$25 million above the FY2016 enacted level.
- \$44 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program, consistent with the Fixing America's Surface Transportation Act.
- \$1.7 billion to the Federal Railroad Administration, \$76 million above the FY2016 enacted level.
- \$12.3 billion for the Federal Transit Administration, \$575 million above the FY2016 enacted level, which includes \$333 million for the Core Capacity Program.

The House THUD Appropriations Subcommittee is planning to markup the FY2017 bill in early May.

Prepared By: Shweta Bhatnagar, Manager, Government Affairs

650-508-6385

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 516</b> <b>Mullin D</b></p> <p><b>Temporary License Plates</b></p>	<p>4/20/16</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. <b>Last amended on 7/16/15</b></p>	<p><b>Support</b></p>
<p><b>AB 1550</b> <b>Gomez D</b></p> <p><b>Greenhouse gases: investment plan: disadvantaged communities</b></p>	<p>4/12/16</p> <p>Assembly Appropriations 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 unspecified percentage to projects that benefit low-income households, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level. <b>Last amended on 4/11/16</b></p>	

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 1569</b> <b>Steinorth R</b></p> <p><b>CEQA Exemptions: existing transportation infrastructure</b></p>	<p>4/4/16</p> <p>Assembly Natural Resources Committee-</p> <p>Died in Committee</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report 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. <b>Last amended 3/28/16</b></p>	
<p><b>AB 1591</b> <b>Frazier D</b></p> <p><b>Transportation Funding</b></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 excise 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><b>AB 1640</b> <b>Stone D</b></p> <p><b>Retirement: public employees</b></p>	<p>4/19/16</p> <p>Assembly Appropriation Committee</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan for employees first hired on or after January 1, 2013. PEPRA exempts from its provisions certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner.</p> <p>This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.</p>	<p><b>Support</b></p>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 1768</b> <b>Gallagher R</b></p>	<p>2/29/16</p> <p>Assembly Transportation Committee-</p> <p>Failed Passage 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, statewide general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950,000,000 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 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 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 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. 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 projects in the <i>State Highway Operation and Protection Program</i>. The bill would make no changes to the authorization under the bond act for issuance of \$950,000,000 for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election. <b>Last amended on 2/25/16</b></p>	
<p><b>AB 1780</b> <b>Medina D</b></p> <p><b>Greenhouse Gas Reduction Fund: trade corridors</b></p>	<p>4/20/16</p> <p>Assembly Appropriations Committee</p> <p>Suspense File</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 state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fees 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 continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes.</p> <p>This bill, beginning in the 2016–17 fiscal year, would continuously appropriate 20% of the annual proceeds of the fund to the California Transportation Commission to be allocated to reduce greenhouse gas emissions in trade corridors consistent with specified guidelines, thereby making an appropriation. <b>Last amended on 3/28/16</b></p>	
<p><b>AB 1813</b> <b>Frazier D</b></p> <p><b>High-Speed Rail Authority: membership</b></p>	<p>4/14/16</p> <p>Senate Rules Committee</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 – April

Measure	Status	Bill Summary	Position
<p><b>AB 1833</b> <b>Linder D</b></p> <p><b>Transportation projects: environmental mitigation</b></p>	<p>4/19/16</p> <p>Assembly Natural Resources Committee</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, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard.</p> <p><b>Last amended on 3/18/16</b></p>	
<p><b>AB 1866</b> <b>Wilk D</b></p> <p><b>High-speed rail bond proceeds: redirection: water projects.</b></p>	<p>4/12/16</p> <p>Assembly Transportation Committee</p> <p>Failed Passage 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 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>	

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 1889</b> <b>Mullin D</b></p> <p><b>Transportation Funding: Caltrain</b></p>	<p>4/19/16</p> <p>Assembly Local Government Committee</p> <p>Set For Hearing On 4/27/16</p>	<p>Existing law, operative under certain conditions, re-designates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers.</p> <p>This bill would repeal obsolete provisions relating to the Peninsula Rail Transit District.</p> <p><b>Last amended on 3/17/16</b></p>	<p><b>Support</b></p>
<p><b>AB 1908</b> <b>Harper R</b></p> <p><b>High-occupancy vehicle lanes</b></p>	<p>4/19/16</p> <p>Assembly Transportation Committee</p> <p>Failed Passage in Committee</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. <b>Last amended on 3/17/16</b></p>	
<p><b>AB 1910</b> <b>Harper R</b></p> <p><b>Transportation: advisory question: election</b></p>	<p>4/19/16</p> <p>Assembly Transportation Committee</p> <p>Failed Passage in Committee</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>	

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 1919</b> <b>Quirk D</b></p> <p><b>Local Transportation Authorities: bonds</b></p>	<p>4/19/16</p> <p>Assembly Local Government Committee</p> <p style="color: red;">Set For Hearing On 5/4/16</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 require the 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. <b>Last amended on 4/4/16</b></p>	
<p><b>AB 1938</b> <b>Baker R</b></p> <p><b>Toll facilities: Metropolitan Transportation Commission</b></p>	<p>4/4/16</p> <p>Assembly Transportation Committee</p> <p>Failed Passage in Committee</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>	

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 1964</b> <b>Bloom</b></p> <p><b>High-occupancy vehicle lanes: vehicle exceptions</b></p>	<p>4/12/16</p> <p>Assembly Appropriations Committee</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. Existing law authorizes the Department of Motor Vehicles to issue those identifiers until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. Existing law prohibits the Department of Motor Vehicles from issuing more than 85,000 identifiers that clearly distinguish a partial or transitional zero-emission vehicle, as specified.</p> <p>This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would provide that identifiers issued for identified vehicles are valid until January 1, 2019. The bill would authorize the Department of Motor Vehicles to issue other identifiers until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would provide that identifiers issued on or after January 1, 2018, but before January 1, 2019, would be valid until January 1, 2021. The bill would provide that identifiers issued for partial or transitional zero-emission vehicles on or after January 1, 2019, would be valid until January 1 of the 3rd year after the year of issuance. The bill would remove the limit of 85,000 identifiers for those vehicles, and would instead prohibit the Department of Motor Vehicles from issuing identifiers if the sale of new vehicles of that category reaches at least 8.6% of the total new car market share for 2 consecutive years, upon notification by the State Air Resources Board, as specified. The bill would make conforming changes allowing vehicles displaying specified identifiers to use HOV lanes. <b>Last amended on 4/11/16</b></p>	
<p><b>AB 2030</b> <b>Mullin D</b></p> <p><b>Transportation Districts: Contracts</b></p>	<p>4/14/15</p> <p>Assembly Local Government Committee</p> <p>Set For Hearing on 5/4/16</p>	<p>Existing law requires contracts of the San Mateo County Transit District for the purchase of supplies, equipment, and materials to be let to the lowest responsible bidder or to the bidder who submits a proposal that provides best value, as defined, if the amount of the contract exceeds \$100,000 and requires the district, to the extent practicable, to obtain a minimum of 3 quotations for those contracts between \$2,500 and \$100,000.</p> <p>Existing law requires the district, if the contract is for the construction of transit works or transit facilities, to let the contract to the lowest responsible bidder, except as provided, if the amount of the contract exceeds \$10,000.</p> <p>This bill would instead impose those bidding requirements if the amount of the contracts exceeds \$150,000 and would require a minimum of 3 quotations for contracts between \$5,000 and \$150,000. The bill would require that \$5,000 threshold to be adjusted to reflect changes in the Consumer Price Index.</p> <p>The bill would instead impose that bidding requirement if the amount of the contract exceeds \$100,000 and would require that \$100,000 threshold to be adjusted to reflect changes in the Consumer Price Index.</p>	<p><b>Support</b></p>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 2049</b> <b>Melendez R</b></p> <p><b>High-Speed Rail bonds: prohibition of issuance and conversion to other transportation purposes</b></p>	<p>4/13/16</p> <p>Assembly Transportation Committee</p> <p>Failed Passage In Committee</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. 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 \$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 a 2/3 vote of each house of the Legislature and a majority of 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 I blended system. The bill, subject to the above exception, 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 projects in the State Transportation Improvement Program and the State Highway Operation and Protection Program, and to fund projects eligible for funding from the Trade Corridors Improvement Fund. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election.</p>	
<p><b>AB 2126</b> <b>Mullin D</b></p> <p><b>Construction Manager/General Contractor</b></p>	<p>4/13/16</p> <p>Assembly Appropriations Committee</p>	<p>Existing law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified.</p> <p>This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services.</p>	<p><b>Support</b></p>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 2332</b> <b>Garcia D</b></p> <p><b>Transportation Funding: Complete Streets</b></p>	<p>4/19/16</p> <p>Assembly Transportation Committee</p>	<p>Existing law provides that the Department of Transportation has full possession and control over the highways of the state and is responsible for preparing the state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Existing law requires the department to submit a draft 5-year interregional transportation improvement program that consists of, among other things, projects to improve state highways.</p> <p>Existing law also creates the California Transportation Commission, with specified powers and duties relative to the programming of transportation capital improvement projects and the allocation of state transportation funds for state transportation improvement projects. Existing law requires the department, in consultation with the commission, to prepare an asset management plan to guide selection of projects for the state highway operation and protection program consistent with any applicable state and federal requirements. Existing law requires the commission, in connection with the asset management plan, to adopt targets and performance measures reflecting state transportation goals and objectives.</p> <p>This bill would require the department to increase the annual number of complete street projects undertaken by the department by 20% over the 2016 baseline by the year 2020 and increase accessibility for low-income and disadvantaged communities by increasing multimodal transportation proximity to employment, jobs, housing, and recreation areas. The bill would establish department goals to reduce by 10% based on the 2016 baseline the number of transit, pedestrian, and bicyclist fatalities, and reduce by 15% statewide per capita the vehicle miles traveled by the year 2020, and to increase travel by non-automobile modes of travel, as specified.</p> <p>This bill would require the draft 5-year interregional transportation program to include projects to implement complete streets, as defined, and the state highway operation and protection program to include capital improvements relative to multiuse, including complete streets. The bill would require the department to hold at least one public hearing in each of its districts on state highway operation and protection program projects and would require the hearing to be accessible by public transit, held at times that are convenient for disadvantaged community residents, and upon request, provide translation services. The bill would require the commission, no later than July 1, 2017, in connection with the asset management plan, to also adopt targets and performance measures that reflect state transportation goals and objectives that, among other things, improve mobility, access, and safety for non-motorized users in disadvantaged communities by requiring not less than 35% of state highway operation and protection program projects be located in urban and rural disadvantaged communities. The bill would also require that funds in the State Highway Account in the State Transportation Fund be programmed for specified safety improvements that would reduce fatalities and the number and severity of injuries to pedestrians. <b>Last amended on 4/5/16</b></p>	

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 2411</b> <b>Frazier D</b></p> <p><b>Non-Article XIX Funds</b></p>	<p>4/19/16</p> <p>Assembly Appropriations Committee</p>	<p>Existing law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.</p> <p>This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. The bill would instead deposit funds in the State Highway Account.</p>	
<p><b>AB 2542</b> <b>Gatto D</b></p> <p><b>Streets and Highways: reversible lanes</b></p>	<p>4/19/16</p> <p>Assembly Appropriations Committee</p>	<p>Existing law provides that the Department of Transportation is in full possession and control of the state highway system. Existing law generally provides for the California Transportation Commission to program available funding for transportation capital projects, other than state highway rehabilitation projects, through the State Transportation Improvement Program, which includes projects recommended by regional transportation planning agencies through the adoption of a regional transportation improvement program and projects recommended by the department through the adoption of an interregional transportation improvement program, as specified.</p> <p><i>This bill would require the department or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the commission for approval, to demonstrate that reversible lanes were considered for the project. <b>Last amended on 3/15/16</b></i></p>	
<p><b>AB 2847</b> <b>Patterson R</b></p> <p><b>High-Speed Rail Authority: reports</b></p>	<p>4/19/16</p> <p>Assembly Appropriations Committee</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority (Authority) to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports.</p> <p>This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes. <b>Last amended on 4/11/16</b></p>	

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>ACA 4</b> <b>Frazier D</b></p> <p><b>55% Threshold for Local Sales Tax Measures: transportation</b></p>	<p>8/27/15</p> <p>Assembly Appropriations Committee</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a sales and use tax pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a sales and use tax for local transportation projects submitted at the same election. <b>Last amended on 8/17/15</b></p>	<p><b>Support</b></p>
<p><b>ABx1 1</b> <b>Alejo D</b></p> <p><b>Transportation Funding</b></p>	<p>6/24/15</p> <p>Assembly Rules Committee</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts, including commercial truck weight fees, to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. The bill would also restore truck weight fees back to the State Highway Account.</p>	
<p><b>ABx1 3</b> <b>Frazier D</b></p> <p><b>Transportation Funding</b></p>	<p>2/28/16</p> <p>Conference Committee</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.</p>	
<p><b>ABx1 4</b> <b>Frazier D</b></p> <p><b>Transportation Funding</b></p>	<p>7/10/15</p> <p>Assembly Rules Committee</p>	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>ABx1 6</b> <b>Hernandez D</b></p> <p><b>Affordable Housing &amp; Sustainable Communities Program</b></p>	<p>7/16/15</p> <p>Assembly Rules Committee</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives.</p> <p>This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	
<p><b>ABx1 7</b> <b>Nazarian D</b></p> <p><b>Public Transit Funding</b></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>	<b>Support</b>
<p><b>ABx1 8</b> <b>Chiu D</b></p> <p><b>Diesel Sales and Use Tax</b></p>	<p>7/17/15</p> <p>Assembly Rules Committee</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation.</p> <p>The bill would include a change in state statute that would result in a taxpayer paying a higher tax within the meaning of Section 3 of Article XIII A of the California Constitution, and thus would require for passage the approval of 2/3 of the membership of each house of the Legislature. This bill would take effect immediately as a tax levy.</p>	<b>Support</b>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>ABx1 13</b> <b>Grove R</b></p> <p><b>Greenhouse Gas Reduction Fund: streets and highways</b></p>	<p>8/31/15</p> <p>Introduced</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided.</p> <p>This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half.</p> <p>Beginning in the 2016-17 fiscal year, it would continuously appropriate 50% of the annual proceeds of the Greenhouse Gas Reduction Fund, with 50% of that appropriation to Caltrans for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes.</p>	<p><b>Oppose</b></p>
<p><b>ABx1 23</b> <b>Garcia D</b></p> <p><b>Transportation Funding</b></p>	<p>9/4/15</p> <p>Introduced</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program (SHOPP) every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program (STIP) administered by the California Transportation Commission (CTC), which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified.</p> <p>Existing law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, with specified available funds to be awarded to eligible projects by the California Transportation Commission and regional transportation agencies, as specified.</p> <p>This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.</p> <p>This bill would specifically require \$125,000,000 to be appropriated annually from the State Highway Account to the Active Transportation Program, with these additional funds to be used for network grants that prioritize projects in underserved areas, as specified.</p>	

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>ABx1 24</b> <b>Levine &amp; Ting D</b></p> <p><b>Bay Area Transportation Commission: election of Commissioners</b></p>	<p>9/11/15</p> <p>Introduced</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified.</p> <p>This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. Commissioners are required to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed.</p> <p>This bill, effective January 1, 2017, would delete the Bay Area Toll Authority's status as a separate entity from the Metropolitan Transportation Commission and merge the authority into the Bay Area Transportation Commission.</p>	
<p><b>SB 321</b> <b>Beall D</b></p> <p><b>Motor Vehicle Fuel Rate Adjustments</b></p>	<p>9/11/15</p> <p>Senate Floor-Concurrence</p> <p>Inactive File</p> <p>Two-Year Bill</p>	<p>Existing law requires the State Board of Equalization, for the 2011–12 fiscal year and each fiscal year thereafter, on or before March 1 of the fiscal year immediately preceding the applicable fiscal year, to adjust the motor vehicle fuel tax rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the sales and use tax exemption on motor vehicle fuel, based on estimates made by the board. Existing law also requires, in order to maintain revenue for each year, the board to take into account actual net revenue gain or loss for the fiscal year ending prior to the rate adjustment date. Existing law requires this adjusted rate to be effective during the state's next fiscal year.</p> <p>This bill for the 2016–17 fiscal year and each fiscal year thereafter, instead require the board, on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. <b>Last amended on 8/18/15</b></p>	<p><b>Support</b></p>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>SB 824</b> <b>Beall D</b></p> <p><b>Low Carbon Transit Operations Program</b></p>	<p>4/19/16</p> <p>Senate Appropriations 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 specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, for expenditures to provide transit operating or capital assistance consistent with specified criteria. Existing law provides for distribution of available funds under the program by a specified formula to recipient transit agencies by the Controller, upon approval of the recipient transit agency's proposed expenditures by the Department of Transportation.</p> <p>This bill would authorize a recipient transit agency that does not submit a project for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, to pool its funding share with those of other recipient transit agencies, or to apply to the department to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified. The bill would also allow a recipient transit agency to apply to the department for a letter of no prejudice <i>any eligible expenditures under the program</i> for which the department has authorized a disbursement of funds, and, if granted, would allow the recipient transit agency to expend its own moneys and to be eligible for future reimbursement from the program, under specified conditions. The bill would also require a recipient transit agency to provide additional information to the department to the extent funding is sought for capital projects. <b>Last amended on 4/11/16</b></p>	<p><b>Support</b></p>
<p><b>SB 885</b> <b>Wolk D</b></p> <p><b>Construction Contracts: indemnity</b></p>	<p>4/18/16</p> <p>Assembly Judiciary Committee</p> <p>Set For Hearing on May 3</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. <b>Last amended on 4/18/16</b></p>	<p><b>Oppose</b></p>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>SB 901</b> <b>Bates R</b></p> <p><b>Transportation Projects: Advanced Mitigation Program</b></p>	<p>3/23/16</p> <p>Senate Transportation and Housing Committee</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>	
<p><b>SB 903</b> <b>Nguyen R</b></p> <p><b>Transportation Funds: loan repayment</b></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.</p> <p>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><b>SB 998</b> <b>Wieckowski D</b></p> <p><b>Vehicles: mass transit guideways</b></p>	<p>4/19/16</p> <p>Senate Appropriations Committee</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>This bill would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. <b>Last amended on 4/6/16</b></p>	

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>SB 1128</b> <b>Glazer D</b></p> <p><b>Commuter Benefit Policies</b></p>	<p>4/14/16</p> <p>Assembly Desk</p>	<p>Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Existing law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Existing law makes these provisions inoperative on January 1, 2017.</p> <p>This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently. The bill would also delete bicycle commuting as a pretax option under the program and instead would authorize a covered employer, at its discretion, to offer commuting by bicycling as an employer-paid benefit in addition to commuting via public transit or by vanpool. The bill would also delete the reporting requirement.</p>	<p><b>Support</b></p>
<p><b>SB 1141</b> <b>Moorlach R</b></p> <p><b>State Highways: transfer to local agencies pilot</b></p>	<p>4/19/16</p> <p>Senate Transportation &amp; Housing Committee</p> <p>Failed Passage in Committee</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties with respect to operation, maintenance, and improvement of state highways. Existing law authorizes the California Transportation Commission to exercise various powers and duties on transportation matters, including the allocation of certain transportation capital improvement funds available to the state.</p> <p>This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are may be selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to the county or to a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program and to select the county or counties participating in the program by January 1, 2018, from applications received, but would provide that participation of a county in the pilot program is voluntary. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as speci ed. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program. The bill would provide that its provisions shall become inoperative on January 15, 2018, if the commission is unable to select at least one county to participate in the pilot program because no county has submitted an application to the commission. <b>Last amended on 4/5/16</b></p>	
<p><b>SB 1259</b> <b>Runner R</b></p> <p><b>Vehicles: toll payment: veterans</b></p>	<p>4/19/16</p> <p>Senate Transportation and Housing Committee</p>	<p>Under existing law, a vehicle that enters into or upon a vehicular crossing, as defined, is liable for tolls and other charges prescribed by the California Transportation Commission. Under existing law, it is unlawful to refuse to pay, or to evade or attempt to evade the payment of, tolls or other charges on any vehicular crossing, as defined, or toll highway. A violation of those provisions is subject to civil penalties. Existing law exempts authorized emergency vehicles, as defined, from payment of a toll and related fines under specified conditions.</p> <p>This bill would exempt vehicles occupied by a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility.</p>	

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Measure	Status	Bill Summary	Position
<b>SBx1 1</b> <b>Beall (D)</b>  <b>Transportation Funding</b>	9/4/15  Senate Appropriations Committee	Similar to SB 16 with the following exceptions: Increases and extend revenues in perpetuity, as opposed to the original five-year plan. As a result, SBx1 1 would generate over \$6 billion as opposed to \$3.4 billion. Provides 5% of proceeds off the top to go to counties that acquire a local sales tax measure after July 1, 2015, before splitting proceeds 50/50 between the SHOPP and local streets and roads. Allow cities and counties to use funding for other transportation purposes if the city or county's pavement condition index meets or exceeds 85. Require the Board of equalization to make adjustments to the gas tax based on the consumer price index, rather the revenue neutral adjustments that have historically been made to reflect what would have been generated by a sales tax on gasoline. <b>Last amended on 9/1/15</b>	
<b>SBx1 2</b> <b>Huff (D)</b>  <b>Greenhouse Gas Reduction Fund</b>	9/1/15  Senate Transportation & Infrastructure Development Committee  Failed Passage in Committee. Reconsideration granted.	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 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.  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.	
<b>SBX1 4</b> <b>Beall (D)</b>  <b>Transportation Funding</b>	2/18/16  Conference Committee	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.  This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure. <b>Last amended on 9/4/15</b>	
<b>SBX1 5</b> <b>Beall (D)</b>  <b>Transportation Funding</b>	9/1/15  Assembly Desk	Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.  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.	
<b>SBx1 7</b> <b>Allen (D)</b>  <b>Diesel Sales and Use Tax</b>	9/3/15  Senate Appropriations Committee	Identical to ABx1 8 (Chiu). <b>Last amended on 9/3/15</b>	<b>Support</b>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<b>SBx1 8 Hill (D)</b>  <b>Public Transit Funding</b>	9/2/15  Senate Appropriations Committee	Identical to ABx1 7 (Nazarian).	<b>Support</b>
<b>SBX1 10 Bates (R)</b>  <b>STIP Program</b>	8/20/15  Senate Transportation & Infrastructure Development Committee  Testimony taken. Held in Committee	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission (CTC) generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available.</p> <p>Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program (STIP) process, with 25% of funds available for interregional projects selected by the Department of Transportation (Caltrans) through preparation of an interregional transportation improvement (ITIP) program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program (RTIP).</p> <p>Existing law requires funds available for regional projects to be programmed by the commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Existing law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others.</p> <p>This bill would revise the process for programming and allocating the 75% share of state and federal funds available for RTIP projects. The bill would require the department to annually apportion, by the existing formula, the county share for each county to the applicable metropolitan planning organization, transportation planning agency, or county transportation commission, as a block grant.</p> <p>These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional transportation agencies. The bill would require the regional transportation agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the CTC to incorporate the RTIP into the STIP.</p> <p>The bill would eliminate the role of the CTC in programming and allocating funds to these regional projects, but would retain certain oversight roles of the CTC with respect to expenditure of the funds. The bill would repeal provisions governing computation of county shares over multiple years and make various other conforming changes.</p>	

## SMCTA Bill Matrix – April

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

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Measure	Status	Bill Summary	Position
<p><b>SBx1 13</b> <b>Vidak (R)</b></p> <p><b>Office of The Transportation Inspector General</b></p>	<p>9/3/15</p> <p>Senate Appropriations Committee</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes.</p> <p>This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.</p> <p>The bill would provide for the Governor to appoint the Transportation Inspector General (TIG) for a 6-year term, subject to confirmation by the Senate, and would provide that the TIG may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the TIG, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded. <b>Last amended on 9/3/15</b></p>	
<p><b>SBx1 14</b> <b>Cannella (R)</b></p> <p><b>Public-Private Partnerships</b></p>	<p>8/19/15</p> <p>Senate Transportation &amp; Infrastructure Committee</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would authorize public-private partnerships indefinitely.</p>	