



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

September 1, 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 August 4, 2016
 - b. Acceptance of Statement of Revenues and Expenditures for July 2016
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. Joint Powers Board Report – J. Hartnett INFORMATIONAL
8. Report of the Executive Director – J. Hartnett INFORMATIONAL
9. Finance
 - a. Authorize Execution of a Memorandum of Understanding with the City/County Association of Governments for the Development of Performance Measures as Part of a Highway Needs Assessment RESOLUTION
10. Program
 - a. Authorize Revisions to Guiding Principles for Project Selection for the Measure A Grade Separation Program RESOLUTION
 - b. Request by the City of San Mateo for Measure A Funds for the 25th Avenue Grade Separation Project INFORMATIONAL
 - c. Program Report: Transit Ferry Program – South San Francisco INFORMATIONAL
 - d. Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2016 INFORMATIONAL
 - e. Update on State and Federal Legislative Program INFORMATIONAL

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

11. Requests from the Authority
12. Written Communications to the Authority
13. Date/Time of Next Meeting: Thursday, October 6, 2016, 5 p.m. at
San Mateo County Transit District Administrative Building,
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue,
San Carlos, CA 94070
14. 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
15. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

MINUTES OF AUGUST 4, 2016

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

MEMBERS ABSENT: M. Freschet, K. Ibarra, C. Johnson

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

Chair Carole Groom called the meeting to order at 5:09 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

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

APPROVAL OF CONSENT CALENDAR

- Approval of Minutes of June 2, 2016
- Information on Statement of Revenues and Expenditures for June 2016
- Authorize Approval and Ratification of the Fiscal Year (FY) 2017 Insurance Program with Wells Fargo Insurance Services at a Total Premium Cost of \$237,118

Motion/Second: Nihart/Horsley

Ayes: Horsley, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra, Johnson

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENDITURES FOR MAY 2016

Director Karyl Matsumoto said sales tax and rental income are worse than prior year and asked if this is any indication that things are flattening out and will start going down. Jim Hartnett, Executive Director, said sales tax revenues simply did not go up as expected. Sales tax reports lag real time so staff is guessing based upon older data.

Director Mary Ann Nihart said Pacifica's largest sales tax is gas tax. Gas being less costly will impact the county. Mr. Hartnett said he is not sure this is due to gas tax.

Eli Kay, Chief Financial Officer, said the trend is down so far. Staff expects to come up short \$2 to \$3 million against what was expected for the year. The first quarter money has not come in yet.

Motion/Second: Nihart/Horsley

Ayes: Horsley, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra, Johnson

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT

Resolution of Appreciation to Chuck Harvey, Deputy CEO

Chair Groom presented a Resolution of Appreciation to Chuck Harvey, Deputy CEO, who retired after 35 years in transportation, including 15 years as Chief Operating Officer and Deputy CEO of Operations, Engineering and Construction, positions that placed him in a unique role carrying out the many infrastructure projects and programs authorized by the TA.

Motion/Second: Matsumoto/Horsley

Ayes: Horsley, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra, Johnson

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

The August 3 report is in the reading file.

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

The August 4 report is in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

Mr. Hartnett said:

- The San Mateo City Council awarded the contract for construction of the Poplar Corridor Safety Improvement Project in June 2016 and construction is due to be complete in spring 2017. The project scope includes the median barrier and other safety improvements along Poplar Avenue between Highway 101 and Humboldt Street. In October 2012, the TA allocated \$1.5 million for environmental design, and construction phases of the project. The total project cost is \$2.2 million and the city of San Mateo contributed \$700,000.
- The Supplemental Project Initiation Document for the Highway 101 Managed Lane Project expanded the limits of the project down to the Santa Clara County area and added express lanes as an alternative. This was approved by California State Department of Transportation (Caltrans) on June 3. The cooperative agreement executed on June 22 with Caltrans for the environmental phase of the project defines the terms and conditions of funding as well as roles and responsibilities of the agencies involved. On June 30 there was a kickoff meeting of the Executive Steering Committee. An agreement was authorized by the TA in June with the San Mateo County Economic Development Association on the \$3 million in private funding to supplement the Measure A funding for the environmental phase. The Metropolitan Transportation Commission (MTC) supported reprogramming \$8.9 million of Federal earmarks to accelerate the environmental design phase of the project.
- Lots of progress has been made on the reconstruction of the Highway 101/Broadway Avenue Interchange with the major components scheduled to be completed next summer. Additional costs have been incurred to date associated with the utility relocation work, construction management and design support during construction, which are projected to be higher than budgeted. TA staff is working with Caltrans to pursue strategies to deliver the project within budget. Additional funding will probably be needed. TA staff,

Caltrans, and utility companies are working together to quantify the anticipated shortfall.

PROGRAM REPORT: ALTERNATIVE CONGESTION RELIEF (ACR)

John Ford, Executive Director, Commute.org, presented:

- ACR Program Report and Work Plan
 - Commute.org educates, promotes and supports commute options for residents and employees in San Mateo County
 - Goal to reduce single-occupant vehicle travel during peak commute hours for environmental, economic and mobility benefits
 - Program areas: employer outreach and support, first/last-mile shuttle program, commuter engagement
 - Lean joint powers authority structure allows for innovative programs, rapid deployment/corrections and public/private partnerships
- Work plan for FY2016-2017
 - Shuttle program: 616,000 rides, a 27 percent increase over FY2014
 - Employer outreach: 430 active employers (113,079 employees), a 35 percent increase over FY2014
 - Commuter engagement
 - Vanpool target: 100
 - Try transit target: 660
 - Commuter campaigns target: 2,500
 - Carpool target: 400
- The website is one of the key ways to distribute information
- Key initiative for FY2016-2017
 - Employer focus groups in 2015
 - Piloted during 2016 commuter challenge
 - Full platform launch in September
 - Key features
 - Employer networks
 - Dynamic/traditional ridesharing integration
 - Application-based trip logging
 - School pool functionality
- The my.commute.org website was shown, which allows users to plan and log trips on all modes of transit, including statistics about travel time and greenhouse gas emissions saved, and earn incentives from their employer
- Funding profile
 - TA: FY2015: \$435,000; FY2016: \$445,000
 - City/County Association of Governments (C/CAG) Assembly Bill (AB) 434: FY2015: \$472,300; FY2016: \$525,000
 - C/CAG Congestion Relief: FY2015: \$510,000; FY2016: \$510,000
 - Shuttle funding: FY2015: \$2,234,700; FY2016: \$2,310,300
- Budget Revenue
 - C/CAG AB 434: 13.2 percent
 - C/CAG congestion relief: 13.6 percent
 - Shuttle consortium funding: 21.1 percent
 - TA shuttle grants: 38.7 percent
 - MTC outreach: 1.8 percent

- TA Measure A: 11.5 percent
- Interest/miscellaneous: 0.1 percent
- Budget Expenses
 - Shuttle operations: 57 percent
 - Employer programs: 16 percent
 - Commuter programs: 13 percent
 - Public/private partnerships: 6 percent
 - Administrative/agency development: 8 percent

Director Matsumoto asked for a list of employers who contribute to the shuttle.

Director Nihart asked if agencies have to be outside of the county to use this program. Mr. Ford said anyone who travels to, through, or from the county can use it. These are public dollars that Commute.org is matching with public funds. The shuttles are open to the public.

Director Nihart said this is a great incentive to get people more engaged.

FINANCE

Authorize Allocation of \$445,000 in New Measure A ACR Funds to the Peninsula Traffic Congestion Relief Alliance to Support the Countywide Congestion Relief Program for Fiscal Year 2017

Joel Slavit, Manager, Programming and Monitoring, said staff is proposing the Board allocate \$445,000 in New Measure A ACR funds to help fund Commute.org's annual countywide congestion relief program. Commute.org has historically received New Measure A funds from this program to help fund the administration of its commute alternative programs.

Public Comment

Rich Hedges, San Mateo, said Mr. Ford is doing a great job. Mr. Ford put shuttles in Google planner. The new buses are better and more comfortable.

Motion/Second: Horsley/Matsumoto

Ayes: Horsley, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra, Johnson

Authorize Programming and Allocation to Advance \$5.9 Million of Measure A Funding for the Route 92/El Camino Real Interchange Project and a Reimbursement Agreement with Caltrans

Joe Hurley, Director, TA Program, said the State funding is the primary source the TA taps into to match the Measure A money for improvements on the State highway system. On May 18, the California Transportation Commission (CTC) adopted the 2016 State Transportation Improvement Program (STIP), and driven by diminishing gas tax revenues, \$754 million of funding Statewide was deprogramed and another \$750 million was deferred. There are two projects affected by this action: the Route 92/El Camino Real Interchange Project and the Highway 101/Willow Road Interchange Project. The adopted 2016 STIP does not make funding available for these projects until FY2017-2018. Staff has explored funding mechanisms and sources with C/CAG, Caltrans, MTC, and

local jurisdictions to advance the projects, including the application for a Federal grant through the Fast Lane Program, which was not successful. One option is a statutorily authorized process, which the TA has employed in the past, which allows local agencies to advance the money to project sooner than the State funds are programed, and then be reimbursed by the State at a future time when State funds become available. The advancement of funds through this process will fully fund these two projects and allow them to begin construction late summer/early fall. This will avoid more than a year delay to the benefits of these projects in terms of congestion relief and safety improvements. This also guards against potential inflation factors associated with construction costs and delays. The timing of the reimbursement is subject to availability of State funds. The reimbursement will be the subject of an agreement between Caltrans and the TA.

Director Matsumoto questioned the staff report, which states that with all agreements with the State, Caltrans does not guarantee payment of funds, and the city would not be able and would not be obligated to reimburse the TA for advanced funds. Mr. Hurley said the State will not guarantee reimbursement, however historically there has never been a situation where the local agency has entered into this situation and not been reimbursed.

Director Nihart asked how assured the TA is that the State will reimburse the TA. Mr. Hurley said when a local agency takes the initiative to advance local money it becomes a number one priority when State funds become available. It is a higher priority than a new project would receive.

Joan Cassman, Legal Counsel, said in developing the staff report legal discussed the fact that there is a risk. The State will not guarantee a repayment. There is no precedent for the State not honoring the obligation. It could happen but it probably will not.

Mr. Hurley said with all the cooperative agreements the TA has had with Caltrans there was always that disclaimer that it was subject to the legislative approval of the budget.

Director Don Horsley said the choice is to delay the project and wait until more money from State, but that is probably not a good idea because both projects need to be done now. These are good investments in both projects and he is confident the TA will get the funding reimbursed.

Chair Groom said these two projects have been on the list for a long time, are extremely dangerous and are a risk. The TA is at risk if not getting paid back, but these projects are risks to the residents of this county. The fact that the State cut these programs is unconscionable. The State has a healthy surplus.

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

Authorize Programming and Allocation of \$10.4 Million of Measure A Funding for the Highway 101/Willow Road Interchange Project and a Reimbursement Agreement with Caltrans

Mr. Hurley said this is the same situation as the previous item.

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

Authorize Allocation of \$14,960,000 in New Measure A Funds to the San Mateo County Transit District for Application Towards the Caltrain Program Category and the Paratransit Program Category

Mr. Kay said the dollars designated are based on a percentage per the Transportation Expenditure Plan up to 8 percent for Caltrain operating expenditures and 4 percent for paratransit.

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

Authorize Amendment of the Investment Policy and Reauthorization to Invest Monies with the Local Agency Investment Fund

Mr. Kay said the proposed action is to amend the investment policy benchmarks that relate to the current portfolio and to update investment descriptions in the policy. There is no implication on the budget.

Director Horsley said never heard of Banker's Acceptance. Mr. Kay said it is a financial instrument that the TA does not use, but it is included in the policy to align with the California Government Code as an allowable investment. The TA does not invest in anything risky.

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

Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2016

Mr. Kay said this report includes types of investments, descriptions, securities held by the TA's funds, and a statement that the portfolio complies with the investment policy, which it does. The investment portfolio is managed by PFM Asset Management LLC, and liquidity funds are managed by TA staff. The total return for the quarter ended June 30 is 0.65 percent, approximately \$1 million return on the portfolio. The total portfolio value today is \$473 million.

Director Nihart asked if the United States is bouncing back from the results of the Brexit referendum. Mr. Kay said the United States is still in a very low interest rate environment.

Director Nihart asked how the yields on TA investments are doing. Mr. Kay said yields are very low. The first priority is security of the investment, so the TA invests in the least risky assets, which are at very low interest rates.

Director Nihart asked how long this will go on. Mr. Kay said the yield curve, what interest rates will look like in the next five to 10 years, is a guess. The guess is they will be 2 percent to 2.5 percent in next 10 years.

Motion/Second: Horsley/Nihart

Ayes: Horsley, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra, Johnson

PROGRAM

Program Report: Grade Separation Program

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

- Program Overview
 - Purpose of program is to improve safety at railroad crossings and to relieve traffic congestion
 - 15 percent of the New Measure A Program
 - \$225 million in 2004 dollars over the life of the program, assumes \$60 million in annual New Measure A receipts
 - Allocated \$54.9 million to date
 - Cities with candidate railroad crossings listed in the Expenditure Plan
 - South San Francisco
 - San Bruno
 - Millbrae
 - Burlingame
 - San Mateo
 - Redwood City
 - Menlo Park
 - Atherton
 - East Palo Alto
 - New Measure A funded projects: \$54.9 million
 - San Bruno, San Mateo, and Angus avenues in San Bruno
 - 25th Avenue in San Mateo
 - Ravenswood in Menlo Park
- Planning studies
 - Identified technically feasible alternatives for grade separation of the Caltrain corridor in San Mateo County
 - High-level development of alternatives
 - Primarily looked at grade separation options at each crossing
 - High/medium/low assessment of impacts of each scenario
 - Coordinated study efforts with local public works departments
 - Studies completed September 2009
 - Identified physical impacts and costs
 - Included property, driveway access, street, utility, and parking impacts
 - High-level assessment

- Assumed “all or nothing” property takes
 - Order of magnitude costs
 - Costs varied on different alternatives
- Order of magnitude cost ranges in 2009 dollars for a few studied grade separations
 - Broadway, Burlingame: \$115 million to \$559 million
 - Ravenswood Avenue, Menlo Park: \$113 million to \$463 million
 - South Linden Avenue, South San Francisco: \$132 million to \$333 million
- Board approved funding guiding principles in April 2013
 - Allocate at least 80 percent of remaining available funds for construction
 - Allocate up to 20 percent for pre-construction, with at least 10 percent for design
- Guiding principles: programming and allocation
 - Program and allocate funds to separate project phases
 - Planning/project study report
 - Preliminary engineering/environmental assessment
 - Design
 - Construction
 - Planning/project study report
 - Study project alternatives
 - Develop cost estimates
 - Include at least one scenario consistent with the Caltrain/high-speed rail blended system
 - Include Caltrain in the planning process
 - Preliminary engineering/environmental
 - Complete necessary Federal and/or State environmental assessment
 - City council approval and Caltrain concurrence with selected alternative
 - Design
 - Complete design with Caltrain to ensure railroad design standards are met
 - City council approval and Caltrain concurrence with the selected alternative
 - Construction
 - Constructed by Caltrain
 - Secure full funding plan
 - City council approval and Caltrain concurrence with the selected alternative
- 2013 solicitation evaluation criteria
 - Project readiness: 20 percent
 - Safety and traffic improvement: 35 percent
 - Project need and justification: 35 percent
 - Funding leverage: 10 percent
- 2013 solicitation outcome
 - In 2013, TA solicited interest from cities in completing grade separation project over the next 10 years

- Five cities responded:
 - San Bruno, South San Francisco, Burlingame, San Mateo, and Menlo Park
- Funded several projects through planning
- Projects are being completed in varying schedules; cities are seeking funding through special circumstances requests
- Insufficient revenue to fully fund these projects through construction
- Future funding outlook
 - Remaining amount of Measure A funding anticipated to be available
 - Approximately \$235 million projected to be available for remaining life of the program, based upon updated 2016 dollars
 - Other Federal and State funding that may be available for grade separations
 - State Section 190 - \$15 million annually
 - Federal Railroad Administration (FRA) – railroad safety infrastructure improvement grants – 2016 solicitation provides \$25 million
 - California High Speed Rail Authority (CHSRA)
- Project selection process: alternatives for consideration
 - Continue funding calls with no change
 - Provides maximum flexibility
 - Insufficient funding to fully fund projects in progress through construction
 - Scheduling when to issue calls for projects process is a challenge due to varying project schedules
 - May need to consider special circumstance requests
 - Primarily focus on projects that are ready to go into the next phase
 - Focus only on projects in process
 - Conserves resources, but precludes others
 - Prioritize funding based on Caltrain's Grade Crossing Hazard Analysis, blended system consideration, and Public Utilities Commission scores
 - Focus on projects in process, but consider funding for new projects to complete planning only
 - Primarily limit remaining funding for existing projects
 - Opportunity to further study others
- Next steps
 - August: review existing policy; solicit Board input on potential program changes
 - September: Board approves changes to program

Director Matsumoto said CHSRA is not even addressing this issue. She is not counting on support from CHSRA. She said the five most hazardous and most used intersections should be identified since funds are so limited. She said she would rather the TA address one or two crossings and successfully addressing a safety issue rather than dole out \$1 million or \$2 million for planning each project.

Chair Groom said the projects for final consideration have to have been in the pipeline, and some money has to have been expended and some work has to have been done. It would not be fair to have someone come in now with a whole new project.

Director Nihart said \$25 million for railroad safety from the FRA is not sufficient.

Update on State and Federal Legislative Program

Shweta Bhatnagar, Manager, Government and Community Relations, provided the following update:

State

On June 27 Governor Brown signed the FY2016-2017 Budget Act, which provides \$122.5 billion in General Fund spending including investments in childcare and education, and sets aside \$2 billion for the State's rainy-day reserve. Missing from the budget is the appropriation of unallocated Cap and Trade revenues, funding for roads, and a fix for the State Transit Assistance distribution methodology, which the Legislature will take up in a transportation funding trailer bill.

Senator Jim Beall and Assemblymember Jim Frazier have been working together for the past several weeks to merge their separate transportation funding proposals into one trailer bill that they hope will pass the Legislature with the required two-thirds vote.

As for the remaining Legislative calendar, August 31 marks the end of the regular session and the Governor has until September 30 to sign or veto regular session legislation.

The Special Session on Transportation can run until November 30.

Federal

There has been no movement in the House or Senate on their respective Transportation, Housing and Urban Development appropriations bill. Congress will likely pass a continuing resolution that would extend current funding during the month of September since the end of the fiscal year is September 30.

Director Horsley said the last Cap and Trade auction did not yield what was anticipated and asked if that is still the case. Ms. Bhatnagar said another auction will occur in August, but has been very little movement in terms of legislation on Cap and Trade.

Director Nihart said she is not excited that Cap and Trade will be the answer for managing greenhouse gas. She asked how much will be spent on the Federal Aviation Administration extension. Ms. Bhatnagar said staff has been working with the Board of Equalization to try to figure out exactly how much San Mateo funds will be diverted if it does pass, and it has been a struggle to come up with a number.

Ms. Cassman said the Board of Equalization does not account for sales taxes in a manner that the TA receives information that can help reach an estimation.

Chair Groom said train operators were given a five-year extension on train safety protocols. She asked if there is any action to make them do what they are supposed to do. She said this is in reference to the double lining for all freight trains carrying liquid. She would like to know if there is a final date that this safety improvement has to be done. Ms. Bhatnagar said she will get back to the Board on this issue.

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

September 1, 2016 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

The meeting adjourned at 6:39 p.m. in memory of Larry Shaine, longtime valuable CAC member.

TA CAC Chair's Report

August 4, 2016

Good evening Madam Chair and members of the Board,

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

(TA Item 4a) The CAC reviewed the Minutes of the Board's June 2, 2016 meeting, without questions or comments.

(TA Item 4b) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for May 2016, without questions or comments.

(TA Item 4c) The CAC received information that the Statement of Revenues and Expenses for the period ending June 30, 2016 will be presented at the November 3, meeting of the Board of Directors.

(TA Item ~~4c~~4d) The CAC supported the Approval and Ratification of the Fiscal Year 2017 Insurance Program with Wells Fargo Insurance Services at a Total Premium Cost of \$237,118.

(TA Item 10) 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 Alternative Congestion Relief this month by John Ford, Executive Director of Commute.org (AKA Peninsula Traffic Congestion Relief Alliance). His presentation overview included a program report and FY 2016-2017 Work Plan, which showed results of goals and objectives over several years, as well as primary program areas, which covered Employer Outreach and Support, First/Last Mile Shuttle Program, and Commuter Engagement. CAC members were very pleased with Commute.org's innovative approaches in developing new commuter participants.

(TA Item 11a) After receiving a brief report from Joel Slavitt, Manager Programming and Monitoring, the CAC supported the Allocation of \$445,000 in New Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance to Support the Countywide Congestion Relief Program for Fiscal Year 2017.

(TA Item 11b) Following a detailed overview and explanation from Joe Hurley, TA Program Director, the CAC supported the Programming and Allocation to Advance \$5.9 Million of Measure A Funding for the Route 92/El Camino Real Interchange Project and a Reimbursement Agreement with the California State Department of Transportation.

(TA Item 11c) Subsequent to a report by Joe Hurley, the CAC supported the Programming and Allocation of \$10.4 Million of Measure A Funding for the 101/Willow Road Interchange Project and a Reimbursement Agreement with the California State Department of Transportation.

(TA Item 11d) Pursuant to an update from Joe Hurley, the CAC supported the Allocation of \$14,960,000 in New Measure A Funds to the San Mateo County Transit District for Application Towards the Caltrain Program Category and the Paratransit Program Category.

(TA Item 11e) Following a comprehensive Q and A with Carl Cubba, Director-Treasury, the CAC supported the Amendment of the Investment Policy and Reauthorization to Invest Monies with the Local Agency Investment Fund.

(TA Item 11f) The CAC supported the Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2016.

(TA Item 12a) April Chan, Chief Officer, Planning, Grants and Transportation Authority provided the CAC with information on the prior planning work that the TA staff has taken with regards to grade crossing in the County and the fund programming policy that the Board has previously endorsed for the Grade Separation Program. The presentation also included alternatives for consideration regarding the project selections process moving forward. Although the CAC understands the critical funding problems for the Grade Separations, at present and going forward, members expressed that focus should be on projects in process, but opportunity should be given to further study others in the future, perhaps by setting aside a small amount of money for new projects to, at least, complete planning only. The CAC acknowledged that the cost of grade separations will only allow for one or two more projects to be funded under the current program if Measure A's proportional contribution levels remain the same as with recent projects.

(TA Item 12b) Shweta Bhatnagar, Manager Government and Community Relations, advised the CAC that the legislature approved the FY 2016-17 State Budget without a significant transportation component, however she also advised that it is possible for the legislature to address the issue beyond August 31 deadline, which represents the end of the Regular Legislative Session.

(CAC Chair's Report to the CAC)

In my own report to the CAC, I advised the CAC that we have lost three more members over the summer: The passing of Larry Shaine, and the resignation of Laurie Simonson and Phil Rosenblatt.

Larry, an 18 year member of the CAC, was considered to be one of our finest Senior Statesman. He passed away on July 11th. The loss of Larry's energy and expertise on the CAC is yet another diminishment to the vast institutional knowledge that has been enjoyed by the

CAC for these past several years. Joe Hurley and I attended the services for Larry last month in Burlingame.

Laurie Simonson, a five year member of the CAC, is moving to Colorado to be closer to her family. She has resigned effective August 2nd. She was an exceptional and dedicated member of the CAC, who was also Vice Chair of the CAC for several years, leaving that position only this past year.

Phil Rosenblatt, although only being a member of the CAC for a little over a year, certainly understood very quickly all issues in transportation in this county and was a very enthusiastic contributor to helping find solutions for same. An attorney by profession, Phil proved to be an extremely articulate member of the CAC in defining his concerns and actively advocating for solutions to county transportation issues, especially those experienced by coastal residents, of which he was a member. Unfortunately, poor health conditions that had recently surfaced have forced Phil to leave the CAC effective this past June.

The CAC has now currently only ten members remaining and eagerly awaits the filling of the empty positions.

(Staff Report to the CAC)

In Joe's report to the CAC, he advised the CAC that the Poplar Ave Improvement Project construction phase began at the end of July.

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
JULY 31, 2016**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$6,615,638 - line 7) is **better** than budget by \$348,360 or 5.6 percent. *Interest Income* (\$592,697 - line 2) is \$344,824 or 139.1 percent **better** than budget due to the sale of bonds in the portfolio for a premium.

Total Revenue (\$6,615,638 - line 7) is \$871,439 or 15.2 percent **better** than prior year actuals. *Sales Tax* (\$5,919,931 - line 1) is \$529,931 or 9.8 percent **better** than prior year. *Interest Income* (\$592,697 - line 2) is \$341,136 or 135.6 percent **better**.

Expenditures: *Total Administrative Expenses* (\$120,361 - line 22) are **better** than budget by \$22,052 or 15.5 percent. Within total administrative expenses, *Staff Support* (\$67,444 - line 18) is \$1,480 or 2.1 percent **better** than budget and *Other Admin Expense* (\$52,917 - line 20) is **better** than budget by \$20,572 or 28.0 percent.

Budget Amendment:

There are no budget amendments for the month of July 2016.

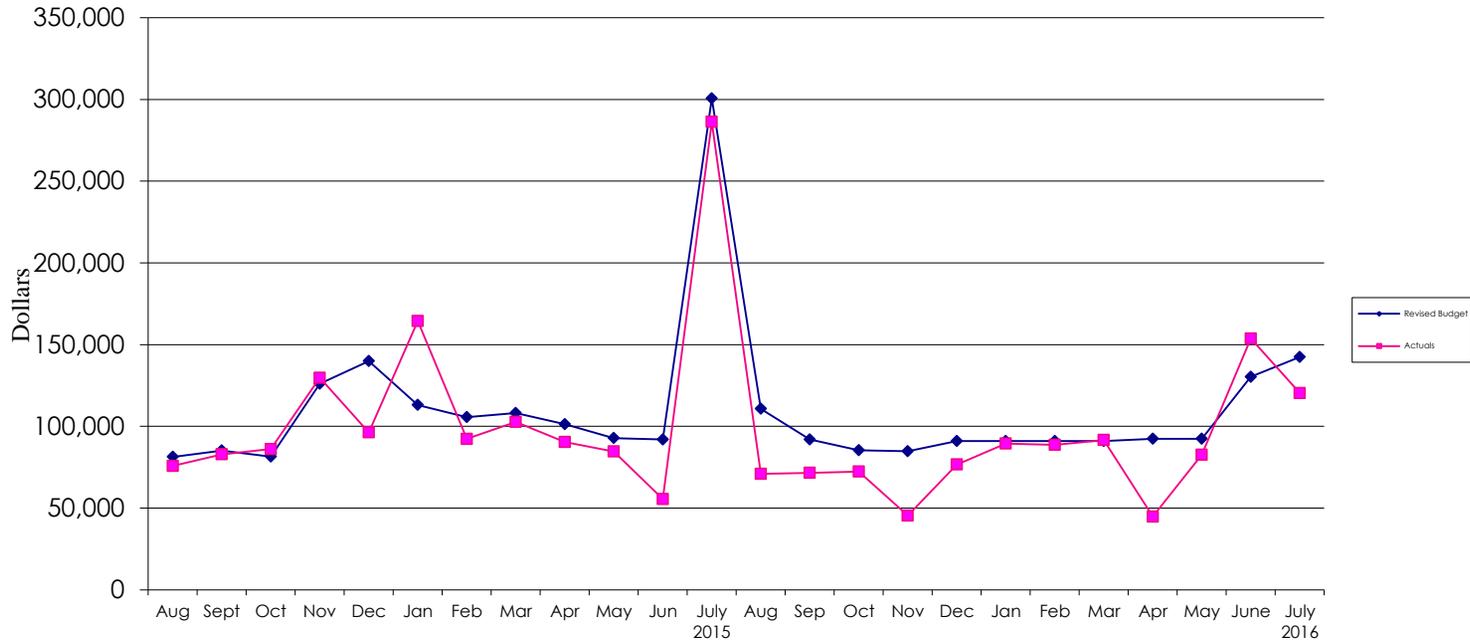
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2017
July 2016

% OF YEAR ELAPSED: 8.3%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% OF PROJ	ADOPTED BUDGET*	REVISED BUDGET**	% OF PROJ
REVENUES:								
1 Sales Tax	5,919,931	5,390,000	5,919,931	5,919,931	100.0%	83,000,000	83,000,000	7.1%
2 Interest Income	592,697	251,561	592,697	247,873	239.1%	2,974,480	2,974,480	19.9%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	103,010	102,638	103,010	99,474	103.6%	1,193,686	1,193,686	8.6%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 TOTAL REVENUE	6,615,638	5,744,199	6,615,638	6,267,278	105.6%	87,168,166	87,168,166	7.6%
8								
EXPENDITURES:								
10								
11 Annual Allocations	2,160,774	1,967,350	2,160,774	2,160,774	100.0%	30,295,000	30,295,000	7.1%
12								
13 Program Expenditures	167,618	161,620	167,618	5,793,500	2.9%	69,522,015	69,522,015	0.2%
14								
15 Oversight	51,691	61,536	51,691	98,750	52.3%	1,185,000	1,185,000	4.4%
16								
17 Administrative								
18 Staff Support	67,444	77,189	67,444	68,924	97.9%	827,084	827,084	8.2%
19 Measure A Info-Others	-	-	-	-	0.0%	15,000	15,000	0.0%
20 Other Admin Expenses	27,214	209,093	52,917	73,489	72.0%	690,361	690,361	7.7%
21								
22 Total Administrative	94,658	286,281	120,361	142,412	84.5%	1,532,445	1,532,445	7.9%
23								
24 TOTAL EXPENDITURES	2,474,741	2,476,787	2,500,444 (1)	8,195,437	30.5%	102,534,460	102,534,460	2.4%
25								
26 EXCESS (DEFICIT)	4,140,897	3,267,411	4,115,194	(1,928,158)		(15,366,294)	(15,366,294)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	472,363,864	485,249,129	479,742,406		479,742,406	479,742,406	
29								
30 ENDING FUND BALANCE	Not Applicable	475,631,275	489,364,323 (2)	477,814,248		464,376,112	464,376,112	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		1,765,041					329,137,913	
35 Current Committed Fund Balance		429,171,929 (3)					102,534,460	
36 Undesignated Cash & Net Receivable		58,427,353					(2,500,444) (1)	
37 Total		<u>489,364,323 (2)</u>					<u>429,171,929 (3)</u>	
38								
39								
40								
41								
42								
43 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
44 against the annual budget. When comparing it to the amounts shown in the								
45 "% of PROJ" column, please note that individual line items reflect variations								
46 due to seasonal activities during the year.								
47								
48 * The TA Adopted Budget is the Board adopted budget effective June 2, 2016.								
49 ** The TA Revised Budget is the adopted budget including year to date budget transfers.								
50								
51								
52								
53								
54								
55								
56								
57								

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SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '16	Aug '16	Sep '16	Oct '16	Nov '16	Dec '16	Jan '17	Feb '17	Mar '17	Apr '17	May '17	Jun '17
MONTHLY EXPENSES												
Revised Budget	142,412											
Actual	120,361											
CUMULATIVE EXPENSES												
Staff Projections	147,412											
Actual	120,361											
Variance-F(U)	27,051											
Variance %	18.35%											



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF July 31, 2016

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.795%	\$ 317,920,329	\$ 317,920,329
Local Agency Investment Fund	**	Liquid Cash	0.588%	\$ 977,075	\$ 977,075
Investment Portfolio	***	Liquid Cash	1.084%	\$ 156,811,701	\$ 156,811,701
Other		Liquid Cash	0.000%	\$ 2,034,163	\$ 2,034,163
				<u>\$ 477,743,267</u>	<u>\$ 477,743,267</u>

Accrued Earnings for July 2016	\$ 353,526.60
Cumulative Earnings FY2017	\$ 353,526.60

* County Pool average yield for the month ending July 31, 2016 was .795%. As of July , 2016 the total cost of the Total Pool was \$4,351,746,913.10 and the fair market value per San Mateo County Treasurer's Office was \$4,369,196,079.25

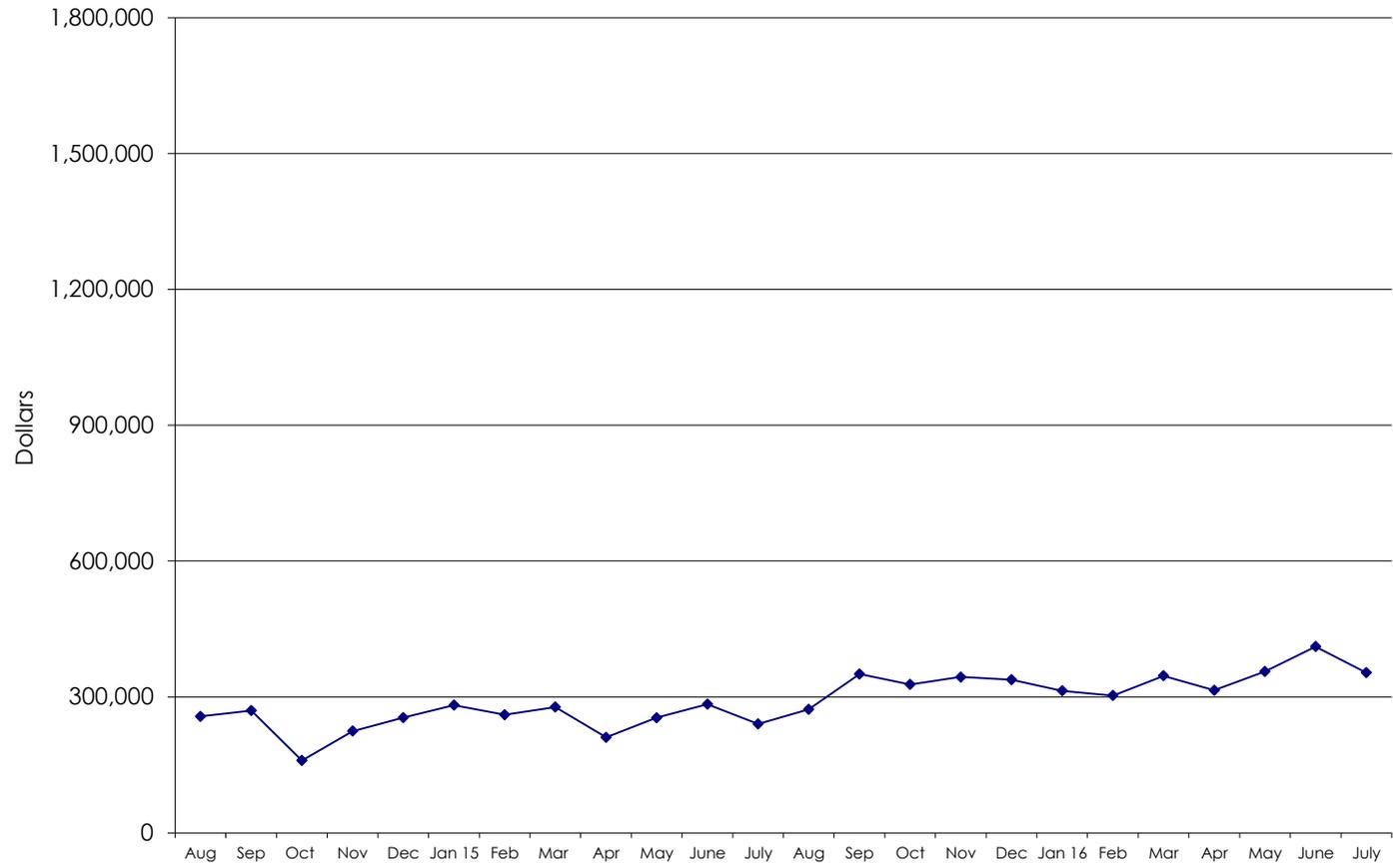
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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
JULY 2016**

FY2017	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	353,526.60	353,526.60
AUGUST		
SEPTEMBER		
OCTOBER		
NOVEMBER		
DECEMBER		
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		
JULY		

SMCTA Interest Income



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
July 31, 2016

DESCRIPTION	TOTAL INVESTMENT 07-31-16	INTEREST RECEIVABLE 06-30-16	PREPAID INT RECEIVABLE 06-30-16	INTEREST EARNED 07-31-16	INTEREST RECEIVED 07-31-16	ADJ.	INTEREST RECEIVABLE 07-31-16
LAIF	977,074.81	2,610.45	0.00	487.38	2,700.81		397.03
COUNTY POOL	317,920,328.53	604,730.96	0.00	213,482.34	689,675.24		128,538.06
BANK OF AMERICA	1,306,329.96	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	727,833.02	0.00	0.00				0.00
INVESTMENT PORTFOLIO	156,811,701.02	441,817.22	17,670.66	139,700.59	217,874.51	(143.71)	381,170.25
							0.00
	<u>477,743,267.34</u>	<u>1,049,158.63</u>	<u>17,670.66</u>	<u>353,670.31</u>	<u>910,250.56</u>	<u>(143.71)</u>	<u>510,105.34</u>

JULY 2016 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	07/31/16	353,526.60
Add:		
Less:		
Management Fees		(9,250.00)
Amortized Premium/Discount		(5,278.95)
Capital Gain(Loss)		<u>239,042.43</u>
Total Interest & Capital Gain(Loss)		<u><u>578,040.08</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	353,526.60
Add:	
Less:	
Management Fees	(9,250.00)
Amortized Premium/Discount	(5,278.95)
Capital Gain(Loss)	<u>239,042.43</u>
Total Interest	<u><u>578,040.08</u></u>

Balance Per Ledger as of	07/31/16	
Exp. Acct. 530011 - Amort Prem/Disc		(5,278.95)
Management Fees (530040)*		(9,250.00)
Int Acct. 409100 - Co. Pool		213,482.34
Int Acct. 409100 - LAIF		487.38
Int Acct. 409101 - Portfolio Funds		139,556.88
Gain(Loss) Acct. 405210		<u>239,042.43</u>
		<u><u>578,040.08</u></u>

INVESTMENT PORTFOLIO
July 31, 2016

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST	PREPAID	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	VALUE 7/31/2016					REC'VBLE 6/30/2016	INT REC'VBLE 6/30/2016	EARNED 7/31/2016			REC'VBLE 7/31/2016	LESS PREPAID 7/31/2016	
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>																
<u>U.S. TREASURY NOTES AND BONDS</u>																
US TREASURY NOTE	912828WA4	03-21-14	6,659,616.21	6,679,712.55	10-15-16	0.625%	115.8854	31	6,454.49		5,792.77		63.19	12,310.45	12,310.45	6,675,000
US TREASURY NOTE	912828WF3	03-28-14	7,493,276.96	7,521,590.66	11-15-16	0.625%	130.4688	31	5,998.73		3,956.60			9,955.33	9,955.33	7,515,000
US TREASURY NOTE	912828TG5	06-02-16	17,943,046.88	17,981,712.00	07-31-17	0.500%	250.0000	31	37,582.42		7,662.15	45,000.00		244.57	244.57	18,000,000
US TREASURY NOTE	912828UZ1	03-31-16	16,795,369.15	16,838,154.45	04-30-18	0.625%	292.5347	31	17,742.87		8,871.43			26,614.30	26,614.30	16,850,000
US TREASURY NOTE	912828WD8	10-13-15	14,415,070.31	14,474,288.40	10-31-18	1.250%	496.5278	31	30,115.49		15,140.03		(82.29)	45,173.23	45,173.23	14,300,000
US TREASURY NOTE	912828ST8	03-23-15	14,830,857.42	15,059,993.85	04-30-19	1.250%	515.6250	31	31,273.78		15,636.89			46,910.67	46,910.67	14,850,000
US TREASURY NOTE	912828F62	09-09-15	3,413,679.69	3,473,446.80	10-31-19	1.500%	141.6667	31	2,635.87		10,252.72			12,888.59	12,888.59	3,400,000
US TREASURY NOTE	912828UQ1	11-09-15	8,289,421.88	8,513,206.80	02-29-20	1.250%	291.6667	31	35,095.11		8,845.11			43,940.22	43,940.22	8,400,000
US TREASURY NOTE	912828VF4	12-07-15	7,403,027.34	7,631,835.00	05-31-20	1.375%	286.4583	31	8,734.63		8,734.63			17,469.26	17,469.26	7,500,000
US TREASURY NOTE	912828VP2	03-02-16	2,369,988.28	2,395,864.00	07-31-20	2.000%	127.7778	31	58,461.54		10,632.84	68,969.38		125.00	125.00	2,300,000
US TREASURY NOTE	912828VP2	05-18-16	14,988,808.59	15,104,360.00	07-31-20	2.000%	805.5556	31	78,230.77		21,587.89	99,030.62		788.04	788.04	14,500,000
US TREASURY NOTE	912828L32	06-29-16	2,342,046.88	2,339,261.00	08-31-20	1.375%	87.8472	31	10,570.31		2,788.67		(124.60)	13,234.38	13,234.38	2,300,000
US TREASURY NOTE	912828L32	07-12-16	3,569,316.41	3,559,745.00	08-31-20	1.375%	133.6806	31	0.00	17,523.78	2,615.49			20,139.27	2,615.49	3,500,000
<u>U.S. GOVERNMENT AGENCIES</u>																77.31%
FNMA	3136ANJY4	04-30-15	1,075,646.17	1,071,007.45	04-01-18	1.550%	45.85	31	1,375.63		1,375.63	1,375.63		1,375.63	1,375.63	1,065,000
FHLMC	3137BNMZ4	04-28-16	1,066,048.28	1,066,483.04	03-01-19	1.738%	50.96	31	1,551.12		1,528.72	1,551.11	(0.01)	1,528.72	1,528.72	1,055,502
FANNIE MAE	3136AQDQO	10-30-15	1,434,219.74	1,430,742.02	09-01-19	1.646%	64.93	31	1,947.77		1,947.77	1,947.77		1,947.77	1,947.77	1,420,000
																2.28%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>																
FNMA	3136GOYE7	03-07-14	15,029,400.00	15,003,390.00	08-26-16	0.625%	260.42	31	32,552.08		7,812.50			40,364.58	40,364.58	15,000,000
FHLMC	3137EAE81	07-20-16	7,781,124.00	7,791,100.20	07-19-19	0.875%	189.58	31	0.00		2,085.42			2,085.42	2,085.42	7,800,000
FNMA	3135GON33	08-02-16	4,192,944.00	4,192,944.00	08-02-19	0.875%	102.08	31						0.00	0.00	4,200,000
FHLB	3130A8QS5	07-15-16	4,671,419.30	4,682,863.80	07-14-21	1.125%	146.88	31		146.88	2,350.00			2,496.88	2,350.00	4,700,000
<u>CASH INVESTMENT</u>																
MATURED/CALLED																
FNMA	3135GOXP3	7-5-16			07-05-16	0.375%			3,666.67		83.33	3,750.00				(2,000,000.00)
US TREASURY NOTE	912828WA4	7-12-16			07-07-16	0.625%										(1,600,000.00)
US TREASURY NOTE	912828VP2	7-15-16			07-14-16	2.000%										(4,700,000.00)
US TREASURY NOTE	912828F62	7-20-16			07-19-16	1.500%										(7,800,000.00)
US TREASURY NOTE	912828WA4	8-02-16			7-29-16	0.6250%										(3,700,000.00)
TOTAL			155,764,327.49	156,811,701.02					363,989.28	17,670.66	139,700.59	217,874.51	(143.71)	299,592.31	281,921.65	155,330,501.71

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2017
 July 2016

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2016:						
1st Quarter	17,607,333	17,607,333	1st Quarter	19,521,000	1,913,667	19,521,000
2nd Quarter	18,895,801	18,895,801	2nd Quarter	20,786,155	1,890,354	20,786,155
3rd Quarter	19,166,840	22,166,840	3rd Quarter	18,180,736	(3,986,104)	18,180,736
4th Quarter	21,330,026	21,330,026	4th Quarter	19,520,573	(1,809,453)	19,520,573
FY2016 Total	77,000,000	80,000,000	FY2016 Total	78,008,464	(1,991,536)	78,008,464
FY2017:						
Jul. 16	5,919,931	5,919,931	Sep. 16			5,919,931
Aug. 16	5,919,931	5,919,931	Oct. 16			5,919,931
Sep. 16	7,498,579	7,498,579	Nov. 16			7,498,579
3 Months Total	19,338,441	19,338,441				19,338,441
Oct. 16	6,455,545	6,455,545	Dec. 16			6,455,545
Nov. 16	6,455,545	6,455,545	Jan. 17			6,455,545
Dec. 16	7,842,500	7,842,500	Feb. 17			7,842,500
6 Months Total	40,092,031	40,092,031				40,092,031
Jan. 17	6,089,072	6,089,072	Mar. 17			6,089,072
Feb. 17	6,677,683	6,677,683	Apr. 17			6,677,683
Mar. 17	8,284,521	8,284,521	May 17			8,284,521
9 Months Total	61,143,307	61,143,307				61,143,307
Apr. 17	7,054,822	7,054,822	Jun. 17			7,054,822
May 17	7,170,544	7,170,544	Jul. 17			7,170,544
Jun. 17	7,631,327	7,631,327	Aug. 17			7,631,327
FY2017 Total	83,000,000	83,000,000	FY2017 Total			83,000,000
	5,919,931		1st Quarter			
			2nd Quarter			
			3rd Quarter			
			4th Quarter			
	<u>5,919,931</u>		YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JULY 30, 2016

	<u>7/30/2016</u>
Cash -- Bank of America Checking Account	1,306,329.96
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	727,833.02
LAIF	977,074.81
County Pool	317,920,328.53
Investment Portfolio	156,811,701.02
	<hr/>
Total	<u><u>477,743,267.34</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
July 2016

Unit	Ref	Name	Amount	Method	Description
SMCTA	004261	HNTB CORPORATION	3,791.02	CHK	Consultants
SMCTA	004262	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004263	PUBLIC FINANCIAL MANAGEMENT, INC.	18,500.00	CHK	Investment Advisory Services
SMCTA	004264	SACRAMENTO DESIGN BUILD, INC.	3,988.00	CHK	Capital Programs ⁽¹⁾
SMCTA	004265	SAN CARLOS, CITY OF	207,290.42	CHK	Capital Programs ⁽²⁾
SMCTA	004266	SAN CARLOS, CITY OF	6,437.29	CHK	Capital Programs ⁽²⁾
SMCTA	004267	ARBORWELL, INC.	9,588.00	CHK	Capital Programs ⁽¹⁾
SMCTA	004268	WELLS FARGO INSURANCE SERVICES USA, INC	237,115.72	CHK	Insurance - General
SMCTA	004269	HANSON BRIDGETT LLP	18,180.00	CHK	Legal Services
SMCTA	004270	OFFICEMAX	61.19	CHK	Office Supplies
SMCTA	004271	WELLS FARGO INSURANCE SERVICES USA, INC	104,490.00	CHK	Insurance - General
SMCTA	004272	ATKINS NORTH AMERICA, INC	80,514.38	CHK	Consultants
SMCTA	004273	BKF ENGINEERS	39,611.77	CHK	Consultants
SMCTA	004274	HANSON BRIDGETT LLP	4,464.00	CHK	Legal Services
SMCTA	004275	HNTB CORPORATION	785.46	CHK	Consultants
SMCTA	004276	OFFICEMAX	325.83	CHK	Office Supplies
SMCTA	004277	SAN MATEO, COUNTY OF	5,000.00	CHK	Administration Fee
SMCTA	004278	SELF-HELP COUNTIES COALITION	4,400.00	CHK	Dues and Subscriptions
SMCTA	900076	DEPARTMENT OF TRANSPORTATION	14,081.90	WIR	Capital Programs ⁽³⁾
SMCTA	900077	PENINSULA CORRIDOR JOINT POWERS BOARD	22,172.54	WIR	Capital Programs ⁽⁴⁾
SMCTA	900078	PENINSULA CORRIDOR JOINT POWERS BOARD	1,917,735.37	WIR	Capital Programs ⁽⁵⁾
			<u>2,702,032.89</u>		

(1) Dumbarton Maintenance of Way

(2) 101 Holly St Interchange

(3) Marsh to SM/SC line

(4) SSF Caltrain Station

(5) Grade Sep-San Bruno \$683.84; CBOSS/PTC \$72,743.70; Caltrain Electrification \$1,686,983.45;
SM Bridges \$91,687.23; Boarding Platform -Atherton \$65,637.15

**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: **AUTHORIZE EXECUTION OF A MEMORANDUM OF UNDERSTANDING WITH THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY FOR THE DEVELOPMENT OF PERFORMANCE MEASURES AS PART OF A HIGHWAY NEEDS ASSESSMENT**

ACTION

Staff recommends the Board authorize the Executive Director, or his designee, to execute a memorandum of understanding (MOU) between the San Mateo County Transportation Authority (TA) and the City/County Association of Governments of San Mateo County (C/CAG) whereby C/CAG and the TA will equally share the \$36,000 cost of the development and application of performance measures as part of a highway needs assessment.

SIGNIFICANCE

TA and C/CAG staff have determined a need to collaboratively develop performance measures to assess key hot spots on major highway corridors in San Mateo County. This work effort is consistent with direction staff received from the TA Highway Capital Improvement Program Subcommittee to provide more informed guidance on highway needs for the Measure A Highway Program project selection process.

Performance measures being considered as part of the highway needs assessment include: existing congestion, projected growth in congestion, travel time reliability, and safety. This MOU will fund development and application of measures for existing congestion and travel time reliability. The TA has retained a consultant to develop these performance measures for a total cost of \$36,000, which will be shared equally between the TA and C/CAG under the proposed MOU. The measures for projected growth in congestion and safety, and the data pertaining to them, are being developed under a separate work effort.

BUDGET IMPACT

There is sufficient capacity within the adopted Fiscal Year 2017 budget to accommodate the TA's portion of the proposed work effort. The TA funding contribution of \$18,000 will come from the Measure A Program Planning and Management set-aside account.

BACKGROUND

The proposed needs assessment is part of an ongoing collaborative effort between the TA and C/CAG that will better inform investment decisions made for the implementation of the most cost effective projects on major highway corridors to alleviate congestion and improve safety and mobility in San Mateo County.

Prepared By: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

RESOLUTION NO. 2016 –

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

*** * ***

**AUTHORIZING EXECUTION OF A MEMORANDUM OF UNDERSTANDING WITH THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY FOR THE
DEVELOPMENT OF PERFORMANCE MEASURES AS PART OF A HIGHWAY NEEDS ASSESSMENT**

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

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

WHEREAS, the TA and the City/County Association of Governments of San Mateo County (C/CAG) have determined a need to collaboratively develop performance measures to assess key hot spots on major highway corridors in San Mateo County as part of a highway needs assessment; and

WHEREAS, the TA has retained a consultant to provide such services related to the proposed work at a cost of \$36,000, which will be shared equally between the TA and C/CAG under the proposed Memorandum of Understanding (MOU).

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the Executive Director, or his designee, to execute an MOU with the City/County Association of Governments of San Mateo

County for the development and application of performance measures as part of a highway needs assessment; and

BE IT FURTHER RESOLVED that the TA funding contribution of \$18,000 will come from the Measure A Program Planning and Management set-aside account; and

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

Regularly passed and adopted this 1st day of September, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **GRADE SEPARATION PROGRAM – APPROVAL OF REVISIONS TO GUIDING PRINCIPLES FOR THE PROJECT SELECTION AND FUNDING PROCESS**

ACTION

Staff proposes the Board approve revisions to guiding principles for the Measure A Grade Separation Program project selection and funding process, as recommended in Attachment A.

SIGNIFICANCE

At its April 4, 2013 meeting, the Board approved a set of guiding principles to help inform the project selection and funding process for the Measure A Grade Separation Program. Subsequently at its November 7, 2013 and May 1, 2014 meetings, the Board approved \$6.1 million from the Grade Separation program for five cities, in accordance with the previously approved guiding principles:

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

At the August 5, 2016 Board meeting, staff provided an update on the program, including the amount of Measure A funds anticipated to be available for future allocation over the remaining life of the program. The amount estimated to be available is \$235 million in 2016 dollars.

Due to the costs of constructing grade separation projects, the amount of funding remaining is unlikely to be sufficient to fully fund all of the projects that have been approved for pre-construction funding.

At the August 5, 2016 meeting, staff solicited input from the Board about whether to continue future calls for projects in accordance with the previously approved principles,

or to primarily focus the remaining funds on projects that have been approved for pre-construction funding.

In light of the input received, staff recommends revising the Grade Separation Program project selection and funding process. While retaining the general guiding principles, staff recommends the following changes:

- Remove the requirement that sets aside certain amounts of funding for construction and pre-construction activities, and instead focus remaining funding on delivery and construction of the projects previously-approved for pre-construction funding, but set aside up to \$5 million to assist with other eligible grade separation projects from the Transportation Expenditure Plan not previously funded in 2013 or 2014; and
- Since the schedules for previously funded projects vary, continue to accept funding requests for those projects on an as-needed basis, taking into consideration Caltrain's assessment of the project in the Caltrain Grade Crossing Hazard Analysis, and the project's ranking in the Public Utilities Commission's listed priorities, in addition to the evaluation criteria previously approved by the Board. While requests will be accepted on a first come, first served basis, staff will evaluate the project's request in light of the project sponsor's ability to provide local funding match, geographic equity, and potential impact to projects remaining on the list.
- While the Board previously approved a call-for-projects selection process for the Grade Separation Program in the 2014-2019 Strategic Plan, modifying the process to accept applications on an as-needed basis would better align with the limited number of projects proceeding at varying schedules.

BUDGET IMPACT

The approval of program principles to guide project selection process has no impact on the budget.

BACKGROUND

The New Measure A Grade Separation Program provides 15 percent of the Transportation Expenditure Plan receipts to eligible projects that eliminate at-grade railroad crossings. The purpose of the Grade Separation Program is to construct or upgrade grade separations along the Caltrain and Dumbarton rail lines in San Mateo County to improve safety and relieve local traffic congestion.

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

650-508-6228

ATTACHMENT A

NEW MEASURE A GRADE SEPARATION PROGRAM: GUIDING PRINCIPLES FOR PROJECT SELECTION (Revisions are in red text, and are underlined)

I. FUNDING

Approximately \$200 235 million (in 2016\$) is estimated to remain in the New Measure A Grade Separation Program.

- ~~Allocate at least 80 percent of remaining funds for project construction~~
- ~~Allocate up to 20 percent of remaining funds for pre-construction activities~~
- ~~with at least 10 percent for design~~

- Focus remaining funding on the projects previously-approved by the San Mateo County Transportation Authority (TA) for pre-construction funding, but set aside up to \$5 million to assist with planning for other eligible grade separation projects listed in the Transportation Expenditure Plan that were not funded in 2013 or 2014.

II. PROGRAMMING AND ALLOCATION

- Program and allocate funds to separate project phases:
 - Planning – Study project alternatives and develop cost estimates for different options, including at least one that is consistent with the Caltrain/High-speed Rail Blended System.
 - Preliminary Engineering/Environmental Assessment – Complete necessary State and/or Federal environmental assessment for the project; project must have (a) City Council approval to move forward, and (b) Caltrain concurrence with the selected project alternative.
 - Design – Complete final design in close coordination with Caltrain to ensure railroad design standards are met and complete value engineering; project must have (a) City Council approval to proceed, and (b) Caltrain concurrence with the selected project alternative.
 - Construction - Project must have full funding plan; construction must be done by Caltrain; project must have (a) City Council approval and (b) demonstrated local community support to proceed.
- Measure A funds will only be allocated to a particular phase when project sponsor demonstrates an earlier phase has been satisfactorily completed.

III. PROJECT SELECTION PROCESS

- In general, evaluation criteria should consider:
 - Project's ability to improve safety and relieve local traffic congestion at the crossing
 - Project's ability to improve railroad's operational flexibility
 - Project readiness
 - Project effectiveness
 - Geographic equity, considering where funds from the Grade Separation Program have previously been allocated

- Extent to which project can support economic development
- Funding leverage: project sponsor's ability to secure, at a minimum, matching funds for the construction of the project.
- Project must be supported by Caltrain, and project sponsor must include Caltrain as a project partner early in the planning process.
- Instead of utilizing a call-for-projects process, accept funding requests for the projects on an as-needed, first come first served basis, and taking into consideration Caltrain's assessment of the proposed project in the Caltrain Grade Crossing Hazard Analysis, and the project's ranking in the Public Utilities Commission's listed priorities, in addition to the evaluation criteria listed above.
- While the TA's Board of Directors previously approved a call-for-projects selection process for the Grade Separation Program in the 2014-2019 Strategic Plan, modifying the process to accept applications on an as-needed basis would better align with the limited number of projects proceeding at varying schedules.

RESOLUTION NO. 2016 –

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

*** * ***

**AUTHORIZE REVISIONS TO GUIDING PRINCIPLES FOR PROJECT SELECTION FOR
MEASURE A GRADE SEPARATION PROGRAM**

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

WHEREAS, the Transportation Expenditure Plan in the New Measure A includes a program category for grade separations which receives 15 percent of sales tax funding; and

WHEREAS, the purpose of the grade separation projects is to construct or upgrade grade separations along the Caltrain and Dumbarton rail lines in San Mateo County to improve safety and relieve local traffic congestion; and

WHEREAS, at the April 4, 2013 meeting, the Board approved guiding principles to help direct the project selection process for the life of the New Measure A Grade Separation Program; and

WHEREAS, at its November 7, 2013 and May 1, 2014 meetings, the TA Board of Directors approved \$6.1 million from the Grade Separation Program for four projects in five cities for pre-construction activities, in accordance with these guiding principles; and

WHEREAS, at its August 4, 2016 meeting, the Board received an update on the Grade Separation Program, including the amount of Measure A funds anticipated to be available for future allocation over the remaining life of the Grade Separation Program, and that the amount available is unlikely to be sufficient to fully fund all of the projects that have been approved by the TA previously for pre-construction funding; and

WHEREAS, the completion schedules for these previously-funded projects vary, making it difficult to schedule future calls for projects for the next round of funding; and

WHEREAS, staff proposes the following changes to the New Measure A Grade Separation Program Guiding Principles for Project Selection, as presented in Attachment A:

- Remove the requirement that sets aside certain amounts of funding for construction and pre-construction activities, and instead focus remaining funding on delivery and construction of the projects previously approved for pre-construction funding, but set aside up to \$5 million to assist with other eligible grade separation projects from the Transportation Expenditure Plan not previously funded in 2013 or 2014; and
- Since the schedules for previously-funded projects vary, continue to accept funding requests for those projects on an as-needed basis, taking into consideration Caltrain's assessment of the project in the Caltrain Grade Crossing Hazard Analysis, and the project's ranking in the Public Utilities Commission's listed priorities, in addition to the evaluation criteria previously approved by the Board. While requests will be accepted on a first come, first served basis, staff will evaluate the project's request in light of the project sponsor's ability to provide

local funding match, geographic equity, and potential impact to projects remaining on the list.

- While the Board previously approved a call-for-projects selection process for the Grade Separation Program in the 2014-2019 Strategic Plan, modifying the process to accept applications on an as-needed basis would better align with the limited number of projects proceeding at varying schedules. The guiding principles, as presented in Attachment A, will control to the extent that they are inconsistent with the 2014-19 Strategic Plan adopted by the Board of Directors on December 4, 2014 by Resolution No. 2014-25.

NOW, THEREFORE, BE IT RESOLVED that the San Mateo County Transportation Authority approve changes to the New Measure A Grade Separation Program Guiding Principles for Project Selection, as outlined above and presented in Attachment A, to help direct the project selection process for the remaining life of the New Measure A Grade Separation Program.

Regularly passed and adopted this 1st day of September, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

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

ACTION

The item is for information only. No Board action is required.

SIGNIFICANCE

At its November 7, 2013 and December 3, 2015 meetings, the San Mateo County Transportation Authority (TA) Board of Directors (Board) approved the following Measure A funding allocations to the city of San Mateo (City) for the 25th Avenue Grade Separation Project (Project):

<u>Phase of Work</u>	<u>Measure A</u>	<u>Match</u>	<u>Total Funding</u>
Preliminary engineering/environmental ¹	\$3,700,000	\$1,000,000	\$4,700,000
Final design/right of way	\$5,000,000	\$5,000,000	\$10,000,000
Total	\$8,700,000	\$6,000,000	\$14,700,000

1) Approximately \$1.2 million in cost savings from the preliminary engineering/environmental phase was re-allocated to the final design/right of way phase, which had a total cost of \$11.2 million.

The City is now requesting \$65.3 million in Measure A funds to complete construction of the Project (Attachment A). The cost of completing this phase of work is \$165.3 million, not including the value of approximately four acres of land owned by the TA that is in the process of being appraised, for which the majority will be needed permanently for the project and a remaining portion for temporary access during construction.

Anticipated funding sources are:

<u>Proposed Construction Funding Source</u>	<u>Amount</u>
Measure A (requested)	\$65,300,000
California High Speed Rail Authority (CHSRA)	\$84,000,000
California State Department of Transportation (Caltrans) Section 190 Program	\$10,000,000
City of San Mateo	\$6,000,000
Total	\$165,300,000

The Project includes the grade separation at 25th Avenue with elevated rail between Hillsdale Boulevard and Highway 92, relocation of the Hillsdale station to a new site north of its current location with access improvements and parking, and the extension of 28th and 31st avenues across the tracks.

Justification for the Special Circumstance Request

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

The justification for this request in meeting the urgency criteria is the same as the City's prior approved request for final design and right of way funding and includes the realization of significant cost savings, needed safety improvements, and possible loss of funds.

Significant cost savings can be achieved if the grade separated structure for the Project can be constructed before the Peninsula Corridor Joint Powers Board begins installation of the Overhead Contact System (OCS) for the Peninsula Corridor Electrification Project (PCEP) in the City. If this Project is to be constructed after PCEP, the OCS installed during the PCEP would have to be removed to accommodate the grade separation construction, and then reinstalled, adding significant cost to the Project. Construction of the grade separation must begin no later than early 2017 in order to meet the current PCEP construction schedule.

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

At its August 9, 2016 meeting, the CHSRA authorized its Chief Executive Officer to execute a Memorandum of Understanding (MOU) committing \$84 million in Proposition 1A funds toward this Project. The 25th Avenue Grade Separation Project is listed on the California Public Utilities Commission (CPUC) Grade Separation Priority List for Fiscal Year (FY) 2017 and FY2018, and the City would need to submit an application to request the Caltrans Section 190 Program funds. Finally, the City has committed another \$6 million for the Project.

Staff reviewed the Project's impact to the Measure A Program. Funding for this request would be allocated from the Grade Separation Program category. Per the TA Strategic Plan, the programming and allocation of funding for grade separation projects is to

occur through a Call for Projects (CFP) process. The first CFP for this program category was completed fall 2013. At the time, staff informed the Board that another CFP would be issued depending on the readiness of projects proceeding to the next phase. At its December 2015 meeting, the Board allocated funding for the final design and right of way phases of work for the Project through a Special Circumstance request. As is the case now, the City was compelled to make the current request at that time, outside the regular CFP process to continue the Project in order to meet the Caltrain PCEP timeline.

At the September 2016 meeting, staff proposed that the Board take action on a proposal, as part of Agenda Item 10 (a) preceding this report, to revise the project selection approach for the Grade Separation Program category as outlined in the TA Strategic Plan. If approved, this would result in a change from the established CFP process for grade separation projects.

The Grade Separation category currently has a projected available balance of approximately \$36.5 million in New Measure A funds through FY2017. The Grade Separation category currently generates approximately \$12 million annually, assuming \$80 million in total annual Measure A tax revenue receipts.

BUDGET IMPACT

Although there is no impact to the budget with this informational item, the programming and allocation of \$65.3 million could exceed the amount of Measure A Grade Separation Program funds estimated to be available from collected revenue in the Grade Separation program during the Project's construction. Staff is evaluating whether funds may be borrowed from other TA programs to assist with the cash flow needed for this Project.

BACKGROUND

The TA's New Measure A Grade Separation Program provides funding for the elimination of existing at-grade railroad crossings and the upgrade of existing grade separations to improve safety and relieve local traffic congestion. Fifteen percent of the New Measure A sales tax revenue is available to support the Grade Separation Program. The purpose of the program is to improve safety and relieve local traffic congestion. The grade crossings to be considered for Measure A funding are listed in the 2004 Transportation Expenditure Plan (TEP). The grade crossing at 25th Avenue is included in the TEP.

Prepared By: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

ATTACHMENT A

**DEPARTMENT OF PUBLIC WORKS
Brad B. Underwood, P.E., L.S., Director**



330 West 20th Avenue
San Mateo, California 94403-1338
Telephone (650) 522-7300
FAX (650) 522-7301
www.cityofsanmateo.org

August 9, 2016

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

Re: ***City of San Mateo 25th Avenue Grade Separation
Funding Request for Construction***

Dear Ms. Chan:

On behalf of the City of San Mateo, I am requesting capital funding from the San Mateo County Transportation Authority in the amount of \$65.3 million for the construction phase of the 25th Avenue Grade Separation Project (Project). The need to grade separate this intersection has been discussed for many years, and is a top priority among San Mateo's grade separation candidates. Following the City's adoption of the *San Mateo Rail Corridor Transit-Oriented Development Plan* in 2005 and the *Hillsdale Station Area Plan* in 2011, San Mateo's City Council unanimously supported the Project at a special meeting in February 2012. Council continues to support the Project as they provided feedback during the Project's most recent informational update presented in July 2016.

The City of San Mateo (City) greatly appreciates the support from San Mateo County Transportation Authority (SMCTA) and Peninsula Corridor Joint Powers Board (JPB) has shown for the 25th Avenue Grade Separation project (Project). In November 2013, the SMCTA Board approved a Measure A grant to the City for the completion of the preliminary engineering and environmental phase of the Project in the amount of \$4.7M, including the City's contribution. In December 2015, the SMCTA Board approved a Measure A funding request from the City for the completion of the final design and right-of-way phases of the Project in the amount of \$10M, including the City's \$5M contribution.

As the Project has progressed through final design, additional up to date information has been developed and become available. The current Caltrain budget estimate for the Project is approximately \$180M. An updated table summary of the funding plan has been attached for your reference. Funding sources identified in the funding plan include High Speed Rail Authority (HSRA) and California Public Utilities Commission (CPUC). The crossing is currently ranked 8th on the CPUC eligibility list. Additionally, the HSRA Board has unanimously approved the Director of HSRA to enter into a Memorandum of Understanding (MOU) with the City of San Mateo to provide funding for the Project. The City is confident that the identified funding sources will be secured to keep the project on schedule.

Based on the current progression of work, JPB anticipates completing the final design and right-of-way phases in order to beginning advertisement and award of the contract in December 2016. The estimated cost to complete the Project's construction phase is \$165.3M. The scope of work generally includes utility

relocation during construction, capital improvement construction costs, construction management, and contingencies.

The Project's key benefits are summarized below:

Grade separating 25th Avenue will provide vital safety improvements.

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

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

The Project is ranked 8th in the CPUC Grade Separation Program Priority List for FY2016-17 and ranked 2nd among those in Northern California.

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

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

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

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

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

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

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

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

A portion of the Caltrain Modernization (CalMod) project will electrify and upgrade performance, increase operating efficiency, expand capacity, and ensure the safety and reliability of Caltrain's commuter rail service. Electrification anticipates construction beginning in 2016, and is scheduled for completion by 2020-21.

Due to additional complexities to cut over and re-electrify both tracks, the estimated increase in construction cost to implement the Grade Separation Project improvements after the Electrification project are approximately \$10M–12M and delay the Project at least four (4) years. Furthermore, construction activities for the Grade Separation Project would then have a much greater impact on commuter rail service. Completing the 25th Avenue Grade Separation Project improvements prior to the installation of the overhead contact system will minimize construction and operational disruptions, resulting in a prudent use of public dollars.

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

Thank you for your consideration of our request. Your funding commitment will enable the partnership between the City of San Mateo and JPB to complete Project improvements to benefit the community while accommodating construction prior to the electrification of the rail corridor. The JPB staff and consultants will manage construction of the project and coordinate delivery within the construction schedule for the CalMod improvements thus reducing its cost and eliminating the need to remove and then reconstruct the electrification improvements. This demolition and reconstruction of the electrification improvements will be required only if the 25th Avenue Grade Separation project is delayed and then must be constructed after completion of the CalMod improvements. Therefore, the support of the SMCTA to advance the construction work is vital to keeping the Grade Separation Project moving and reducing overall costs.

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

Sincerely,



Brad B. Underwood
Director of Public Works
City of San Mateo

Enc: Funding Plan Table Summary
Project Schedule

c: Larry A. Patterson, City Manager
Leo Scott (Gray-Bowen-Scott)
Chron/File

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **PROGRAM REPORT: TRANSIT FERRY PROGRAM – SOUTH SAN FRANCISCO**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be the featured individually throughout the year. This month staff from the Water Emergency Transportation Authority (WETA) will provide an update via PowerPoint on the South San Francisco Ferry Service, which is part of the Transit Ferry Program.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

After a presentation was made on the status of the Measure A Transit Ferry Program in May 2013, the Board requested that ongoing status updates be provided. This report will serve as the fifth performance update on the South San Francisco ferry service.

Per the 2004 Transportation Expenditure Plan, 2 percent of the Measure A Program is to be made available as local match for cost-effective ferry service to South San Francisco and Redwood City (approximately \$30 million projected over 25 years). In December 2008, the Board allocated \$15 million in Measure A funds to South San Francisco and WETA for the construction of the South San Francisco Ferry Terminal. Only \$8 million of the Measure A funds were used in the construction of the terminal, leaving a balance of \$7 million. The ferry terminal was completed in May 2012 and commute service between South San Francisco and Alameda/Oakland was launched in June 2012.

The operation of the South San Francisco ferry service is funded through a combination of Regional Measure 2 (RM2) Bridge Toll funds from the Metropolitan Transportation

Commission (MTC) and fare revenue. MTC has established performance standards to ensure that RM2 operating dollars are directed to productive services. The performance standard for ferry service is a 40 percent farebox recovery rate during peak commute service, with an expectation that it will be met in the third year of operation.

While the South San Francisco Ferry service has shown continual improvement in ridership growth (approximately 31 percent for Fiscal Year (FY) 2016), it was roughly only halfway to meeting the farebox recovery rate in its third full year of service (20.6 percent for FY2015). Since actual performance data is not available until after the end of the fiscal year in the fall, operators that do meet performance standards continue to receive an additional year of funding from MTC under a grace period. WETA requested additional time be allowed for the service to achieve the farebox recovery standard during its one-year grace period and on May 25, 2016, MTC granted an exception to allow WETA a total of seven years, till June 30, 2019, to achieve the required farebox standard. As a result, MTC has continued to provide RM2 allocations to WETA to help subsidize the continued operation of this service.

Prepared By: Joel Slavitt, Manager Programming and Monitoring

650-508-6476

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –
4th QUARTER FISCAL YEAR 2016**

ACTION

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

SIGNIFICANCE

The [Capital Projects Quarterly Status Report](#) is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects. A revised report will be provided as soon as the implementation of the PeopleSoft system has been completed. For this reporting quarter, staff has presented a summary report which identifies if there is a change from the previous quarter.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Prepared By: Gordon Hail, Senior Project Controls Engineer
Joseph M. Hurley, Director, TA Program

650-508-7795
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 8/17/16: The Legislature took action on several San Mateo County Transportation Authority bills of interest:

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. The bill made it out of the Senate Appropriations and will now move to the Senate Floor for a vote.

AB1889 (Mullin) – SPONSOR

Helps facilitate the distribution of \$1.1 billion in previously appropriated Proposition 1A (Prop 1A) funds for projects that are necessary for high-speed trains to run even if additional improvements will be made at a later date to complete the full high-speed rail project. The bill also clarifies the meaning of "suitable and ready for high-speed train operations" to ensure the Peninsula Corridor Electrification Project (PCEP) would be eligible for Prop 1A funding. The bill made it out of the Senate Appropriations and will now move to the Senate Floor for a vote.

AB 2030 (Mullin) – SPONSOR

Increases the threshold for the purchase of supplies, equipment, and materials from \$100,000 to \$150,000 without first having to put the contract out to bid. Additionally the bill increases the threshold for small purchases from \$2,500 to \$5,000. The bill passed the Legislature and has been sent to the Governor for his signature.

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. The bill was amended to remove the 50 percent program-wide disadvantage communities requirement and has been reverted back to the 50 percent agency specific disadvantage communities requirement. The bill made it out of the Assembly Appropriations and will now move to the Assembly Floor for a vote.

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.

SB X 1 1 (Beall) – SUPPORT

Increases several taxes and fees to address the issue of deferred maintenance on State highways and local streets and roads, as well as provides funding for public transit.

On August 16, the California State Transportation Agency awarded \$390 million in grants for 14 projects for the 2016 Transit and Intercity Capital Program. The PCEP was awarded \$20 million.

FEDERAL ISSUES

As of 8/17/16:

On August 16, the Federal Railroad Administration awarded \$25 million in grants for 11 projects to assist in implementing Positive Train Control (PTC). The Communications-based Overlay Signal System PTC project was awarded \$2.88 million.

Congress is in recess for the month of August.

Prepared By: Shweta Bhatnagar, Manager, Government and
Community Relations

650-508-6385

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 516 Mullin D</p> <p>Temporary License Plates</p>	<p>7/25/16</p> <p>Chapters by Secretary of State - Chapter 90, Statutes of 2016.</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, 2019; require dealers to attach TLPs to all unlicensed vehicles when they are sold beginning January 1, 2019; and makes the forging or altering of a temporary license plate a misdemeanor.</p> <p>Last amended on 6/23/16</p>	<p>Support</p>
<p>AB 1550 Gomez D</p> <p>Greenhouse gases: investment plan: disadvantaged communities</p>	<p>8/16/16</p> <p>Senate Floor</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board 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, and benefit individuals living in, disadvantaged communities and a separate and a minimum of 5% to projects that benefit low-income households, or to projects located within, and benefiting individuals living in, low-income communities. The bill would make the operation of its provisions contingent upon the enactment of AB 1613 of the 2015–16 Regular Session and the appropriation of \$205,000,000 in that act from the Greenhouse Gas Reduction Fund.</p> <p>Last amended on 8/16/16</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 1610/SB 838 Committee on Budget</p> <p>Transportation Trailer Bills</p>	<p>8/16/16</p> <p>Concurrence</p>	<p>These bills are each house's version of the transportation trailer bill to the 2016-17 State Budget. They contain various provisions, some not germane to SMCTA, on funding for programs. Of note is the provision that would require the State Controller to distribute State Transit Assistance funding for fiscal years 2015-16, 2016-17, and 2017-18 to the same entities and according to the same ratios as calculated and published by the Controller for the fourth quarter of 2014-15. Provides that the remaining 2015-16 distributions shall include adjustments so that the 2015-16 amounts ultimately provided reflect the 2014-15 operator ratios.</p>	
<p>AB 1640 Stone D</p> <p>Retirement: public employees</p>	<p>8/17/16</p> <p>Senate Floor</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. The bill would exempt these employees from PEPRA without regard to date of hire upon issuance of a specified federal district court decision. Last amended on 6/20/16</p>	<p>Support</p>
<p>AB 1813 Frazier D</p> <p>High-Speed Rail Authority: membership</p>	<p>7/25/16</p> <p>Chapters by Secretary of State - Chapter 117, Statutes of 2016.</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>	
<p>AB 1833 Linder D</p> <p>Transportation projects: environmental mitigation</p>	<p>5/27/16</p> <p>Assembly Appropriations Committee</p> <p>Suspense File-</p> <p>Held Under Submission</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. Last amended on 4/25/16</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 1889 Mullin D</p> <p>Transportation Funding: Caltrain</p>	<p>8/16/16</p> <p>Senate Floor</p>	<p>Existing law creates the High-Speed Rail Authority (HSRA) with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to 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 \$9.95 billion for high-speed train capital projects and other associated purposes. The bond act requires the authority to expend the proceeds of the bond act pursuant to certain planning and reporting requirements, which require the authority to approve that the corridor or usable segment would be suitable and ready for high-speed train operations.</p> <p>This bill would provide for the purposes of a certain plan that a corridor or usable segment thereof would be "suitable and ready for high-speed train operation" is specified conditions are met.</p> <p>Last amended on 8/15/16</p>	<p>Support</p>
<p>AB 1919 Quirk D</p> <p>Local Transportation Authorities: bonds</p>	<p>8/16/16</p> <p>Governor's Desk</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. Last amended on 4/4/16</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 1964 Bloom</p> <p>High-occupancy vehicle lanes: vehicle exceptions</p>	<p>8/16/16</p> <p>Senate Floor</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. Existing law requires the Department of Transportation to remove individual HOV lanes, or portions of those lanes, during peak periods of congestion from access by vehicles displaying the identifiers if the department makes specified findings.</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 4th 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 9.2% 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. It requires Caltrans to remove HOV lanes or portions of those lanes from access by vehicles displaying identifiers upon the request of, and with the concurrence of, the regional transportation planning agency whose jurisdiction includes the HOV lanes if the department makes specified findings, as prescribed. Last amended on 6/30/16</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 2030 Mullin D</p> <p>Transportation Districts: Contracts</p>	<p>8/11/16</p> <p>Governor's Desk</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 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>This bill would instead impose those bidding requirements if the amount of the contract exceeds \$150,000 and would require a minimum of 3 quotations for contracts between \$5,000 and \$150,000. The bill would also require, with respect to district contracts for the construction of facilities and works, a minimum of 3 quotations for those contracts between \$5,000 and \$10,000. Bidding requirements would also be imposed for contracts exceeding \$150,000. Last amended on 6/1/16</p>	<p>Support</p>
<p>AB 2126 Mullin D</p> <p>Construction Manager/General Contractor</p>	<p>8/16/16</p> <p>Senate Floor</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>Support</p>
<p>AB 2542 Gatto D</p> <p>Streets and Highways: reversible lanes</p>	<p>8/16/16</p> <p>Senate Floor</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.</i></p> <p>Last amended on 3/15/16</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 2847 Patterson R</p> <p>High-Speed Rail Authority: reports</p>	<p>8/16/16</p> <p>Assembly Floor-Concurrence</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. Last amended on 5/23/16</p>	
<p>ACA 4 Frazier D</p> <p>55% Threshold for Local Sales Tax Measures: transportation</p>	<p>8/27/15</p> <p>Assembly Appropriations Committee</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a sales and use tax pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a sales and use tax for local transportation projects submitted at the same election. Last amended on 8/17/15</p>	<p>Support</p>
<p>ABx1 1 Alejo D</p> <p>Transportation Funding</p>	<p>6/24/15</p> <p>Assembly Rules Committee</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts, including commercial truck weight fees, to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. The bill would also restore truck weight fees back to the State Highway Account.</p>	
<p>ABx1 3 Frazier D</p> <p>Transportation Funding</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>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>ABx1 4 Frazier D</p> <p>Transportation Funding</p>	<p>7/10/15</p> <p>Assembly Rules Committee</p>	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	
<p>ABx1 6 Hernandez D</p> <p>Affordable Housing & Sustainable Communities Program</p>	<p>7/16/15</p> <p>Assembly Rules Committee</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives.</p> <p>This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	
<p>ABx1 7 Nazarian D</p> <p>Public Transit Funding</p>	<p>7/17/15</p> <p>Assembly Rules Committee</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 10% of the annual proceeds of the fund to the Transit and Intercity Rail Capital Program and 5% of the annual proceeds of the fund to the Low Carbon Transit Operations Program.</p> <p>This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation.</p>	Support
<p>ABx1 8 Chiu D</p> <p>Diesel Sales and Use Tax</p>	<p>7/17/15</p> <p>Assembly Rules Committee</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation.</p> <p>The bill would include a change in state statute that would result in a taxpayer paying a higher tax within the meaning of Section 3 of Article XIII A of the California Constitution, and thus would require for passage the approval of 2/3 of the membership of each house of the Legislature. This bill would take effect immediately as a tax levy.</p>	Support

SMCTA Bill Matrix – August

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

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>ABx1 24 Levine & Ting D</p> <p>Bay Area Transportation Commission: election of Commissioners</p>	<p>9/11/15</p> <p>Introduced</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified.</p> <p>This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. Commissioners are required to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed.</p> <p>This bill, effective January 1, 2017, would delete the Bay Area Toll Authority's status as a separate entity from the Metropolitan Transportation Commission and merge the authority into the Bay Area Transportation Commission.</p>	
<p>SB 321 Beall D</p> <p>Motor Vehicle Fuel Rate Adjustments</p>	<p>6/30/16</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. Last amended on 8/18/15</p>	<p>Support</p>

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SB 824 Beall D</p> <p>Low Carbon Transit Operations Program</p>	<p>8/16/16</p> <p>Assembly Floor</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 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 require a recipient transit agency to demonstrate that each expenditure of program moneys allocated to the agency does not supplant another source of funds. The 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 for a maximum of four years. 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 any eligible expenditures under the program 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. This bill would incorporate changes to Section 75230 of the Public Resources Code proposed by both this bill and AB 2090, which would become operative only if both bills are enacted and become effective on or before January 1, 2017, and this bill is chaptered last.</p> <p>Last amended on 6/21/16</p>	<p>Support</p>
<p>SB 998 Wieckowski D</p> <p>Vehicles: mass transit guideways</p>	<p>8/16/16</p> <p>Assembly Floor</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. The bill would also require a public transit agency to place and maintain signs and traffic control devices indicating that a portion of a highway is designated for the exclusive use of public transit buses, as specified.</p> <p>Last amended on 8/11/16</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>SB 1128 Glazer D</p> <p>Commuter Benefit Policies</p>	<p>8/16/16</p> <p>Assembly Floor</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>Support</p>
<p>SBx1 1 Beall (D)</p> <p>Transportation Funding</p>	<p>4/21/16</p> <p>Senate Appropriations Committee</p>	<p>Creates a \$6.5 billion package based on increases to the gas tax, sales on diesel tax, vehicle registration fee, and cap and Trade revenue to make investments towards local streets and roads rehabilitation, public transportation, and the State Highway Operation and Protection Program, and trade corridors. Gas taxes would be adjusted for inflation and the price-based portion of the gas tax would be restored to 2014 levels. The bill would also restore a portion of commercial truck weight fees, which have been diverted to pay for General fund obligations. The bill would also establish the California Transportation Commission as an independent body, create the Office of the Transportation Inspector General to audit spending, expand public-private partnerships, and streamline provisions of the California Environmental Quality Act, to allow for the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure within the existing right of way. While the bill would restore funding for the STIP through the restoration of the price-based gas tax, and potentially from restored truck weight fees, the amount of new funding (\$220 million) is nominal.</p> <p>Last amended on 4/21/15</p>	<p>Support</p>
<p>SBx1 2 Huff (D)</p> <p>Greenhouse Gas Reduction Fund</p>	<p>9/1/15</p> <p>Senate Transportation & Infrastructure Development Committee</p> <p>Failed Passage in Committee. Reconsideration granted.</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 60% of the annual proceeds of the fund to various purposes, including high-speed rail, transit and intercity rail capital, low-carbon transit operations, and affordable housing and sustainable communities.</p> <p>This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.</p>	

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Measure	Status	Bill Summary	Position
SBX1 4 Beall (D) Transportation Funding	2/18/16 Conference Committee	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure. Last amended on 9/4/15</p>	
SBX1 5 Beall (D) Transportation Funding	9/1/15 Assembly Desk	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	
SBx1 7 Allen (D) Diesel Sales and Use Tax	9/3/15 Senate Appropriations Committee	Identical to ABx1 8 (Chiu). Last amended on 9/3/15	Support
SBx1 8 Hill (D) Public Transit Funding	9/2/15 Senate Appropriations Committee	Identical to ABx1 7 (Nazarian).	Support

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<p>SBX1 10 Bates (R)</p> <p>STIP Program</p>	<p>8/20/15</p> <p>Senate Transportation & Infrastructure Development Committee</p> <p>Testimony taken. Held in Committee</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission (CTC) generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. 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). 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. 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. 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>	
<p>SBx1 11 Berryhill (R)</p> <p>CEQA exemptions for roadway improvements</p>	<p>9/4/15</p> <p>Senate Transportation & Infrastructure Development Funding Committee</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements.</p> <p>This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons. The bill would also expand the exemption to include state roadways. Last amended on 9/4/15</p>	

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<p>SBx1 12 Runner</p> <p>California Transportation Commission</p>	<p>8/20/15</p> <p>Senate Appropriations Committee</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission (CTC). Existing law vests the CTC with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. 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. The bill would additionally require Caltrans to program capital outlay support resources for each project in the program. The bill would provide that the CTC is not required to approve the program in its entirety as submitted by Caltrans, and may approve or reject individual projects. The bill would require the Caltrans to submit any change in a programmed project's cost, scope, or schedule to the CTC for its approval. Last amended on 8/20/15</p>	
<p>SBx1 13 Vidak (R)</p> <p>Office of The Transportation Inspector General</p>	<p>9/3/15</p> <p>Senate Appropriations Committee</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes.</p> <p>This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General (TIG) for a 6-year term, subject to confirmation by the Senate, and would provide that the TIG may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the TIG, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded. Last amended on 9/3/15</p>	
<p>SBx1 14 Cannella (R)</p> <p>Public-Private Partnerships</p>	<p>8/19/15</p> <p>Senate Transportation & Infrastructure Committee</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would authorize public-private partnerships indefinitely.</p>	