



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

April 7, 2016 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report of the Citizens Advisory Committee
4. Consent Calendar MOTION
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a. Approval of Minutes of March 3, 2016
 - b. Acceptance of Statement of Revenues and Expenditures for February 2016
 - c. Receive and File Measure A Program Status Report
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. San Mateo County Transit District Liaison Report – K. Matsumoto INFORMATIONAL
8. Joint Powers Board Report – J. Hartnett INFORMATIONAL
9. Report of the Executive Director – J. Hartnett INFORMATIONAL
10. Program
 - a. San Mateo County Shuttle Program Draft Funding Recommendations INFORMATIONAL
 - b. Program Report: Paratransit Program INFORMATIONAL
 - c. Update on State and Federal Legislative Program INFORMATIONAL
11. Requests from the Authority
12. Written Communications to the Authority

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

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

14. Report of Legal Counsel

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

15. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

MINUTES OF MARCH 3, 2016

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

MEMBERS ABSENT: D. Horsley

STAFF PRESENT: J. Averill, S. Bhatnagar, J. Cassman, A. Chan, B. Fitzpatrick,
G. Harrington, J. Hartnett, J. Hurley, E. Kay, M. Martinez,
N. McKenna, M. Simon, J. Slavitt, 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 March 1, 2016 (see attached).

Director Ken Ibarra arrived at 5:04 p.m.

APPROVAL OF CONSENT CALENDAR

- a) Approval of Minutes of February 4, 2016
- b) Acceptance of Statement of Revenues and Expenditures for January 2016

Motion/Second: Johnson/Ibarra

Ayes: Freschet, Ibarra, Johnson, Matsumoto, Groom

Absent: Horsley, Nihart

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT

None

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

The March 2 report is in the reading file.

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

The March 3 report is in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

Jim Hartnett, Executive Director, said:

- Construction is about to begin on Phase 3 of the Highway 101/Broadway Interchange Reconstruction Project. The project is scheduled to be completed in the spring of 2017.
- The Local Shuttle Program Call for Projects (CFP) covering Fiscal Year (FY) 2017 and FY2018 was released on December 14. Solicitation closed on February 12. The TA received requests for funding from 11 sponsors requesting \$9.4 million in

funds for 44 different shuttle services. Up to \$10 million is available. An evaluation panel is reviewing the proposals. A draft program of projects will be presented to the Board in April and recommended for approval in May.

- Traffic studies are progressing on the Highway 101 Corridor. They are intended to analyze the anticipated performance of a wide array of modifications, including lane conversions and lane additions for high-occupancy toll (HOT) or high-occupancy vehicle express lanes. A supplemental project study report is being prepared that will identify the added scope of work and additional level of effort to study an express lane component from Santa Clara County/San Mateo County line to Interstate 380. A representative from the California State Transportation Agency is reaching out to the private sector to attempt to secure additional funding required to complete the environmental phase of the project.
- Eli Kay, the new Chief Financial Officer, was introduced.

Director Mary Ann Nihart arrived at 5:18 p.m.

FINANCE

Authorize Programming and Allocation of \$4,946,000 in New Measure A Pedestrian and Bicycle Program Category Funds for 10 Projects and Amending the FY2016 Budget By \$1,592,555 to Fund These Projects

Joel Slavit, Manager, Programming and Monitoring, presented:

- Program Overview and Process
 - Purpose of the program is to fund specific projects to encourage and improve walking and bicycling conditions
 - Funding considerations made through a CFP
 - Project review committees assembled to evaluate applications
 - Projects reviewed based on a set of evaluation criteria
 - Funding recommendations anchored to the evaluation criteria
- Evaluation Criteria
 - Project Readiness and Need: 35 percent
 - Effectiveness: 35 percent
 - Policy Consistency: 10 percent
 - Funding Leverage: 10 percent
 - Sustainability: 10 percent
- Project Proposals
 - 20 applications submitted from 13 sponsors
 - Over \$9.3 million requested, \$4.9 million available
 - At the last meeting, staff informed the Board the amount of available revenue increased from \$4.9 to \$5.7 million. There was an error in this calculation that was corrected as part of ongoing work to comprehensively true-up the difference in collected revenue and budgeted and allocated funding since the inception of the New Measure A Program. The confirmed amount of funding available is \$4.946 million.
 - \$4.9 million of Measure A Pedestrian-Bicycle Program funds will leverage over \$6.2 million in other secured sources
 - Nine requests can be funded and one partially funded within available funding

- Funded and recommended Measure A award
 1. San Mateo Drive Pedestrian and Bicycle Improvement Project - \$200,000
 2. Kennedy Safe Routes to School Project - \$500,000
 3. Highway 101 Undercrossing Project - \$500,000
 4. Middle Avenue Pedestrian and Bicycle Crossing - \$490,000
 5. Highway 101/Holly Street Pedestrian and Bicycle Overcrossing - \$1 million
 6. Enhanced Pedestrian and Bicycle Visibility Project - \$337,500
 7. Complete the Gap Trail - \$300,000
 8. Alameda de las Pulgas Bicycle and Pedestrian Improvements - \$275,000
 9. Belmont Pedestrian and Bicycle Improvements Project - \$882,036
- Partially funded and recommended Measure A award
 1. Sunshine Gardens Safety and Connectivity Improvements Project - \$461,464, leaving \$42,536 of needed funding on the contingency list
- Contingency list generated
 - Should projects recommended for funding not be able to meet program requirements
 - Should additional funds become available from completed projects with remaining balances
- If funding becomes available for contingency list projects, staff will request a separate programming and allocation action be taken by the Board

Director Nihart asked why there is \$42,000 for South San Francisco on the contingency list. Mr. Slavitt said it was because there is only \$4.9 million available, so staff went as far down the list as possible, and that is where the cut was. The South San Francisco project will be partially funded with the \$461,464 in available funding and the \$42,000 is the remainder needed for full funding.

Public Comment

Brian McMinn, Public Works Director, South San Francisco, asked the Board to support the Sunshine Gardens project by approving the list of projects as recommended by staff. This project was not recommended for funding in the original amount requested, but city staff and TA staff are working together to make sure the project is positioned for any contingency funding that becomes available, and through the upcoming fiscal year budgeting process city staff will set aside sufficient funds to complete the project if more matching funds are needed.

Jeff Maltbie, City Manager, San Carlos, thanked the TA staff for their collaborative approach for working with the city of San Carlos on the pedestrian and bicycle overcrossing and the Holly Street/Highway 101 project that was awarded funding. These projects working together will save taxpayers money in the overall cost. This is an important project for the city. It will serve San Carlos and portions of Redwood City, Belmont, and the Coastal Trail and access system along the Bay. San Carlos is pleased with the staff recommendation.

Steve Schmidt, Menlo Park, said he was here last month to make a case for some conditions to be changed for the Menlo Park application. He said it is a good project. There is a common thread in the county about public/private partnerships. This is an opportunity to forge a partnership with Stanford University, Menlo Park and the TA to make this undercrossing at Caltrain happen. In the initial phase Stanford is making no contribution and he feels they should make a contribution equal to what Menlo Park is matching. The award should be contingent on Stanford contributing \$210,000. There needs to be a public easement on Stanford land between El Camino Real and this undercrossing to guarantee that future generations will benefit from taxpayer dollars and Stanford University's contribution to this project. The award should be contingent on these two changes.

Rich Hedges, San Mateo, said the California Drive Bicycle Facilities Improvement Project in Burlingame, along with the award to San Mateo, would begin linking four Caltrain stations for bicycles along San Mateo Drive and California Drive. This would get it close to having safe bicycle lanes from Millbrae to the San Mateo Caltrain Station. Burlingame is shy of money, but the sooner it can get done the safer it will be. He said he does not feel safe riding a bike anymore. Bicycling needs to be made as safe as possible.

Director Ibarra said he is in favor of each of the projects and it is unfortunate not all projects could be funded.

Director Karyl Matsumoto said there should be private/public partnerships in the future and the TA is moving towards that.

Chair Groom asked if Stanford was approached by the city of Menlo Park. Mr. Slavitt said he spoke with city staff. For the current phase, the city of Menlo Park is only proposing public funds to avoid a potential perceived or real conflict of interest when they are doing the preliminary engineering and environmental work. When choosing the selected design for the project they don't want any appearance of bias if one large agency is contributing funding. There is a letter from Stanford in the application along with documentation that Stanford will be making a significant contribution to the project as part of the final design and construction. The details will be negotiated as part of the entitlement process.

Director Nihart said the Coastsides contribute a lot and it is difficult for them to succeed in the funding stream. She would like to know how to help the Coastsides more. Mr. Slavitt said he is happy to follow up offline.

Mr. Hartnett said the TA is not the only agency that provides funds and assistance to the Coastsides. SamTrans has doubled the frequency of service on weekends to the Coastsides.

Motion/Second: Johnson/Ibarra

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

Absent: Horsley

PROGRAM

Highway Program – U.S. 101/Woodside Interchange

Joe Hurley, Director, TA Program, said the draft environmental document for this project is scheduled to be released next month. Two funding allocations have been made to this project totaling \$11.5 million.

Paul Krupka, Consultant Project Manager, Redwood City, said the draft environmental document will be issued for review in April and he hopes to come up with the preferred alternative and approval from the California State Department of Transportation (Caltrans). With that certification, he will come back to the TA to request the allocation of the remaining funds to carry on the design process and right of way services.

Scott Kelsey, Senior Transportation Manager, AECOM, presented:

- Roles/Responsibilities
 - Redwood City
 - Project sponsor
 - Project implementer
 - Funding partner
 - Caltrans
 - Environmental lead agency
 - Owner/operator of the State highway system
 - TA
 - Funding partner
- Project Area/Existing Conditions
 - Existing interchange configuration
 - Developed area (hospitals, commercial, residential, industrial, and public facilities)
 - Major utilities (high-voltage transmission lines, pump stations)
 - Union Pacific Railroad (UPRR)
 - Under construction (One Marina, correctional center)
 - Future public improvements (trolley corridor)
- Project Description
 - Purpose is to alleviate peak-period congestion, improve traffic operations, improve bicyclist and pedestrian access
 - 19 alternatives/variations researched (nine alternatives and 10 variations)
- Community outreach included two public meetings, two city council study sessions, three council subcommittee meetings, and 15 stakeholder meetings
- Basis for Reducing Alternatives
 - Did not result in improved performance of the interchange
 - Lack of community support
 - Significant right of way impact
 - Unable to secure Caltrans approval for non-standard design features
- Viable Alternatives
 - Alternative 3
 - Conventional type of interchange
 - Partial clover leaf configuration from northbound Highway 101
 - Diamond configuration from southbound Highway 101

- Extensive bicycle and pedestrian access
 - Class 1 bike path along UPRR spur line
 - Class 1 bike path from Veterans Boulevard over Woodside Road
 - Woodside Road has three lanes in each direction, plus double left turn lanes to get onto Highway 101 South
- Alternative 8b
 - Divergent diamond interchange
 - On Woodside Road, traffic on either side of Highway 101 crosses over to the opposite side of the road for that segment, which eliminates the need for left-turn pockets and storage
 - Extensive bicycle and pedestrian access
 - Class 1 bike path along UPRR spur line
 - Woodside Road has three lanes in each direction, a large facility for bicycles, and a separate area for pedestrians
- Environmental Summary
 - Trees and landscaping
 - Construction staging
 - Minimal impacts to parks and recreation
 - New Veterans Boulevard flyover ramp
 - No noise walls
 - No jurisdictional wetland impacts
 - Minimal impact to waters of the State (0.2 acres)
 - National Pollutant Discharge Elimination System, Notice of Intent, and Stormwater Pollution Prevention Plan required by construction contractor
 - Biological construction requirements
- Right of Way Needs
 - Full takes: two parcels
 - Partial takes: 17 parcels
 - Permanent easements: three parcels
 - Temporary construction easements: 19 parcels
 - Section 83: seven parcels
- Project Benefits
 - Improved overall capacity, operation and safety of the interchange by realigning and widening ramps
 - Signalized intersections within the interchange will realize an improved level of service
 - Local and regional traffic is improved
 - Improved access to and from the Port of Redwood City
 - Provides accommodations for both pedestrians and bicyclists traveling through the interchange
- Project Cost Estimate - \$139 million
 - Environmental Phase: \$4 million
 - Design Phase: \$10 million
 - Right of Way and Utility: \$36 million
 - Construction: \$89 million
- Schedule
 - Project
 - 2006: Project study report

- 2011: Alternatives analysis
- 2014-2016: Environmental Project Approval
- 2017-2020: Design and right of way
- 2020-2023: Construction
- Environmental
 - 2014: Alternatives investigation
 - 2014-2015: Technical studies
 - 2015: Preferred alternatives
 - 2015-2016: Draft environmental document
 - 2016: Public circulation and final environmental document approval

Director Cameron Johnson asked if the focus is more on relieving congestion on Highway 101 or Redwood City. Mr. Kelsey said this project was more to improve local traffic on Woodside Road and Seaport Boulevard, but it could not further impact Highway 101. Right now during peak periods traffic backs up on Highway 101. With this design study, projection of development and traffic in 2042 is showing there would be little to no backup on Highway 101. This is done through storage with longer ramps. Alternative 3 is better for traffic than Alternative 8b because of the longer onramps. Alternative 8b shows a little bit of backup.

Director Nihart asked what opposition this project has received so far. Mr. Kelsey said there has been no real opposition, just concerns that have been addressed. Bike and pedestrian facilities were huge concerns.

Director Nihart asked if businesses on State Route 84 had any concerns. Mr. Krupka said he has reached out through the chamber of commerce and the business community is very supportive. Impacts during construction will be an issue, but the project will vastly improve traffic.

Director Nihart asked how far the evaluation of HOT lanes goes. Mr. Hartnett said it encompasses this area.

Director Nihart asked if HOT lanes would affect this project. Mr. Kelsey said he made sure this project did not preclude the ability to include another lane in both directions.

Director Nihart said this would be a good opportunity to incorporate stormwater management to make sure extra watering is not needed for foliage. This could be a demonstration project. She encouraged Mr. Kelsey to think about that when doing the design. She said Caltrans has money to spend on stormwater management.

Director Maureen Freschet asked how the alternative will be decided. Mr. Krupka said the decision is made by Caltrans and the sponsor based on input from the public.

Director Ibarra said the project has benefits. He said the stop lights are long now and asked how long the wait at stop lights will be after the project is complete. He said there is a lot of traffic and trucks in the area, and they will be mixed with bikes and pedestrians. He asked how that figures into it. Mr. Krupka said the project was

designed so those intersections would operate at a better level of service than now. There will be more storage, on and off ramps, more ability to cross the freeway on Woodside Road, and improvements at Broadway Street. The wait times should be better than they are now.

Mr. Kelsey said at the intersections lanes were added. Three lanes is a 50 percent improvement. This allows more vehicles through during the green lights. He said he took trucks into account. On average 15 percent of the traffic going through this interchange is trucks. The project has been designed for truck turning and trucks will be able to negotiate the interchange a lot easier. The current design is one of the oldest interchanges in San Mateo County. This project has a new streamlined design. An extensive traffic operations analysis report was done and it indicated trucks and other vehicles will be improved. It does not improve every single intersection because of the fact that there will be some rerouting of traffic.

Public Comment

Greg Conlon, Atherton, said there is a 12-inch reclaimed water line running parallel to Highway 101 on Woodside Road. It will go through the middle of the project. He said there are no stop lights at the State Route 24/Interstate-680 interchange. He said if that interchange was imposed on the Highway 101/State Route 84 intersection, there would be no stop lights. He said if \$5 million in incentives was put into the budget, it could shorten the project timeline.

Update on State and Federal Legislative Program

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

State

Assembly Bill (AB) 2030 (Mullin) increases the purchasing threshold for the District, and by extension the JPB and the TA, for small purchases from \$2,500 to \$5,000, for supplies, equipment and materials from \$100,000 to \$150,000, and for public works contracts from \$10,000 to \$100,000 to expedite and streamline the procurement process.

Bay Area Rapid Transit has also signed on to the bill and Santa Clara County Valley Transportation Authority has expressed interest in being amended into the bill. The TA has taken a support position on this bill.

AB 2126 (Mullin) increases the number of highway, bridge, or tunnel construction projects for which Caltrans is authorized to deliver using the Construction Manager/General Contractor method from six to 12. Caltrans has indicated they need this bill in order to pursue a possible high-occupancy vehicle or HOT lane on Highway 101 in San Mateo County in the future.

Senate Bill 824 (Beall) makes several changes to the Low Carbon Transit Operations Program (LCTOP) to make the program more flexible for funding recipients including allowing agencies to bank, loan or pool funds, change projects if higher priority projects come into play, and implements a Letter of No Prejudice process from Caltrans allowing agencies to start projects using local dollars and be reimbursed when LCTOP funds become available.

A bill that the District is currently reviewing is AB 1640 (Stone). The passage of AB 1222 in 2013 exempted California public transit employees who were hired after January 1, 2013, and whose interests are protected under Section 13(c) of the Federal Transit Act, from Public Employees Retirement Act of 2013 (PEPRA) until December 30, 2014 when the exemption ended. Some transit agencies interpreted this legislation to permanently exempt these employees; other agencies interpreted the bill to only provide a one-year exemption for the employees hired in that time frame. This bill seeks to clarify that those public transit employees are permanently exempt from PEPRA.

Federal

On February 9 President Obama released his FY2017 Federal budget, which included \$125 million for the Peninsula Corridor Electrification Project (PCEP) through the Federal Transit Administration's (FTA) Core Capacity Program. The FTA also announced that the project will receive more than \$72 million in prior year Core Capacity funding allocations. The PCEP is the first project in California to be included in the Project Development phase of the Core Capacity Program. The Administration's request for \$125 million in funding for FY2017 will require Congressional approval.

On February 23 the U.S. Department of Transportation announced that \$500 million dollars will be available for transportation agencies through the TIGER grant program. The TA will be submitting a grant application for the Willow Road/Highway 101 Interchange Project, similar to what was submitted in the last grant cycle. Applications are due on April 29.

Director Matsumoto asked what the chances are of the Federal funding investment packages getting approved. Ms. Bhatnagar said the TIGER Program gets a lot of applications and the TA has not been awarded that funding yet.

Director Matsumoto asked if there is a consortium of cities and businesses that write letters in support of these funding programs. There are many companies on the Peninsula that make campaign contributions to various congressmen and senators. She asked if staff drafts letters and have the companies sign them to show support. Ms. Bhatnagar said through Caltrain Commuter Coalition and other relationships with businesses on the Peninsula, when grant applications are submitted there are many agencies, elected officials, and businesses who will write letters on behalf of the agency.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

DATE AND PLACE OF NEXT REGULAR MEETING

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

REPORT OF LEGAL COUNSEL

Recessed to closed session at 6:20 p.m.

Reconvened to open session at 6:31 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

Joan Cassman, Legal Counsel, said no action was taken on this item.

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

Ms. Cassman said the Board received a report on a temporary construction easement and has given authority to the real property negotiators to extend the duration of the easement.

The meeting adjourned at 6:31 p.m.

TA CAC Chair's Report

March 3, 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 February 4, 2016, without questions or comments.

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

(TA Item 10a) The CAC received a program update from Joel Slavitt, Manager Programing and Monitoring, on the final recommendations for the Measure A 2015 Pedestrian and Bicycle Program Call for Projects. Joel's presentation included a program overview of the decision making process, along with information on the evaluation criteria employed, as well as detailed statistics on the 20 applications that were submitted from 13 sponsors that resulted in nine requests being fully funded and one request being partially funded within available funding. The CAC was also given information on the Contingency List generated should projects recommended for funding not be able to meet requirements or the possibility of additional funds becoming available from completed projects with remaining balances. The CAC unanimously supported staff's recommended list of projects to be funded.

(TA Item 11a) As part of a series of program reports focusing on the TA's six program areas - Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs, the CAC was given a report on the US 101/SR 84 Interchange (Woodside Road) Improvement Project , starting with an introduction by Paul Krupka, Consultant for Redwood City, which was immediately followed by a comprehensive presentation being delivered by Scott Kelsey, the design consultant to the city. Mr. Kelsey outlined the various roles and responsibilities of Redwood City, Caltrans and the Transportation Authority, as well as the existing conditions of the project area, and the community outreach accomplished thus far. The CAC was interested to hear that the decision on project design was now narrowed down to 2 viable alternatives and that this new project will not only improve over-all capacity, operations and safety of the interchange by realigning and widening ramps, but also improve local and regional traffic and access to and

from the Port of Redwood City, in addition to providing accommodations for both pedestrian and bicyclist traveling through the interchange.

(TA Item 11b) The CAC received a comprehensive report from Shweta Bhatnagar, Government Affairs Officer, on Bills of Interest to the TA including: AB 1640 (Stone) in reference to the California Public Employees' Pension Reform Act (PEPRA), which should be monitored for its impact on Sam Trans; AB 2030 (Mullin) which would increase the threshold from \$100,000 to \$150,000 for Sam Trans to purchase supplies, equipment and materials without going out to bid, and thus, would streamline the purchasing process; AB 2126 (Mullin) which would give Caltrans greater flexibility in expediting project delivery and SB 824 (Beall) which would allow Low Carbon Transit Operations Program (LCTOP) to retain its funding share in any given fiscal year, even if it does not submit a project, as both Sam Trans and Caltrain are beneficiaries of LCTOP.

(CAC Chair's Report to the CAC)

In my own report to the CAC, I reported on the State Board of Equalization's vote to lower the excise tax rate for gasoline by 2.2 cents for the Fiscal Year that begins on July 1, 2016 and ends June 30, 2017, barring a legislative solution. I advised the CAC that this move was done because the Board decided that Californians paid too much at the pump last year and decided to give them a break at the pumps this year. I delivered a brief background on the State Board's role in lowering and raising the gas tax annually in order to ensure that the state is bringing in the same amount of revenue over a three year period, as it would have with the old sales tax, before the bizarre formula known as the "gas tax swap", passed by the lawmakers in 2010 was employed. I also lamented the fact that, because of this, the STIP is facing significant funding shortfall.

(Staff Report to the CAC)

In Joe's report to the CAC, he advised the CAC of a "raid on aviation fuel tax" being put forth by the Federal Aviation Association (FAA) in which the FAA is now interpreting that money derived from the one half cent sales tax on any fuel purchased for aviation should only be available to the FAA... a development that is being currently challenged and has yet to be resolved.

Joe also reported that Assemblyman Kevin Mullin continues to facilitate meetings, as a forum to brainstorm with representatives from Caltrans, the City/County Association of Governments (C/CAG), and others regarding a variety of projects that could ease congestion and improve mobility through San Mateo County and beyond, including lane alternatives for Hwy 101 , as well as improvements to State Route 92.

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
FEBRUARY 29, 2016**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$54,932,763 - line 7) is **better** than staff projections by \$993,360 or 1.8 percent. *Sales Tax* (\$51,931,075- line 1) is **better** than staff projections by \$804,021 or 1.6 percent and *Interest Income* (\$2,228,889 - line 2) is \$238,434 or 12 percent **better** than projections due to higher than budgeted returns.

Total Revenue (\$54,932,763- line 7) is \$1,134,708 or 2 percent **worse** than prior year performance. *Sales Tax* (\$51,931,075 - line 1) is \$1,382,926 or 2.6 percent **worse** than prior year. *Interest Income* (\$2,228,889 - line 2) is \$279,479 or 14.3 percent **better**, slightly offset by *Rental Income* (\$772,800 - line 4) which is \$31,261 or 3.9 percent **worse** than prior year.

Expenditures: *Total Administrative Expenses* (\$800,983 - line 22) is **better** than staff projections by \$145,262 or 15.4 percent. Within total administrative expenses, *Staff Support* (\$361,742 - line 18) is \$129,597 or 26.4 percent **better** than staff projections and *Other Admin Expense* (\$439,194 - line 20) is **better** than staff projections by \$14,336 or 3.2 percent.

Budget Amendment: The revised budget per Board Resolution No. 2016-03 amends an increase in Sales Tax Revenues by \$3 million, resulting in an increase of \$1,095,000 in annual Allocations; and \$1,305,000 in Program Expenditures, which is reflected in the February 2016 statement of Revenue and Expenditures.

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

% OF YEAR ELAPSED: **66.7%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	7,025,253	53,314,001	51,931,075	51,127,054	101.6%	77,000,000	80,000,000	63.9%
2 Interest Income	302,436	1,949,410	2,228,889	1,990,455	112.0%	2,985,683	2,985,683	66.7%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	98,769	804,061	772,800	821,893	94.0%	1,232,840	1,232,840	62.7%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 TOTAL REVENUE	7,426,458	56,067,471	54,932,763	53,939,403	101.8%	81,218,523	84,218,523	65.2%
8								
EXPENDITURES:								
11 Annual Allocations	2,564,217	19,650,140	18,954,842	18,661,373	101.6%	28,105,000	29,200,000	64.9%
12								
13 Program Expenditures	(74,000)	25,590,342	19,346,794	25,000,525	77.4%	33,895,000	40,200,000	48.1%
14								
15 Oversight	60,002	480,173	569,858	790,000	72.1%	1,185,000	1,185,000	48.1%
16								
17 Administrative								
18 Staff Support	56,126	354,171	361,742	491,339	73.6%	739,869	739,869	48.9%
19 Measure A Info-Others	20	-	47	1,375	3.4%	16,500	16,500	0.3%
20 Other Admin Expenses	32,465	462,797	439,194	453,530	96.8%	595,813	595,813	73.7%
21								
22 Total Administrative	88,611	816,968	800,983	946,245	84.6%	1,352,182	1,352,182	59.2%
23								
24 TOTAL EXPENDITURES	2,638,829	46,537,623	39,672,477 (1)	45,398,143	87.4%	64,537,182	71,937,182	55.1%
25								
26 EXCESS (DEFICIT)	4,787,629	9,529,848	15,260,286	8,541,260		16,681,341	12,281,341	
27								
28 BEGINNING FUND BALANCE	Not Applicable	459,220,186	469,053,620	424,848,697		424,848,697	469,053,620	
29								
30 ENDING FUND BALANCE	Not Applicable	468,750,034	484,313,906 (2)	433,389,957		441,530,038	481,334,961	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		2,375,437					331,485,040	
35 Current Committed Fund Balance		363,749,745 (3)					64,537,182	
36 Undesignated Cash & Net Receivable		118,188,724					5,000,000	
37 Total		<u>484,313,906 (2)</u>					<u>2,400,000</u>	
38								
39								
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Includes the following balances:

Cash and Liquid Investments

Current Committed Fund Balance

Undesignated Cash & Net Receivable

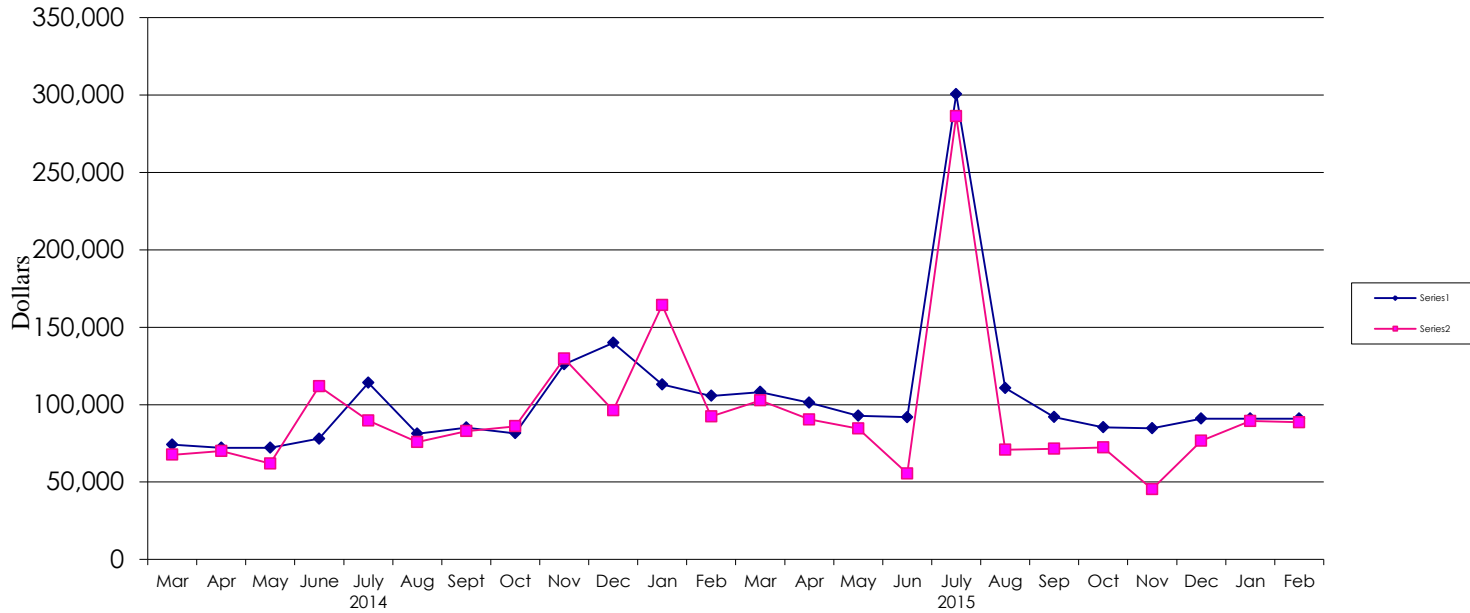
Total

"% 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 4, 2015.
 ** The TA Staff Projection is the adopted budget including year to date budget transfers.

FY 2015 Carryover of Commitments (Audited) 331,485,040
 FY 2016 Additional Commitments (Budgeted) 64,537,182
 Reso#2015-21 5,000,000
 Reso#2016-03 2,400,000
 Less: Current YTD expenditures (39,672,477) (1)
 Current Committed Fund Balance 363,749,745 (3)

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

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



CAROLE GROOM, CHAIR
DON HORSLEY, VICE CHAIR
MAUREEN FRESCHET
KEN IBARRA
CAMERON JOHNSON
KARYL MATSUMOTO
MARY ANN NHART

JIM HARTNETT
EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF February 29, 2016

<u>TYPE OF SECURITY</u>		<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
County Pool #3	*	Liquid Cash	0.805%	\$ 307,683,952	\$ 307,683,952
Local Agency Investment Fund	**	Liquid Cash	0.467%	\$ 2,970,945	\$ 2,970,945
Investment Portfolio	***	Liquid Cash	0.848%	\$ 154,865,028	\$ 155,463,649
Other		Liquid Cash	0.000%	\$ 2,375,437	\$ 2,375,437
				<u>\$ 467,895,362</u>	<u>\$ 468,493,982</u>

Accrued Earnings for February 2016	\$ 302,937.46
Cumulative Earnings FY2016	\$ 2,488,840.70

* County Pool average yield for the month ending February 29, 2016 was 0.805%. As of February, 2016 the total cost of the Total Pool was \$4,495,519,229.04 and the fair market value per San Mateo County Treasurer's Office was \$4,506,273,553.03

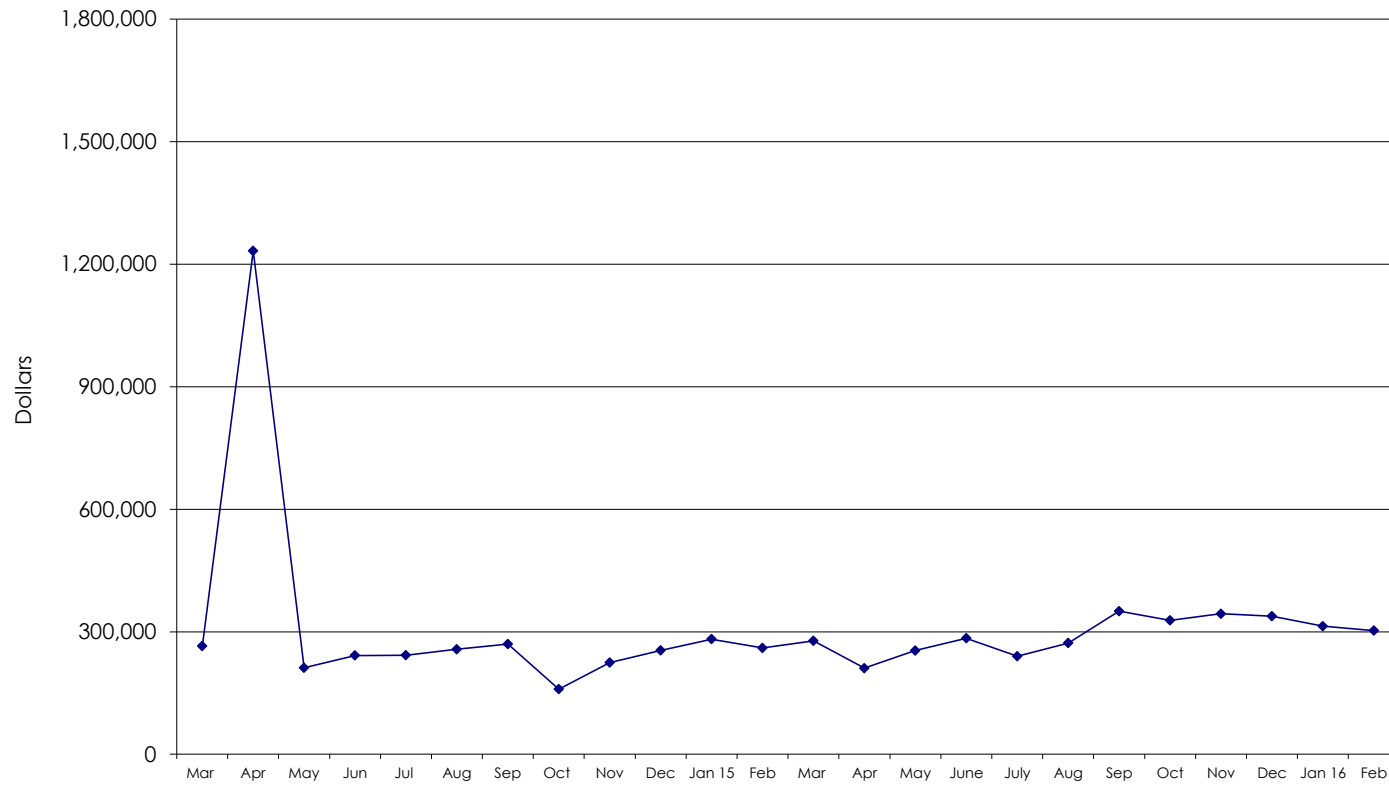
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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
FEBRUARY 2016**

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

SMCTA Interest Income



NOTE: Treasury Inflation Protected Security (TIPS) matured 4/15/14. Interest for the inflation component is paid at maturity.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
February 29, 2016

DESCRIPTION	TOTAL INVESTMENT 02-29-16	INTEREST RECEIVABLE 01-31-16	PREPAID INT RECEIVABLE 01-31-16	INTEREST EARNED 02-29-16	INTEREST RECEIVED 02-29-16	ADJ.	INTEREST RECEIVABLE 02-29-16
LAIF	2,970,944.66	975.86	0.00	1,102.34			2,078.21
COUNTY POOL	307,683,951.64	109,532.08	0.00	196,364.87			305,896.95
BANK OF AMERICA	1,987,976.38	0.00	0.00				0.00
WELLS FARGO	68,485.45	0.00	0.00				0.00
US BANK (Cash on deposit)	318,975.28	0.00	0.00				0.00
INVESTMENT PORTFOLIO	155,463,648.57	310,111.39	0.00	105,782.49	102,698.40	(312.24)	312,883.24
	<u>468,493,981.98</u>	<u>420,619.33</u>	<u>0.00</u>	<u>303,249.70</u>	<u>102,698.40</u>	<u>(312.24)</u>	<u>620,858.39</u>

FEBRUARY 2016 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	02/29/16	302,937.46
Add:		
Less:		
Management Fees		(9,250.00)
Amortized Premium/Discount		(494.33)
Capital Gain(Loss)		0.00
Total Interest & Capital Gain(Loss)		<u>293,193.14</u>

YEAR TO DATE -- SUMMARY

Interest Earned	2,488,840.70
Add:	
Less:	
Management Fees	(74,000.00)
Amortized Premium/Discount	(3,954.62)
Capital Gain(Loss)	0.00
Total Interest	<u>2,410,886.07</u>

Balance Per Ledger as of	02/29/16	
Exp. Acct. 530011 - Amort Prem/Disc		(3,954.62)
Management Fees (530040)*		(74,000.00)
Int Acct. 409100 - Co. Pool		1,605,472.29
Int Acct. 409100 - LAIF		16,888.08
Int Acct. 409101 - Portfolio Funds		866,480.33
Gain(Loss) Acct. 405210		0.00
		<u>2,410,886.07</u>

Extraordinary one time items:

INVESTMENT PORTFOLIO
February 29, 2016

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED	MARKET VALUE	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 1/31/2016	PREPAID INT REC'VBLE 2/29/2016	INTEREST EARNED 2/29/2016	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 2/29/2016	INT REC'VBLE LESS PREPAID 2/29/2016	PAR VALUE	
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>																		
<u>U.S. TREASURY NOTES AND BONDS</u>																		
US TREASURY NOTE	912828WD8	10-13-15	14,415,070.31	14,381,552.90	14,441,884.60	10-31-18	1.25%	496.5278	29	45,669.64		14,399.31		(158.24)	59,910.71	59,910.71	14,300,000	
US TREASURY NOTE	912828VL1	12-19-13	17,089,374.85	20,025,000.00	17,059,650.30	07-15-16	0.625%	296.0069	29	4,976.82		8,584.20		(94.33)	13,466.69	13,466.69	17,050,000	
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	12,002,340.00	10-15-16	0.625%	208.3333	29	22,336.07		6,041.67		(99.05)	28,278.69	28,278.69	12,000,000	
US TREASURY NOTE	912828WX4	8/27/14	17,998,593.75	18,047,880.00	17,999,280.00	07-31-16	0.500%	250.0000	29	247.25		7,250.00		(79.67)	7,417.58	7,417.58	18,000,000	
US TREASURY NOTE	912828WF3	03-28-14	7,493,276.96	9,971,900.00	7,514,706.92	11-15-16	0.625%	130.4688	29	10,064.73		3,783.60		(41.58)	13,806.75	13,806.75	7,515,000	
US TREASURY NOTE	912828ST8	03-23-15	14,830,857.42		14,982,254.10	04-30-19	1.250%	515.6250	29	47,426.17		14,953.13		(164.33)	62,214.97	62,214.97	14,850,000	
US TREASURY NOTE	912828F62	9-9-15	11,245,062.50		11,371,942.40	10-31-19	1.500%	466.6667	29	42,923.08		13,533.33		(148.72)	56,307.69	56,307.69	11,200,000	
US TREASURY NOTE	912828UQ1	11-9-15	8,289,421.88		8,436,422.40	02-29-20	1.250%	291.6667	29	44,423.08		8,458.33	52,500.00	(96.08)	285.33	285.33	8,400,000	
US TREASURY NOTE	912828VF4	12-7-15	7,403,027.34		7,560,645.00	05-31-20	1.375%	286.4583	29	17,751.02		8,307.29		(136.18)	25,922.13	25,922.13	7,500,000	
<u>U.S. GOVERNMENT AGENCIES</u>																		
FNMA	3135G0VA8	05-13-13	16,628,933.80	23,865,600.00	16,601,709.80	03-30-16	0.500%	230.56	29	27,897.22		6,686.11		230.56	34,813.89	34,813.89	16,600,000	
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	9,993,980.00	07-05-16	0.375%	104.17	29	2,708.33		3,020.83		104.17	5,833.33	5,833.33	10,000,000	
FNMA	3135 G0YE7	03-07-14	15,029,400.00	14,991,150.00	14,999,310.00	08-26-16	0.625%	260.42	29	40,364.58		7,552.08	46,875.00	260.42	1,302.08	1,302.08	15,000,000	
26.86%																		
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>																		
FNMA	3136ANJY4	04-30-15	1,075,646.17		1,069,138.59	04-01-18	1.550%	45.85	29	1,375.63		1,329.77	1,375.63	45.86	1,375.63	1,375.63	1,065,000	
FNMA	3136AQDQ0	10-30-15	1,434,219.74	1,434,219.74	1,430,384.46	09-01-19	1.646%	64.93	29	1,947.77		1,882.84	1,947.77	64.93	1,947.77	1,947.77	1,420,000	
1.60%																		
<u>CASH INVESTMENT</u>																		
MATURED/CALLED																		
TOTAL			154,865,028.47	124,628,322.64	155,463,648.57					310,111.39	0.00	105,782.49	102,698.40	(312.24)	312,883.24	312,883.24	154,900,000.00	
							Weighted Average Interest Rate	0.8477%										

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

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Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2015:						
1st Quarter	17,150,000	18,948,951	1st Quarter	19,884,600	935,649	19,884,600
2nd Quarter	18,405,000	19,606,049	2nd Quarter	22,629,401	3,023,352	22,629,401
3rd Quarter	17,500,000	17,500,000	3rd Quarter	18,200,061	700,061	18,200,061
4th Quarter	18,945,000	18,945,000	4th Quarter	20,260,116	1,315,116	20,260,116
FY2015 Total	72,000,000	75,000,000	FY2015 Total	80,974,178	5,974,178	80,974,178
FY2016:						
Jul. 15	5,390,000	5,390,000	Sep. 15	5,856,300	466,300	5,390,000
Aug. 15	5,390,000	5,390,000	Oct. 15	5,856,300	466,300	5,390,000
Sep. 15	6,827,333	6,827,333	Nov. 15	7,808,400	981,067	6,827,333
3 Months Total	17,607,333	17,607,333		19,521,000	1,913,667	17,607,333
Oct. 15	5,877,667	5,877,667	Dec. 15	6,635,955	758,288	5,877,667
Nov. 15	5,877,667	5,877,667	Jan. 16	6,064,400	186,733	5,877,667
Dec. 15	7,140,467	7,140,467	Feb. 16	8,085,800	945,333	7,140,467
6 Months Total	36,503,134	36,503,134		40,307,155	3,804,021	36,503,134
Jan. 16	5,544,000	5,544,000	Mar. 16			5,544,000
Feb. 16	6,079,920	9,079,920	Apr. 16			9,079,920
Mar. 16	7,542,920	7,542,920	May 16			7,542,920
9 Months Total	55,669,974	58,669,974		40,307,155	3,804,021	58,669,974
Apr. 16	6,884,826	6,884,826	Jun. 16			6,884,826
May 16	6,997,760	6,997,760	Jul. 16			6,997,760
Jun. 16	7,447,440	7,447,440	Aug. 16			7,447,440
FY2016 Total	77,000,000	80,000,000	FY2016 Total	40,307,155	3,804,021	80,000,000
	18,073,633		1st Quarter			
	21,101,456		2nd Quarter			
	12,755,986		3rd Quarter			
	<u>51,931,075</u>		4th Quarter			
			YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF FEBRUARY 29, 20162/29/2016

Cash -- Bank of America Checking Account	1,987,976.38
Cash -- Wells Fargo Lockbox Account	68,485.45
Cash - US Bank (on deposit)	318,975.28
LAIF	2,970,944.66
County Pool	307,683,951.64
Investment Portfolio	155,463,648.57
Total	<hr/> <u>468,493,981.98</u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
February 2016

Unit	Ref	Name	Amount	Method	Description
SMCTA	900081	GROOM, CAROLE	100.00	WIR	Board Member Compensation
SMCTA	900082	HORSLEY, DONALD	100.00	WIR	Board Member Compensation
SMCTA	900083	JOHNSON, CAMERON	100.00	WIR	Board Member Compensation
SMCTA	900084	MATSUMOTO, KARYL M.	100.00	WIR	Board Member Compensation
SMCTA	900085	NIHART, MARY ANN	100.00	WIR	Board Member Compensation
SMCTA	900086	SAN MATEO COUNTY TRANSIT DISTRICT	1,207,709.40	WIR	Staff costs, Redi-Wheels, Caltrain, etc.
SMCTA	900087	PENINSULA CORRIDOR JOINT POWERS BOARD	1,299,756.12	WIR	Capital Programs ⁽¹⁾
SMCTA	004169	DMJM HARRIS/MARK THOMAS JV	41,281.65	CHK	Consultants
SMCTA	004170	GREEN CARPET LANDSCAPING	1,150.00	CHK	Capital Programs ⁽²⁾
SMCTA	004171	MENLO PARK, CITY OF	42,923.87	CHK	Capital Programs ⁽³⁾
SMCTA	004172	NEWARK, CITY OF	4,176.00	CHK	Capital Programs ⁽²⁾
SMCTA	004173	PUBLIC FINANCIAL MANAGEMENT, INC.	18,500.00	CHK	Investment Advisory Services
SMCTA	004174	SOUTH SAN FRANCISCO, CITY OF	25,876.20	CHK	Capital Programs ⁽⁴⁾
SMCTA	004175	DMJM HARRIS/MARK THOMAS JV	49,527.85	CHK	Consultants
SMCTA	004176	KHOURI CONSULTING	3,500.00	CHK	Legislative Advocate
SMCTA	004177	SAN CARLOS, CITY OF	162,437.05	CHK	Capital Programs ⁽⁵⁾
SMCTA	004178	DMJM HARRIS/MARK THOMAS JV	196,620.10	CHK	Consultants
SMCTA	004179	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	16,537.50	CHK	Legal Services
SMCTA	004180	SAN CARLOS, CITY OF	424.00	CHK	Capital Programs ⁽⁶⁾
SMCTA	004181	SAN CARLOS, CITY OF	371.00	CHK	Capital Programs ⁽⁶⁾
SMCTA	004182	URS CORPORATION	229,787.21	CHK	Consultants
SMCTA	004183	HDR ENGINEERING, INC.	4,185.06	CHK	Capital Programs ⁽²⁾
SMCTA	004184	OFFICEMAX	36.58	CHK	Office Supplies
SMCTA	004185	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Investment Advisory Services
SMCTA	004186	SAN MATEO, CITY OF	78,130.81	CHK	Capital Programs ⁽⁷⁾
			3,392,680.40		

- (1) San Bruno Grade Sep \$590,684.67; 25th Ave Grade Separation \$709,071.45
(2) Dumbarton Maintenance of Way
(3) Sand Hill Rd Signal Coordination Project
(4) FY15/16 Shuttles Call for Proj
(5) 101 Holly St Interchange
(6) Call for Proj-Ped & Bike FY12/13
(7) Call for Proj-Ped & Bike FY14/15

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

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

SUBJECT: **MEASURE A SEMI-ANNUAL PROGRAM STATUS REPORT**

ACTION

Staff recommends the Board receive and file the semi-annual Measure A Program Status Report.

SIGNIFICANCE

The semi-annual program status report provides an overview of the eight program categories under the Original Measure A and six program categories under the New Measure A. The report summarizes the following:

- General program status
- Total projected revenues
- Previously committed funds
- Available funding for new commitments and allocations

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

This report is presented to the Board around the end of every winter and summer. This report complements the Capital Project Quarterly Status Report the Board currently receives that focuses on progress of specific capital projects within the Measure A programs.



SAN MATEO COUNTY
Transportation
Authority

Measure A

Program Status Report

Semi-Annual Report

(As of December 31, 2015)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of December 31, 2015)

Program	Exp. Plan %	General Status	In Thousands of \$ (\$1,000)		
			Total Funds Collected (1989-2008) ³	Budgeted/ Expended Funds ⁴	Available Funding ⁵
1. Caltrain ^{1,2}	N/A	- Available funding for Caltrain systemwide and county specific improvements - Budgeted funding includes the \$60 million San Mateo County share commitment to the Caltrain Modernization Program - Projects with budgeted funds in progress	\$ 335,458	\$ 285,019	\$ 50,439
2. Paratransit	N/A	- Program completed	56,113	56,113	-
3. Dumbarton Rail	N/A	- Funding from this category was used for the purchase of the right of way for future rail service - Dumbarton Rail Project was on hold in environmental/conceptual engineering phase	24,679	24,679	-
4. Highway	N/A	- TA Board allocated \$108.02 million to 8 projects, of which \$16.11 million was from Original Measure A funds, in October 2015 from the Measure A Highway Program Call for Projects for FY2016 & FY2017 (Resolution 2015-19) - Projects with budgeted funds in progress	358,275	356,673	1,602
5. Local Streets and Roads	20%	- Program completed	203,264	203,264	-
6. Caltrain Grade Separation	N/A	- Program funds fully expended	234,927	234,927	-
7. Bicycle Transportation	N/A	- Program completed	120	120	-
8. Transportation System Management	N/A	- Program completed	7,121	7,121	-
Total:			\$ 1,219,957	\$ 1,167,916	\$ 52,041

1 TA Board redirected \$2.5 million from the Highway Program to the Caltrain Program (December 2008, TA Resolution 2008-23).

2 TA Board redirected \$50 million from the Grade Separation program to the Caltrain Program (December 1998, TA Resolution 1998-34).

3 Collection of sales taxes ended on December 31, 2008 for Original Measure A projects. Collected funds includes interest and rental income earned.

4 Based on TA Board adopted Implementation Plan (2009).

5 Available funding represents amount available for TA Board to make new funding commitments and decisions.

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of December 31, 2015)

Program	Exp. Plan %	Implementation Process ¹	General Status	In Thousands of \$ (\$1,000)		
				Total Estimated Revenue (2009-2033) ²	Funds Collected to date ³	Budgeted/ Expended Funds ⁴
1. Transit						
<i>Caltrain</i>	16%	Plan-Based	- Annual allocation of 50% for operations and 50% for capital projects - Capital projects in process per JPB's Local Share and County specific Project Work Program	\$ 240,000	\$ 78,384	\$ 81,434
<i>Local Shuttle</i>	4%	Call for Projects	- 28 Measure A funded shuttles in operation as of December 2015 -The San Mateo County Shuttle Program Call for Projects, which will provide funding for shuttle operations in FY2017 & FY2018, was released in December 2015	60,000	19,596	18,012
<i>Accessible Services</i>	4%	TBD	- Annual distribution to SamTrans for paratransit services - Expanding program to include other complementary services is on hold	60,000	19,596	19,596
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- South San Francisco ferry terminal construction previously reported as complete - 50% of ferry program funds reserved for Redwood City ferry project	30,000	9,798	8,091
<i>San Mateo County/ SFO BART Extension</i>	2%	Agreement-Based	- Annual distribution to BART for BART to SFO segment expenses	30,000	9,798	9,798
<i>Dumbarton Rail Corridor</i>	2%	TBD	- Project on hold in environmental/conceptual engineering phase - Funding decisions on hold	30,000	9,798	404
2. Highway	27.5%	Call for Projects	- TA Board allocated \$108.02 million to 8 projects, of which \$91.91 million was from New Measure A funds, in October 2015 from the Measure A Highway Program Call for Projects for FY2016 & FY2017 (Resolution 2015-19) - Projects with budgeted funds in progress	413,000	134,720	118,937
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements	338,000	110,225	110,225
4. Grade Separation	15%	TBD	-TA Board programmed and allocated \$6.2 million in December 2015, which included \$1.2 million in cost savings from the preliminary engineering/environmental (PE/ENV) phase of work, to the final design (PS&E) and right of way (ROW) phase of work for the 25th Ave Grade Separation project in San Mateo - Projects with allocated funds from the FY2014 Solicitation of Candidate Projects in progress	225,000	73,484	58,929
5. Pedestrian and Bicycle	3%	Call for Projects	- Projects with allocated funds from prior Pedestrian and Bicycle Program funding calls in progress - The 2015 Pedestrian and Bicycle Program Call for projects was released in November 2015	45,000	14,697	14,047
6. Alternative Congestion Relief	1%	Plan-Based	- Commute.org TDM work programs ongoing - Plan to be prepared to guide future project evaluation and selection process	15,000	4,899	3,834
Total:				\$ 1,486,000	\$ 484,995	\$ 443,307

¹ Based on TA Board adopted Implementation Plan (2009).

² Estimate based on annual revenues of \$60 million per year (2004 Measure A Expenditure Plan).

³ Collection of funds began on January 1, 2009. The total represents unaudited actuals through December 2015.

⁴ Budgeted and expended funds represents all prior commitments.

**AGENDA ITEM # 7
APRIL 7, 2016**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TO: Transportation Authority

FROM: Karyl Matsumoto
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF APRIL 6, 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
Executive Officer, Planning, Grants and the Transportation Authority

SUBJECT: **SAN MATEO COUNTY SHUTTLE PROGRAM DRAFT FUNDING
RECOMMENDATIONS**

ACTION

No action is required. This item is being presented to the Board for information only.

SIGNIFICANCE

The San Mateo County Transportation Authority (TA), in conjunction with the City/County Association of Governments (C/CAG), issued a joint Call for Projects (CFP) in December 2015 announcing the availability of up to \$10 million for Fiscal Year (FY) 2017 and FY2018 for the San Mateo County Shuttle Program. Funding for the CFP is composed of up to \$9 million in TA Measure A Local Shuttle Program funds and up to \$1 million in C/CAG Local Transportation Services Shuttle Program funds.

Applications were received from 11 sponsors for 40 different shuttles. The total sponsor funding request was for approximately \$9.3 million.

The shuttle program project review committee met on March 17, 2016 to evaluate and score the submitted applications. The committee was composed of staff from the TA, C/CAG, the San Mateo County Transit District, Alameda-Contra Costa Transit District and Santa Cruz Metropolitan Transit District.

Recommendations from the shuttle project review committee will be provided at the April 7, 2016 Board meeting. Staff will also be making a presentation via PowerPoint on the shuttle program and the proposed recommendations. Final TA action on the list of projects is anticipated at the May 5, 2016 Board meeting.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

A schedule is provided below that outlines the key dates and milestones for this process:

Event	Date
Joint CFP Issued	December 14, 2015
Workshop for Potential Applicants	December 15, 2015
Project Applications Due	February 12, 2016
Project Review Committee Scoring Meeting	March 17, 2016
TA Board Information Update	April 7, 2016
C/CAG Congestion Management Program Technical Advisory Committee	April 21, 2016
C/CAG Congestion Management and Environmental Quality Committee	April 25, 2016
TA Board Action	May 5, 2016
C/CAG Board Action	May 12, 2016

The purpose of the San Mateo County Shuttle Program is to provide matching funds for the operation of local shuttle services that provide access to regional transit and/or meet local mobility needs. Shuttles must be open to the public and a minimum 25 percent match is required. The TA 2004 Transportation Expenditure Plan states that a 4 percent share of Measure A sales tax revenues collected be used for the operation of local shuttles.

Prepared By: Joel Slavik, Manager, Programming and Monitoring

650-508-6476



FY2017 and FY2018 San Mateo County Shuttle Program Draft Recommended Project List for Award

Rank	Score	Sponsor	Shuttle Name	Primary Service Area	New or Existing	Service Type	Total Cost	Requested Allocation	Proposed Fund Source	Total Matching Funds	Percent Matching Funds	Private Sector Match	Notes
1	77	JPB	Lincoln Centre	San Mateo/Foster City	Existing	Commuter	\$278,600	\$181,100	Measure A	\$97,500	35%	yes, 25%	
2	76	Commute.org	Seaport Centre Caltrain	Redwood City	Existing	Commuter	\$238,018	\$119,009	Measure A	\$119,009	50%	yes, 50%	
3	75	Commute.org	Bayshore Technology Park	Redwood Shores	Existing	Commuter	\$246,208	\$123,104	Measure A	\$123,104	50%	yes, 50%	
4	75	JPB	Pacific Shores	Redwood City	Existing	Commuter	\$357,900	\$232,600	Measure A	\$125,300	35%	yes, 25%	
5	74	JPB	Burlingame Bayside BART/Caltrain	Burlingame	Existing	Commuter	\$474,500	\$308,600	Measure A	\$165,900	35%	yes, 25%	
6	73	JPB	Mariners Island	San Mateo/Foster City	Existing	Commuter	\$278,600	\$181,100	Measure A	\$97,500	35%	yes, 25%	
7	72	Daly City	Bayshore	Daly City	Existing	Commuter/ Community	\$523,000	\$104,600	Measure A	\$418,400	80%	no	
8	72	JPB	Twin Dolphin	Redwood Shores	Existing	Commuter	\$265,800	\$190,400	Measure A	\$75,400	28%	yes, 25%	
9	72	Menlo Park	Willow Road	Menlo Park	Existing	Commuter	\$253,429	\$190,071	C/CAG	\$63,358	25%	yes, 15%	
10	71	Commute.org	Brisbane/Crocker Park BART/Caltrain	Brisbane/Daly City	Existing	Commuter	\$786,665	\$555,000	Measure A	\$231,665	29%	yes, 25%	
11	71	JPB	Electronic Arts (EA)	Redwood Shores	Existing	Commuter	\$380,200	\$150,000	Measure A	\$230,200	61%	yes, 61%	
12	71	Menlo Park	Marsh Road	Menlo Park	Existing	Commuter	\$378,008	\$283,506	Measure A	\$94,502	25%	yes, 24%	
13	71	SamTrans	Sierra Point - Balboa Park BART	Brisbane	Existing	Commuter	\$505,600	\$163,000	Measure A	\$342,600	68%	yes, 62%	existing shuttle, new to San Mateo County Shuttle Program
14	71	South San Francisco	South City	South San Francisco	Existing	Community	\$487,343	\$360,507	Measure A	\$126,836	26%	yes, 1%	
15	70	Commute.org	Redwood City Midpoint Caltrain	Redwood City	Existing	Commuter	\$242,857	\$182,143	Measure A	\$60,714	25%	yes, 25%	
16	70	SamTrans	Bayhill - San Bruno BART	San Bruno	Existing	Commuter	\$238,600	\$179,000	Measure A	\$59,600	25%	yes, 18%	existing shuttle, new to San Mateo County Shuttle Program
17	70	SamTrans	Seton Medical - BART Daly City	Daly City	Existing	Commuter	\$218,800	\$150,000	Measure A	\$68,800	31%	yes, 31%	existing shuttle, new to San Mateo County Shuttle Program
18	70	San Mateo Community College District	Skyline College Express	San Bruno	New	Commuter	\$449,436	\$202,703	Measure A	\$246,733	55%	no	new express shuttle from Daly City BART to Skyline Community College
19	69	Commute.org	North Foster City	Foster City	Existing	Commuter	\$467,032	\$315,274	Measure A	\$151,758	32%	yes, 25%	
20	69	JPB	Broadway/Millbrae	Burlingame	Existing	Commuter	\$284,900	\$213,800	Measure A	\$71,100	25%	no	
21	67	Commute.org	North Burlingame	Burlingame	Existing	Commuter	\$249,126	\$124,562	Measure A	\$124,563	50%	yes, 50%	
22	66	JPB	Clipper	Redwood Shores	Existing	Commuter	\$246,900	\$185,200	Measure A	\$61,700	25%	yes, 25%	
23	66	JPB	Sierra Point Millbrae	South San Francisco/ Brisbane	Existing	Commuter	\$294,200	\$84,000	Measure A	\$210,200	71%	yes, 66%	
24	62	JPB	Bayshore/Brisbane Commute & Midday Senior	Brisbane/Daly City	Existing	Commuter/ Community	\$512,700	\$384,600	Measure A	\$128,100	25%	no	
25	62	JPB	Campus Drive Area	San Mateo	Existing	Commuter	\$246,900	\$185,200	Measure A	\$61,700	25%	yes, 25%	
26	62	JPB	Oracle	Redwood Shores	Existing	Commuter	\$570,200	\$260,000	Measure A	\$310,200	54%	yes, 53%	
27	61	San Carlos	San Carlos Commuter	San Carlos	New	Commuter	\$264,326	\$198,245	Measure A	\$66,082	25%	yes, TBD	new shuttle, participating employers to be determined
28	59	Commute.org	South San Francisco BART	South San Francisco	Existing	Commuter	\$915,656	\$641,742	Measure A	\$273,914	30%	yes, 25%	
29	59	Commute.org	South San Francisco Caltrain	South San Francisco	Existing	Commuter	\$532,612	\$399,459	Measure A	\$133,153	25%	yes, 25%	
30	58	JPB	Belmont/Hillsdale	Belmont	Existing	Commuter	\$246,900	\$185,200	Measure A	\$61,700	25%	no	



**FY2017 and FY2018 San Mateo County Shuttle Program
Draft Recommended Project List for Award**

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

TA Measure A Local Shuttle Program Allocation: \$8,059,795
C/CAG Local Transportation Services Shuttle Program Allocation: \$921,528
Total TA-C/CAG Shuttle Funding Allocation: \$8,981,323
Total Funding Available for FY2015 & 2016 Shuttle Call for Projects: \$10,000,000

Funding Recommendation To Be Determined

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

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: PARATRANSIT PROGRAM**

ACTION

No action is required. This item is being presented to the Board for information only.

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the San Mateo County Transportation Authority's (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a report on the Paratransit Program under the Transit Program Category.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Paratransit is a service provided for persons with disabilities who are unable to independently use SamTrans fixed-route bus service. The San Mateo County Transit District (District) provides paratransit using Redi-Wheels on the bay side of the county and RediCoast on the Coastside. Since 1989, the TA has provided critical funding in support of the capital and operating needs associated with paratransit service in San Mateo County. The Original Measure A created a \$25 million Paratransit Trust Fund to be maintained in perpetuity. Interest earned from this fund was allocated for paratransit. Over the 20-year period that the TA administered the fund, \$32 million of Measure A funds went to support paratransit service. In 2009, as part of the Fiscal Year (FY) 2010 TA Budget, the Board took an action to transfer the Paratransit Trust Fund to the District. Interest from the Trust Fund continues to support paratransit service.

Acknowledging the escalating need and associated costs of this service, voters approved the New Measure A, which allocates 4 percent of the total sales tax revenue to help meet the special mobility needs of the county through paratransit and other accessible services. As part of the FY2016 Budget, the TA Board included \$3.2 million of

Measure A funding to provide accessible service for eligible seniors and people with disabilities in the county.

This month's presentation will be presented via PowerPoint.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

As of 3/22/16:

On February 18, the California High-Speed Rail Authority (CHSRA) released its Draft 2016 Business Plan, a foundational document for implementing the California High-Speed Rail program. This Draft 2016 Business Plan updates information and forecasts that were presented in the 2014 Business Plan, and identifies major anticipated milestones for the coming years. The public comment period closes on April 18, 2016.

The Draft Business Plan can be found online at:

http://www.hsr.ca.gov/docs/newsroom/2016_HSRA_Releases_Draft_2016_Business_Plan_021816.pdf

The CHSRA is required to prepare, publish, adopt and submit an updated Business Plan to the Legislature on May 1, 2016.

There are several upcoming Legislative hearings on the business plan and Jim Hartnett, Executive Director, will be testifying at the following hearings:

- Monday, March 28 - Assembly Transportation Committee
- Monday, April 4 - Senate Transportation and Housing Committee and Senate Budget Committee
- Wednesday, April 6 - Assembly Budget Committee

FEDERAL ISSUES

Staff accompanied Director Karyl Matsumoto at the American Public Transportation Association's annual Legislative Conference held in Washington, D.C. We received information about the Fixing America's Surface Transportation Act and its associated rulemaking and implementation process, the Fiscal Year 2017 Budget, and upcoming Federal funding opportunities.

We also participated in meetings with our Federal delegation members and had the opportunity to ask for their support for our Willow Road/Highway 101 Interchange Project Transportation Investment Generating Economic Recovery grant application. We also thanked them for supporting the president's budget request to include the Peninsula Corridor Electrification Project in the Core Capacity Program.

Although it is early in the year, many Hill staffers anticipate that there may be a Continuing Resolution, given that there is an extended recess schedule this election year.

On March 8, 2016, U.S. Secretary of Transportation Anthony Foxx announced that roughly \$2 billion in previously unused earmarks can be put back to work to support infrastructure projects across the country, as described in new guidance from the Federal Highway Administration. The guidance allows states to repurpose certain earmarked funds if the original earmark was over 10 years old and if less than 10 percent of the project funds had been obligated, or if the project is closed. States have the option of re-designating these funds to other projects within 50 miles of the originally intended use.

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

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>AB 516 Mullin D</p> <p>Temporary License Plates</p>	<p>3/14/16</p> <p>Senate Floor-Third Reading</p>	<p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires vehicle dealers and lessor-retailers to attach numbered report-of-sale form issued by the DMV to a vehicle at the time of sale, and to submit to the DMV an application for registration of the vehicle, and the applicable fees, within a specified period after the date of sale. A violation of the Vehicle Code an infraction, but makes counterfeiting a license plate a felony.</p> <p>Existing law requires the driver of a motor vehicle to present evidence of registration of a vehicle under the driver's immediate control upon demand by a peace officer. Existing law prohibits displaying or presenting to a peace officer specified indicia of vehicle registration that are not issued for that vehicle. Existing law authorizes the DMV to assess administrative fees on a processing agency for providing notices of delinquent parking violations or toll evasion violations to the offenders in connection with the collection of penalties for those violations, and authorizes the use of those administrative fees to support those collection procedures. Existing law requires license plates to be securely fastened to the vehicle for which they were issued for the period of validity of the license plates, and authorizes the use of a special permit in lieu of license plates for that purpose.</p> <p>The purpose of this bill is to require the DMV to create a process to issue temporary license plates (TLPs) by January 1, 2018; require dealers to attach TLPs to all unlicensed vehicles when they are sold beginning January 1, 2018; and makes the forging or altering of a temporary license plate a misdemeanor. Last amended on 7/16/15</p>	<p>Support</p>
<p>AB 1550 Gomez D</p> <p>Greenhouse gases: investment plan: disadvantaged communities</p>	<p>3/8/16</p> <p>Assembly Natural Resources Committee</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the board to adopt greenhouse gas emission limits and emission reduction measures by regulation, and authorizes the state board to include the use of market-based compliance mechanisms to comply with the regulations. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities and a minimum of 10% to projects located in disadvantaged communities. Existing law provides that the allocation of 10% for projects located in disadvantaged communities may be used for projects included in the minimum allocation of 25% for projects that provide benefits to disadvantaged communities.</p> <p>This bill would instead require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.</p>	

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>AB 1569 Steinorth R</p> <p>CEQA Exemptions: existing transportation infrastructure</p>	<p>3/7/16</p> <p>Assembly Natural Resources Committee</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.</p>	
<p>AB 1591 Frazier D</p> <p>Transportation Funding</p>	<p>2/1/16</p> <p>Referred to Assembly Committees on Transportation and Revenue and Taxation</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.</p> <p>This bill would create a funding package of over \$7.8 billion for cities, counties, and Caltrans to address repairs and maintenance of local streets and roads, state highway system, and Trade Corridors by increasing gas and diesel excise taxes, vehicle registration fees, creating a new fee for electric vehicles. Proceeds from Cap and Trade auctions would be used to fund public transportation, including intercity rail. The bill would index the gas and diesel excise tax to keep up with the consumer price index. Aside from the restoration of price-based portion of the gas tax, there is no new funding for the State Transportation Improvement Program, which is a flexible program that allows local jurisdictions use to leverage local sales tax dollars or federal funding to address a wide range of needs for highway safety, congestion relief, commuter and intercity rail needs, or bicycle and pedestrian programs to name a few eligible expenditures.</p>	
<p>AB 1640 Stone D</p> <p>Retirement: public employees</p>	<p>2/4/16</p> <p>Referred to Assembly Committees on Public Employees, Retirement, and Social Security</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan for employees first hired on or after January 1, 2013. PEPRA exempts from its provisions certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner.</p> <p>This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.</p>	<p>Support</p>

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>AB 1768 Gallagher R</p>	<p>2/29/16 Assembly Transportation Committee</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950,000,000 for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail purposes except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund projects in the <i>State Highway Operation and Protection Program</i>. The bill would make no changes to the authorization under the bond act for issuance of \$950,000,000 for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election. Last amended on 2/25/16</p>	
<p>AB 1813 Frazier D</p> <p>High-Speed Rail Authority: membership</p>	<p>3/14/16 Assembly Transportation Committee</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor, and 2 members each appointed by the Senate Committee on Rules and the Speaker of the Assembly.</p> <p>This bill would additionally provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.</p>	

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>AB 1833 Linder D</p> <p>Transportation projects: environmental mitigation</p>	<p>2/25/16</p> <p>Referred to the Assembly Committees on Transportation and Natural Resources</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, subject to certain exceptions.</p> <p>The bill would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects.</p> <p>Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in this program.</p> <p>This bill would delete the January 1, 2017, repeal date and thereby extend these provisions indefinitely.</p> <p>Existing federal law requires the United States Secretary of Transportation to select, from states already approved to assume the above-referenced federal responsibilities for environmental review and clearance of transportation projects, a maximum of 5 states to participate in a program under which states may conduct environmental reviews and make approvals for projects under state environmental laws and regulations rather than under the National Environmental Policy Act of 1969, subject to certain conditions, including the consent of participating states to the jurisdiction of the federal courts in these matters.</p> <p>This bill would extend the consent of the State of California to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation may assume as a participant in this program.</p>	

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>AB 1866 Wilk D</p> <p>High-speed rail bond proceeds: redirection: water projects.</p>	<p>2/25/16</p> <p>Referred to the Assembly Committees on Transportation and water, Parks, and Wildlife</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system.</p> <p>It would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.</p> <p>The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund capital expenditures for water projects, including the construction of desalination facilities, wastewater treatment and recycling facilities, reservoirs, water conveyance infrastructure, and aquifer recharge.</p> <p>The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail.</p> <p>These provisions would become effective only upon approval by the voters at the next statewide election.</p>	
<p>AB 1889 Mullin D</p> <p>Transportation Funding: Caltrain</p>	<p>2/11/16</p> <p>Introduced</p>	<p>Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor.</p> <p>This bill would declare the intent of the Legislature to enact legislation to provide the Peninsula Corridor Joint Powers Board with the necessary tools to explore options that will help Caltrain obtain a dedicated source of funding.</p>	<p>Support</p>

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>AB 1908 Harper R</p> <p>High-occupancy vehicle lanes</p>	<p>3/10/16</p> <p>Assembly Transportation Committee</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified.</p> <p>This bill would prohibit, commencing July 1, 2017, a high-occupancy vehicle lane from being established on a state highway in southern California, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in southern California to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2018, to reinstate 24-hour high-occupancy vehicle lanes in southern California if the department makes a specified determination, and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.</p>	
<p>AB 1910 Harper R</p> <p>Transportation: advisory question: election</p>	<p>2/25/16</p> <p>Referred to the Assembly Committees on Transportation and Elections and Redistricting</p>	<p>This bill would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the California Legislature should “disproportionately target low-income and middle class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for non-transportation purposes, investing surplus state revenue in transportation infrastructure, repaying funds borrowed from transportation accounts, prioritizing roads over high-speed rail, and eliminating waste at the Department of Transportation.”</p>	
<p>AB 1919 Quirk D</p> <p>Local Transportation Authorities: bonds</p>	<p>2/25/16</p> <p>Assembly Transportation Committee</p>	<p>The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Existing law authorizes the ballot proposition submitted to the voters to include a provision authorizing bonds to be issued that would be payable from the proceeds of the transactions and use tax. Existing law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service.</p> <p>This bill would instead provide for accrued interest and premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.</p>	

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>AB 1938 Baker R</p> <p>Toll facilities: Metropolitan Transportation Commission</p>	<p>2/25/16</p> <p>Referred to the Assembly Committees on Transportation and Appropriations</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to make direct contributions to the commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues.</p> <p>This bill would require this limitation to apply to any revenues derived from bridge tolls, fees, or taxes, regardless of classification.</p>	
<p>AB 1964 Bloom</p> <p>High-occupancy vehicle lanes: vehicle exceptions</p>	<p>2/25/16</p> <p>Assembly Transportation Committee</p>	<p>Existing federal law authorizes, until September 30, 2019, a state to allow low emission and energy-efficient vehicles, as specified, to use lanes designated for high-occupancy vehicles (HOVs). Existing federal law also authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use HOV lanes.</p> <p>Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Existing law also authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. A violation of provisions relating to HOV lane use by vehicles without those identifiers is a crime.</p> <p>This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until January 1, 2029, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.</p>	
<p>AB 2030 Mullin D</p> <p>Transportation Districts: Contracts</p>	<p>2/16/15</p> <p>Introduced</p>	<p>Existing law requires contracts of the San Mateo County Transit District for the purchase of supplies, equipment, and materials to be let to the lowest responsible bidder or to the bidder who submits a proposal that provides best value, as defined, if the amount of the contract exceeds \$100,000 and requires the district, to the extent practicable, to obtain a minimum of 3 quotations for those contracts between \$2,500 and \$100,000.</p> <p>Existing law requires the district, if the contract is for the construction of transit works or transit facilities, to let the contract to the lowest responsible bidder, except as provided, if the amount of the contract exceeds \$10,000.</p> <p>This bill would instead impose those bidding requirements if the amount of the contracts exceeds \$150,000 and would require a minimum of 3 quotations for contracts between \$5,000 and \$150,000. The bill would require that \$5,000 threshold to be adjusted to reflect changes in the Consumer Price Index.</p> <p>The bill would instead impose that bidding requirement if the amount of the contract exceeds \$100,000 and would require that \$100,000 threshold to be adjusted to reflect changes in the Consumer Price Index.</p>	<p>Support</p>

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>AB 2049 Melendez R</p> <p>High-Speed Rail bonds: prohibition of issuance and conversion to other transportation purposes</p>	<p>2/29/16</p> <p>Assembly Transportation Committee</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved a 2/3 vote of each house of the Legislature and a majority of voters.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.</p> <p>The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund projects in the State Transportation Improvement Program and the State Highway Operation and Protection Program, and to fund projects eligible for funding from the Trade Corridors Improvement Fund. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election.</p>	
<p>AB 2126 Mullin D</p> <p>Construction Manager/General Contractor</p>	<p>2/17/16</p> <p>Introduced</p>	<p>Existing law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified.</p> <p>This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services.</p>	<p>Support</p>
<p>AB 2332 Garcia D</p> <p>Disadvantaged Community Investments: SHOPP and STIP</p>	<p>3/3/16</p> <p>Assembly Transportation Committee</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>This bill, by January 1, 2018, would require the CTC to prioritize funding for projects in disadvantaged communities for the both the SHOPP and STIP.</p>	

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>AB 2411 Frazier D</p> <p>Non-Article XIX Funds</p>	<p>3/8/16</p> <p>Assembly Transportation Committee</p>	<p>Existing law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.</p> <p>This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. The bill would instead deposit funds in the State Highway Account.</p>	
<p>AB 2847 Patterson/SB 1141 Moorlach R</p> <p>State Highways: transfer to local agencies: pilot program</p>	<p>3/14/16</p> <p>Referred to Assembly Committees on Transportation and Local Government & Senate Transportation and Housing Committee</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties with respect to operation, maintenance, and improvement of state highways.</p> <p>This bill would require the department to participate in a pilot program over a 5-year period under which 3 counties, one in northern California, one in southern California, and one in the central valley, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county.</p> <p>The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to the county or a regional transportation agency that has jurisdiction in the county.</p> <p>The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program, allocate funding as a block grant to participating counties with cost savings being directed towards other transportation priorities. Participating counties would need to report to the Legislature upon the conclusion of the pilot program.</p>	
<p>ACA 4 Frazier D</p> <p>55% Threshold for Local Sales Tax Measures: transportation</p>	<p>8/27/15</p> <p>Assembly Appropriations Committee</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a sales and use tax pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a sales and use tax for local transportation projects submitted at the same election. Last amended on 8/17/15</p>	<p>Support</p>

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
ABx1 1 Alejo D Transportation Funding	6/24/15 Assembly Rules Committee	<p>Existing law provides for loans of revenues from various transportation funds and accounts, including commercial truck weight fees, to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. The bill would also restore truck weight fees back to the State Highway Account.</p>	
ABx1 3 Frazier D Transportation Funding	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>	
ABx1 4 Frazier D Transportation Funding	7/10/15 Assembly Rules Committee	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	
ABx1 6 Hernandez D Affordable Housing & Sustainable Communities Program	7/16/15 Assembly Rules Committee	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives.</p> <p>This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	

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Measure	Status	Bill Summary	Position
ABx1 7 Nazarian D Public Transit Funding	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>	Support
ABx1 8 Chiu D Diesel Sales and Use Tax	7/17/15 Assembly Rules Committee	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation.</p> <p>The bill would include a change in state statute that would result in a taxpayer paying a higher tax within the meaning of Section 3 of Article XIII A of the California Constitution, and thus would require for passage the approval of 2/3 of the membership of each house of the Legislature. This bill would take effect immediately as a tax levy.</p>	Support
ABx1 13 Grove R Greenhouse Gas Reduction Fund: streets and highways	8/31/15 Introduced	<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>	Oppose

SMCTA Bill Matrix – March

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

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Measure	Status	Bill Summary	Position
<p>SB 321 Beall D</p> <p>Motor Vehicle Fuel Rate Adjustments</p>	<p>9/11/15</p> <p>Senate Floor- Concurrence</p> <p>Inactive File</p> <p>Two-Year Bill</p>	<p>Existing law requires the State Board of Equalization, for the 2011–12 fiscal year and each fiscal year thereafter, on or before March 1 of the fiscal year immediately preceding the applicable fiscal year, to adjust the motor vehicle fuel tax rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the sales and use tax exemption on motor vehicle fuel, based on estimates made by the board. Existing law also requires, in order to maintain revenue for each year, the board to take into account actual net revenue gain or loss for the fiscal year ending prior to the rate adjustment date. Existing law requires this adjusted rate to be effective during the state's next fiscal year.</p> <p>This bill for the 2016–17 fiscal year and each fiscal year thereafter, instead require the board, on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. Last amended on 8/18/15</p>	<p>Support</p>
<p>SB 885 Wolk D</p> <p>Construction Contracts: indemnity</p>	<p>1/28/16</p> <p>Assembly Judiciary Committee</p>	<p>Existing law makes specified provisions in construction contracts void and unenforceable, including provisions that purport to indemnify the promisee against liability for damages for death or bodily injury to persons, injury to property, or any other loss arising from the sole negligence or willful misconduct of the promisee or the promisee's agents who are directly responsible to the promisee, or for defects in design furnished by those persons.</p> <p>This bill would specify, for construction contracts entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend claims that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. Under the bill, a design professional would not have a duty to defend claims against any other person or entity arising from a construction project, except that person or entity's reasonable defense costs arising out of the design professional's degree of fault, as specified. The bill would prohibit waiver of these provisions and would provide that any clause in a contract that requires a design professional to defend claims against other persons or entities is void and unenforceable. The bill would provide Legislative findings and declarations in support of these provisions.</p>	<p>Oppose</p>
<p>SB 901 Bates R</p> <p>Transportation Projects: Advanced Mitigation Program</p>	<p>3/10/16</p> <p>Senate Transportation and Housing Committee</p> <p>Set For Hearing On March 29</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, subject to certain exceptions.</p> <p>The bill would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose.</p>	

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>SB 903 Nguyen R</p> <p>Transportation Funds: loan repayment</p>	<p>2/4/16</p> <p>Senate Transportation and Housing Committee</p>	<p>Existing law creates the Traffic Congestion Relief Fund, as a continuously appropriated fund, for the purpose of funding a list of transportation projects specified in statute. Existing law provided for the transfer of specified amounts from the General Fund to the Traffic Congestion Relief Fund, beginning in the 2000-01 fiscal year. Existing law also provided for the transfer of a portion of the sales tax on gasoline to the Transportation Investment Fund subsequent to voter approval on March 5, 2002, of Article XIX B of the California Constitution, which thereafter dedicated those sales tax revenues to specified transportation purposes. Existing law required a portion of the revenues in the Transportation Investment Fund to be transferred to the Traffic Congestion Relief Fund. Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, including loans from the Traffic Congestion Relief Fund, with various repayment dates.</p> <p>This bill would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation.</p>	
<p>SB 998 Wieckowski D</p> <p>Vehicles: mass transit guideways</p>	<p>2/18/16</p> <p>Senate Transportation and Housing Committee</p>	<p>Existing law makes it unlawful for a person to stop or park a motor vehicle in specified places, including an area designated as a fire lane by the fire department or fire district, as specified. A violation of these provisions is an infraction.</p> <p>Existing law authorizes a local authority to permit a portion of the highway under its jurisdiction to be used exclusively for a public mass transit guideway.</p> <p>This bill would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a public mass transit guideway, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program.</p>	
<p>SB 1128 Glazer D</p> <p>Commuter Benefit Policies</p>	<p>2/25/16</p> <p>Senate Transportation and Housing Committee</p>	<p>Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Existing law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Existing law makes these provisions inoperative on January 1, 2017.</p> <p>This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently. The bill would also delete bicycle commuting as a pretax option under the program and instead would authorize a covered employer, at its discretion, to offer commuting by bicycling as an employer-paid benefit in addition to commuting via public transit or by vanpool. The bill would also delete the reporting requirement.</p>	<p>Support</p>

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>SB 1259 Runner R</p> <p>Vehicles: toll payment: veterans</p>	<p>3/3/16</p> <p>Senate Transportation and Housing Committee</p>	<p>Under existing law, a vehicle that enters into or upon a vehicular crossing, as defined, is liable for tolls and other charges prescribed by the California Transportation Commission. Under existing law, it is unlawful to refuse to pay, or to evade or attempt to evade the payment of, tolls or other charges on any vehicular crossing, as defined, or toll highway. A violation of those provisions is subject to civil penalties. Existing law exempts authorized emergency vehicles, as defined, from payment of a toll and related fines under specified conditions.</p> <p>This bill would exempt vehicles occupied by a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility.</p>	
<p>SBx1 1 Beall (D)</p> <p>Transportation Funding</p>	<p>9/4/15</p> <p>Senate Appropriations Committee</p>	<p>Similar to SB 16 with the following exceptions: Increases and extend revenues in perpetuity, as opposed to the original five-year plan. As a result, SBx1 1 would generate over \$6 billion as opposed to \$3.4 billion. Provides 5% of proceeds off the top to go to counties that acquire a local sales tax measure after July 1, 2015, before splitting proceeds 50/50 between the SHOPP and local streets and roads. Allow cities and counties to use funding for other transportation purposes if the city or county's pavement condition index meets or exceeds 85. Require the Board of equalization to make adjustments to the gas tax based on the consumer price index, rather the revenue neutral adjustments that have historically been made to reflect what would have been generated by a sales tax on gasoline. Last amended on 9/1/15</p>	
<p>SBx1 2 Huff (D)</p> <p>Greenhouse Gas Reduction Fund</p>	<p>9/1/15</p> <p>Senate Transportation & Infrastructure Development Committee</p> <p>Failed Passage in Committee. Reconsideration granted.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>Existing law continuously appropriates 60% of the annual proceeds of the fund to various purposes, including high-speed rail, transit and intercity rail capital, low-carbon transit operations, and affordable housing and sustainable communities.</p> <p>This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.</p>	
<p>SBX1 4 Beall (D)</p> <p>Transportation Funding</p>	<p>2/18/16</p> <p>Conference Committee</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure. Last amended on 9/4/15</p>	

SMCTA Bill Matrix – March

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

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>SBX1 10 Bates (R)</p> <p>STIP Program</p>	<p>8/20/15</p> <p>Senate Transportation & Infrastructure Development Committee</p> <p>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 – March

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

SMCTA Bill Matrix – March

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