



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**April 6, 2017 – 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 2, 2017
  - b. Acceptance of Statement of Revenues and Expenditures for February 2017
5. Public Comment  
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. San Mateo County Transit District Liaison Report – K. Matsumoto INFORMATIONAL
8. Joint Powers Board Report – J. Hartnett INFORMATIONAL
9. Report of the Executive Director – J. Hartnett INFORMATIONAL
10. Finance
  - a. Reprogram and Allocate \$1,250,000 of Measure A Funds to Support Environmental Review and Construction of the Highway 1 Mid-Coast Congestion and Safety Improvements Project RESOLUTION
  - b. Programming and Allocation of \$43,827,600 in Caltrain Program Category Funds for the Peninsula Corridor Electrification Project RESOLUTION
11. Program
  - a. Program Report: Highway 101 Corridor Managed Lanes Project INFORMATIONAL

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

b. Approve Extending the Deadline for the City of San Carlos to Secure Remaining Funds for the Highway 101/ Holly Street Pedestrian and Bicycle Overcrossing Project RESOLUTION

c. Update on State and Federal Legislative Program INFORMATIONAL

12. Requests from the Authority

13. Written Communications to the Authority

14. Report of Legal Counsel

15. Date/Time of Next Regular Meeting: Thursday, May 4, 2017, 5 p.m.  
at San Mateo County Transit District Administrative Building,  
Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue,  
San Carlos, CA 94070

16. Adjournment

## **INFORMATION FOR THE PUBLIC**

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

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

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

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

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

### **Public Comment**

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

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

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

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

### **Availability of Public Records**

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

**MINUTES OF MARCH 2, 2017**

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

**STAFF PRESENT:** J. Averill, J. Cassman, A. Chan, C. Fromson, J. Hartnett, J. Hurley, K. Kelly, M. Martinez, N. McKenna, M. Simon, J. Slavit, S. van Hoften

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

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

The February 28 report is in the reading file.

Director Karyl Matsumoto arrived at 5:05 p.m.

**APPROVAL OF CONSENT CALENDAR**

- a) Approval of Minutes of February 2, 2017
- b) Acceptance of Statement of Revenues and Expenditures for January 2017
- c) Receive and File the Comprehensive Annual Financial Report for the Fiscal Year Ending June 30, 2016

Motion/Second: Johnson/Horsley

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

**PUBLIC COMMENT**

None.

**CHAIRPERSON'S REPORT**

Chair Groom said the TA is accepting applications for five seats on the CAC. All applicants must be residents of San Mateo County. Applications are available on the TA website and are due May 5 with appointments expected to be made at the June 1 Board meeting.

Director Don Horsley said the Highway Capital Improvement Program Subcommittee (Horsley, Johnson, Matsumoto) met on March 1. There is a financial shortfall of almost \$1 billion. The policy consideration that was raised at the February Board meeting was the potential of bonding in order to do more projects up front or to do internal funding with the question about how to repay this funding. In future meetings, the subcommittee will discuss potential costs, schedule, and the process of financing, whether the Board should decide to pursue this option, and how to achieve some level of geographic equity within the Measure A Program if highway funds are only focused on congestion hot spots. One way to potentially achieve geographic equity would be to use other programs such as the Bicycle and Pedestrian Program.

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

The March 1 report is in the reading file.

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

The March 2 report is in the reading file.

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

**Peninsula Corridor Electrification Project (PCEP) Full Funding Grant Agreement (FFGA) Update**

Jim Hartnett, Executive Director, said the Federal Transit Administration (FTA) deferred the decision to approve or deny the FFGA, but stated the FFGA could be signed if the grant is allocated funds in the president's budget, which could be submitted by June 15 at the latest or as early as April. All regulatory and technical requirements have been completed as well as the mandatory 30-day Congressional waiting period. \$73 million in previously appropriated Core Capacity Funds has been allocated. No pending Core Capacity Grants are in the same status as the Caltrain grant. No FFGA with the level of rating this grant has been awarded has ever not been signed. A Limited Notice to Proceed (LNTP) was issued last July to Balfour Beatty and Staddler. March 1 was the date that was negotiated as the farthest out as possible with the intent to authorize the Full Notice to Proceed under both contracts on March 1 with the execution of the FFGA. For any delay past March 1 there was no obligation for the contractors to hold contract prices. Staff negotiated an extension through June 30 with both contracts for continuation of the LNTP period. In order to extend the LNTP and keep the spending within the amounts agreed, design and related work has been slowed down. The extension of the contract was the cheapest alternative that could be derived. The other alternative would be suspension of the contract, but would have substantial financial consequences. Termination would also have the same consequences. A potential cost of up to \$20 million could be incurred because of the extension, but that cost is authorized under the LNTP. This \$20 million is in the contingency amount set within the Executive Director's authority.

Director Cameron Johnson said it seems the action to defer the FFGA was in response to the Republic House members' request for a full accounting or audit of California High Speed Rail Authority (CHSRA). He asked how the accounting of CHSRA plays into the situation. Mr. Hartnett said United States Department of Transportation Secretary Elaine Chao understands that despite the characterization of this, it is not a CHSRA project and that the application is in Caltrain's name for the enhancement of the capacity of the rail system. The political side is hard to predict. Secretary Chao was only in office for a couple of weeks at the time this was presented or available for execution and the White House is not fully staffed. In this transition there are some challenges in decision making. Staff is continuing to talk about the merits of the program and the jobs that will be created in California and elsewhere. There is bipartisan support. A Republic senator in another state has indicated he will advocate on behalf of the project. Staff is working to get others to enhance the bipartisan context and stress the importance of job creation.

Mr. Hartnett reported:

- The construction contract for the State Route 92/El Camino Real Interchange Reconstruction Project in the city San Mateo was executed with Ghilotti Construction on February 14. A preconstruction meeting will be held on March 9. Construction is expected to run through March 2018. The construction phase of the project is \$21 million of which \$16.2 million is funded with Measure A funds.
- The construction contract for the Highway 101/Willow Interchange Reconstruction Project in the cities of East Palo Alto and Menlo Park was awarded to the joint venture of OC Jones/Disney Construction. The execution of the contract is expected by the end of this week. Pacific Gas and Electric is currently on site doing advanced relocation of overhead power lines that are in conflict with some of the early interchange construction activities. The \$64 million construction phase is being fully funded with Measure A funds. Construction is scheduled to start this spring and run for 2.5 years.
- The San Mateo City Council will receive an update on the Highway 101/ Peninsula Avenue Interchange Project at their meeting on March 20. The update will include ongoing discussions and coordination with Burlingame on the potential expansion of the scope of the environment assessment and the potential for additional public outreach.
- On February 24 Governor Jerry Brown sent a letter to the president with a list of 10 high-priority infrastructure projects pursuant to the Presidential Executive Order to expedite environmental review and approval. The Highway 101 Managed Lanes Project was listed.

## FINANCE

### **Amend the Fiscal Year (FY) 2017 Budget to Increase the Grade Separation Program Category by \$3.85 Million for a Total FY2017 Budget of \$171,555,679 to Fund the Broadway Grade Separation Project**

Joel Slavit, Manager, Programming and Fund Programming, presented:

- History and need
  - The TA allocated \$1 million for the Broadway Grade Separation Project Study Report (PSR) in November 2013
  - Purpose of project is to improve traffic safety, reduce congestion, and improve railroad operational efficiency
- Funding request: \$17.75 million
- PSR alternatives and cost estimate
  - A. Partially elevate railroad, partially depress roadway: \$250 million (preferred)
  - B. Partially elevate roadway, partially depress railroad: \$465 million
  - C. Railroad at-grade, depress roadway: \$345 million
  - D. Railroad at-grade, elevate roadway: \$370 million
  - E. Roadway at-grade, depress railroad: \$910 million
  - F. Roadway at-grade, elevate railroad: \$496 million
- Order of magnitude funding plan – city of Burlingame will be seeking matching funds from a combination of local, State, and Federal sources to leverage Measure A funds
  - PSR: \$1 million
  - Preliminary engineering/environmental (PE/ENV): \$4.35 million

- Final design: \$13.4 million
- Right of way: \$24.95 million
- Construction: \$207.3 million
- Total: \$251 million
- Project schedule assumes construction will start after the electrification project is completed
- Meets evaluation criteria
  - Project provides vital safety and circulation improvements
  - Implements second highest ranked priority grade separation in the State's Public Utilities Commission 190 listing (number one priority for northern California)
  - Can alleviate congestion and traffic queuing that extends to Highway 101 and reduce emergency services response times
  - The PSR is complete and the city is ready to proceed with the PE/ENV work
  - Leverages a \$500,000 proposed local funding match
  - Improves access to the Broadway commercial district supporting economic development
- Next steps
  - Board to program and allocate \$3.85 million
  - March 15: Burlingame Council mid-year budget amendment to secure \$500,000 of local match
  - TA to execute funding agreement with Burlingame and the JPB

Director Matsumoto said this has been going on for a long time. She asked if staff will come back for more money. Mr. Slavitt said funding is requested a phase at a time. As the project continues the sponsor will ask for more money.

Director Johnson said grade separations are very expensive and take a long time. He asked if it makes sense to do these simultaneously in order to get economy of scale. He asked if there are thoughts about how to achieve cost containment. Mr. Slavitt said the guiding principles state that one evaluation criterion is the sponsor has to bring a significant amount of other funding sources to leverage Measure A funds. The projection through the life of the Measure is there will be about \$150 million of Measure A funds for grade separations, so the TA is very limited in how much it can do. Staff is cognizant of the need to have projects that are cost efficient.

Director Horsley said it is important to do these projects. If these projects are not done and high-speed rail comes through the peninsula, because of the number of trains all the side streets would be jammed up. The delay is projected to be 24 minutes. Additional revenue has to be found because these projects must be done.

Director Emily Beach said people will have to be extremely bold and creative in this county in the years to come. She asked if there would be cost efficiencies or other benefits to do this in conjunction with electrification construction. April Chan, Chief Officer, Planning, Grants, and the TA, said it would be very difficult to catch up to the point needed to be able to construct both simultaneously. Once that opportunity is missed, the project will need to let electrification move on or it will add additional cost

to the electrification project. This project still has to go through environmental review as well as design, so construction on this project does not become feasible until electrification is almost done based on the schedule. Staff will look at all potential cost savings.

Director Ken Ibarra said these projects are not getting any cheaper or any easier. He said the San Bruno project was \$150 million. He asked if the funding is proportionate for the two projects leading up to construction. Mr. Slavitt said this is at the conceptual stage. Issues that need to be addressed are different from the San Bruno project.

Director Beach noted that these are projected dollars, not today's dollars.

Director Matsumoto asked if there will be eminent domain issues. Mr. Slavitt said there are right of way impacts with all of these projects. Those issues will be further flushed out as the project progresses.

#### Public Comment

Rich Hedges, San Mateo, said safety is an issue with this intersection. This project has to be done and people have to find a way to do all of these projects.

Ricardo Ortiz, Mayor, Burlingame, urged the Board to go forward with this. He heard a presentation that mentioned there will be two CHSRA trains and eight Caltrain trains every hour in each direction. This would significantly increase the gate-down time at Broadway.

Motion/Second: Horsley/Johnson

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

#### **Allocation of \$250,000 of Measure A Funds Previously Programmed for the Route 1 Calera Parkway Project for an Interim Traffic Mitigation Solution**

Joe Hurley, Director, TA Program, said the environmental document that was approved by California State Department of Transportation (Caltrans) in 2013 would widen Route 1 from four to six lanes. Shortly after, State and Federal lawsuits were filed against the project. There has been no progress, but the congestion continues to get worse. The city of Pacifica proposed an interim solution that would utilize the latest technology in an adaptive signal system for two intersections, Fassler Avenue and Reina del Mar Avenue, within the limits of the Calera Parkway Project. The city of Pacifica is requesting the TA fund the implementation of this project, which uses cameras and in-pavement loop detectors to try to maximize the efficiency of the system. There is recognition that this would be an interim solution with modest improvements. These improvements will not have the operational improvements that the Calera Parkway Project would have, but would address some of the congestion in the shoulder of the peak period.

Director Matsumoto said in 2012 this Board programmed \$4 million conditioned on two trigger items, the environmental clearing of the project and the desire of the sponsor to advance the project. She asked if the city still supports the advancement of the Calera



Parkway Project. The TA set aside these funds since 2012 and there are a lot of other projects that need to be funded.

Lorie Tinfow, City Manager, Pacifica, said in 2013 the city council planned to embark on a community engagement process once the environmental work was done. This was postponed because of the lawsuits that were filed. The city council has not changed direction with the plan to make these changes and use the funds.

#### Public Comment

Chaya Gordon, co-chair, Pacificans for Highway 1 Alternatives, said she supports the resolution and her group's supporters are happy to see this on the agenda. In the last two elections, the people of Pacifica have indicated a preference for a solution that does not involve widening Highway 1. More freeway lanes result in more cars, not less traffic. Intelligent signals are an excellent way to improve traffic flow. This is cheaper and faster to implement, safer for bicyclists, pedestrians, and vehicles, and does no harm to the scenic coastal area and endangered species.

Cynthia Kaufman, co-chair, Pacificans for Highway 1 Alternatives, said she is thrilled the city is supporting this. She thinks there will be a majority to stop the Calera Parkway Project. This is not the time to solve traffic problems by widening roads. It is time to move to public transportation. She hopes the TA will allocate some of the money that was put aside for this project into SamTrans to improve bus service.

Mark Stechbart, Pacifica, said the Environmental Impact Report shows this traffic mitigation solution won't work, and the vendor said this won't work. This will not help the commute, it will only help the shoulder. Pacifica is a single family car community. The roads need capacity. He said the TA should save the money.

Sue Digre, Pacifica City Councilmember, said she is a fan of intelligent traffic strategies. Whether it is noon or peak time, the traffic is dreadful. More and more companies are coming up with intelligent traffic solutions. She encourages all cities to incorporate this technology.

Director Horsley asked what the annual operating costs are. Van Ocampo, Director, Public Works, Pacifica, said it will be minimal. The gadget will be working in sync with the traffic control cabinet. The city will enter into an agreement with Caltrans. If there is a defect it will be easy to bypass the device. It will probably be \$500 to \$1,000 annually.

Mr. Hurley said there will be data collection prior to and after implementation. There will be quantifiable benefits with this system.

Director Beach asked for a more information about the modest improvements.

Mr. Hurley said signalized intersections are usually done on a cycle system. If no one is in the queue to make a particular movement, this technology will skip that stop and make it available to others who are waiting their turn. There is no reason to give a green light for a particular lane when there are five cars waiting at a red light in a different lane. This is the modest improvement that will take place during non-peak hours.

Motion/Second: Horsley/Ibarra

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

## **PROGRAM**

### **Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter FY2017**

Mr. Hurley said the yellow marking for the State Route 92/ECR schedule is associated with the design phase and construction is about to be underway. A new schedule for the construction phase will come out, so this item will be re-baselined according to the construction phase.

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

Casey Fromson, Director, Government and Community Relations, provided the following update:

#### Federal

President Donald Trump told lawmakers that he wants them to approve “legislation that produces a \$1 trillion investment in infrastructure of the United States financed through both public and private capital, creating millions of new jobs.” He didn't answer the question of how the Federal government would pay for this plan.

Staff expects to see a skinny budget released by the Office of Management and Budget in mid-March. This could give some indication of high-level agency funding levels but more detailed budget information is not expected to be released until the April/May timeframe.

The current appropriations continuing resolution (CR) expires in less than two months. There may be another CR in FY2017.

#### State

Governor Jerry Brown, along with leadership in both Houses, publicly stated their desire to accomplish a deal on transportation funding by April 6. The different funding proposals in print so far remain the same as previously reported.

Senate Bill 1 is the farthest along and was heard in the Senate Transportation and Housing Committee on February 14 and passed eight to three. It then passed the Senate Environmental Quality Committee on February 21 by a vote of four to two. The bill now moves to the Senate Governance and Finance Committee and will be heard March 1.

February 17 marked the last day for legislators to introduce bills in the first year of the 2017-2018 Legislative Session. In total, 2,495 bills were introduced between the two Houses.

Assembly Bill 1613 is a spot bill in case legislation is needed to facilitate a funding option for the November 2018 ballot.

Senate Constitutional Amendment 6 would lower the vote threshold for local transportation taxes. The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for transportation purposes.

**REQUESTS FROM THE AUTHORITY**

None

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

No discussion.

**REPORT OF LEGAL COUNSEL**

None

**DATE AND PLACE OF NEXT REGULAR MEETING**

Thursday, April 6, 2017 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070

The meeting adjourned at 6:07 p.m.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: Kathleen Kelly  
Interim Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING  
FEBRUARY 28, 2017**

**ACTION**

Staff proposes the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of February 2017 and supplemental information.

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$57,762,622 - line 7) is **better** than budget by \$2,125,059 or 3.8 percent. *Sales Tax* (\$53,600,233 - line 1) is **better** than budget by \$741,447 or 1.4 percent and *Interest Income* (\$3,349,958 - line 2) is \$1,366,971 or 68.9 percent **better** than budget due to the sale of bonds in the portfolio for a premium.

*Total Revenue* (\$57,762,622 - line 7) is \$2,829,859 or 5.2 percent **better** than prior year actuals. *Sales Tax* (\$53,600,233 - line 1) is \$1,669,158 or 3.2 percent **better** than prior year. *Interest Income* (\$3,349,958 - line 2) is \$1,121,069 or 50.3 percent **better** than prior year.

**Expenditures:** *Total Administrative Expenses* (\$873,103 - line 22) are **better** than budget by \$132,927 or 13.2 percent. Within total administrative expenses, *Staff Support* (\$442,897 - line 18) is \$77,850 or 14.9 percent **better** than budget and *Other Admin Expense* (\$430,126 - line 20) is **better** than budget by \$50,157 or 10.4 percent.

**Budget Amendment:**

There are no budget amendments for the month of February 2017.

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

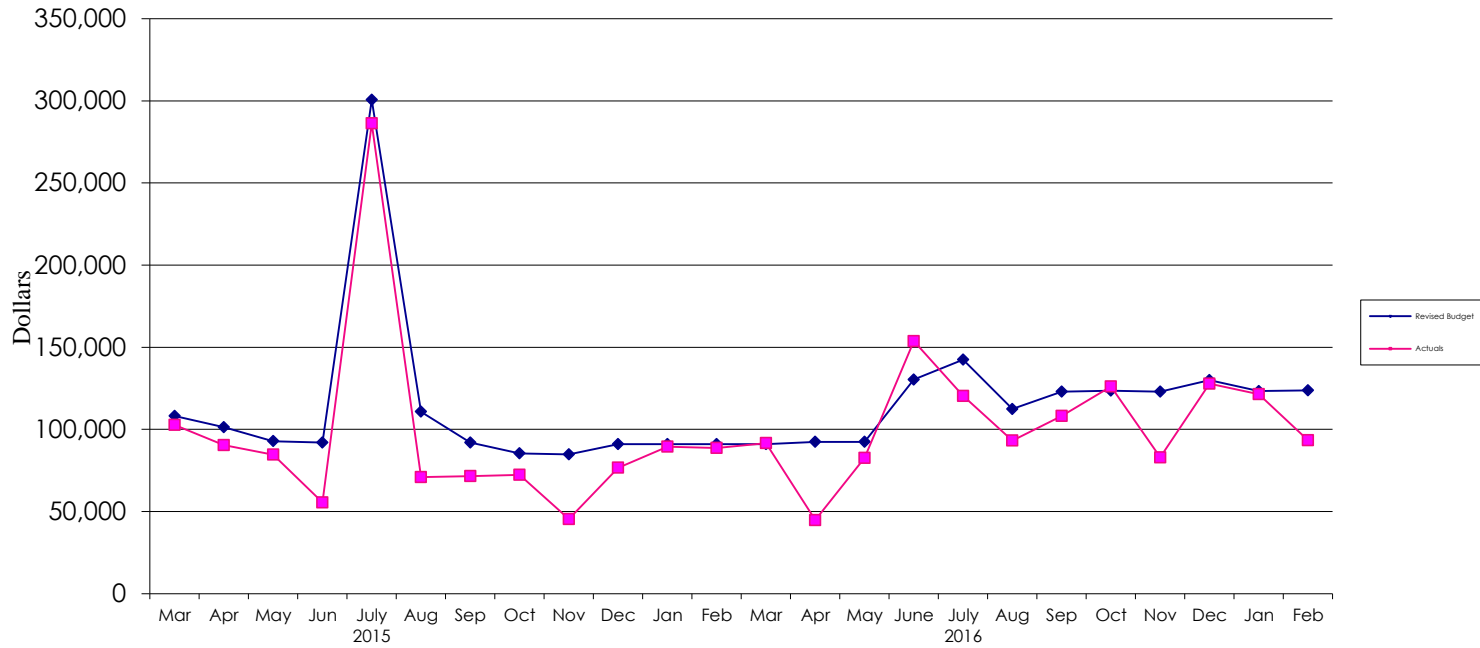
% OF YEAR ELAPSED: **66.7%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% OF PROJ	ADOPTED BUDGET*	REVISED BUDGET**	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	6,797,383	51,931,075	53,600,233	52,858,786	101.4%	83,000,000	83,000,000	64.6%
2 Interest Income	425,916	2,228,889	3,349,958	1,982,987	168.9%	2,974,480	2,974,480	112.6%
3 Miscellaneous Income	0	0	0	0	0.0%	0	0	0.0%
4 Rental Income	99,323	772,800	812,431	795,791	102.1%	1,193,686	1,193,686	68.1%
5 Grant Proceeds	0	0	0	0	0.0%	0	0	0.0%
6								
7 <b>TOTAL REVENUE</b>	<b>7,322,622</b>	<b>54,932,763</b>	<b>57,762,622</b>	<b>55,637,563</b>	<b>103.8%</b>	<b>87,168,166</b>	<b>87,168,166</b>	<b>66.3%</b>
8								
<b>EXPENDITURES:</b>								
11 Annual Allocations	2,481,045	18,954,842	19,564,085	19,293,471	101.4%	30,295,000	30,295,000	64.6%
13 Program Expenditures	206,399	19,298,343	16,792,884	46,348,000	36.2%	69,522,015	69,522,015	24.2%
15 Oversight	90,555	589,120	526,744	790,000	66.7%	1,185,000	1,185,000	44.5%
17 Administrative								
18 Staff Support	54,155	354,967	442,897	520,747	85.1%	827,084	767,442	57.7%
19 Measure A Info-Others	20	47	80	5,000	1.6%	15,000	15,000	0.5%
20 Other Admin Expenses	39,143	442,012	430,126	480,283	89.6%	690,361	750,004	57.3%
21								
22 Total Administrative	93,318	797,026	873,103	1,006,030	86.8%	1,532,445	1,532,445	57.0%
23								
24 <b>TOTAL EXPENDITURES</b>	<b>2,871,317</b>	<b>39,639,331</b>	<b>37,756,817 (1)</b>	<b>67,437,501</b>	<b>56.0%</b>	<b>102,534,460</b>	<b>102,534,460</b>	<b>36.8%</b>
25								
26 <b>EXCESS (DEFICIT)</b>	<b>4,451,305</b>	<b>15,293,432</b>	<b>20,005,806</b>	<b>(11,799,937)</b>		<b>(15,366,294)</b>	<b>(15,366,294)</b>	
27								
28 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>469,005,891</b>	<b>481,434,137</b>	<b>481,434,137</b>		<b>479,742,406</b>	<b>481,434,137</b>	
29								
30 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>484,299,323</b>	<b>501,439,943 (2)</b>	<b>469,634,200</b>		<b>464,376,112</b>	<b>466,067,843</b>	
31								
32								

33 Includes the following balances:								
34 Cash and Liquid Investments		5,726,799			FY 2016 Carryover of Commitments (Audited)		324,762,553	
35 Current Committed Fund Balance		389,540,197 (3)			FY 2017 Additional Commitments (Budgeted)		102,534,460	
36 Undesignated Cash & Net Receivable		<u>106,172,948</u>			Less: Current YTD expenditures		<u>(37,756,817) (1)</u>	
37 Total		<u>501,439,943 (2)</u>			Current Committed Fund Balance		<u>389,540,197 (3)</u>	

43 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress  
44 against the annual budget. When comparing it to the amounts shown in the  
45 "% of PROJ" column, please note that individual line items reflect variations  
46 due to seasonal activities during the year.  
47  
48 \* The TA Adopted Budget is the Board adopted budget effective June 2, 2016.  
49 \*\* The TA Revised Budget is the adopted budget including year to date budget transfers.

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



**Current Year Data**

	Jul '16	Aug '16	Sep '16	Oct '16	Nov '16	Dec '16	Jan '17	Feb '17	Mar '17	Apr '17	May '17	Jun '17
<b>MONTHLY EXPENSES</b>												
<b>Revised Budget</b>	142,412	112,375	122,997	123,506	122,881	129,886	123,316	123,657				
<b>Actual</b>	120,361	93,168	108,088	126,101	82,951	127,781	121,335	93,318				
<b>CUMULATIVE EXPENSES</b>												
<b>Staff Projections</b>	147,412	259,787	382,784	506,290	629,171	759,057	882,373	1,006,030				
<b>Actual</b>	120,361	213,529	321,617	447,718	530,669	658,450	779,785	873,103				
<b>Variance-F(U)</b>	27,051	46,258	61,167	58,572	98,502	100,607	102,588	132,927				
<b>Variance %</b>	18.35%	17.81%	15.98%	11.57%	15.66%	13.25%	11.63%	13.21%				



CAROLE GROOM, CHAIR  
DON HORSLEY, VICE CHAIR  
EMILY BEACH  
MAUREEN FRESCHET  
KEN IBARRA  
CAMERON JOHNSON  
KARYL MATSUMOTO

JIM HARTNETT  
EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF FEBRUARY, 2017

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #2	*	Liquid Cash	0.995%	\$ 318,973,310	\$ 318,973,310
Local Agency Investment Fund	**	Liquid Cash	0.777%	\$ 980,226	\$ 980,226
Investment Portfolio	***	Liquid Cash	1.383%	\$ 156,475,221	\$ 155,916,443
Other		Liquid Cash	0.000%	\$ 5,726,799	\$ 5,726,799
				<u>\$ 482,155,555</u>	<u>\$ 481,596,777</u>

Accrued Earnings for February 2017 \$ 413,342  
Cumulative Earnings FY2017 \$ 3,098,141

\* County Pool average yield for the month ending February 28, 2017 was .995%. As of February 2017, the total cost of the Total Pool was \$4,927,013,920 and the fair market value per San Mateo County Treasurer's Office was \$4,927,611,029.

\*\* 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.

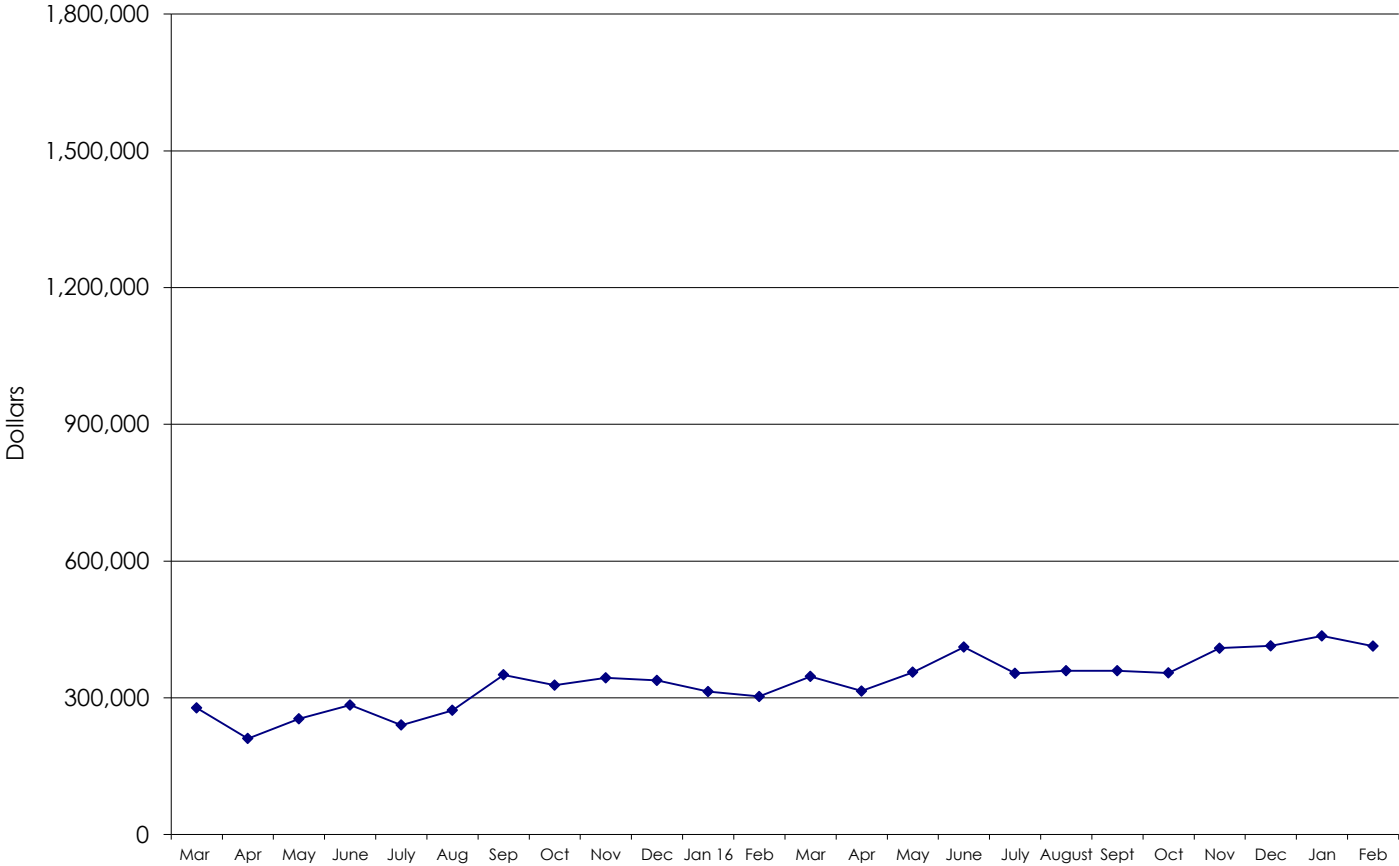
\*\*\* The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INTEREST STATEMENT  
FEBRUARY 2017**

FY2017	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	353,654.57	353,654.57
AUGUST	359,138.35	712,792.92
SEPTEMBER	359,211.30	1,072,004.22
OCTOBER	354,480.28	1,426,484.50
NOVEMBER	408,822.31	1,835,306.81
DECEMBER	413,775.91	2,249,082.72
JANUARY	435,716.82	2,684,799.54
FEBRUARY	413,341.95	3,098,141.48
MARCH		
APRIL		
MAY		
JUNE		



# SMCTA Interest Income



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INTEREST ON INVESTMENTS  
February 28, 2017**

DESCRIPTION	TOTAL INVESTMENT 02-28-17	INTEREST RECEIVABLE 01-31-17	PREPAID INT RECEIVABLE 01-31-17	INTEREST EARNED 02-28-17	INTEREST RECEIVED 02-28-17	ADJ.	INTEREST RECEIVABLE 02-28-17
LAIF	980,225.91	624.81	0.00	584.27			1,209.08
COUNTY POOL	318,973,309.85	257,947.28	0.00	242,775.74			500,723.02
BANK OF AMERICA	5,222,675.29	0.00	0.00				0.00
WELLS FARGO	11,775.00	0.00	0.00				0.00
US BANK (Cash on deposit)	492,348.58	0.00	0.00				0.00
INVESTMENT PORTFOLIO	155,916,442.67	364,493.94	8,022.10	169,981.94	203,552.21		338,945.77
		0.00					0.00
	<u>481,596,777.30</u>	<u>623,066.04</u>	<u>8,022.10</u>	<u>413,341.95</u>	<u>203,552.21</u>	<u>0.00</u>	<u>840,877.87</u>

**FEBRUARY 2017 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned Per Report	02/28/17	413,341.95
<b>Add:</b>		
<b>Less:</b>		
Management Fees		(9,250.00)
Amortized Premium/Discount		17,946.14
Capital Gain(Loss)		<u>12,573.98</u>
Total Interest & Capital Gain(Loss)		<u><u>434,612.07</u></u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	3,098,141.49
<b>Add:</b>	
<b>Less:</b>	
Management Fees	(74,000.00)
Amortized Premium/Discount	(90,040.24)
Capital Gain(Loss)	<u>251,816.88</u>
Total Interest	<u><u>3,185,918.13</u></u>

Balance Per Ledger as of	02/28/17	
Amort Prem/Disc-acct 409104		(90,040.24)
Management Fees (530040)		(74,000.00)
Int Acct. 409100 - Co. Pool		1,901,730.03
Int Acct. 409100 - LAIF		4,360.18
Int Acct. 409101 - Portfolio Funds		1,192,051.28
Gain(Loss) Acct. 405210		<u>251,816.88</u>
		<u><u>3,185,918.13</u></u>





SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS  
 FY2017  
 FEBRUARY 2017

3/23/17 4:18 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
<b>FY2016:</b>						
1st Quarter	17,607,333	17,607,333	1st Quarter	19,521,000	1,913,667	19,521,000
2nd Quarter	18,895,801	18,895,801	2nd Quarter	20,786,155	1,890,354	20,786,155
3rd Quarter	19,166,840	22,166,840	3rd Quarter	18,180,736	(3,986,104)	18,180,736
4th Quarter	21,330,026	21,330,026	4th Quarter	21,216,060	(113,966)	21,216,060
<b>FY2016 Total</b>	<b>77,000,000</b>	<b>80,000,000</b>	<b>FY2016 Total</b>	<b>79,703,951</b>	<b>(296,049)</b>	<b>79,703,951</b>
<b>FY2017:</b>						
Jul. 16	5,919,931	5,919,931	Sep. 16	5,557,900	(362,031)	5,919,931
Aug. 16	5,919,931	5,919,931	Oct. 16	5,557,900	(362,031)	5,919,931
Sep. 16	7,498,579	7,498,579	Nov. 16	7,410,500	(88,079)	7,498,579
3 Months Total	19,338,441	19,338,441		18,526,300	(812,141)	19,338,441
Oct. 16	6,455,545	6,455,545	Dec. 16	8,373,278	1,917,733	6,455,545
Nov. 16	6,455,545	6,455,545	Jan. 17	5,971,700	(483,845)	6,455,545
Dec. 16	7,842,500	7,842,500	Feb. 17	7,962,200	119,700	7,842,500
6 Months Total	40,092,031	40,092,031		40,833,478	741,447	40,092,031
Jan. 17	6,089,072	6,089,072	Mar. 17			6,089,072
Feb. 17	6,677,683	6,677,683	Apr. 17			6,677,683
Mar. 17	8,284,521	8,284,521	May 17			8,284,521
9 Months Total	61,143,307	61,143,307		40,833,478	741,447	61,143,307
Apr. 17	7,054,822	7,054,822	Jun. 17			7,054,822
May 17	7,170,544	7,170,544	Jul. 17			7,170,544
Jun. 17	7,631,327	7,631,327	Aug. 17			7,631,327
<b>FY2017 Total</b>	<b>83,000,000</b>	<b>83,000,000</b>	<b>FY2017 Total</b>	<b>40,833,478</b>	<b>741,447</b>	<b>83,000,000</b>
	18,976,410		1st Quarter			
	22,221,213		2nd Quarter			
	12,402,610		3rd Quarter			
	<u><u>53,600,233</u></u>		4th Quarter			
			YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF FEBRUARY 28, 2017

	<u>2/28/2017</u>
Cash -- Bank of America Checking Account	5,222,675.29
Cash -- Wells Fargo Lockbox Account	11,775.00
Cash - US Bank (on deposit)	492,348.58
LAIF	980,225.91
County Pool	318,973,309.85
Investment Portfolio	155,916,442.67
	<hr/>
Total	<u><u>481,596,777.30</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**CHECKS WRITTEN**  
**February 2017**

Unit	Ref	Name	Amount	Method	Description
SMCTA	000060	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	000061	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000062	GROOM, CAROLE	100.00	ACH	Board Member Compensation
SMCTA	000063	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000064	JOHNSON, CAMERON	100.00	ACH	Board Member Compensation
SMCTA	000065	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000066	IBARRA, KENNETH	100.00	ACH	Board Member Compensation
SMCTA	000067	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	004383	HANSON BRIDGETT LLP	2,014.00	CHK	Legal Services
SMCTA	004384	HURLEY, JOSEPH	2,182.46	CHK	Business Travel & Meeting
SMCTA	004385	KHOURI CONSULTING	3,675.00	CHK	Legislative Advocate
SMCTA	004386	SAN CARLOS, CITY OF	79,949.53	CHK	Capital Programs <sup>(1)</sup>
SMCTA	004387	WOLLBORG/MICHELSON PERSONNEL SERVICE	6,658.40	CHK	Temporary staff
SMCTA	004388	EAST PALO ALTO, CITY OF	164,725.10	CHK	Capital Programs <sup>(2)</sup>
SMCTA	004389	HANSON BRIDGETT LLP	7,415.00	CHK	Legal Services
SMCTA	004390	CDM SMITH, INC.	31,135.35	CHK	Consultants
SMCTA	004391	DMJM HARRIS/MARK THOMAS JV	58,314.75	CHK	Consultants
SMCTA	004392	ESSENCE PRINTING, INC.	70.69	CHK	Business Cards
SMCTA	004393	HANSON BRIDGETT LLP	5,890.00	CHK	Legal Services
SMCTA	004394	HURLEY, JOSEPH	89.20	CHK	Business Meetings
SMCTA	004395	ATKINS NORTH AMERICA, INC	77,373.81	CHK	Consultants
SMCTA	004396	DMJM HARRIS/MARK THOMAS JV	182,791.29	CHK	Consultants
SMCTA	004397	JACOBS ENGINEERING GROUP INC.	12,123.20	CHK	Consultants
SMCTA	900087	PENINSULA CORRIDOR JOINT POWERS BOARD	222,683.44	WIR	Capital Programs <sup>(3)</sup>
SMCTA	900088	SAN MATEO COUNTY TRANSIT DISTRICT	4,943,714.75	WIR	Capital Programs <sup>(4)</sup>
			<u>5,801,605.97</u>		

(1) 101 Holly St Interchange

(2) FY15/16 Shuttles Call for Projects

(3) FY17/FY18 Local Shuttles

(4) Redi-Wheels \$1,647,904.92; Caltrain \$3,295,809.83

**AGENDA ITEM # 7  
APRIL 6, 2017**

**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 5, 2017**

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

Prepared by: Nancy McKenna

650-508-6223



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

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

SUBJECT: **REPROGRAMMING AND ALLOCATION OF \$1,250,000 OF MEASURE A FUNDS TO SUPPORT ENVIRONMENTAL REVIEW AND CONSTRUCTION OF THE HIGHWAY 1 MID-COAST CONGESTION AND SAFETY IMPROVEMENTS PROJECT**

**ACTION**

Staff recommends the Board:

1. Reprogram and reallocate Measure A funds to support advancing the Highway 1 Mid-Coast Congestion and Safety Improvements Project (Project) through the California State Department of Transportation (Caltrans) Permit Engineering Evaluation Report (PEER), which is a more streamlined environmental/design implementation process, and into construction, as follows:
  - Reprogram and reallocate \$250,000 previously allocated for the Project Initiation Document/Project Study Report (PID/PSR) phase, and \$350,000 of the \$1 million previously programmed for the environmental and design phases, to fully fund the PEER process with a total of \$600,000 of Measure A funds; and
  - Reprogram and allocate \$650,000 of the \$1 million previously programmed for the environmental and design phases to be used for the construction phase, with the allocation taking effect upon Caltrans' approval of the PEER, and San Mateo County (Sponsor) securing the balance of funding needed to complete the construction phase; and
2. Authorize the Executive Director or his designee to execute or amend any agreement, and take any other action necessary, to give effect to the resolution.

**SIGNIFICANCE**

The Project's focus is on safety and mobility improvements along the Highway 1 corridor between Devil's Slide and Mirada Road in Miramar. This 7-mile stretch of Highway 1 is located in the unincorporated coastal area of San Mateo County. Within the Project limits, there are very limited numbers of pedestrian facilities and designated highway

crossing locations available to users. A high volume of visitors frequent the area on weekends and cross the highway during peak travel demand and congestion to access points of attraction including hiking and biking trails and beaches. Motorists traveling at high speeds through the area, and the lack of pedestrian facilities, make crossing the highway challenging and pose a safety concern.

The San Mateo County Transportation Authority (TA), as the implementing agency, has collaborated with the Sponsor to identify improvement needs to alleviate traffic congestion, improve throughput, and enhance safety on Highway 1 within the Project area. The Preliminary Planning Study (PPS) implemented by the TA has concluded that Project stakeholders are in favor of making improvements to the Gray Whale Cove location. In addition, the Project partners have determined, with Caltrans approval, that the Sponsor can pursue the environmental and design phases of the Project using a PEER process, which is much more streamlined than the normal, PID/PSR, environmental and design project development process saving up to a year in preparing the Project for construction. The PEER process is estimated to cost \$600,000.

### **BUDGET IMPACT**

There is no impact to the budget because no additional funding is required. The cost of the PEER phase is \$600,000, which will be comprised of \$250,000 of Measure A funds previously programmed and allocated for the PID/PSR and \$350,000 previously programmed for the environmental and design phases of the Project. The \$650,000 balance of the \$1 million previously programmed for the environmental and design phases will be re-programmed and allocated to the construction phase.

### **BACKGROUND**

At the request of the Sponsor, and as part of the 2012 Highway Program Call for Projects, the TA Board approved Resolution No. 2012-17 to authorize the allocation of \$500,000 for Project planning (\$250,000 for PPS and \$250,000 for a PID/PSR). Resolution No. 2012-17 also programmed \$1 million for the environmental and design phases. The PPS studied five general locations, with two or three alternatives evaluated for each of the locations on Highway 1 from Devil's Slide to Miramar. Upon completion of the PPS, the Gray Whale Cove area was considered as the preferred location for Project improvements.

Given the nature of the Project, with construction costs estimated at approximately \$1 million, the Sponsor, in coordination with Caltrans, determined that continuing the project implementation through the PID/PSR process is no longer the most efficient approach, and the more streamlined Caltrans PEER is an appropriate level of documentation to advance the Project. The PEER process will reduce time and costs for project review and approval, allowing funds to be available for construction. TA staff is in support of this approach and proposes to advance the Project through the PEER process.

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

**RESOLUTION NO. 2017 –**

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

\* \* \*

**REPROGRAMMING AND ALLOCATING \$1,250,000 OF MEASURE A FUNDS TO SUPPORT  
ENVIRONMENTAL REVIEW AND CONSTRUCTION OF THE HIGHWAY 1 MID-COAST  
CONGESTION AND SAFETY IMPROVEMENT PROJECT**

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

**WHEREAS**, the TA issued a Call for Projects in May 2012 for the Highway Program Category; and

**WHEREAS**, San Mateo County (Sponsor) submitted an application that included \$1.5 million for preliminary planning, environmental review and design of congestion and safety improvements along Highway 1 in the unincorporated mid-coast area of San Mateo County (Project); and

**WHEREAS**, the TA adopted Resolution No. 2012-17 to allocate \$250,000 for preliminary planning and \$250,000 for the Project Initiation Document/Project Study Report (PID/PSR), and programmed an additional \$1 million for the environmental and design phases of work, with allocation conditioned on the completion of preliminary planning, the PID/PSR, and a defined scope of work and associated schedule and cost estimate; and

**WHEREAS**, the TA developed a preliminary planning study with significant public input to explore and evaluate congestion and safety improvements at various locations along Highway 1 at a cost of \$250,000; and

**WHEREAS**, the TA and Sponsor desire now to advance the Project at the Gray Whale Cove location, just south of the Tom Lantos Tunnel, which is an area that attracts a high volume of visitors on weekends when peak travel demand and congestion occur; and

**WHEREAS**, the Sponsor and TA, with Caltrans approval, also have determined that that the Sponsor can pursue the environmental/design phases of the Project using a Permit Engineering Evaluation Report (PEER) process, which is much more streamlined than a PID/PSR and will save up to a year in preparing the Project for construction; and

**WHEREAS**, the PEER process is estimated to cost \$600,000; and

**WHEREAS**, staff recommends that the Board reprogram and reallocate \$250,000 of the remaining Measure A funding that was previously allocated for the Project's PID/PSR, and reprogram and allocate \$350,000 of the \$1 million in Measure A funding that was previously programmed for the environmental and design phases of the Project to advance the Project and fully fund the PEER process; and

**WHEREAS**, staff also recommends that the Board reprogram and allocate the remaining \$650,000 of the \$1 million in Measure A funding that was previously programmed for the environmental and design phases for the construction phase of the Project, with the allocation taking effect upon Caltrans' approval of the PEER, and the Sponsor securing the balance of funding needed to complete the construction phase.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby reprograms and reallocates \$250,000 of the remaining Measure A funding that was previously allocated for the Project PIR/PSR, and reprograms and allocates \$350,000 of the \$1 million in Measure A funding that was

previously programmed for the environmental and design phases of the Project to advance the Project through the PEER process; and

**BE IT FURTHER RESOLVED** that the Board of Directors hereby reprograms and allocates the remaining \$650,000 of the \$1 million in Measure A funding that was previously programmed for the environmental and design phases of the Project to the construction phase, with allocation taking effect upon Caltrans' approval of the PEER, and the Sponsor securing the balance of funding needed to complete the construction phase; and

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

Regularly passed and adopted this 6<sup>th</sup> day of April, 2017 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

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

Kathleen Kelly  
Interim Chief Financial Officer

SUBJECT: **PROGRAMMING AND ALLOCATION OF MEASURE A CALTRAIN PROGRAM  
CATEGORY FUNDS FOR THE PENINSULA CORRIDOR ELECTRIFICATION  
PROJECT**

**ACTION**

Staff recommends the Board:

1. Redirect \$38,827,600 in Measure A Caltrain Program Category funds from the South San Francisco (South San Francisco) Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project (PCEP), consisting of (a) \$27,854,836 that has already been programmed for the PCEP and (b) \$10,972,764 that was previously programmed and allocated to the SSF Caltrain Station Improvement Project;
2. Allocate to the PCEP the previously-programmed \$27,854,836 in Measure A Caltrain Program Category funds;
3. Reprogram and reallocate the other \$10,972,764 of redirected Measure A Caltrain Program Category funds from the SSF Caltrain Station Improvement Project to the PCEP;
4. Program and allocate \$5,000,000 in additional Measure A Caltrain Program Category funds to PCEP; and
5. Authorize the Executive Director or his designee to execute any necessary agreements or other documents to give effect to the above-referenced actions.

**SIGNIFICANCE**

At the December 1, 2016 meeting, per Resolution No. 2016-29, the Board of Directors re-programmed \$27,854,836 of Measure A Caltrain Program Category funds from the SSF Caltrain Station Improvement Project to the PCEP in exchange for the Metropolitan Transportation Commission (MTC) programming an equal amount of Federal Transit

Administration (FTA) Section 5337 State of Good Repair (SOGR) grant funds to the SSF Caltrain Station Improvement project. This funding exchange was required as the 5337 SOGR funds are not eligible for use on PCEP, and the MTC does not have sufficient non-5337 FTA formula funds available for PCEP in Fiscal Year (FY) 2017. Without the exchange, there would be a corresponding budget gap in the PCEP budget. Accordingly, since the December Board meeting, the MTC has re-programmed \$43,827,600 in 5337 SOGR funds to the Peninsula Corridor Joint Powers Board (JPB), of which \$38,827,600 is for the SSF Caltrain Station Improvement Project. The remaining \$5,000,000 will be used for revenue vehicle rehabilitation.

To complete the fund exchange, the San Mateo County Transportation Authority must 1) allocate the previous programmed \$27,854,836 of Measure A Caltrain Program Category funds from the SSF Caltrain Improvement Project to PCEP, 2) re-program and re-allocate an additional \$10,972,764 of Measure A Caltrain Program Category funds from the SSF Caltrain Station Improvement Project to PCEP, and 3) program and allocate another \$5,000,000 of Measure A Caltrain Program Category funds to PCEP at this time.

The funds discussed above are summarized in the following table:

**Measure A Caltrain Program Funds for PCEP:**

Funds programmed for PCEP but not yet allocated	\$27,854,836
Funds to be reprogrammed and reallocated from the SSF Caltrain Station Improvement Project to PCEP	\$10,972,764
Additional funds to be programmed and allocated to PCEP	<u>\$5,000,000</u>
<b>Total</b>	<b><u>\$43,827,600</u></b>

**BUDGET IMPACT**

There is no impact to the budget as the proposed total allocation of \$43,827,600 is already included as part of the FY 2017 and prior year board adopted budgets.

**BACKGROUND**

The Measure A Caltrain Program Category provides funding to rebuild and upgrade Caltrain. Up to half of the available funding may be utilized to support operating costs.

Prepared by: Joel Slavit, Manager, Programming and Monitoring 650-508-6476  
 Peter Skinner, Manager, Grants and Fund Programming 650-622-7818

**RESOLUTION NO. 2017 –**

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

**\* \* \***

**ALLOCATING \$43,827,600 IN MEASURE A FUNDS FOR THE  
PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

**WHEREAS**, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as “Measure A,” which increased the local sales tax in San Mateo County by 1/2 percent with the new tax revenue to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

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

**WHEREAS**, Caltrain improvements are qualified expenditures and designated the number one priority under the 1988 Transportation Expenditure Plan, and the 2004 Transportation Expenditure Plan designated 16 percent of the New Measure A revenues to fund Caltrain projects; and

**WHEREAS**, the TA, at its December 1, 2016 meeting, re-programmed \$27,854,836 million of Measure A Caltrain Program category funds from the South San Francisco (SSF) Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project (PCEP); and

**WHEREAS**, the Metropolitan Transportation Commission has since programmed a total of \$43,827,600 of Federal Section 5337 funds to the Peninsula Corridor Joint Powers Board (JPB), of which \$38,827,600 is for the SSF Caltrain Station Improvement Project and \$5,000,000 is for revenue vehicle rehabilitation; and

**WHEREAS**, an additional \$15,972,764 of Measure A Caltrain Program category funds needs to be programmed and allocated, which includes \$10,972,764 to be



reprogrammed and reallocated from the SSF Caltrain Station Improvement Project and \$5,000,000 of available budget authority from the Caltrain Program category.

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

1. Redirects \$38,827,600 in Measure A Caltrain Program category funds from the South San Francisco Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project, consisting of (a) \$27,854,836 that has already been programmed for the PCEP and (b) \$10,972,764 that was previously programmed and allocated to the SSF Caltrain Station Improvement Project;

2. Allocates to the PCEP the previously-programmed \$27,854,836 in Measure A Caltrain Program category funds;

3. Reprograms and reallocates \$10,972,764 of redirected Measure A Caltrain Program category funds from the SSF Caltrain Station Improvement Project to the PCEP;

4. Programs and allocates \$5,000,000 in additional Measure A Caltrain Program category funds to PCEP; and

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

Regularly passed and adopted this 6<sup>th</sup> day of April, 2017 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transportation Authority

ATTEST:

---

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

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

SUBJECT: **PROGRAM REPORT: HIGHWAY 101 CORRIDOR MANAGED LANES**

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief– will be featured individually throughout the year. This month features a report on the 101 Managed Lanes (ML) Corridor Project under the Highway Program category.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

On October 1, 2015, the TA Board authorized the allocation of \$8.5 million of Measure A funding for the Project Approval/Environmental Document phase of the project.

Resulting from input of project stakeholders including both public agencies and private employers, the study limits expanded from what had been developed in the PID. Project limits have been extended seven miles south to a total length of 22.5 miles to better coordinate with the work Santa Clara County is proposing on the Highway 101 Corridor. Project alternatives have been expanded to include Express Lane, which would allow the tolling of non-HOV vehicles through congestion pricing in an effort to improve operations on the corridor.

As a result of the extended limits and expanded number of alternatives, Caltrans required the preparation of a Supplemental PID to capture and document these changes. The Supplemental PID was in approved by Caltrans in June 2016.

In June 2016 the TA took an action for the TA to become a Co-Sponsor with City/County Association of Governments of San Mateo County for the Highway 101 ML Project. They also authorized an agreement with San Mateo County Economic Development Association which brings an additional \$3 million in private funding to the project.

That same month, the environmental phase began to undertake a number of technical studies to determine the operational benefits and potential right of way and environmental impacts associated with the project. The environmental phase is estimated to cost \$11.5 million and to be completed the end of 2018.

Public outreach and engagement with project stakeholders began in October 2016 with a public scoping meeting. Since that time there have been a number of meetings with staff from local jurisdiction along the Highway 101 corridor. The meetings provide a forum to solicit input and better understand their concerns and questions as the project advances through the environmental process.

The team is currently in the process of securing an additional \$9.7 million of Federal earmark funding to fund advanced design work that will expedite project delivery.

This month's presentation will be presented via PowerPoint.

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

**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: **EXTENSION OF THE DEADLINE FOR THE CITY OF SAN CARLOS TO SECURE REMAINING FUNDS NEEDED FOR THE US 101/HOLLY STREET PEDESTRIAN AND BICYCLE OVERCROSSING PROJECT**

**ACTION**

Staff recommends the Board approve a request from the city of San Carlos (City) (attached) to extend the deadline from March 3, 2017 to March 3, 2018 for the City to secure the remaining funds needed to bridge an existing funding gap to deliver the construction of the US 101/Holly Street Pedestrian and Bicycle Overcrossing (Project) as a condition for receiving a \$1 million allocation from the Measure A Pedestrian and Bicycle Program.

**SIGNIFICANCE**

On March 3, 2016, per Resolution No. 2016-05, the Board programmed \$1 million in Measure A Pedestrian and Bicycle Program funds for the construction of the Project from the 2015 Pedestrian and Bicycle Program Call for Projects (CFP), which was the maximum funding award a sponsor could receive, with the condition that the City secure the remaining unmet funding within one year. Since that time, the City has actively sought additional grant funds from the One Bay Area Grant 2 (OBAG2) Bicycle/Pedestrian Improvement Program (BPIP) and both State and regional Active Transportation Programs (ATP).

The City successfully secured \$1 million in OBAG2 BPIP funding at the March 9, 2017 City/County Association of Governments of San Mateo County (C/CAG) meeting, which is the maximum amount a project is eligible to receive under that program. Both the State and regional ATPs were highly oversubscribed. The Project was not selected to receive State ATP funds and is currently on a contingency list for the regional ATP program administered by the Metropolitan Transportation Commission. The City requested \$4.2 million from both the State and regional ATP. Projects on the regional ATP contingency list may only receive funding if awarded projects are unsuccessful in meeting program requirements or if there are cost savings from projects funded from the current cycle. The Project is currently ranked fourth on a contingency list of large projects and the three projects ahead of it requested over \$8 million from a program that provided \$22.2 million to 14 projects.

The following table shows the secured funding sources, remaining unfunded need, and total cost for the construction of the Project:

<u>Project Funding Plan</u>	
Measure A Pedestrian and Bicycle Program	\$1,000,000
C/CAG OBAG2 BPIP	\$1,000,000
City of San Carlos	\$500,000
<u>Unfunded need</u>	<u>\$2,750,000</u>
Total Construction Cost	\$5,250,000

As part of its annual budget process, the City Council will be meeting on May 22, 2017 to discuss options and identify a City source for the remaining funds needed to deliver the construction of the Project. While the Project has independent utility from the US Highway 101/Holly Interchange Project, funded in part with Measure A Highway Program funds, the City would realize up to approximately \$1.5 million in cost savings if both projects are constructed concurrently under one contract. The City is in the process of completing final design on the Project and anticipates advertising both the highway interchange improvements and the pedestrian/bicycle overcrossing projects during the late summer of 2017 as part of one construction solicitation with award of the construction contract expected by the end of 2017.

**BUDGET IMPACT**

There is no impact to the Board adopted budget as no increase in Measure A funding is proposed.

**BACKGROUND**

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

The Project will provide a separate overcrossing on the south side of the US Highway 101/Holly Interchange to provide enhanced pedestrian and bicycle access connecting residents and businesses on both sides of US Highway 101.

Prepared by: Joel Slavitt, Manager Programming and Monitoring

650-508-6476

# CITY OF SAN CARLOS

## CITY COUNCIL

BOB GRASSILLI, MAYOR  
MATT GROCOTT, VICE MAYOR  
RON COLLINS  
CAMERON JOHNSON  
MARK OLBERT



CITY MANAGER  
600 ELM STREET  
SAN CARLOS, CALIFORNIA 94070-3085

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FAX: (650) 595-6729

WEB: <http://www.cityofsancarlos.org>

January 30, 2017

Joseph Hurley, Director  
San Mateo County Transportation Authority Highway Program  
1250 San Carlos Avenue  
P.O. Box 3006  
San Carlos, CA 94070-1306

**RE: Request for Extension for Route 101/Holly St. Pedestrian and Bicycle Overcrossing Grant**

Dear Mr. Hurley:

The City of San Carlos ("City") respectfully requests a one-year extension to the deadline for the City to secure the remaining construction funding required for the US 101/Holly Street Pedestrian and Bicycle Overcrossing Project ("Project").

As part of the 2015 Pedestrian & Bicycle Program, the City was granted \$1,000,000 of Measure A funding. The grant award included a condition that the City secure all funding for the Project within one year, which was set on March 3, 2016 at the Transportation Authority ("TA") Board Meeting.

Since 2014, the City has been working diligently to secure the required funding for the Project. In 2015, the City applied for a grant in Cycle 2 of the Active Transportation Program ("ATP"). Unfortunately, the Project was not selected for funding during that cycle.

In June 2016, the City submitted a new application for ATP Cycle 3 and the Project was recommended to be placed on the Metropolitan Transportation Commission ("MTC") contingency list for the Regional Program. The MTC recommended adoption of a list of contingency projects totaling \$18 million, ranked in order based on each project's evaluation score. The City's Project, with a score of 84.3, is ranked 4<sup>th</sup> on the contingency list. Cycle 3 of the ATP is programmed for FY 2019-20 and FY 2020-21. MTC will fund projects on the contingency list should there be any project failures, ineligibility determinations, or savings in the Cycle 3 Regional ATP.

On November 18, 2016, the City submitted an application to the San Mateo City/County Association of Governments ("C/CAG") for One Bay Area Grant 2 ("OBAG 2") requesting a maximum grant of \$1,000,000. The application is currently being reviewed by C/CAG and the programming process is expected to be completed by the end of 2017.

City staff plans to discuss other funding options and opportunities for the Project at an upcoming City Council meeting in March 2017. It is hoped that other funding sources are identified.

We have built tremendous support for the Project through community outreach and know that the improvements will have a significant and positive impact on walkability and biking within the City's Transit Corridor and Planned Development Area. The Project design is currently undergoing its 95% review with Caltrans and utility relocations are being negotiated. The City is committed to constructing this Project and will ensure that any funding shortfall is covered so construction can begin.

Please advise if an extension is possible and what additional steps and approvals may be necessary to ensure that the City will not lose the current grant funding. We very much appreciate the TA's support and look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeff Maltbie', written in a cursive style.

Jeff Maltbie, City Manager

cc: Joel Slavit, Manager - Programming and Monitoring, San Mateo County Transportation Authority

**RESOLUTION NO. 2017 –**

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

**\* \* \***

**EXTENDING THE DEADLINE FOR THE CITY OF SAN CARLOS TO SECURE REMAINING  
FUNDS NEEDED FOR THE US HIGHWAY 101/HOLLY STREET PEDESTRIAN AND BICYCLE  
OVERCROSSING PROJECT**

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

**WHEREAS**, the 2004 TEP designates 3 percent of the New Measure A revenues to fund pedestrian and bicycle projects; and

**WHEREAS**, on March 3, 2016, the TA programmed a total of \$1 million in New Measure A funds for the construction of the US Highway 101/Holly Street Pedestrian and Bicycle Overcrossing Project (Project) as part of the 2015 Pedestrian and Bicycle Program Call for Projects, with the condition that the city of San Carlos (Sponsor) secure the remaining funding needed for the Project within one year, by March 3, 2017; and

**WHEREAS**, the Sponsor has submitted a request to extend the deadline to secure all of the remaining unmet funding by one additional year, from March 3, 2017 to March 3, 2018; and

**WHEREAS**, staff supports the Sponsor's request as the Sponsor has demonstrated good faith efforts to secure additional funding by successfully securing \$1 million of additional external grant funds for a portion of the remaining unmet need; proposing



the inclusion of the Project as part of the construction of the US Highway 101/ Holly Street Interchange Highway Project to realize a cost savings of up to approximately \$1.5 million for the Project; and taking proactive steps to secure all funding needed to advertise the highway project and the Project under one construction package in the late summer of 2017, with award of the construction contract planned by the end of 2017.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby extends the deadline from March 2017 to March 2018 for the Sponsor to secure all funds needed for the construction of the Project.

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

Regularly passed and adopted this 6<sup>th</sup> day of April, 2017 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: 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 3/20/2017:

Governor Jerry Brown and legislative leaders are working to complete a transportation funding package by April 6, when lawmakers leave for spring recess and before the annual budget process dominates the Capitol.

The governor's plan would generate an average of \$4.2 billion annually over 10 years, while Assemblymember Jim Frazier and Senator Jim Beall's transportation funding bills would provide almost \$6 billion a year (Assembly Bill 1 and Senate Bill 1). The Republican funding proposal introduced by Assemblymember Paul Fong generates \$5.6 billion in multi-year funding and \$2.2 billion in one-time revenues.

The governor's office, leadership in the Assembly and Senate, as well as key transportation chairs are meeting on a regular basis to discuss and negotiate a package that would garner the needed support to pass both chambers.

**Leadership Change**

On March 14, 2017, Senator Patricia Bates (R-Laguna Niguel) was elected leader of the Senate Republican Caucus.

## **FEDERAL ISSUES**

As of 3/20/2017:

On March 16, the Office of Management and Budget published the Administration's Fiscal Year (FY) 2018 "skinny" budget. The budget increases military spending and cuts many other programs, including those at Department of Transportation (DOT). The "full" budget that will include more details about department and program budgets is expected to be released in May.

Information from the skinny budget:

- Limits funding for the Federal Transit Administration's Capital Investment Program (includes the Core Capacity Program) to projects with existing full funding grant agreements only.
- Terminates Federal support for Amtrak's long distance train services, which have long been inefficient and incur the vast majority of Amtrak's operating losses.
- Eliminates funding for the TIGER Discretionary Grant Program.

A copy of the budget document can be viewed here:

[https://www.whitehouse.gov/sites/whitehouse.gov/files/omb/budget/fy2018/2018\\_blue\\_print.pdf](https://www.whitehouse.gov/sites/whitehouse.gov/files/omb/budget/fy2018/2018_blue_print.pdf)

Although Congress will take this budget proposal under advisement, the House and Senate will ultimately develop their own FY2018 budget and spending bills to be signed into law.

### Nominations

On March 7, President Donald Trump announced his intent to nominate Jeffrey Rosen as deputy secretary of the Department of Transportation. Mr. Rosen previously served as general counsel at DOT from 2003 to 2006, and then as general counsel and senior policy adviser at the Office of Management and Budget during the Bush 43 administration. Mr. Rosen is currently a senior partner at Kirkland & Ellis LLP, and his clients have included General Motors and Hyundai. If the Senate confirms Mr. Rosen, he will be responsible for the day-to-day operations of the DOT.

Prepared By:	Lori Low, Government and Community Relations Specialist	650-508-6391
	Casey Fromson, Director, Government and Community Affairs	650-508-6493

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 1</b> <b>Frazier (D)</b></p> <p><b>Transportation Funding</b></p>	<p>12/5/16</p> <p>Introduced</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 proposes a \$6 billion funding package, through a variation of gas and diesel taxes increases, Cap and trade revenues, restoring commercial truck weight fees, repaying outstanding loans, and other miscellaneous fees to repair and maintain our state and local roads, improve our trade corridors, and support public transit and active transportation. The breakdown of funding would be as follows: \$1.9 billion for maintenance and rehabilitation of the state highway system; \$2.4 billion for maintenance and rehabilitation of local streets and roads; \$577 million for the State Transportation improvement Program, which provides funding for regions; \$563 million for public transportation capital and operations funding; \$600 million for freight goods movement; and up to \$150 million for active transportation. Additional reforms such as a provision for lowering the vote threshold for local sales tax measures from 2/3 to 55%, permanently extending the California Environmental Quality Act (CEQA) exemption for projects within an existing right of way, permanently expanding the National Environmental Policy Act (NEPA) delegation for Caltrans, and creating an advanced mitigation program to expedite project delivery are also included. A constitutional amendment to protect against diversion of funding for non-transportation purposes is also contained.</p>	<p><b>Support</b></p>
<p><b>AB 28</b> <b>Frazier (D)</b></p> <p><b>NEPA Delegation</b></p>	<p>3/20/17</p> <p>Assembly Floor-Concurrence</p>	<p>Existing law gives the Department of Transportation (Caltrans) full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot 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. Until January 1, 2017, existing law provides that the State of California, through Caltrans, consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program.</p> <p>This bill would remove the sunset date allowing for California to participate in the program for an additional two years. The bill contains an urgency clause.</p>	<p><b>Support</b></p>
<p><b>AB 174</b> <b>Bigelow (R)</b></p> <p><b>California Transportation Commission Membership</b></p>	<p>1/30/17</p> <p>Assembly Transportation Committee</p>	<p>Existing law provides that the CTC consists of 13 members, 11 voting members, of which 9 are appointed by the Governor, subject to Senate confirmation, one is appointed by the Senate Committee on Rules, 1 is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members.</p> <p>This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals.</p>	<p><b>Monitor</b></p>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 179</b> <b>Cervantes (D)</b></p> <p><b>California Transportation Commission Membership</b></p>	<p>2/15/17</p> <p>Assembly Transportation Committee</p>	<p>Existing law provides that the commission consists of 13 members: 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, one is appointed by the Senate Committee on Rules, 1 is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members.</p> <p>This bill would require that 7 of those voting members have specified qualifications (two from disadvantaged communities, one with experience in addressing bicycle and pedestrian issues, one with transit experience, one with experience with air pollution, and one with or be an authority on, climate change mitigation, including the role of transportation projects on that mitigation). This bill would also require the CTC to create an Environmental Justice Advisory Committee, comprised of at least 5 members, to advise the CTC in its allocation and programming of transportation moneys and any other pertinent transportation policy matters. The bill would require that the members of the committee represent communities disproportionately burdened by, and vulnerable to, high levels of pollution and other environmental justice issues, and would require that the CTC appoint only individuals nominated by environmental justice organizations and community groups to that committee. Lastly, this bill would require the CTC and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies. <b>Last amended 2/14/17</b></p>	<p><b>Monitor</b></p>
<p><b>AB 378</b> <b>Garcia (D)</b></p> <p><b>California Global Warming Solutions Act of 2006: regulations.</b></p>	<p>2/9/17</p> <p>Assembly Natural Resources Committee</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board a(CARB) s the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.</p> <p>The act requires CARB, when adopting rules and regulations to achieve greenhouse gas emissions reductions beyond the statewide greenhouse gas emissions limit and to protect the state's most impacted and disadvantaged communities, to follow specified requirements, consider the social costs of the emissions of greenhouse gases, and prioritize specified emission reduction rules and regulations. This bill would additionally require CARB to consider and account for the social costs of the emissions and greenhouse gases when adopting those rules and regulations. The bill would authorize CARB to adopt or subsequently revise new regulations that establish a market-based compliance mechanism, applicable from January 1, 2021, to December 31, 2030, to complement direct emissions reduction measures in ensuring that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would require CARB, in ensuring that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030, to adopt the most effective and equitable mix of emissions reduction measures and ensure that emissions reduction measures collectively and individually support achieving air quality and other environmental and public health goals.</p>	<p><b>Monitor</b></p>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 398</b> <b>Garcia (D)</b></p> <p><b>Greenhouse Gas reduction Fund: reporting</b></p>	<p>3/20/17</p> <p>Assembly Natural Resources Committee</p> <p>Set For Hearing on 4/3</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board (CARB) as the state agency responsible for monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the CARB to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by CARB from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund (GGRF) and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance (DOF) to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys from the fund.</p> <p>This bill would require DOF to include additional information in its annual report to the Legislature, including, among other things, the greenhouse gas emissions reductions attributable to each project and the geographic location, industry sector, and number of employees of the business entities, as defined, receiving moneys from the fund. The bill would require state agencies expending moneys from the fund to condition the acceptance of those moneys on the recipient providing information necessary to meet the reporting requirements.</p> <p><b>Last amended 3/13/2017</b></p>	<p><b>Monitor</b></p>
<p><b>AB 467</b> <b>Mullin (D)</b></p> <p><b>Local transportation authorities: transactions and use taxes</b></p>	<p>3/20/17</p> <p>Assembly Local Government Committee</p> <p>Set For Hearing on 4/5</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 by the authority, by ordinance, of a retail transactions and use tax, subject to approval of the ordinance by 2/3 of the voters.</p> <p>Existing law provides for the authority to adopt a transportation expenditure plan for the proceeds of the tax, and requires the entire adopted transportation expenditure plan to be included in the voter information handbook sent to voters. This bill would exempt an authority from including the entire adopted transportation expenditure plan in the voter information handbook if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information handbook sent to voters include information on viewing an electronic version of the plan on the Internet Web site and for obtaining a printed copy of the plan by calling the county election office. The bill would require the authority to provide sufficient copies of the plan to the county election office for mailing to each person requesting a copy. By imposing additional requirements on county election officials, the bill would impose a state-mandated local program.</p>	<p><b>Monitor</b></p>
<p><b>AB 496</b> <b>Fong (R)</b></p> <p><b>Transportation Funding</b></p>	<p>3/20/17</p> <p>Assembly Transportation Committee</p>	<p>This bill creates The Traffic Relief and Road Improvement Act, which provides \$7.8 billion (\$5.6 billion multi-year/\$2.2 billion one-time revenues) for transportation (highways-including maintenance and new capacity, local streets and roads, public transportation, and active transportation), by restoring funds, such as commercial truck weight fees, and utilizing a variety of Cap and Trade funds and existing taxes, such as the sales tax generated from vehicles sales, diesel sales tax, and insurance payments, among other sources. The bill also proposes reforms to the California Environmental Quality Act, creates the Office of the Transportation Inspector General, makes the California Transportation Commission an independent body, and additional oversight for Caltrans.</p> <p><b>Last amended on 2/28/2017</b></p>	<p><b>Monitor</b></p>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 694</b> <b>Ting (D)</b></p> <p><b>Bicycles</b></p>	<p>2/15/17</p> <p>Assembly Transportation Committee</p>	<p>Existing law requires any person operating a bicycle under specified conditions to ride as close as practicable to the right-hand curb or edge of the roadway, except under specified conditions, including, among other things, when reasonably necessary to avoid conditions that make it unsafe or when approaching a place where a right turn is authorized.</p> <p>This bill would recast those provisions to instead require a person operating a bicycle to ride in the right-hand lane or bicycle lane, if one is present, and would additionally require a person operating a bicycle in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right in order to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized. By redefining the elements of a crime, this bill would create a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p>	<p><b>Monitor</b></p>
<p><b>AB 1121</b> <b>Chiu (D)</b></p> <p><b>San Francisco Bay Area ferries</b></p>	<p>2/17/17</p> <p>Introduced</p>	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the San Francisco Bay Area region, as defined.</p> <p>This bill would state the intent of the Legislature to enact legislation to authorize San Francisco Bay Area voters to approve new, dedicated funding for San Francisco Bay Area ferries.</p>	<p><b>Monitor</b></p>
<p><b>AB 1218</b> <b>Obernolte</b></p> <p><b>CEQA Exemptions: bicycle transportation plans</b></p>	<p>2/17/17</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. CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions.</p> <p>This bill would extend indefinitely those 2 exemptions.</p>	<p><b>Monitor</b></p>
<p><b>AB 1282</b> <b>Mullin (D)</b></p> <p><b>Transportation: task force: permit processing</b></p>	<p>2/17/17</p> <p>Assembly Transportation Committee</p>	<p>This bill would establish a transportation permitting task force consisting of representatives from Caltrans, the California Transportation Commission, state environmental permitting agencies, and other transportation planning entities to develop a process for early engagement for all parties in the development of transportation projects.</p>	<p><b>Monitor</b></p>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>AB 1613</b> <b>Mullin</b></p> <p><b>San Mateo County Transit District: retail transactions and use tax</b></p>	<p>2/17/17</p> <p>Assembly Local Government Committee</p>	<p>Existing law authorizes the board of the San Mateo County Transit District to adopt a retail transactions and use tax ordinance in accordance with specified provisions of law, including a requirement that the combined rate of all such taxes that may be imposed in the county not exceed 2%.</p> <p>This bill would authorize the board to exceed that 2% limit to impose a retail transactions and use tax set at a rate of no more than 0.5%, if approved by the board before January 1, 2021.</p>	<p><b>Support</b></p>
<p><b>AB 1640</b> <b>Garcia (D)</b></p> <p><b>Transportation funding: low-income communities</b></p>	<p>2/17/17</p> <p>Assembly Transportation Committee</p>	<p>This bill would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require Caltrans, in consultation with residents of low-income communities and specified state agencies, to adopt guidelines for this allocation no later than January 1, 2018, to define and map low-income communities that are disadvantaged with respect to transportation, to identify communities that would benefit from the allocation requirements, and to specify criteria for determining whether certain investments benefit low-income residents of the identified communities. The bill would require the department to provide financial support, upon appropriation by the Legislature, to low-income residents of low-income communities for specified purposes generally relating to enabling their participation in the development of these guidelines and the selection of transportation projects and programs.</p>	<p><b>Monitor</b></p>
<p><b>SB 1</b> <b>Beall (D)</b></p> <p><b>Transportation Funding</b></p>	<p>3/8/17</p> <p>Senate Appropriations Committee</p>	<p>Nearly identical to AB 1 (Frazier) with some exceptions such as SB1 phasing in the 12 cent increase over three years, proposing a percentage of truck weight fees being returned while AB1 specifies an amount (SB 1 caps weight fee transfer at 50% in FY 2020-21, while AB 1 caps transfer at \$500 million) (being more prescriptive on trade corridor funding, containing a dedicated pot of funding for commuter and intercity rail (.5%, of sales tax which would generate \$0 million annually, and the discrepancy on the zero-emission vehicle fee (\$100 vs. \$165 in AB 1), among other things. <b>Last amended on 1/26/17</b></p>	<p><b>Support</b></p>



## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>SB 423</b> <b>Cannella</b></p> <p><b>Indemnity</b></p>	<p>2/15/17</p> <p>Senate Rules Committee</p>	<p>Existing law provides, for all contracts, and amendments to contracts, entered into on or after January 1, 2007, with a public agency for design professional services, all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts, that purport to indemnify, including the cost to defend, the public agency by a design professional against liability for claims against the public agency, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional.</p> <p>Existing law provides, with respect to contracts and amendments to contracts entered into on or after January 1, 2011, with a public agency for design professional services, that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts or amendments to contracts that purport to require the design professional to defend the public agency under an indemnity agreement, including the duty and the cost to defend, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. Existing law provides that all contracts and all solicitation documents between a public agency and a design professional are deemed to incorporate these provisions by reference.</p> <p>This bill would make a non-substantive change to these provisions. It is a reintroduction of SB 885, a bill from the 2015-16 Session, which SMCTA opposed.</p>	<p><b>Oppose</b></p>

## SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p><b>SCA 2 Newman (D)</b></p> <p><b>Motor Vehicle Fee and Taxes: Restrictions on Expenditures</b></p>	<p>3/20/17</p> <p>Senate Elections &amp; Constitutional Amendments Committee</p> <p>Set for Hearing on 3/21/17</p>	<p>Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law.</p> <p>Article XIX prohibits the Legislature from borrowing revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways, and from using those revenues other than as specifically permitted by Article XIX. Article XIX provides that up to 25% of fuel tax revenues allocated to the state may be pledged or used for the payment of principal and interest on voter-approved transportation bonds issued for street and highway purposes on and after November 2, 2010, upon voter approval and appropriation by the Legislature. Article XIX provides that up to 25% of fuel tax revenues allocated to cities and counties may be pledged or used for the payment of principal and interest on voter-approved transportation bonds issued for street and highway purposes. However, in counties where voters have approved the use of fuel tax revenues for certain mass transit purposes, Article XIX provides that the Legislature may authorize any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes. This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would prohibit those vehicle revenues and fuel tax revenues from being pledged or used for the payment of principal and interest on general obligation bonds issued by the state, except that vehicle weight fee revenues would be authorized to be pledged or used for the payment of principal and interest on general obligation transportation bonds approved prior to January 1, 2017. The measure would also repeal the authorization for fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the same restrictions applicable to the use of fuel tax revenues for street and highway bond purposes.</p>	<p><b>Monitor</b></p>
<p><b>SCA 6 Wiener (D)</b></p> <p><b>Local transportation measures: special taxes: voter approval</b></p>	<p>2/17/17</p> <p>Senate Governance &amp; Finance Committee</p> <p>Set For Hearing on 4/5</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 require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	<p><b>Support</b></p>