



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**TELECONFERENCE LOCATION:** Members of the public are welcome to attend the teleconference location at: The Kamaole Nalu, 2450 S. Kihei Road Unit #405, Kihei, HI 96753

**October 6, 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  
Members of the public or Board may request that an item under the Consent Calendar be considered separately
  - a. Approval of Minutes of September 1, 2016
  - b. Acceptance of Statement of Revenues and Expenditures for August 2016
5. Public Comment  
Public comment by each individual speaker shall be limited to one minute
6. Nominating Committee Report for the Citizens Advisory Committee (C. Johnson, K. Matsumoto)
  - a. Appointment of Citizens Advisory Committee Members
    - Kate Bond, San Mateo – two-year term
    - An Chen, Hillsborough – three-year term
    - Essam El-Dirdary, San Carlos – two-year term
    - John Fox, Menlo Park – three-year term
    - Pamela Haynie, South San Francisco – one-year term
    - Karen Kuklin, Millbrae – three-year term
    - Jeff Londer, Burlingame – three-year term
    - Olma O'Neill, South San Francisco – three-year term
    - Steve Stamos, San Mateo – one-year term
7. Chairperson's Report
8. San Mateo County Transit District Liaison Report – K. Matsumoto

MOTION/  
ROLL CALL

MOTION/  
ROLL CALL

INFORMATIONAL

- 9. Joint Powers Board Report – J. Hartnett INFORMATIONAL
- 10. Report of the Executive Director – J. Hartnett INFORMATIONAL
- 11. Finance
  - a. Approval of Application, Programming and Allocation of \$78,563 in New Measure A Local Shuttle Program Funds for the San Mateo County Coastside Beach Shuttle from the Local Shuttle Program for Fiscal Years 2017 and 2018 RESOLUTION
  - b. Programming and Allocation of \$65.3 Million in New Measure A Funds from the Grade Separation Category for the 25<sup>th</sup> Avenue Grade Separation Program and Amend the Fiscal Year 2017 Budget to \$167,834,460 RESOLUTION
- 12. Program
  - a. Program Report: Transit – Dumbarton Corridor INFORMATIONAL
  - b. Update on State and Federal Legislative Program INFORMATIONAL
- 13. Requests from the Authority
- 14. Written Communications to the Authority
- 15. Date/Time of Next Meeting: Thursday, November 3, 2016, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA 94070
- 16. Report of Legal Counsel
  - a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast vs. California Department of Transportation, Respondents and Defendants, and San Mateo County Transportation Authority and City of Pacifica, Real Parties in Interest and Defendants. Case No. CIV 523973
- 17. Adjournment

## **INFORMATION FOR THE PUBLIC**

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

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

### **Location, Date and Time of Regular Meetings**

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

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

### **Public Comment**

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

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

### **Accessibility for Individuals with Disabilities**

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

### **Availability of Public Records**

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

**MINUTES OF SEPTEMBER 1, 2016**

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

**STAFF PRESENT:** J. Averill, S. Bhatnagar, J. Cassman, A. Chan, J. Hartnett, J. Hurley, E. Kay, M. Martinez, N. McKenna, S. Murphy, M. Simon, J. Slavit, S. van Hoften

Chair Carole Groom called the meeting to order at 5:02 p.m. and led the Pledge of Allegiance.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

Barbara Arietta, CAC Chair, reported on the meeting of August 30, 2016 (see attached).

Director Mary Ann Nihart arrived at 5:03 p.m.

**APPROVAL OF CONSENT CALENDAR**

- Approval of Minutes of August 4, 2016
- Acceptance of Statement of Revenues and Expenditures for July 2016

Motion/Second: Horsley/Nihart

Ayes: Horsley, Ibarra, Johnson, Matsumoto, Nihart, Groom

Abstain: Freschet

**PUBLIC COMMENT**

None

**CHAIRPERSON'S REPORT**

None

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

The September 1 report is in the reading file.

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

Jim Hartnett, Executive Director, said traffic studies continue to analyze the forecasted traffic demand for the corridor based on a number of managed lane alternatives. Engineering technical studies initiated this month include an express bus study, preliminary express lane civil design, a first round of biological surveys, investigation of utilities, and right of way assessment. Public outreach will begin in October. Staff is continuing to coordinate with San Francisco to study north of Interstate 380. Staff from the TA, the California State Department of Transportation (Caltrans), the City/County Association of Governments of San Mateo County (C/CAG), and the San Francisco County Transportation Authority have been exploring the concept. The analysis would be in the form of a Project Initiation Document. Staff will be coming back to the Board with a proposed course of action before the end of the year.

## FINANCE

### **Authorize Execution of a Memorandum of Understanding (MOU) with C/CAG for the Development of Performance Measures as Part of a Highway Needs Assessment**

Joel Slavitt, Manager, Programming and Monitoring, said C/CAG and the TA have determined a need to develop performance measures to assess key congestion and safety hotspots on the State highway network in the county. This will help to provide more informed guidance on highway needs for the Measure A Highway Program project selection process as well as other county-led highway programming efforts. Performance measures being considered include existing congestion, a projected increase in congestion, travel time reliability, and safety.

Director Karyl Matsumoto asked if this study is stopping at Interstate 380. Mr. Slavitt said it includes the entire State highway system.

#### Public Comment

Adina Levin, Friends of Caltrain, said the United States Department of Transportation has been working on a national program for appropriate measures for the performance of interstate and overall highway systems. Those draft measures focused on performance by vehicle, not by the ability to move passengers or greenhouse gas emissions. There was a national input process with Transportation for America that focused attention on making sure these performance measures include transit, moving passengers and greenhouse gases as a consideration. She hopes those issues will be considered at the regional level.

Director Ken Ibarra asked if a detailed report will be provided. Mr. Hartnett said yes.

Motion/Second: Nihart/Ibarra

Ayes: Freschet, Horsley, Ibarra, Johnson, Matsumoto, Nihart, Groom

## PROGRAM

### **Authorize Revisions to Guiding Principles for Project Selection for the Measure A Grade Separation Program**

April Chain, Chief Officer, Planning, Grants, and the TA, said staff is asking the Board to approve revisions to the guiding principles to how the TA selects projects from the Grade Separation Category. She said in April 2013, the Board approved a set of guiding principles. In November 2013 and May 2014, the Board approved four projects from five cities, San Mateo, Burlingame, South San Francisco and San Bruno, and Menlo Park, for a total of \$6.1 million. Through the end of the life of the program, in 2016 dollars, there is about \$235 million remaining. Many projects that were previously approved will be coming back for the next phase of funding. Projects are progressing at various schedules, so it would be difficult to do a call for projects (CFP). Given the amount of remaining funding, there is not sufficient money to complete all the projects. Staff is recommending removing the requirement to set aside funding for construction and preconstruction and focus the remaining funding on the completion of these projects. Staff is asking the Board to set aside \$5 million to assist with other eligible grade separation projects not previously funded. Any other cities with grade

separations in the Transportation Expenditure Plan can come to the TA Board to request funds for planning efforts.

Ms. Chan said there are only four projects and they will likely be coming back to the Board individually. Instead of a CFP, staff is recommending allowing the cities to come back on an as-needed, first come first served basis. In addition to the list of criteria previously approved, staff is also asking to take into consideration Caltrain's assessment and how the project is ranked in the Caltrain Grade Separation Crossing Hazard Analysis, how the project impacts Caltrain, evaluate project ranking in the Public Utilities Commission list, how the project can bring in match, at a minimum if the project needs construction funding it should bring in matching funds, geographic equity, and impacts to projects remaining on the list.

Director Ibarra said there is no roadmap on how grade separations will be funded in the future. He said things can change every year so he is not sure how the TA will be able to stick to these guiding principles. Any city that wants to do a grade separation will have to lobby to get funding. Ms. Chan said she reported last month there is funding out there that can be tapped in to.

Director Nihart said part of this is dealing with what the TA has, knowing what is on the books already, and knowing that the Legislature might do things differently and provide funding. These projects are those that were moving along already and the Board was not going to add to the list until a later time.

#### Public Comment

Adina Levin, Friends of Caltrain, said this decision and approach is prudent from the perspective of this body and the finances of the TA, but the Local Policy Maker Group was talking about collaborating with the Metropolitan Transportation Commission (MTC) to get a program created to provide planning resources for the entire corridor to get an inventory and provide tools for cities to deliver, plan and fund a project. There is an overall regional long-term need. She hopes the initiative working with MTC and the region will help provide resources to proceed with planning and not temporarily slow down when there are bumps in providing regional funding.

Director Nihart said this is where the TA is at right now. It does not mean things are not going to change in the future or that the TA is not aware of other planning that is in the works. This is to get the best bang for the buck at this point in time.

Chair Groom said this is not new information. The San Mateo grade separation has been in the works for 20 years. The Burlingame/Broadway project has been around almost as long and is almost finished. The TA always works with the MTC and has members that serve on it. It is okay for the TA to continue its work forward because these projects need to get done.

Motion/Second: Nihart/Horsley

Ayes: Freschet, Horsley, Ibarra, Johnson, Matsumoto, Nihart, Groom

Director Cameron Johnson left at 5:29 p.m.

## **Request by the City of San Mateo for Measure A Funds for the 25th Avenue Grade Separation Project**

Ms. Chan presented:

- Project scope
  - Construct grade separation at 25<sup>th</sup> Avenue, along with elevated rail between Hillsdale Avenue and Highway 92
  - Relocate Hillsdale Station and provide station access and parking
  - Construct east/west connections at 28<sup>th</sup> and 31<sup>st</sup> avenues
- Cost estimate: \$165.3 million
  - Measure A request: \$65.3 million
  - California High-Speed Rail Authority (CHSRA): \$84 million
  - Caltrans: Section 190 Program: \$10 million
  - City of San Mateo match: \$6 million
- Cost estimate by element
  - Grade separation at 25<sup>th</sup> Avenue, elevated rail from Hillsdale Avenue to Highway 92: \$134 million
  - Relocated elevated Hillsdale Station (including station access and parking): \$33.8 million
  - East/west connections at 28<sup>th</sup> and 31<sup>st</sup> avenues: \$12.2 million
- Cost estimate by phase
  - Preliminary engineering and environmental review: \$3.5 million
  - Final design: \$7.2 million
  - Right of way acquisition and utility relocation: \$4 million
  - Construction: \$165.3 million
- Schedule
  - Preliminary engineering/environmental review: July 2014 – August 2016
  - Final design and right of way: December 2015 – July 2017
  - Bid and award: November 2016 – April 2017
  - Construction: May 2017 – October 2019
- Coordination with electrification
  - Electrification construction to start spring 2017
  - San Mateo needs to secure construction funds now to begin construction by mid-2017
  - Construction of grade separation needs to start by mid-2017 to be completed before the installation of the electrification overhead contact system
- Overall project funding plan
  - Environmental: Measure A: \$3.7 million; San Mateo: \$1 million
  - Design: Measure A: \$3 million; San Mateo: \$3 million
  - Right of way: Measure A: \$2 million; San Mateo: \$2 million
  - Construction: Measure A: \$65.3 million; San Mateo: \$6 million; State Section 190: \$10 million
- Special circumstance considerations
  - Urgency
    - Significant cost savings to do the project before electrification
    - Safety improvement
    - Potential loss of funds

- Impact to Measure A program
  - Grade separation program balance through Fiscal Year (FY) 2017: \$36.5 million
  - Annual receipts: approximately \$12 million
  - Staff currently evaluating whether funds can be borrowed from other TA programs if needed to cash flow the project
- Schedule
  - August 2016: San Mateo submits letter requesting Measure A construction allocation; CHSRA authorizes MOU for \$84 million to project
  - September 2016: information item on 25<sup>th</sup> Avenue Grade Separation
  - October 2016: TA action on 25<sup>th</sup> Avenue Grade Separation funding request

Director Nihart said there is a balance in Measure A, and this presentation shows there is \$36.5 million through FY2017. She asked if the TA is using next year's money. Ms. Chan said it is currently FY2017, and staff is estimating through the end of FY2017 there will be \$36.5 million. The TA continues to collect \$12 million a year. Looking at the construction schedule, the TA may barely have enough to pay the construction bills that will be coming in.

Chair Groom said this has been talked about long before the Bay Meadows project and it is exciting to see this project coming to fruition.

Director Maureen Freschet said she is proud of San Mateo city staff and the city manager.

### **Program Report: Transit Ferry Program – South San Francisco**

Ernest Sanchez, Public Information and Marketing Officer, Water Emergency Transportation Authority (WETA), presented:

- Average daily ridership
  - Year one: 161
  - Year two: 333
  - Year three: 422
  - Year four: 479
- Average monthly farebox recovery: currently 31 percent
- Regional Measure 2 (RM2) Program: Performance criteria
  - Project has two years of ramp up and must reach threshold farebox recovery by third year
  - Services that do not meet thresholds in year three must complete a corrective action plan and submit to MTC for approval
  - Ferry services are evaluated as individual routes, not part of a larger system or program of services
- WETA Board ridership development actions
  - July 2012: South San Francisco ferry service begins
  - April 2013: ridership enhancement program
    - Additional evening trip, adjustment to peak schedule
    - Rider and commuter surveys
    - Midday service

- Marketing enhancements
- Increase of \$228,000 annual operating expense
- November 2013:
  - Status report
  - Follow up surveys
- May 2014
  - Made permanent April 2013 schedule changes
  - Employee transportation coordinator events
- September 2014
  - Fare program adoptions
  - Increased fare by 6 percent
- October 2014
  - System wide onboard passenger survey
- April 2015
  - Summer schedule
  - Modified evening departure
- September 2015
  - WETA submits corrective action plan
    - Monitor and adjust service to maintain ridership growth
    - Continue outreach to South San Francisco employers
    - Encourage modification and expansion of connecting shuttle program
    - Continue midday excursion trips to San Francisco
    - Interline crews and vessels
    - Work with MTC to modify RM2 performance criteria for WETA ferry program
    - Extend ramp up period for ferry capital projects from three years to 10 to 14 years
    - Evaluate WETA services as a system rather than individual, independent services
- Fall 2015
  - Letters of support from South San Francisco ferry stakeholders
- May 2016
  - MTC extends ramp up period to June 2019
- June 2016
  - Service hits 541 average daily boardings
- Upcoming South San Francisco development
  - 3.5 million square feet of office/commercial space currently under construction
  - 2.5 million square feet of officer/commercial space anticipated in Oyster Point

Director Matsumoto said she was skeptical of the service but she is pleased with what is happening. Genentech is building water taxis, but they should not impact WETA's ferry passengers. The water transit community group is trying diligently to market the WETA ferry and get word out, and has put up more ferry signs.

Mr. Sanchez said the WETA Board awarded a contract for the construction of three additional ferries, which hold 440 passengers and travel 34 knots per hour, and will go into the fleet to expand it to 12 vessels.

Director Nihart asked what the percentage of people who bring a bike onboard. Mr. Sanchez said 48 percent.

### **Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2016**

Joe Hurley, Director, TA Program, said:

- The Poplar Avenue Safety Improvement Project in San Mateo construction schedule slipped because the city opted to do more public outreach in advance of the start of construction. Construction began last month and is scheduled to be completed at the end of the year.
- The Highway 92 El Camino Real Interchange Reconstruction Project in San Mateo is delayed due to multiple reviews at the end of the design phase. The project design is completed and is scheduled to be advertised for construction before the end of the year.

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

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

#### State

Assembly Bill (AB) 2030 increases the thresholds for purchases that require agencies to go out to bid and was passed and signed by the governor.

AB2126, which increases the number of projects where Caltrans can use the Construction Manager/General Contractor delivery method, passed the Legislature and is now with the governor.

AB1889 clarifies the early investments in the bookends and elsewhere along the high-speed rail system, which are ultimately going to be used for high-speed rail trains, to be consistent with the intent of the Legislature in appropriating Proposition 1A funds. This bill passed the Legislature and is now with the governor.

What is left is to pass is a final transportation funding package, which can be done any time before November 30 during the transportation special session.

The California State Transportation Agency awarded \$20 million to Caltrain from the State's Transit and Intercity Rail Cap and Trade Program for the electrification project.

#### Federal

The Federal Railroad Administration awarded Caltrain a \$2.8 million grant for the Communications-based Overlay Signal System/Positive Train Control Project.

Staff was notified that the Caltrain Electrification Project is moving forward in the Federal Transit Administration's Core Capacity grant program and is now entering the engineering phase.

Director Don Horsley asked if a public vote would be required for a transportation funding package. Ms. Bhatnagar said no, it would be an allocation of the remaining Cap and Trade funds.

Chair Groom asked how the money would be distributed if it passes. Ms. Bhatnagar said a chart is in the agenda packet that details where the money is coming from and what programs would be funded.

**REQUESTS FROM THE AUTHORITY**

None

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

No discussion.

**DATE AND PLACE OF NEXT REGULAR MEETING**

October 6, 2016 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070

**REPORT OF LEGAL COUNSEL**

Ms. Cassman said the Board will meet in closed session.

Recessed to closed session at 6:09 p.m.

**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**

Reconvened to open session at 6:13 p.m.

Ms. Cassman said no action has been taken.

The meeting adjourned at 6:13 p.m. in memory of former supervisor Mary Griffin, who had a distinguished career in public office, including serving on the TA Board from 1989 to 1998.

# TA CAC Chair's Report

## September 1, 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 August 4, 2016, without questions or comments.

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

(TA Item 9a ) The CAC supported the 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.

(TA Item 10a) After a comprehensive overview of the recommended revisions to the Guiding Principles for the Project Selection and Funding Process for the Measure A Grade Separation Program by April Chan, Chief Officer, Planning, Grants and the Transportation Authority, the CAC voted to support the recommended revisions. The CAC was pleased to hear that a recommendation was again being made to 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, with the understanding that the remaining funding should be primarily focused on the projects previously approved by the San Mateo County Transportation Authority for pre-construction funding and that this new approach, in effect, will be replacing future Calls for Projects, a process which was part of the previously approved principles.

(TA Item 10b) The CAC received a detailed power point presentation by April Chan concerning the 25th Avenue Grade Separation Measure A Funding Request from the City of San Mateo. The report covered the project scope, its project cost estimate and project schedule, and its coordination with electrification, as well as the project funding plan, special circumstances consideration and action schedule. Mr. Larry Patterson, San Mateo's City Manager, and Mr. Leo Scott, Project Consultant, were on hand to answer questions. The CAC was made well aware of the urgency of the City of San Mateo receiving the funding immediately , as it would prove to be a significant cost savings, as well as safety improvement, in addition to avoiding a potential loss of

funds. Although this was only an FYI item presented to the CAC at this time, with no formal vote being taken yet, the CAC appeared to be in general agreement that the funding request should be approved when it comes up for a vote in October.

(TA Item 10c) As part of a series of program reports focusing on the various TA's programs, the CAC was given a report on the Transit Ferry Program in South San Francisco this month by Joel Slavitt, Manager, Programming and Managing. His presentation overview included a program report on the average daily boardings and the average monthly farebox recovery. Although the current ferry service's performance criteria does not meet the MTC's requirement of 40% for farebox recovery, the CAC was pleased to hear that an extension period to June 2019 had been granted by the MTC to the Water Emergency Transportation Authority for the project to have more ramp up time to reach the required 40% farebox recovery requirement. Members of the CAC commented on the fact that with all the new developments that are currently taking place at Oyster Point in northern San Mateo County and also expected to take place on Treasure Island, as well as developments now being constructed along the San Francisco waterfront between Mission Bay and Candlestick, which borders the northern waterfront of San Mateo County, there just might be a future opportunity to increase ridership quite a bit in the not too distant future, with some creative ferry routes being created to take into consideration the RM2 funding requirements that currently apply to the ferry routes.

(TA Item 10d) Joe Hurley, TA Program Director, gave a brief update to the CAC on the Capital Projects Quarterly Status Report for the 4th Quarter of Fiscal Year 2016, focusing on two projects primarily: the Poplar Avenue Safety Improvements and the Route 92/El Camino Real Interchange projects

(TA Item 10e) Shweta Bhatnagar, Manager Government and Community Relations, advised the CAC that Senator Jim Beal (D-San Jose) and Assemblyman Jim Frazier (D-Fairfield) have been combining efforts to produce a transportation-funding package. The CAC was also given an update on AB2030 (Mullin), which was recently signed by the Governor.

(CAC Chair's Report to the CAC)

In my own report to the CAC, I advised the CAC that our former CAC member Jim Bigelow had contacted me with news to share with members of the CAC about two upcoming public meetings on the Dumbarton Corridor Study..

The two public outreach meetings are scheduled to be held on Monday evening September 12 at the Newark Library in Newark and on Wednesday evening, September 14 at the Fair Oaks Community Center in Redwood City. Both meetings will be held between 7PM and 8PM.

At these meetings, staff will provide a study update; review the study goals, evaluation metrics and initial alternatives examined. The study will not approve any future projects, but instead will provide local stakeholders with options to consider exploring.

(Staff Report to the CAC)

In Joe's report to the CAC, he advised the CAC that the CTC authorized an agreement between the TA and the California Department of Transportation (CALTRANS) in regards to the 101 Willow Interchange Project. The TA will front the money, with STIP reimbursing the money at a later date. Joe also reported that the Hwy 101/Broadway Interchange Project costs are projected to be higher than budgeted. While TA staff is working with Caltrans and the utility companies to deliver the project within budget, the probability is that additional funding will be needed to complete the project. All parties are working together to quantify the anticipated funding shortfall and will bring that information back to the Board as soon as it becomes available.

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  
AUGUST 31, 2016**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$13,144,165 - line 7) is **better** than budget by \$609,609 or 4.9 percent. *Interest Income* (\$1,098,282 - line 2) is \$602,535 or 121.5 percent **better** than budget due to the sale of bonds in the portfolio for a premium.

*Total Revenue* (\$13,144,165 - line 7) is \$1,646,143 or 14.3 percent **better** than prior year actuals. *Sales Tax* (\$11,839,862 - line 1) is \$1,059,862 or 9.8 percent **better** than prior year. *Interest Income* (\$1,098,282 - line 2) is \$585,335 or 114.1 percent **better**.

**Expenditures:** *Total Administrative Expenses* (\$213,529 - line 22) are **better** than budget by \$46,258 or 17.8 percent. Within total administrative expenses, *Staff Support* (\$112,197 - line 18) is \$24,556 or 18.0 percent **better** than budget and *Other Admin Expense* (\$101,312 - line 20) is **better** than budget by \$21,722 or 17.7 percent.

**Budget Amendment:**

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

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

% OF YEAR ELAPSED: **16.7%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% OF PROJ	ADOPTED BUDGET*	REVISED BUDGET**	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	5,919,931	10,780,000	11,839,862	11,839,862	100.0%	83,000,000	83,000,000	14.3%
2 Interest Income	505,585	512,947	1,098,282	495,747	221.5%	2,974,480	2,974,480	36.9%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	103,010	205,074	206,021	198,948	103.6%	1,193,686	1,193,686	17.3%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 <b>TOTAL REVENUE</b>	<b>6,528,527</b>	<b>11,498,022</b>	<b>13,144,165</b>	<b>12,534,556</b>	<b>104.9%</b>	<b>87,168,166</b>	<b>87,168,166</b>	<b>15.1%</b>
8								
<b>EXPENDITURES:</b>								
9								
10								
11 Annual Allocations	2,160,775	3,934,700	4,321,550	4,321,548	100.0%	30,295,000	30,295,000	14.3%
12								
13 Program Expenditures	536,817	2,512,960	704,435	11,587,000	6.1%	69,522,015	69,522,015	1.0%
14								
15 Oversight	72,728	149,027	124,418	197,500	63.0%	1,185,000	1,185,000	10.5%
16								
17 Administrative								
18 Staff Support	44,753	118,984	112,197	136,753	82.0%	827,084	825,442	13.6%
19 Measure A Info-Others	20	-	20	-	0.0%	15,000	15,000	0.1%
20 Other Admin Expenses	48,395	247,234	101,312	123,034	82.3%	670,491	672,134	15.1%
21								
22 Total Administrative	93,168	366,218	213,529	259,787	82.2%	1,512,575	1,512,575	14.1%
23								
24 <b>TOTAL EXPENDITURES</b>	<b>2,863,487</b>	<b>6,962,905</b>	<b>5,363,932 (1)</b>	<b>16,365,835</b>	<b>32.8%</b>	<b>102,514,590</b>	<b>102,514,590</b>	<b>5.2%</b>
25								
26 <b>EXCESS (DEFICIT)</b>	<b>3,665,039</b>	<b>4,535,117</b>	<b>7,780,233</b>	<b>(3,831,279)</b>		<b>(15,346,424)</b>	<b>(15,346,424)</b>	
27								
28 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>472,363,864</b>	<b>485,249,129</b>	<b>479,742,406</b>		<b>479,742,406</b>	<b>479,742,406</b>	
29								
30 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>476,898,981</b>	<b>493,029,362 (2)</b>	<b>475,911,127</b>		<b>464,395,982</b>	<b>464,395,982</b>	
31								
32								

Includes the following balances:

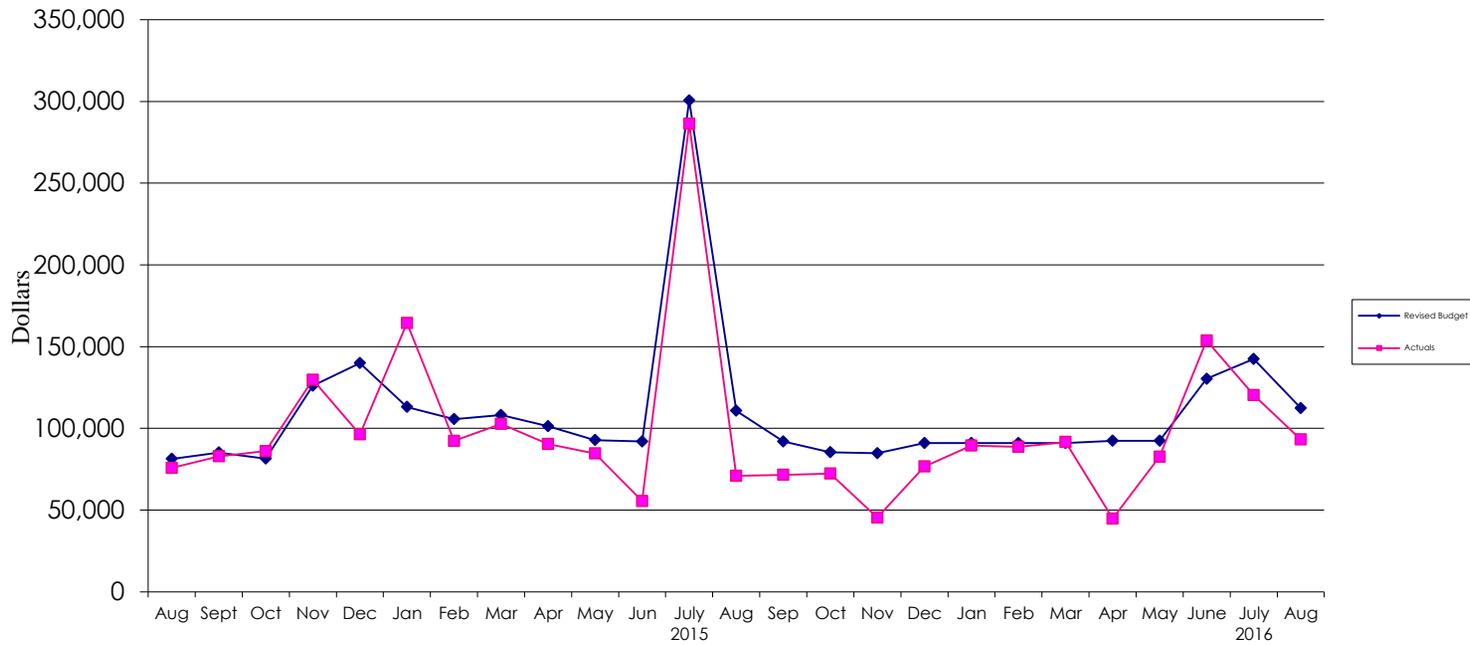
Cash and Liquid Investments	5,266,345			FY 2016 Carryover of Commitments (Unaudited)	329,137,913
Current Committed Fund Balance	426,288,571 (3)			FY 2017 Additional Commitments (Budgeted)	102,514,590
Undesignated Cash & Net Receivable	<u>61,474,446</u>			Less: Current YTD expenditures	<u>(5,363,932) (1)</u>
Total	<u>493,029,362 (2)</u>			Current Committed Fund Balance	<u>426,288,571 (3)</u>

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

\* The TA Adopted Budget is the Board adopted budget effective June 2, 2016.

\*\* The TA Revised Budget is the adopted budget including year to date budget transfers.

## 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
<b>MONTHLY EXPENSES</b>												
Revised Budget	142,412	112,375										
Actual	120,361	93,168										
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	147,412	259,787										
Actual	120,361	213,529										
Variance-F(U)	27,051	46,258										
Variance %	18.35%	17.81%										



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF AUGUST 31, 2016

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	0.815%	\$ 323,462,935	\$ 323,462,935
Local Agency Investment Fund	**	Liquid Cash	0.614%	\$ 977,075	\$ 977,075
Investment Portfolio	***	Liquid Cash	1.266%	\$ 152,065,162	\$ 152,542,427
Other		Liquid Cash	0.000%	\$ 5,266,345	\$ 5,266,345
				<u>\$ 481,771,516</u>	<u>\$ 482,248,781</u>

Accrued Earnings for August 2016 \$ 359,122.61  
Cumulative Earnings FY2017 \$ 712,649.22

\* County Pool average yield for the month ending August 31, 2016 was .815%. As of August 2016, the total cost of the Total Pool was \$4,304,111,449 and the fair market value per San Mateo County Treasurer's Office was \$4,318,830,407.36

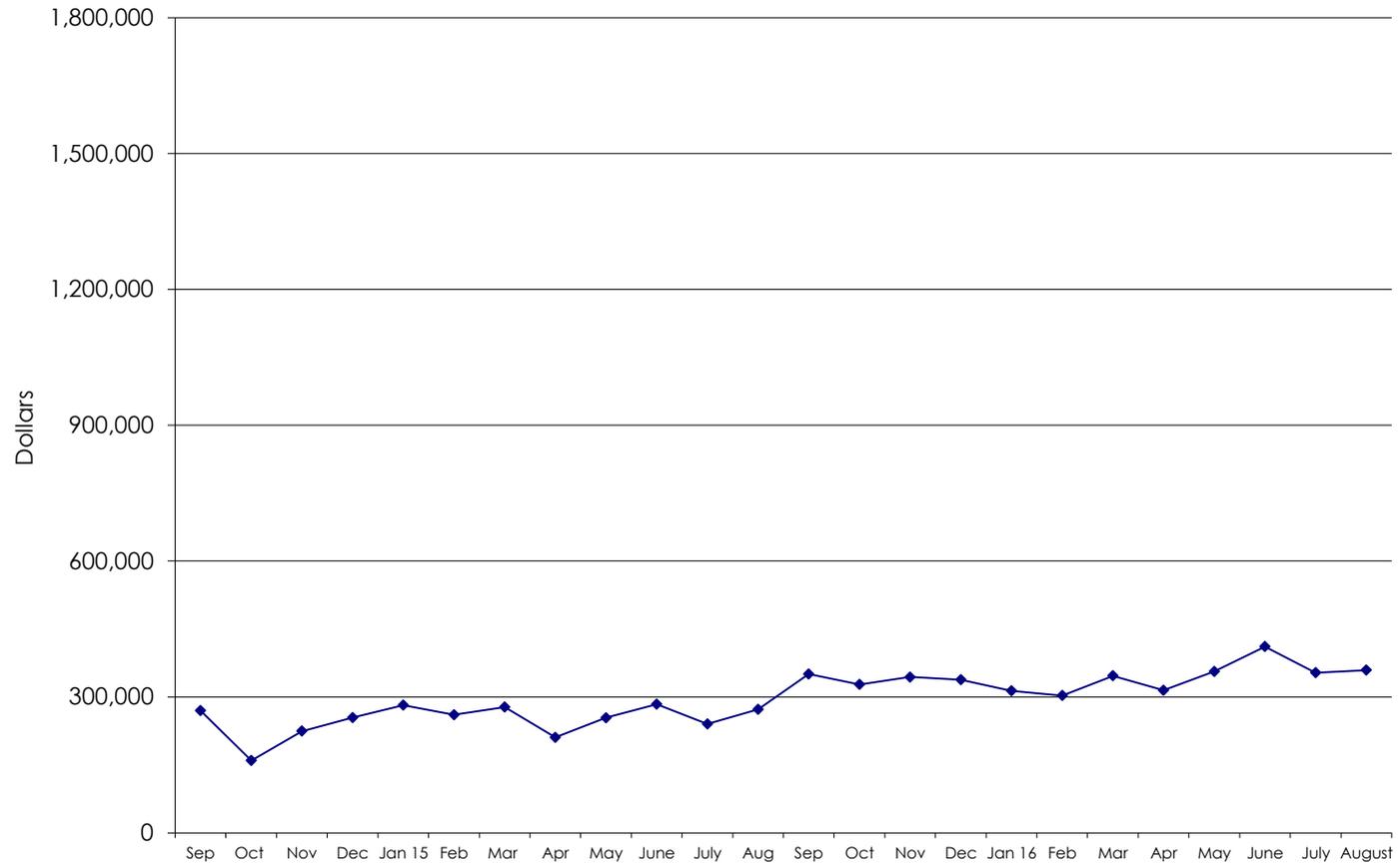
\*\* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

\*\*\* 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  
AUGUST 2016**

FY2017	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	353,526.60	353,526.60
AUGUST	359,122.61	712,649.22
SEPTEMBER		
OCTOBER		
NOVEMBER		
DECEMBER		
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

## SMCTA Interest Income



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INTEREST ON INVESTMENTS  
August 31, 2016**

DESCRIPTION	TOTAL INVESTMENT 08-31-16	INTEREST RECEIVABLE 07-31-16	PREPAID INT RECEIVABLE 08-31-16	INTEREST EARNED 08-31-16	INTEREST RECEIVED 08-31-16	ADJ.	INTEREST RECEIVABLE 08-31-16
LAIF	977,074.81	487.38	0.00	509.52	0.00		996.90
COUNTY POOL	323,462,934.53	213,482.34	0.00	221,661.35	0.00		435,143.69
BANK OF AMERICA	1,107,515.69	0.00	0.00				0.00
WELLS FARGO	0.00	0.00	0.00				0.00
US BANK (Cash on deposit)	4,158,828.86	0.00	0.00				0.00
INVESTMENT PORTFOLIO	152,542,426.98	519,768.85	59,518.41	136,951.74	432,345.06		283,893.94
							0.00
	<u>482,248,780.87</u>	<u>733,738.57</u>	<u>59,518.41</u>	<u>359,122.61</u>	<u>432,345.06</u>	<u>0.00</u>	<u>720,034.53</u>

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

Interest Earned Per Report	08/31/16	359,122.61
<b>Add:</b>		
<b>Less:</b>		
Management Fees		(9,250.00)
Amortized Premium/Discount		(5,674.82)
Capital Gain(Loss)		146,446.87
Total Interest & Capital Gain(Loss)		<u>490,644.67</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	712,649.22
<b>Add:</b>	
<b>Less:</b>	
Management Fees	(18,500.00)
Amortized Premium/Discount	(11,349.64)
Capital Gain(Loss)	385,489.30
Total Interest	<u>1,068,288.88</u>
Balance Per Ledger as of	08/31/16
Exp. Acct. 530011 - Amort Prem/Disc	(11,349.64)
Management Fees (530040)	(18,500.00)
Int Acct. 409100 - Co. Pool	435,143.69
Int Acct. 409100 - LAIF	996.90
Int Acct. 409101 - Portfolio Funds	276,508.62
Gain(Loss) Acct. 405210	385,489.30
	<u>1,068,288.88</u>

**INVESTMENT PORTFOLIO**  
**August 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	PAR VALUE
			PURCHASE PRICE	VALUE 8/31/2016					REC'VBLE 7/31/2016	INT REC'VBLE 8/31/2016	EARNED 8/31/2016			REC'VBLE 8/31/2016	
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>															
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>															
US TREASURY NOTE	912828WA4	03-21-14	6,659,616.21	6,677,763.45	10-15-16	0.625%	115.8854	31	19,134.22		3,596.75	6,886.96		15,844.01	6,675,000
US TREASURY NOTE	912828WF3	03-28-14	7,493,276.96	7,519,509.00	11-15-16	0.625%	130.4688	31	9,955.33		3,956.61			13,911.94	7,515,000
US TREASURY NOTE	912828TG5	06-02-16	9,968,359.38	9,984,380.00	07-31-17	0.500%	138.8889	31	45,244.57		4,972.83	45,869.57		4,347.83	10,000,000
US TREASURY NOTE	912828UZ1	03-31-16	12,808,337.90	12,817,373.85	04-30-18	0.625%	223.0903	31	26,614.30		8,871.43			35,485.73	12,850,000
US TREASURY NOTE	912828ST8	03-23-15	10,136,916.01	10,251,104.15	04-30-19	1.250%	352.4306	31	46,910.67		11,166.77	15,326.08		42,751.36	10,150,000
US TREASURY NOTE	912828F62	09-09-15	3,413,679.69	3,456,579.40	10-31-19	1.500%	141.6667	31	12,959.02		4,319.67			17,278.69	3,400,000
US TREASURY NOTE	912828UQ1	11-09-15	8,289,421.88	8,465,620.80	02-29-20	1.250%	291.6667	31	43,940.22		8,849.84	52,500.00		290.06	8,400,000
US TREASURY NOTE	912828VF4	12-07-15	7,403,027.34	7,584,667.50	05-31-20	1.375%	286.4583	31	17,469.26		8,734.63			26,203.89	7,500,000
US TREASURY NOTE	912828VP2	03-02-16	2,369,988.28	2,379,511.00	07-31-20	2.000%	127.7778	31	168,913.04		28,304.35	168,000.00		29,217.39	2,300,000
US TREASURY NOTE	912828VP2	05-18-16	14,988,808.59	15,001,265.00	07-31-20	2.000%	805.5556	31						0.00	14,500,000
US TREASURY NOTE	912828L32	06-29-16	1,832,906.25	1,818,633.60	08-31-20	1.375%	68.7500	31	33,556.01		4,728.39	38,081.53		202.87	1,800,000
															56.08%
<b><u>FEDERAL AGENCY COLLATERIZED MORTGAGE OBLIGATIONS</u></b>															
FNMA	3136ANJY4	04-30-15	1,075,646.17	1,068,470.94	04-01-18	1.550%	45.85	31	1,375.63		1,375.63	1,375.63		1,375.63	1,065,000
FHLMC	3137BNMZ4	04-28-16	1,052,036.27	1,049,169.71	03-01-19	1.738%	50.29	31	1,528.73		1,508.63	1,528.72		1,508.64	1,041,628
FANNIE MAE	3136AQDQO	10-30-15	1,434,219.74	1,426,014.27	09-01-19	1.646%	64.93	31	1,947.77		1,947.77	1,947.77		1,947.77	1,420,000
															2.32%
<b><u>FEDERAL AGENCY NOTES AND BONDS</u></b>															
FHLMC	3137EAEB1	07-20-16	7,781,124.00	7,761,436.80	07-19-19	0.875%	189.58	31	2,085.42		5,687.50			7,772.92	7,800,000
FNMA	3135GON33	08-02-16	4,192,944.00	4,177,777.80	08-02-19	0.875%	102.08	31			2,960.42			2,960.42	4,200,000
FHLB	3130A8QS5	07-15-16	4,671,419.30	4,655,256.00	07-14-21	1.125%	146.88	31	2,350.00	146.88	4,406.25			6,903.13	4,700,000
FHLMC	3137EADN6	08-30-16	11,985,840.00	11,987,328.00	01-12-18	0.750%	250.00	31		12,000.00	250.00			12,250.00	12,000,000
FREDDIE MAC	3137EADP1	08-08-16	8,010,320.00	8,000,008.00	03-07-18	0.875%	194.44	31		29,361.11	4,472.22			33,833.33	8,000,000
FHLB	3130A9AE1	08-26/16	7,694,764.00	7,690,821.60	10-01-18	0.875%	187.15	31			935.76			935.76	7,700,000
FHLB	313376BR5	08-11-16	6,631,430.00	6,613,594.00	12-14-18	1.750%	315.97	31		18,010.42	6,319.44			24,329.86	6,500,000
FHLB	3130A8Y72	08-04-16	4,690,976.00	4,678,934.60	08-05-19	0.875%	114.24	31			3,084.38			3,084.38	4,700,000
FNMA	3135GON82	08-19-16	822,177.68	821,153.03	08-17-21	1.250%	28.65	31						0.00	825,000
FNMA	3135GON82	08-19-16	2,664,166.25	2,662,526.48	08-17-21	1.250%	92.88	31			1,458.33			1,458.33	2,675,000
FNMA	3135GQP49	09-02-16	3,993,760.00	3,993,528.00	08-28-19	1.000%	111.11	31						0.00	4,000,000
															41.59%
MATURED/CALLED															
FNMA	3136GOYE7	03-07-14	15,029,400.00	15,003,390.00	08-26-16	0.625%	260.42	31	40,364.58		6,510.42	46,875.00		0.00	15,000,000
US TREASURY NOTE	912828WD8	10-13-15	14,415,070.31	14,474,288.40	10-31-18	1.250%	496.5278	31	45,420.08		8,533.72	53,953.80		0.00	14,300,000
<b>TOTAL</b>			<b>152,065,161.90</b>	<b>152,542,426.98</b>					<b>519,768.85</b>	<b>59,518.41</b>	<b>136,951.74</b>	<b>432,345.06</b>	<b>0.00</b>	<b>283,893.94</b>	<b>151,716,628.00</b>

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

9/23/16 1:18 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
<b>FY2016:</b>						
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	21,216,060	(113,966)	21,216,060
<b>FY2016 Total</b>	<b>77,000,000</b>	<b>80,000,000</b>	<b>FY2016 Total</b>	<b>79,703,951</b>	<b>(296,049)</b>	<b>79,703,951</b>
<b>FY2017:</b>						
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
<b>FY2017 Total</b>	<b>83,000,000</b>	<b>83,000,000</b>	<b>FY2017 Total</b>			<b>83,000,000</b>
	5,919,931		1st Quarter			
	5,919,931		2nd Quarter			
			3rd Quarter			
			4th Quarter			
	<u><b>11,839,862</b></u>		YTD Actual Per Statement of Revenue & Expenses			

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

	<u>8/31/2016</u>
Cash -- Bank of America Checking Account	1,107,515.69
Cash -- Wells Fargo Lockbox Account	0.00
Cash - US Bank (on deposit)	4,158,828.86
LAIF	977,074.81
County Pool	323,462,934.53
Investment Portfolio	152,542,426.98
	<hr/>
Total	<u><u>482,248,780.87</u></u>

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

Unit	Ref	Name	Amount	Method	Description
SMCTA	000024	GROOM, CAROLE	100.00	ACH	Board Member Compensation
SMCTA	000025	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000026	NIHART, MARY ANN	100.00	ACH	Board Member Compensation
SMCTA	000027	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	004279	CHAMBER REDWOOD CITY	100.00	CHK	Membership dues
SMCTA	004280	CHAN, APRIL	76.34	CHK	Business Meetings
SMCTA	004281	HANSON BRIDGETT LLP	10,918.00	CHK	Legal Services
SMCTA	004282	KHOURI CONSULTING	3,665.00	CHK	Legislative Advocate
SMCTA	004283	AMERICAN PLANNING ASSOCIATION	695.00	CHK	Membership dues
SMCTA	004284	CDM SMITH, INC.	25,610.58	CHK	Consultants
SMCTA	004285	JACOBS ENGINEERING GROUP INC.	3,049.83	CHK	Consultants
SMCTA	004286	KHOURI CONSULTING	10.00	CHK	Legislative Advocate
SMCTA	004287	CDM SMITH, INC.	17,592.03	CHK	Consultants
SMCTA	004288	HNTB CORPORATION	69.26	CHK	Consultants
SMCTA	004289	SAN CARLOS, CITY OF	623.86	CHK	Capital Programs <sup>(1)</sup>
SMCTA	004290	SAN MATEO COUNTY TAX COLLECTOR	321.60	CHK	Parcel tax
SMCTA	004291	WELLS FARGO INSURANCE SERVICES USA, INC	1,005.00	CHK	Broker Fee - Quarterly
SMCTA	004292	EAST PALO ALTO, CITY OF	42,922.78	CHK	Capital Programs <sup>(2)</sup>
SMCTA	004293	FEDERAL EXPRESS CORPORATION	59.15	CHK	Overnight Courier Service
SMCTA	004294	HANSON BRIDGETT LLP	20,565.00	CHK	Legal Services
SMCTA	004295	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004296	JACOBS ENGINEERING GROUP INC.	3,033.92	CHK	Consultants
SMCTA	004297	PENINSULA TRAFFIC CONGESTION RELIEF	55,345.91	CHK	Capital Programs <sup>(2)</sup>
SMCTA	004298	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Investment Advisory Services
SMCTA	004299	SAN MATEO COUNTY TAX COLLECTOR	364.28		Parcel tax
			199,177.54		

(1) Call for Proj-Ped&Bikes FY12/13

(2) FY15/16 Shuttles Call for Proj

**AGENDA ITEM # 8  
OCTOBER 6, 2016**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

TO: Transportation Authority

FROM: Karyl Matsumoto  
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF OCTOBER 5, 2016**

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

Prepared By: Josh Averill

650-508-6223

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

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

SUBJECT: **APPROVE THE SAN MATEO COUNTY COASTSIDE BEACH SHUTTLE  
APPLICATION AND PROGRAM AND ALLOCATE NEW MEASURE A FUNDS  
FROM THE LOCAL SHUTTLE PROGRAM FOR FISCAL YEARS 2017 AND 2018**

**ACTION**

Staff recommends the Board:

1. Approve the San Mateo County (County) funding application for the Coastside Beach Shuttle.
2. Program and allocate a total of \$78,563 in New Measure A Local Shuttle Program funds for Fiscal Year (FY) 2017 and FY2018 for the Shuttle.
3. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

**SIGNIFICANCE**

The San Mateo County Transportation Authority (TA) approved the programming and allocation of New Measure A Local Shuttle Program funds as part of the joint TA-City/County Association of Governments of San Mateo County (C/CAG) San Mateo County Shuttle Program Call for Projects (CFP) at its May 2016 Board meeting. The TA deferred taking action on the Coastside Beach Shuttle, at the request of the County, pending further development of the proposed shuttle route and service plan.

The County has conducted additional outreach with the Coastside community, worked with San Mateo County Transit District operations planning staff and has submitted a revised application for the programming and allocation of \$78,563 to help fund 20 months of shuttle service, from November 2016 through June 2018. The County previously requested \$105,000 to help fund two years of shuttle service, but reduced its request when it shortened the duration of service by four months. The revised application has been reviewed by the TA-C/CAG evaluation panel and is now recommended for funding.

The Coastside Beach Shuttle is a weekend community shuttle that will provide an

alternative to the automobile with direct access to public beaches in the Half Moon Bay area with proposed service starting at 9:30 a.m. and ending at 5:00 p.m. and consisting of four northbound and four southbound trips daily.

**BUDGET IMPACT**

The total cost of the Coastside Beach Shuttle service for the 20 months is \$104,751. The County's request for \$78,563 will be funded by the TA with New Measure A Local Shuttle program funds and matched with \$26,188 (25 percent) from the County. The New Measure A funding for this project is already included as part of the FY2017 and prior year adopted budgets.

**BACKGROUND**

The TA and C/CAG issued a joint Shuttle Program CFP in December 2015 to allow for the coordinated award of up to \$10 million for FY2017 and FY2018. The \$10 million was composed of up to \$9 million in Measure A funds and \$1 million in C/CAG's Local Congestion Relief Program funds. A joint evaluation process resulted in 38 shuttles recommended for approximately \$9.0 million in total funding, which was approved by the TA and C/CAG.

An updated list of shuttles funded from the joint Shuttle Program CFP, including the proposed Coastside Beach Shuttle, with amounts allocated from both the TA and C/CAG, is provided in Exhibit A. The remaining balance of unallocated New Measure A Local Shuttle Program funds will be rolled into the next shuttle CFP, to be held in FY2018.

Prepared by: Joel Slavit, Manager of Programming and Monitoring

650-508-6476

# Exhibit A: FY2017 and FY2018 San Mateo County Shuttle Program

## Final Recommended Project List for Award

Sponsor	Shuttle Name	Primary Service Area	New or Existing	Service Type	Total Cost	Requested Allocation	Proposed Fund Source	Total Matching Funds	Percent Matching Funds	Private Sector Match	Notes
Commute.org	Bayshore Technology Park	Redwood Shores	Existing	Commuter	\$246,208	\$123,104	Measure A	\$123,104	50%	yes, 50%	
Commute.org	Brisbane/Crocker Park BART/Caltrain	Brisbane/Daly City	Existing	Commuter	\$786,665	\$555,000	Measure A	\$231,665	29%	yes, 25%	
Commute.org	North Burlingame	Burlingame	Existing	Commuter	\$249,126	\$124,562	Measure A	\$124,563	50%	yes, 50%	
Commute.org	North Foster City	Foster City	Existing	Commuter	\$467,032	\$315,274	Measure A	\$151,758	32%	yes, 25%	
Commute.org	Redwood City Midpoint Caltrain	Redwood City	Existing	Commuter	\$242,857	\$182,143	Measure A	\$60,714	25%	yes, 25%	
Commute.org	Seaport Centre Caltrain	Redwood City	Existing	Commuter	\$238,018	\$119,009	Measure A	\$119,009	50%	yes, 50%	
Commute.org	South San Francisco BART	South San Francisco	Existing	Commuter	\$915,656	\$641,742	Measure A	\$273,914	30%	yes, 25%	
Commute.org	South San Francisco Caltrain	South San Francisco	Existing	Commuter	\$532,612	\$399,459	Measure A	\$133,153	25%	yes, 25%	
Commute.org	South San Francisco Centennial Towers	South San Francisco	Existing	Commuter	\$237,088	\$118,544	Measure A	\$118,544	50%	yes, 50%	
Commute.org	South San Francisco Ferry	South San Francisco	Existing	Commuter	\$437,764	\$284,546	Measure A	\$153,218	35%	yes, 10%	
Daly City	Bayshore	Daly City	Existing	Commuter/	\$523,000	\$104,600	Measure A	\$418,400	80%	no	
JPB	Bayshore/Brisbane Commute & Midday Senior	Brisbane/Daly City	Existing	Commuter/Community	\$512,700	\$384,600	Measure A	\$128,100	25%	no	
JPB	Belmont/Hillsdale	Belmont	Existing	Commuter	\$246,900	\$185,200	Measure A	\$61,700	25%	no	
JPB	Broadway/Millbrae	Burlingame	Existing	Commuter	\$284,900	\$213,800	Measure A	\$71,100	25%	no	
JPB	Burlingame Bayside BART/Caltrain	Burlingame	Existing	Commuter	\$474,500	\$308,600	Measure A	\$165,900	35%	yes, 25%	
JPB	Campus Drive Area	San Mateo	Existing	Commuter	\$246,900	\$185,200	Measure A	\$61,700	25%	yes, 25%	
JPB	Clipper	Redwood Shores	Existing	Commuter	\$246,900	\$185,200	Measure A	\$61,700	25%	yes, 25%	
JPB	Electronic Arts (EA)	Redwood Shores	Existing	Commuter	\$380,200	\$150,000	Measure A	\$230,200	61%	yes, 61%	
JPB	Lincoln Centre	San Mateo/Foster City	Existing	Commuter	\$278,600	\$181,100	Measure A	\$97,500	35%	yes, 25%	
JPB	Mariners Island	San Mateo/Foster City	Existing	Commuter	\$278,600	\$181,100	Measure A	\$97,500	35%	yes, 25%	
JPB	Norfolk Area	San Mateo	Existing	Commuter	\$227,800	\$170,900	Measure A	\$56,900	25%	yes, 25%	
JPB	Oracle	Redwood Shores	Existing	Commuter	\$570,200	\$260,000	Measure A	\$310,200	54%	yes, 53%	
JPB	Pacific Shores	Redwood City	Existing	Commuter	\$357,900	\$232,600	Measure A	\$125,300	35%	yes, 25%	
JPB	Sierra Point Millbrae	South San Francisco/Brisbane	Existing	Commuter	\$294,200	\$84,000	Measure A	\$210,200	71%	yes, 66%	
JPB	Twin Dolphin	Redwood Shores	Existing	Commuter	\$265,800	\$190,400	Measure A	\$75,400	28%	yes, 25%	
Menlo Park	Marsh Road	Menlo Park	Existing	Commuter	\$378,008	\$283,506	Measure A	\$94,502	25%	yes, 24%	
Menlo Park	Mid-day	Menlo Park	Existing	Community	\$975,277	\$731,457	C/CAG	\$243,820	25%	no	Existing shuttle adding new service to West Menlo Park
Menlo Park	Shoppers	Menlo Park	Existing	Community	\$79,313	\$59,485	Measure A	\$19,828	25%	no	Door to door service
Menlo Park	Willow Road	Menlo Park	Existing	Commuter	\$253,429	\$190,071	C/CAG	\$63,358	25%	yes, 15%	
SamTrans	Bayhill - San Bruno BART	San Bruno	Existing	Commuter	\$238,600	\$179,000	Measure A	\$59,600	25%	yes, 18%	Existing shuttle, new to San Mateo County Shuttle Program
SamTrans	Seton Medical - BART Daly City	Daly City	Existing	Commuter	\$218,800	\$150,000	Measure A	\$68,800	31%	yes, 31%	Existing shuttle, new to San Mateo County Shuttle Program
SamTrans	Sierra Point - Balboa Park BART	Brisbane	Existing	Commuter	\$505,600	\$163,000	Measure A	\$342,600	68%	yes, 62%	Existing shuttle, new to San Mateo County Shuttle Program

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

Sponsor	Shuttle Name	Primary Service Area	New or Existing	Service Type	Total Cost	Requested Allocation	Proposed Fund Source	Total Matching Funds	Percent Matching Funds	Private Sector Match	Notes
SamTrans/ San Carlos	San Carlos Community	San Carlos	New	Community	\$325,720	\$162,860	Measure A	\$162,860	50%	yes, 28%	New shuttle serving students in San Carlos hills and seniors
SamTrans/ San Mateo	Connect San Mateo	San Mateo	New	Community	\$437,500	\$218,750	Measure A	\$218,750	50%	yes, 18%	New shuttle serving downtown San Mateo area
San Carlos	San Carlos Commuter	San Carlos	New	Commuter	\$264,326	\$198,245	Measure A	\$66,082	25%	yes, TBD	New shuttle, participating employers to be determined
San Mateo Community College District	Skyline College Express	San Bruno	New	Commuter	\$449,436	\$202,703	Measure A	\$246,733	55%	no	New express shuttle from Daly City BART to Skyline Community College
San Mateo County	County Parks Explorer	East Palo Alto/East Menlo Park/North Fair Oaks	New	Community	\$301,320	\$201,056	Measure A	\$100,264	33%	yes, 16%	New weekend-only shuttle service to Edgewood and Wunderlich County Parks
<b>San Mateo County</b>	<b>Coastside Beach Shuttle</b>	<b>Half Moon Bay</b>	<b>New</b>	<b>Community</b>	<b>\$104,751</b>	<b>\$78,563</b>	<b>Measure A</b>	<b>\$26,188</b>	<b>25%</b>	<b>no</b>	<b>New weekend-only shuttle service to Half Moon Bay area beaches</b>
South San Francisco	South City	South San Francisco	Existing	Community	\$487,343	\$360,507	Measure A	\$126,836	26%	yes, 1%	
				<b>Subtotals:</b>	<b>\$14,561,549</b>	<b>\$9,059,886</b>		<b>\$0</b>	<b>38%</b>		

<i>TA Measure A Local Shuttle Program Allocation:</i>	\$8,138,358
<i>C/CAG Local Transportation Services Shuttle Program Allocation:</i>	\$921,528
<i>Total TA-C/CAG Shuttle Funding Allocation:</i>	\$9,059,886
<i>Total Funding Available for FY2017 &amp; FY2018 Shuttle Call for Projects:</i>	\$10,000,000

**RESOLUTION NO. 2016 –**

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

**\* \* \***

**APPROVING THE SAN MATEO COUNTY COASTSIDE BEACH  
SHUTTLE FUNDING APPLICATION AND PROGRAMMING AND ALLOCATING  
\$78,563 IN NEW MEASURE A FUNDS FROM THE LOCAL SHUTTLE PROGRAM  
CATEGORY FOR FISCAL YEARS 2017 AND 2018**

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

**WHEREAS**, the 2004 Transportation Expenditure Plan (TEP) designates 4 percent of the New Measure A revenues to fund Local Shuttle projects; and

**WHEREAS**, the TA and City/County Association of Governments of San Mateo County (C/CAG) issued a joint competitive call for projects to allow for the coordinated award of up to \$9 million from the TA and up to \$1 million from C/CAG for the San Mateo County Shuttle Program for Fiscal Year (FY) 2017 and FY2018; and

**WHEREAS**, a total of 38 shuttles were funded per Resolution No. 2016-06 and a deferred funding recommendation was made for the San Mateo County (County) Coastside Beach Shuttle, pending further outreach and coordination with the Coastside Community; and

**WHEREAS**, the County has since submitted a revised application for the Coastside Beach Shuttle; and

**WHEREAS**, the TA-C/CAG evaluation panel has reviewed the County's revised application and determined that this project meets the intent of the 2004 TEP and the TA Strategic Plan 2015-2019; and

**WHEREAS**, staff recommends the Board of Directors approve the County's application for funding for the Coastside Beach Shuttle in FY2017 and FY2018; and

**WHEREAS**, staff recommends the Board authorize the programming and allocation of a total of \$78,563 in New Measure A Local Shuttle Program Category funds for FY2017 and FY2018 for the County's Coastside Beach Shuttle.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby approves the County's application for funding for the Coastside Beach Shuttle; and

**BE IT FURTHER RESOLVED** that the Board of Directors hereby programs and allocates a total of \$78,563 in FY2017 and FY2018 from the Local Shuttle Program for the Coastside Beach Shuttle; and

**BE IT FURTHER RESOLVED** that the Executive Director, or his designee, is authorized to execute the funding agreement and to take any additional actions as may be necessary to give effect to this resolution.

Regularly passed and adopted this 6<sup>th</sup> day of October, 2016 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

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

SUBJECT: **PROGRAMMING AND ALLOCATION OF MEASURE A FUNDS FOR THE  
25<sup>TH</sup> AVENUE GRADE SEPARATION PROJECT AND AMENDMENT OF THE  
FISCAL YEAR 2017 BUDGET**

**ACTION**

Staff recommends the Board:

1. Amend the Fiscal Year (FY) 2017 Budget to increase the Grade Separation Program Category by \$65.3 million for a total FY2017 Budget of \$167,834,460 to fund the city of San Mateo's (City) 25<sup>th</sup> Avenue Grade Separation Project (Project); and
2. Program and allocate \$65.3 million of Measure A Grade Separation Program funds to complete the right of way and construction phases of the Project; and
3. Authorize the Executive Director, or his designee, to take any actions necessary to program and allocate the subject funding, including the execution of agreements with the City and the Peninsula Corridor Joint Powers Board (JPB) to provide funding to complete the Project phases described above.

**SIGNIFICANCE**

As reported at the September 1, 2016 meeting, the City has requested \$65.3 million in Measure A funds from the San Mateo County Transportation Authority (TA) for the Project. It was also reported that the TA previously approved \$8.7 million in Measure A funds, matched by \$6 million from the City, for a total of \$14.7 million, to help fund the preliminary engineering/environmental, final design, and initial right of way phases of work for the Project. The JPB is the lead implementing agency for the Project, as requested by the City.

The City is requesting \$65.3 million in Measure A funds to cover right of way expenses associated with property acquisitions from non-TA sources and construction costs for the Project (City of San Mateo Funding Request Letter in Exhibit 1), to be matched with \$100 million of non-Measure A funds, for a total of \$165.3 million. The city of San Mateo will be responsible for securing the \$100 million of non-Measure A funds for the Project.

The anticipated funding sources to complete the Project through construction are:

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

The Project also requires the conveyance of approximately 3.7 acres of real property, owned by the TA, which has been valued at \$19.97 million by an independent third party. The property is required for the railroad, as well as for the street connection at 28<sup>th</sup> Avenue. The form of property conveyance document to the City, along with any appropriate compensation, is still under discussion. Staff will return to the TA Board with a recommendation at a later Board meeting, but prior to construction contract award, which is anticipated spring 2017.

Currently, the TA leases portion of the property to be transferred, generating approximately \$230,000 in annual rental income. It is important to note that these parcels were originally acquired in order to preserve the right of way for potential grade separation in the vicinity.

The Project includes the grade separation at 25<sup>th</sup> Avenue, along with elevated rail between Hillsdale Boulevard and Highway 92, relocation of the Hillsdale station to a new site north of its current location, provision of station access and parking, and construction of east/west connections at 28<sup>th</sup> and 31<sup>st</sup> Avenues, all within the City. As requested by the City, the JPB will continue to act as the lead implementing agency for the Project.

#### Updated Guiding Principles Project Selection Criteria

As part of a separate action at the September 1, 2016 Board meeting, the TA approved revisions to the Guiding Principles for the Grade Separation Program category with regard to the project selection process. Due to the varying schedules of Measure A funded projects already underway and the relatively high cost and limited ability to help underwrite the funding of more than a few eligible grade separations to completion, the Board modified the project selection process to accept applications on an as-needed basis, rather than through a call for projects. The updated selection criteria include: 1) consideration of the ability of the project to improve safety, relieve local congestion and improve the operational flexibility of the railroad (effectiveness), 2) readiness, 3) geographic equity, 4) extent to which the project supports economic development, and 5) funding leverage. Caltrain's assessment of the proposed project in the Caltrain Grade Crossing Hazard Analysis and the ranking on the California Public Utility Commission's Grade Separation Priority List are also to be considered in the evaluation of funding requests.

This Project, when completed, will provide critical safety benefits for both local roadway and railroad traffic by eliminating the potential for at-grade conflicts. The Project would

significantly improve local circulation for both existing traffic and the projected rise in traffic resulting from the transit-oriented development at the Bay Meadows site. Due to the planned elevated railroad alignment, this Project would provide for two new additional grade-separated east-west street connections across the tracks at 28<sup>th</sup> and 31<sup>st</sup> Avenues.

Furthermore, significant cost savings can be achieved if the grade-separated structures for the Project can be constructed before the JPB begins the installation of the Overhead Contact System (OCS) for the Peninsula Corridor Electrification Project (PCEP) within the City. If this Project were to be constructed after PCEP, a significant amount of OCS infrastructure installed in the City during the PCEP would have to be removed to accommodate the grade separation construction, and then reinstalled, adding significant cost to the Project.

In regard to readiness, final design is scheduled for completion this month with the advertisement of the construction contract in November 2016. All needed right of way will be under the control of the JPB prior to the issuance of the full notice to proceed with construction, projected in July 2017. In regard to geographic equity, this Project would be the first grade separation funded with New Measure A funds in the central portion of the Caltrain Corridor in San Mateo County. The Project is a vital component of the successful economic development of the Bay Meadows site as it would greatly enhance local traffic circulation. The Project would also significantly leverage Measure A funds with a 60.5 percent match from other external funding sources. Finally, the Project is ranked eight out of 38 of all grade crossing projects on the California Public Utility Commission's current Grade Separation Priority List.

The Grade Separation category is projected to have a 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 revenues. Based on current revenue estimates, a total of approximately \$66.5 million in Grade Separation Program category funds are projected to be available by the end of construction in December 2019. If current projections fall short of estimates, or if cash flow needs exceed the amount of available funding while construction is ongoing, the TA may need to borrow funding from other Measure A programs in the interim. If such an event occurs, allocations and expenditures will be closely monitored and tracked by TA staff as the 2004 Measure A Transportation Expenditure Plan (TEP) requires that the total amount of allocated funding per program category be within the established share for the total revenue collected through the life of the Measure A program (by calendar year 2033).

### **BUDGET IMPACT**

This allocation requires an amendment of the FY2017 Budget to increase the Grade Separation Category by \$65.3 million for a total FY2017 Budget of \$167,834,460, as shown in the proposed revisions to Attachments A and B of the FY2017 Budget.

### **BACKGROUND**

Fifteen percent of the New Measure A receipts is allocated to the Grade Separation program category. Per the TA Strategic Plan 2014-2019, the purpose of the program is improve safety and relieve local traffic congestion through the elimination of at-grade

railroad crossings and the upgrade of existing grade separations. The TEP contains a list of candidate grade separation projects on the Caltrain and Dumbarton rail corridors, which includes the grade crossing at 25<sup>th</sup> Avenue.

Prepared by: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

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

	<u>FY2015 ACTUAL</u> A	<u>FY2016 REVISED</u> B	<u>FY2017 ADOPTED</u> C	<u>FY2017 REVISED</u> D	<u>FY17 REVISED TO FY17 ADOPTED Increase (Decrease) E = D-C</u>	<u>BUDGET PERCENT CHANGE F = E/C</u>	
<b>REVENUE:</b>							
1 Sales Tax	80,974,178	80,000,000	83,000,000	83,000,000	-	0.0%	1
2							2
3 Interest Income	2,971,594	2,985,683	2,974,480	2,974,480	-	0.0%	3
4							4
5 Miscellaneous Income	2,461,886	-	-	-	-	-	5
6							6
7 Rental Income	1,218,595	1,232,840	1,193,686	1,193,686	-	0.0%	7
8							8
9							9
10 <b>TOTAL REVENUE</b>	<b>87,626,253</b>	<b>84,218,523</b>	<b>87,168,166</b>	<b>87,168,166</b>	<b>-</b>	<b>0.0%</b>	10
11							11
12							12
<b>EXPENDITURES:</b>							
13							13
14							14
15 Annual Allocations	29,555,575	29,200,000	30,295,000 (1)	30,295,000 (1)	-	0.0%	15
16							16
17 Program Expenditures	45,952,847	41,792,555	69,522,015 (1)	134,822,015 (1)	65,300,000	48.4%	17
18							18
19 Oversight	1,077,370	1,185,000	1,185,000 (1)	1,185,000 (1)	-	0.0%	19
20							20
21 Administrative:							21
22 Staff Support	523,880	739,869	827,084	827,084	-	0.0%	22
23 Measure A Info-Others	1,066	16,500	15,000	15,000	-	0.0%	23
24 Other Admin Expenses	682,081	595,813	690,361	690,361	-	0.0%	24
25 Total Administrative	1,207,026	1,352,182	1,532,445	1,532,445	-	0.0%	25
26							26
27 <b>TOTAL EXPENDITURES</b>	<b>77,792,818</b>	<b>73,529,737</b>	<b>102,534,460</b>	<b>167,834,460</b>	<b>65,300,000</b>	<b>38.9%</b>	27
28							28
29 <b>EXCESS/(DEFICIT)</b>	<b>9,833,435</b>	<b>10,688,786</b>	<b>(15,366,294)</b>	<b>(80,666,294)</b>	<b>(65,300,000)</b>	<b>81.0%</b>	29
30							30
31 <b>BEGINNING FUND BALANCE</b>	<b>459,220,186</b>	<b>469,053,621</b>	<b>479,742,406</b>	<b>479,742,406</b>	<b>-</b>		31
32							32
33 <b>ESTIMATED ENDING FUND BALANCE</b>	<b>469,053,621</b>	<b>479,742,406</b>	<b>464,376,112</b>	<b>399,076,112</b>	<b>(65,300,000)</b>	<b>-16.4%</b>	33
34							34
35							35
36 <b>FUND BALANCE (2)</b>							36
37		<u>2004 Measure</u>	<u>Aggregate</u>				37
38 <b>Beginning Fund Balance</b>		222,705,118	479,742,406				38
39 <b>Excess/(Deficit)</b>		15,987,582	(80,666,294)				39
40 <b>Ending Fund Balance</b>		238,692,700	399,076,112				40
41							41
42 (1) See Attachment B for details.							42
43 (2) Fund Balance is based on FY2015 audited figures, budgeted figures for FY2016 and revised for FY 2017.							43

**ATTACHMENT B**

**FY2017 ALLOCATIONS AND EXPENDITURES**

			New Measure TEP % Share	Previously Approved Budget	FY2017 Approved	FY 2017 Revised	Total Approved Budget	Budgeted Non-Measure A	Total Measure A Share	
<b>ANNUAL ALLOCATIONS:</b>										
1	Allocation to Local Entities		22.50%	N/A	18,675,000	18,675,000			N/A	1
2	Transfer to SMCTD for Caltrain		8.00%	N/A	6,640,000	6,640,000			N/A	2
3	Paratransit		4.00%	N/A	3,320,000	3,320,000			N/A	3
4	SFO BART Extension		2.00%	N/A	1,660,000	1,660,000			N/A	4
5	San Mateo County Ferry Services		Up to 2.00%	N/A					N/A	5
6					<b>30,295,000</b>	<b>30,295,000</b>				6
7										7
8	<b>PROGRAM EXPENDITURES:</b>									
9										9
10	ALTERNATIVE CONGESTION RELIEF									
11	00903	ACR Plan & Projects TBD		1,703,794	385,000	385,000	2,088,794		2,088,794	11
12	00807	Countywide TDM Program	(1)	2,476,206	445,000	445,000	2,921,206	-	2,921,206	12
13	DUMBARTON									
14	TBD	Capital Improvements		-	-	-				14
15	00745	Maintenance of Way	(2)	2,184,500	250,000	250,000	2,434,500	-	2,434,500	15
16	CALTRAIN									
17	00605	San Mateo Local Share JPB CIP		71,697,540	6,640,000	6,640,000	78,337,540	2,733,100	75,604,440	17
18	PEDESTRIAN AND BICYCLE PROGRAM									
19	00816	Set-aside for Call for Projects	(3)	15,888,075	2,490,000	2,490,000	18,378,075	-	18,378,075	19
20	LOCAL SHUTTLE									
21	Various	Set-aside for Call for Projects	(4)	13,959,777	10,544,324	10,544,324	24,504,101	45,000	24,459,101	21
22	STREETS AND HIGHWAYS									
23	00900	Key Congested Corridors Program	(5)	75,301,000	30,679,311	30,679,311	105,980,311	-	105,980,311	23
24	00901	Supplemental Roadway Program	(5)	44,397,000	18,088,380	18,088,380	62,485,380	-	62,485,380	24
25	GRADE SEPARATION									
26	TBD	Project(s) TBD		-	-	-				26
27		<u>25th Avenue Grade Separation</u>		8,700,000		65,300,000	74,000,000		74,000,000	27
28				236,307,892	<b>69,522,015</b>	134,822,015	371,129,907	2,778,100	368,351,807	28
29										29
30	STAFF SUPPORT									
31					827,084	827,084				31
32										32
33			100.00%							33
34										34
35										35
36	<b>OVERSIGHT:</b>									
37										37
38	00740	Program Planning and Management	Funded by Interest	5,995,000	1,185,000	1,185,000	7,180,000	-	7,180,000	38

(1) Funds proposed in FY2017 for the ACR Call For Projects represent 1% of sales tax revenues, less funds designated for the Alliance's Countywide TDM program (\$445K).

(2) Funding for Dumbarton Maintenance of Way will come from rental income (Original Measure) on the Dumbarton right-of-way.

(3) The Pedestrian and Bicycle Program includes the true-up adjustments between annual projection vs. actual collected for New Measure A Sales Tax since inception (Jan 2009 to June 2015).

(4) The Local Shuttle Set-aside for Call for Projects represents the estimated funds to be collected in FY17 which will be reserved for future Call for Projects.

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



**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](http://www.cityofsanmateo.org)

August 29, 2016

Ms. 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 25<sup>th</sup> Avenue Grade Separation  
Funding Request for Construction and Right of Way***

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 and right-of-way of the 25<sup>th</sup> 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 25<sup>th</sup> 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 8<sup>th</sup> on the CPUC eligibility list. Additionally, the HSRA Board will be voting to authorize 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 25<sup>th</sup> Avenue will provide vital safety improvements.**

In the last 10 years, the Federal Railroad Administration database lists three (3) accidents at the 25<sup>th</sup> 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 8<sup>th</sup> in the CPUC Grade Separation Program Priority List for FY2016-17 and ranked 2<sup>nd</sup> among those in Northern California.

**The 25<sup>th</sup> 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 25<sup>th</sup> 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 25<sup>th</sup> 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 25<sup>th</sup> Avenue are heavily used east-west crossings for all modes of travel, including emergency vehicles.

Grade separating 25<sup>th</sup> Avenue will eliminate the at-grade crossing at 25<sup>th</sup> 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 28<sup>th</sup> and 31<sup>st</sup> 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 25<sup>th</sup> 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 25<sup>th</sup> 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](mailto: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)  
Joel Slavitt, Programming and Monitoring Manager/SMCTA  
Chron/File

**RESOLUTION NO. 2016 –**

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

\* \* \*

**PROGRAMMING AND ALLOCATING \$65.3 MILLION IN NEW MEASURE A FUNDS FROM THE  
GRADE SEPARATION PROGRAM CATEGORY TO THE 25TH AVENUE GRADE SEPARATION  
PROJECT AND AMENDING THE FISCAL YEAR 2017 BUDGET**

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

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

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

**WHEREAS**, the city of San Mateo (City) has submitted a request for \$65.3 million to supplement \$100 million in State and local matching funds to complete the right-of-way and construction phases for the 25<sup>th</sup> Avenue Grade Separation Project (Project); and

**WHEREAS**, TA staff evaluated the City’s proposal based on the evaluation criteria established by the updated Guiding Principles for Grade Separation Project Selection approved by the TA board at its September 1, 2016 meeting; and

**WHEREAS**, staff has determined that the Project will significantly improve safety, local mobility, and operational flexibility of the Caltrain railroad, will result in significant cost savings if it can be completed prior to the installation of the Caltrain Electrification Project, is ready to proceed, supports geographic equity and economic development, leverages a substantial amount of external funding, and has taken into account its standing with respect to Caltrain's assessment of the project in the Caltrain Grade Crossing Hazard Analysis and ranking in the California Public Utilities Commission's Grade Separation Priority List; and

**WHEREAS**, based on the projected and current balance of Measure A revenues for the Grade Separation Program category funds, staff has estimated that the full requested allocation of \$65.3 million will be available by the completion of construction in December 2019, subject to the receipt of anticipated revenues; and

**WHEREAS**, if projected cash flow needs for the Project exceed expectations, or if overall Measure A revenues fall short of estimates during construction of the Project, the TA may need to borrow from other Measure A programs until anticipated tax revenues are collected.

**WHEREAS**, staff recommends the Board authorize an amendment to increase the Fiscal Year (FY) 2017 Budget in the amount of \$65.3 million for the Grade Separation Program Category for a total FY2017 Budget of \$167,834,460.

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

1. Amends the FY2017 Budget to increase the Grade Separation Program Category by \$65.3 million for a total FY2017 Budget of \$167,834,460; and

2. Programs and allocates \$65.3 million in Measure A Grade Separation Program Category funds to complete the right-of-way and construction phases of the 25<sup>th</sup> Avenue Grade Separation Project; and
3. Authorizes the Executive Director or his designee to execute any necessary documents or agreements, and take any additional actions necessary, to give effect to this resolution.

Regularly passed and adopted this 6<sup>th</sup> day of October, 2016 by the following

vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

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

SUBJECT: **PROGRAM REPORT: TRANSIT – DUMBARTON CORRIDOR**

**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 San Mateo County Transportation Authority's (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a report on the Transit Program, with specific emphasis on the Dumbarton Corridor.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The San Mateo County Transit District (District) is conducting a feasibility study of how to reduce traffic congestion in the Dumbarton Corridor between Alameda, San Mateo and Santa Clara counties. The Dumbarton Transportation Corridor Study (Study) is evaluating options that address congestion on the Dumbarton Bridge (Highway 84) and its approaches. The Study also examines how to rehabilitate and repurpose the Dumbarton rail bridge for transit purposes to improve mobility.

The Study will recommend operational and infrastructure improvements on both Highway 84 and the rail bridge that could be phased over time. As such, the Study will identify short- and long-term transportation alternatives that contribute to the ultimate vision for a multi-modal corridor.

The Study commenced in late February 2016. At the October 6, 2016 Board meeting, staff will provide an update, detailing the project scope, goals, initial alternatives examined, initial screening of alternatives and alternatives carried forward for further evaluation. Staff will also provide information on the stakeholder and public outreach process.

While the TA financed the purchase of portions of the Dumbarton rail corridor in 1994 and 2001, the District is the owner of record. The TA, along with the Metropolitan Transportation Commission, Alameda County Transportation Commission, and Santa Clara Valley Transportation Authority previously funded an environmental review process to evaluate new rail service on the Dumbarton rail bridge. However, due to insufficient funding for proposed improvements, the environmental review process was put on hold in 2014.

In light of the current jobs-housing imbalance and continued growth in the corridor, SamTrans and Facebook forged a partnership to comprehensively Study what can be done to alleviate congestion in this vital east-west corridor. In January 2016, the SamTrans Board approved the execution of a funding agreement with Facebook to receive \$1 million to complete the Study.

Prepared by: Joseph M. Hurley, Director, TA Program

650-508-7942

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

Staff will provide regular updates to the Board in accordance with the approved Legislative Program.

**STATE ISSUES**

As of 9/26/16: The Legislature took action on several bills of interest:

Assembly Bill (AB) 1640 (Stone) – SUPPORT – DID NOT PASS THE LEGISLATURE

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

AB 1889 (Mullin) – SPONSOR – ON GOVERNOR'S DESK

Helps facilitate the distribution of \$1.1 billion in previously appropriated Proposition 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 would be eligible for Prop 1A funding.

AB 2030 (Mullin) – SPONSOR – SIGNED BY GOVERNOR

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.

AB 2126 (Mullin) – SUPPORT – ON GOVERNOR'S DESK

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

bill also requires that eight out of the 12 projects use Caltrans employees or consultants to do the design and engineering work.

Senate Bill (SB) 824 (Beall) – SUPPORT – SIGNED BY GOVERNOR

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.

SB 1128 (Glazer) – SUPPORT – SIGNED BY GOVERNOR

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.

HISTORIC CLIMATE CHANGE LEGISLATION

On September 8<sup>th</sup>, Governor Jerry Brown approved sweeping climate change legislation that extends the State's targets for reducing greenhouse gases from 2020 to 2030. Through the passage of SB 32 (Pavley) and AB 197 (Garcia), the State must reduce its greenhouse gas emissions to 40 percent below 1990 levels by 2030. Previously, AB 32, the California Global Warming Solutions Act of 2006, required California to reduce greenhouse gases to 1990 levels by 2020. The State is expected to reach this target. The new 2030 requirement in SB 32 will make it possible to reach the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050.

AB 197 establishes a legislative committee on climate change policies to help continue to ensure the state's actions to reduce greenhouse gas emissions are conducted with transparency and accountability.

**FEDERAL ISSUES**

As of 9/26/16: The House and Senate are considering a continuing resolution (CR) package that would fund the government through December 9, 2016.

The \$1.067 trillion CR package proposed by Senate Majority Leader McConnell has raised significant concerns from many Democrats who feel that the package does not deal with the water crisis in Flint, Michigan and that the package contains a rider halting the SEC's corporate political disclosure rule. The House is waiting for the Senate to act first.

Negotiations are likely to continue throughout the week as the deadline for a government shutdown looms. President Obama has not issued an official veto threat but his spokesperson indicated he is not pleased with this package.

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

650-508-6385

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>AB 197</b> <b>Garcia D</b></p> <p><b>State Air Resources Board</b></p>	<p>9/13/16</p> <p>Chaptered by the Secretary of State – Chapter 250, Statutes of 2016.</p>	<p>Existing law establishes the State Air Resources Board consisting of 14 members and vests the state board with regulatory jurisdiction over air quality issues.</p> <p>This bill creates the Joint Legislative Committee on Climate Policies, requires the Air Resources Board (ARB) to prioritize direct emissions reductions when adopting rules and regulations to achieve emissions reductions beyond the statewide greenhouse gas (GHG) limit, and specifies requirements for reporting GHG emissions, criteria air pollutants, and toxic air contaminants, for facilities, sectors, and emissions reduction measures. This bill also requires that two legislative members serve as ex-officio, nonvoting members of ARB.</p> <p>This bill would become operative only if SB 32 of the 2015–16 Regular Session is enacted and becomes effective on or before January 1, 2017. <b>Last amended on 8/19/16</b></p>	
<p><b>AB 516</b> <b>Mullin D</b></p> <p><b>Temporary License Plates</b></p>	<p>7/25/16</p> <p>Chaptered 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. <b>Last amended on 6/23/16</b></p>	<p><b>Support</b></p>

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>AB 1550</b> <b>Gomez D</b></p> <p><b>Greenhouse gases: investment plan: disadvantaged communities</b></p>	<p>9/14/16</p> <p>Governor's Desk</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. <b>Last amended on 8/16/16</b></p>	
<p><b>AB 1613</b> <b>Committee On Budget</b></p> <p><b>Cap and Trade Appropriations</b></p>	<p>9/14/16</p> <p>Governor's Desk</p>	<p>This bill makes \$900 million in appropriations to various programs within Cap and Trade including, but not limited to: \$135 million for the Transit Capital and Intercity Rail Program, \$10 million for the Active Transportation Program, \$133 million for the Clean Vehicle Rebate Program, and \$140 million for the Transformative Climate program, which is designed to address transportation, Housing and green space in disadvantaged communities.</p> <p><b>Last amended on 8/30/16</b></p>	
<p><b>AB 1813</b> <b>Frazier D</b></p> <p><b>High-Speed Rail Authority: membership</b></p>	<p>7/25/16</p> <p>Chaptered 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>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>AB 1889</b> <b>Mullin D</b></p> <p><b>Transportation Funding: Caltrain</b></p>	<p>9/9/16</p> <p>Governor's Desk</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. <b>Last amended on 8/15/16</b></p>	<p><b>Support</b></p>
<p><b>AB 1919</b> <b>Quirk D</b></p> <p><b>Local Transportation Authorities: bonds</b></p>	<p>9/9/16</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. <b>Last amended on 4/4/16</b></p>	
<p><b>AB 2030</b> <b>Mullin D</b></p> <p><b>Transportation Districts: Contracts</b></p>	<p>8/19/16</p> <p>Chapters by the Secretary of State – Chapter 143, Statutes of 2016.</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. <b>Last amended on 6/1/16</b></p>	<p><b>Support</b></p>

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>AB 2126</b> <b>Mullin D</b></p> <p><b>Construction Manager/General Contractor</b></p>	<p>9/12/16</p> <p>Governor's Desk</p>	<p>Existing law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified.</p> <p>This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services.</p>	<p><b>Support</b></p>
<p><b>AB 2542</b> <b>Gatto D</b></p> <p><b>Streets and Highways: reversible lanes</b></p>	<p>9/12/16</p> <p>Governor's Desk</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> <b>Last amended on 3/15/16</b></p>	
<p><b>AB 2847</b> <b>Patterson R</b></p> <p><b>High-Speed Rail Authority: reports</b></p>	<p>9/9/16</p> <p>Governor's Desk</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority (Authority) to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports.</p> <p>This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes. <b>Last amended on 5/23/16</b></p>	
<p><b>ABx1 1</b> <b>Alejo D</b></p> <p><b>Transportation Funding</b></p>	<p>6/24/15</p> <p>Assembly Rules Committee</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts, including commercial truck weight fees, to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. The bill would also restore truck weight fees back to the State Highway Account.</p>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<b>ABx1 3</b> <b>Frazier D</b>  <b>Transportation Funding</b>	2/28/16  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 infrastructure.</p>	
<b>ABx1 4</b> <b>Frazier D</b>  <b>Transportation Funding</b>	7/10/15  Assembly Rules Committee	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	
<b>ABx1 6</b> <b>Hernandez D</b>  <b>Affordable Housing &amp; Sustainable Communities Program</b>	7/16/15  Assembly Rules Committee	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives.</p> <p>This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	
<b>ABx1 7</b> <b>Nazarian D</b>  <b>Public Transit Funding</b>	7/17/15  Assembly Rules Committee	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 10% of the annual proceeds of the fund to the Transit and Intercity Rail Capital Program and 5% of the annual proceeds of the fund to the Low Carbon Transit Operations Program.</p> <p>This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation.</p>	<b>Support</b>

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>ABx1 8</b> <b>Chiu D</b></p> <p><b>Diesel Sales and Use Tax</b></p>	<p>7/17/15</p> <p>Assembly Rules Committee</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation.</p> <p>The bill would include a change in state statute that would result in a taxpayer paying a higher tax within the meaning of Section 3 of Article XIII A of the California Constitution, and thus would require for passage the approval of 2/3 of the membership of each house of the Legislature. This bill would take effect immediately as a tax levy.</p>	<p><b>Support</b></p>
<p><b>ABx1 13</b> <b>Grove R</b></p> <p><b>Greenhouse Gas Reduction Fund: streets and highways</b></p>	<p>8/31/15</p> <p>Introduced</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided.</p> <p>This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half.</p> <p>Beginning in the 2016-17 fiscal year, it would continuously appropriate 50% of the annual proceeds of the Greenhouse Gas Reduction Fund, with 50% of that appropriation to Caltrans for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes.</p>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>ABx1 23</b> <b>Garcia D</b></p> <p><b>Transportation Funding</b></p>	<p>9/4/15</p> <p>Introduced</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program (SHOPP) every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program (STIP) administered by the California Transportation Commission (CTC), which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified.</p> <p>Existing law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, with specified available funds to be awarded to eligible projects by the California Transportation Commission and regional transportation agencies, as specified.</p> <p>This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.</p> <p>This bill would specifically require \$125,000,000 to be appropriated annually from the State Highway Account to the Active Transportation Program, with these additional funds to be used for network grants that prioritize projects in underserved areas, as specified.</p>	
<p><b>ABx1 24</b> <b>Levine &amp; Ting D</b></p> <p><b>Bay Area Transportation Commission: election of Commissioners</b></p>	<p>9/11/15</p> <p>Introduced</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified.</p> <p>This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. Commissioners are required to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed.</p> <p>This bill, effective January 1, 2017, would delete the Bay Area Toll Authority's status as a separate entity from the Metropolitan Transportation Commission and merge the authority into the Bay Area Transportation Commission.</p>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>ABx1 26</b> <b>Frazier</b></p> <p><b>Transportation Funding</b></p>	<p>8/30/16</p> <p>Transportation &amp; Infrastructure Development Committee</p>	<p>Creates a \$7.4 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, the State Highway Operation and Protection Program, trade corridors, and State Transportation Improvement Program. 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. <b>Last amended on 8/30/16</b></p>	
<p><b>SB 32</b> <b>Pavley D</b></p> <p><b>Cap and Trade Extension</b></p>	<p>9/13/16</p> <p>Chaptered by the Secretary of State – Chapter 249, Statutes of 2016.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions.</p> <p>This bill would require the state board to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030. This bill would become operative only if AB 197 of the 2015–16 Regular Session is enacted and becomes effective on or before January 1, 2017. <b>Last amended on 8/19/16</b></p>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>SB 824</b> <b>Beall D</b></p> <p><b>Low Carbon Transit Operations Program</b></p>	<p>9/14/16</p> <p>Governor's Desk</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>Existing law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, for expenditures to provide transit operating or capital assistance consistent with specified criteria. Existing law provides for distribution of available funds under the program by a specified formula to recipient transit agencies by the Controller, upon approval of the recipient transit agency's proposed expenditures by the Department of Transportation.</p> <p>This bill would 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. <b>Last amended on 8/18/16</b></p>	<p><b>Support</b></p>
<p><b>SB 838</b> <b>Committee on Budget</b></p> <p><b>Transportation Trailer Bills</b></p>	<p>9/14/16</p> <p>Chaptered by the Secretary of State - Chapter 339, Statutes of 2016.</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. <b>Last amended on 6/10/16</b></p>	<p><b>SB 838</b> <b>Committee on Budget</b></p> <p><b>Transportation Trailer Bills</b></p>

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<p><b>SB 998</b> <b>Wieckowski D</b></p> <p><b>Vehicles: mass transit guideways</b></p>	<p>9/14/16</p> <p>Governor's Desk</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. <b>Last amended on 8/11/16</b></p>	
<p><b>SB 1128</b> <b>Glazer D</b></p> <p><b>Commuter Benefit Policies</b></p>	<p>9/8/16</p> <p>Governor's Desk</p>	<p>Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Existing law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Existing law makes these provisions inoperative on January 1, 2017.</p> <p>This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently. The bill would also delete bicycle commuting as a pretax option under the program and instead would authorize a covered employer, at its discretion, to offer commuting by bicycling as an employer-paid benefit in addition to commuting via public transit or by vanpool. The bill would also delete the reporting requirement.</p>	<b>Support</b>
<p><b>SBx1 1</b> <b>Beall (D)</b></p> <p><b>Transportation Funding</b></p>	<p>8/29/16</p> <p>Senate Appropriations Committee</p>	<p>Same as ABx1 26 (Frazier). <b>Last amended on 8/29/16</b></p>	<b>Support</b>
<p><b>SBx1 2</b> <b>Huff (D)</b></p> <p><b>Greenhouse Gas Reduction Fund</b></p>	<p>9/1/15</p> <p>Senate Transportation &amp; 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.</p> <p>Existing law continuously appropriates 60% of the annual proceeds of the fund to various purposes, including high-speed rail, transit and intercity rail capital, low-carbon transit operations, and affordable housing and sustainable communities.</p> <p>This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.</p>	

## SMCTA Bill Matrix – September

Measure	Status	Bill Summary	Position
<b>SBX1 4</b> <b>Beall (D)</b>  <b>Transportation Funding</b>	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. <b>Last amended on 9/4/15</b></p>	
<b>SBX1 5</b> <b>Beall (D)</b>  <b>Transportation Funding</b>	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>	
<b>SBx1 7</b> <b>Allen (D)</b>  <b>Diesel Sales and Use Tax</b>	9/3/15  Senate Appropriations Committee	Identical to ABx1 8 (Chiu). <b>Last amended on 9/3/15</b>	<b>Support</b>
<b>SBx1 8</b> <b>Hill (D)</b>  <b>Public Transit Funding</b>	9/2/15  Senate Appropriations Committee	Identical to ABx1 7 (Nazarian).	<b>Support</b>

## SMCTA Bill Matrix – September

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

## SMCTA Bill Matrix – September

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

## SMCTA Bill Matrix – September

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