



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

March 6, 2014 – 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 February 6, 2014
 - b. Acceptance of Statement of Revenues and Expenditures for January 2014
 - c. Receive and File Measure A Program Status Report
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. SamTrans Liaison Report – Meeting of March 5, 2014 INFORMATIONAL
8. Joint Powers Board Report
9. Report of the Executive Director
10. Finance
 - a. Authorize the Reallocation of \$100,000 in Original Measure A Caltrain Program Funds for the Hillsdale Station Area Project to the Peninsula Corridor Joint Powers Board RESOLUTION
 - b. Authorize Award of Contract to Khouri Consulting for State Legislative Advocacy Services for a Firm-fixed Price of \$223,008 for a Five-year Term RESOLUTION

11. Program
 - a. Program Report: Pedestrian and Bicycle Program Call for Projects INFORMATIONAL
 - b. Update on Measure A Strategic Plan 2014-2019 INFORMATIONAL
 - c. Update on State and Federal Legislative Program INFORMATIONAL
 - d. Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2014 INFORMATIONAL
12. Requests from the Authority
13. Written Communications to the Authority
14. Report of Legal Counsel
15. Date/Time of Next Meeting: Thursday, April 3, 2014, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd 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.

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

MINUTES OF FEBRUARY 6, 2014

MEMBERS PRESENT: D. Canepa, R. Foust, C. Groom, D. Horsley, K. Matsumoto, T. Nagel, N. Patridge

MEMBERS ABSENT: None

STAFF PRESENT: J. Averill, T. Bartholomew, J. Cassman, G. Harrington, C. Harvey, R. Haskin, J. Hurley, M. Lee, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

Chair Karyl Matsumoto called the meeting to order at 5:00 p.m. and led the Pledge of Allegiance.

SWEARING IN

Martha Martinez, Authority Secretary, administered the oath of office to Director Don Horsley for a two-year term.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta reported on the meeting of February 4, 2014 (see attached).

Director Rosanne Foust said Ms. Arietta used the term "elitist" when describing the Google Ferry Service in her report. She asked if the term reflects what the CAC believes or if it was just Ms. Arietta's term.

Ms. Arietta said it was a term she used because the public cannot ride Google's luxury shuttles but their employees can ride public shuttles. She said the term elitist was used in various papers and news.

Director Foust said the term is very divisive. She said this is a pilot program and Google contracted with an outside ferry service to see if it was feasible to take more people off the road. It is unknown whether there could be a public/private partnership because those discussions haven't happened yet with Google or other companies.

Ms. Arietta said because those discussions haven't happened yet, the program appears elitist to reporters and to the public. She said she looks forward to those talks and the public/private partnership.

Director Carole Groom said alternative transportation including shuttles and buses will be discussed at the Progress Seminar. She said there are 45,000 to 55,000 people riding buses. They are not riding Caltrain, which is almost at capacity, and their cars are not on the road, so it is a good thing that companies transport their employees.

Director Naomi Patridge said this is a matter of communication because the press is unaware this is a pilot program and that Google contracted with a private company, so the intent of the program needs to be communicated with the general public.

Michael Scanlon, Executive Director, said all tools will need to be used to get people off the roads. He said Google and other technology company employees start their work day when they get on the bus or ferry and end the day when they get off it at night. The other issue is they work on proprietary software, so they are not against sharing the rides with the general public, but they work on things accountable to their stockholders and some of it has to do with privacy.

Director Foust said she would like Ms. Arietta to remove the term "elitist" from her report.

APPROVAL OF MINUTES OF JANUARY 9, 2014

No discussion.

A motion (Horsley/Nagel) to approve the minutes of January 9 was approved unanimously.

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENDITURES FOR DECEMBER 2013

Director Terry Nagel asked why the grant proceeds under Total Revenue are 61.3 percent worse than the prior year. Gigi Harrington, Deputy CEO, said last year the TA received a series of one-time grants for capital projects. She said this is revenue that is not coming through this year so the number is lower.

A motion (Nagel/Patridge) to accept the statement of revenues and expenses for December 2013 was approved unanimously.

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

Chair Matsumoto presented a Resolution of Appreciation to past Chair Groom. She thanked Director Groom for her service as chair during 2012 and 2013.

A motion (Partridge/Foust) to approve the resolution of appreciation to outgoing Chair Groom was approved (Groom abstained).

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

No discussion.

JOINT POWERS BOARD (JPB) REPORT

Mr. Scanlon reported:

- Key Caltrain Performance Statistics – December 2013 compared to December 2012
 - Monthly Performance Statistics
 - Total Ridership was 1,312,085, an increase of 16.5 percent.
 - Average Weekday Ridership (AWR) was 48,630, an increase of 13.9 percent.
 - Total Revenue was \$5,463,137, an increase of 13 percent.
 - On-time Performance (OTP) was 96.3 percent, an increase of 5.2 percent.

- Caltrain Shuttle Ridership was 7,145, an increase of 14.2 percent.
- Year-to-date Performance Statistics
 - Total Ridership was 8,427,499, an increase of 9.1 percent.
 - AWR was 52,583, an increase of 8.9 percent.
 - Total Revenue was \$36,901,989, an increase of 8 percent.
 - OPT was 92.3 percent, an increase of 2.9 percent.
 - Caltrain Shuttle Ridership was 7,406, a decrease of 12.3 percent.
This is showing a decrease because of the count problems on the Marguerite Shuttle last year.
- There were two fatalities in January and 13 in 2013.
- Extra service:
 - San Jose Sharks ridership was up 7 percent.
 - The Freedom Train carried 945 people.
 - Giants FanFest carried more than 4,000 extra riders.
- A modified Saturday schedule will run on Presidents' Day.
- An opening date will be announced soon for the San Bruno Grade Separation.
- Caltrain's 150th Anniversary event gave everyone an opportunity to reflect on 150 years of the railroad and to look forward to another 150 years. The celebration kicked off at the 4th and King station in San Francisco with a plaque dedication by the Native Sons of the Golden West. A special train then left the San Francisco terminal and stopped at five historic stations where plaques were presented to local officials, before arriving at the Santa Clara station for a special celebration event. Tom Nolan, the original and current JPB Board chair, served as master of ceremonies for the Santa Clara event. JPB Board members Jerry Deal, Jose Cisneros, Art Lloyd, Adrienne Tissier, and Ash Kalra were in attendance. Transit America Service Incorporated, Bixby Land Company, and the Native Sons of the Golden West made generous contributions to make the celebration possible. More than 1,000 people attended.
- The Board:
 - Presented a certificate of appreciation to outgoing CAC Chair Kevin Gardiner. Gilroy City Councilwoman Cat Tucker is the new chair.
 - Appointed Chris Cobey representing San Mateo County to the CAC.
 - Accepted the Statement of Revenues and Expenses for December 2013. Revenues are better than budget and expenses are under budget.
 - Received a presentation on the Fiscal Year 2013 Comprehensive Financial Report (CAFR) for June 30, 2013.
 - Received a presentation on a possible debt issuance to cover rehabilitation costs for the Rail Car Capacity Expansion Project. The cars could need an estimated \$4 million to \$5 million in rehabilitation work. This debt would later be rolled into a larger debt that would fill any void in the Caltrain Modernization (CalMod) Program in about five years. This debt service would amount to about \$120,000 per year and would be a reasonable way to get added capacity into the line.
 - Adopted the Mitigated Negative Declaration and approved the Los Gates Creek Bridge Replacement Project. This is a bridge south of the Diridon station that is more than 80 years old.
 - Authorized an amendment to the On-Call Program Management Oversight Services contract with Jacobs Engineering Group Inc. for a not-

to-exceed amount of \$650,000 and extension of the contract to June 30, 2014.

- o Approved the 2014 Legislative Program.
- o Received a presentation on the development of the next generation of a Clipper Fare Payment System. The contract expires in 2019, but steps need to begin now to replace the system at that time.
- o Discussed in closed session a settlement concerning a personal injury claim. No action was taken.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The Pedestrian and Bike Program Call for Projects (CFP) solicitation closed January 17. Staff received 23 candidate projects requesting more than \$9 million from 15 jurisdictions. The total amount of Measure A funding available is \$5.4 million. The evaluation panel is reviewing the candidate projects. Staff will present an informational item at the March meeting and will come back with recommendations for Board consideration in April. Jeff Gee, Redwood City Mayor, is serving on the evaluation panel.
- The joint Local Shuttle Program CFP with the City/County Association of Governments for Fiscal Years 2015 and 2016 is continuing to accept applications through February 14. Application information is available online.
- There were seven bidders on the San Pedro Creek Bridge Replacement Project. The low bid was from Graniterock Company (Graniterock) of San Jose for \$7.1 million, 22 percent below the engineer's estimate. The California State Department of Transportation is the agency that administers this contract so they are engaged in their due diligence to make sure Graniterock's bid is responsive and responsible. A notice to proceed and contract award will be issued. On February 19, a public meeting to present project information will be held.
- Director Foust and her husband, Jim Hartnett, a California High-speed Rail Authority (CHSRA) Director, were recognized by the Redwood City/San Mateo Chamber of Commerce as Persons of the Year for their community support.

FINANCE

Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2013

Bill Osher, CSI Group of Sun Trust, said last year and the last quarter were difficult times for the fixed-income market. He said the TA Portfolio did a quarter of a percent better than benchmark. He said the goal is to keep the portfolio simple and safe. He said this portfolio is predominately invested in short-term maturities, and that will be important when the Federal Reserve (Fed) raises interest rates. He said he is managing the portfolio to allow the highest return possible, but still have a positive return with the view that the Fed will start to raise interest rates in about a year and a half.

A motion (Foust/Groom) to authorize the acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended December 31, 2013 was approved unanimously.

Fiscal Year 2013 Comprehensive Annual Financial Report

Ms. Harrington said this is the annual receipt of the year-end financial report. She said the auditors issued a clean bill of health, and the back of the report lays out some history of the TA. She said Director Nagel asked earlier if the auditors make recommendations for improvements. She said the list of recommendations came recently, and staff is reviewing it and will take any appropriate actions.

Director Nagel asked how long the TA has used the same auditor. Ms. Harrington said this is the third year of a five-year contract. She said the auditors are selected by competitive procurement.

Director Nagel asked about the \$3.5 million loan from the State. Ms. Harrington said it was for the Dumbarton Rail Line Acquisition; funds for repayment were in last fiscal year's budget and the loan was repaid.

Director Nagel said on page 43 under Investment Income, the fair value of investment is extraordinarily high and asked if the interest rate was really that bad. Ms. Harrington said it was. The size of the portfolio was in the \$400 million range and the amount is a percentage of the portfolio.

Director Nagel asked if the payment for Bay Area Rapid Transit (BART) on page 49 under Charges to Appropriation Outflows was a flat payment. Ms. Harrington said it is a flat percentage. She said staff budgeted on projected amounts, and with the outperformance staff paid the percentage off the top of the allocation. For Caltrain if there is more than originally budgeted, staff puts the excess aside and uses it in a future year.

Director Nagel said it is interesting to note on page 60 there is a huge increase in sales tax revenue and on page 67 the county population dropped by more than 1,000.

Director Nagel said on page 70 the Cumulative Capital Outlay for the ferry adds up to more than the \$15 million the TA spent on it. Ms. Harrington said it is cumulative, so the numbers shouldn't be added up. The total is about \$8 million.

PROGRAM

Report: Transit – Caltrain Modernization: Corridor Electrification

Marian Lee, Executive Officer, CalMod Program, presented:

- Caltrain is a commuter rail system that operates over 77 miles, and ridership is more than 53,000 on an average weekday.
- A partnership was formed with CHSRA to benefit modernization efforts and to provide a state-wide benefit in supporting high-speed rail (HSR). To share the infrastructure with CHSRA, a blended system vision was created that will be primarily a two-track system, with six Caltrain trains and four HSR trains per peak hour per direction, trains operating at up to 110 miles per hour, and over 40 at-grade crossings.
- Policies in place include:
 - A 2012 CHSRA Business Plan, which outlines the idea of a blended system and discards the idea of a four-track system in the corridor.

- A 2012 Regional Nine-party Funding Memorandum of Understanding that identified \$1.5 billion for the electrified system.
- A 2013 JPB/CHSRA New Agreement solidifying the agreement to the blended system.
- Partnerships include:
 - Boards and elected officials, including the JPB, Local Policy Maker Group, and city councils and committees
 - Advisory committees, including the CAC and Bicycle Advisory Committee
 - Staff, including the City/County Staff Coordination Group and Peninsula Corridor Working Group
 - Community leaders and advocacy organizations
- The total blended system will cost billions. The first increment is \$1.5 billion and translates into two projects: the advanced signal system, which is scheduled to be operational by 2015, and the corridor electrification and electric multiple units (EMUs), which will be operational by 2019.
- Requirements of the advanced signal project:
 - Positive Train Control to be safer, mitigate human error, and avoid train collisions.
 - A smart corridor, which allows Caltrain to run trains as close together as possible and gives Caltrain the ability to improve headways and creates operational flexibility.
- Scope of the electrification project:
 - Fifty-one miles of the track will be electrified. Tracks south of Tamien Station are owned by Union Pacific and will not be electrified. Service will continue to be run up to 79 miles per hour until HSR service begins. While staff is procuring EMUs, there will be an interim period with mixed-fleet service with 75 percent of the fleet as EMUs. To get the rest of the fleet replaced, additional funding is needed beyond the \$1.5 billion for this project. Poles, overhead wires, and traction power facilities will be needed for electrification. Since September, crews have been installing conduit for the advanced signal system.
- Critical milestones to provide revenue service by 2019
 - Authority for design/build obtained in September
 - Publish Draft Environmental Impact Report (EIR) by end of February
 - Certification and completion of the EIR by end of 2014
 - Procurement activity to bring on the experts in electrified systems completed by April
 - Complete design, building and manufacturing of the EMUs between 2016 and 2019
- More planning work needs to be done for additive improvements beyond the \$1.5 billion project. Additional investments include:
 - Caltrain extension to downtown San Francisco
 - HSR stations
 - Grade separations
 - Passing tracks
 - Maintenance facility

Chair Matsumoto asked if funding for electrification is dependent on what happens in the courts. Mr. Scanlon said about \$600 million in funding is at stake.

Director Patridge complimented Ms. Lee on what has been accomplished.

Approval of the 2014 Legislative Program (Program)

Seamus Murphy, Director, Government and Community Affairs, said this program helps guide the legislative and regulatory advocacy strategy. It is developed with input from various departments internally and the agency's legislative advocates. He said once approved, the program will be shared with the agency's regional stakeholders, partners, and legislative delegation to help them understand the TA's priorities for the year.

Mr. Murphy said every issue has been updated to reflect progress that occurred last year, and that much of last year's program has been carried over. There is a new section on Cap and Trade under the State budget category. There is also a new section that covers other local financing options because the Legislature has been more focused on providing more local options to raise revenue. Other additions are in Project Delivery to extend the design/build authority to transit agencies and to clean up the wage monitoring and labor compliance language in the bill that authorizes the Construction Management/General Contractor (CM/GC) project delivery approach.

Mr. Murphy said the Federal program specifically called out the need to restore parity between the pretax transit commute benefits and the benefits drivers receive. This issue has come up every year and this will be a primary issue for staff.

Mr. Murphy said direct advocacy will be used through testimony and letters, as well as media activity, press releases and coalition-based advocacy.

Director Nagel said some concern has been raised in Burlingame that the sustainable communities strategies will create Boards that could take away local control of land use. Mr. Murphy said it is required under Senate Bill 375 that regional agencies, such as the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District, create a sustainable communities strategy in order to achieve the State's air quality reduction goals. He said they have significant control over how and which projects get funded, but he has not heard they would override land use authority. He said it is a tremendous opportunity for funding transit-oriented development because MTC has already committed some of the Cap and Trade revenue toward the implementation of Plan Bay Area, the TA's sustainable community strategy. Director Nagel said she would like clarification to provide to people in Burlingame who have rallied against this idea.

A motion (Patridge/Canepa) to approve the 2014 Legislative Program was approved unanimously.

Update on State and Federal Legislative Programs

Mr. Murphy said staff will introduce and cosponsor the bill with the design/build extension. He said language has been submitted and will be carried by

Senator Jerry Hill (D-San Mateo). Other agencies will join because it applies Statewide. He said Assemblymember Rich Gordon (D-Menlo Park) will carry the CM/GC cleanup legislation.

Mr. Murphy said there is a proposal for the expansion of Infrastructure Financing District (IFD) authority in the Cap and Trade proposal. This would allow IFDs to fund new categories of projects, expand the scope to include transit projects, and reduce the threshold to approve IFDs to 55 percent.

Mr. Murphy said the State borrowed \$351 million last year from the Highway User Tax Account Fund, which comes from truck weight fees normally used for improving local streets. The governor's budget proposal is to pay this back, so local cities should receive an increase for that purpose.

Director David Canepa asked if it is the electorate around the project area or the whole city that votes on specific IFD projects. Mr. Murphy said it would just be the properties that are being assessed, like any other special district as long as it is an area ripe for transit improvements.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion

REPORT OF LEGAL COUNSEL

David Miller, Legal Counsel, said there were two large setbacks the CHSRA suffered when a trial court in Sacramento County ruled that the bond validation proceeding that HSR initiated was found to have been inappropriately brought. There hadn't been appropriate administrative procedures taken before the case was filed. There was another case challenging the adequacy of the CHSRA financing plan under Proposition 1A. The CHSRA filed a petition with the California Supreme Court for an extraordinary writ of mandate urging the Supreme Court to assume jurisdiction and to reverse the rulings. The Supreme Court referred the case to the Court of Appeals and unanimously directed the court to expedite its consideration of this matter. It established a briefing schedule and the first set of submittals by those opposing the CHSRA were submitted on February 3; submittals supporting the CHSRA are due on February 10. Mr. Miller said he will file an amicus petition to the Court of Appeals to urge the court to assume jurisdiction and to hear the matter expeditiously. He said he is attempting to get signatures from JPB, San Mateo County Transit District, Santa Clara Valley Transportation Authority, city and county of San Francisco, and MTC.

DATE AND PLACE OF NEXT MEETING

March 6, 2014 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

Meeting adjourned at 6:21 p.m.

Good evening Madam Chair and members of the Board.

Here is what I have to report from Tuesday night's CAC meeting:

(TA Item 5a) - The CAC had no questions or comments in reference to the Board Minutes of January 9, 2014.

(TA Item 5b) - The CAC supported the acceptance of the Statement of Revenues and Expenditures for December 2013.

(TA Item 11a) - The CAC supported the acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2013.

(TA Item 11b) - The CAC reviewed the Fiscal Year 2013 Comprehensive Annual Financial Report and greatly appreciated the scope of information covered within the report and asked that I express directly to you their appreciation of same, with high compliments to the TA staff that prepared this excellent summary of information.

(TA Item 12a) - The CAC received a very thorough Program Report on Caltrain Modernization and Corridor Electrification from Casey Fromson, Government Affairs Officer. And, although it was Casey's first time before the CAC, we were very impressed with her comprehensive knowledge of the subject, as well as her highly capable handling of a variety of in-depth questions posed by the entire membership of the CAC.

(TA Item 12b) - The CAC supported the Approval of the 2014 Legislative Program, without questions or comments.

(TA Item 12c) - The CAC received a very comprehensive update on State and Federal Legislative Programs from Seamus Patrick Murphy, Director, Government and Community Affairs and was very pleased to have Seamus at our meeting once again.

In my own report to the CAC, I advised the following:

1. Google has launched a second commuter ferry service this past Monday. This new ferry service will be conducted between Harbor Bay Terminal in Alameda and the Port of Redwood City.

Launched as a weeklong pilot program, the new service joins a similar catamaran ferry service that started linking San Francisco and Redwood City last month. These moves, in conjunction with the corporate shuttles being used not only by Google, but also by Apple and other high tech companies, have become to be known as a symbol for tech-boom gentrification and a target of

protest both in the East Bay and San Francisco. They further give impetus to the developing concerns about the potential undermining of future funding for expansion of public ferry service to Redwood City by the use of these alternative competing commuter modes of private transportation that would be serving generally the same commuter market that public ferry service would seek to serve.

2. TRANSFORM will host an all-day Transportation Choices and Healthy Communities Summit on February 22nd in Palo Alto in order to promote improved transportation networks and complete communities in Santa Clara and San Mateo Counties. CAC member Daina Lujan will be conducting a workshop on safe routes to school at that Summit. Registration is still open.

3. Caltrain approved \$4 million to buy used railcars from Metrolink in Los Angeles to improve capacity.

4. The Transbay Board meeting in January opened up a far reaching conversation about how Caltrain will be governed in the age of electrification and the Downtown Extension to Transbay. Options which include the possibility of a public private partnership, whereby a private entity would toll riders for the tunnel, and use the revenue to help finance the project and maintain it on an ongoing basis were brought up, as well as questions about having a single entity operating Caltrain and DTX or one entity running High Speed Rail, Caltrain, and DTX. These very important Board discussions, which will include the DTX team, Caltrain, the High Speed Rail Authority, the Metropolitan Transportation Commission and eventually the rest of the nine (9) regional partners that are contributing funding for Caltrain modernization and the blended system with High Speed Rail, are expected to continue over the next several months.

In Joe's report to the CAC, we were advised that applications for the local shuttle program are due to be submitted by next Friday, February 14th. He also gave us a report on the 92/El Camino Real Interchange Reconstruction Project Environmental Phase Open House which was held last Wednesday January 29th in San Mateo.

Respectfully submitted,

Barbara Arietta
Chair, San Mateo County Transportation Authority, CAC

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING JANUARY 31, 2014**

ACTION

Staff proposes the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of January 2014 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$53,893,569 - line 7) is **better** than staff projections by \$11,233,767 or 26.3 percent. *Miscellaneous Income* (\$6,982,901 - line 3), is attributable to an unbudgeted recovery payout from the Lehman Brothers bankruptcy. The loss was recorded in Fiscal Year 2009. *Interest Income* (\$1,810,719 - line 2) is \$105,249 or 6.2 percent **better** than projections due to higher than budgeted returns and *Rental Income* (\$708,048 - line 4) is \$30,948 or 4.6 percent **better** than staff projections.

Total Revenue (\$53,893,569 - line 7) is \$6,346,937 or 13.3 percent **better** than prior year performance. *Interest Income* (\$1,810,719 - line 2) and *Grant Proceeds* (\$38,115 - line 5) combined is \$2,866,888 or 60.8 percent **worse** than prior year and is slightly offset by *Rental Income* (\$708,048 - line 4) which is \$48,558 or 7.4 percent **better**.

Expenditures: *Total Administrative* (\$491,030 - line 22) is **better** than staff projections by \$37,544 or 7.1 percent. Within total administrative, *Staff Support* (\$321,531 - line 18) is \$20,599 or 6 percent **better** than staff projections.

Budget Amendment: The revised budget per Board Resolution 2014-01 amends an increase in Sales Tax Revenues by \$4 million, resulting in an increase of \$1,460,000 in Annual Allocations, and \$2,440,000 in Program Expenditures and Oversight, which are reflected in the January 2014 Statement of Revenues and Expenditures.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2014
January 2014

% OF YEAR ELAPSED: **58.3%**

	MONTH	YEAR TO DATE				ANNUAL			
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ	
REVENUES:									
1	Sales Tax	6,927,000	41,199,706	44,353,785	40,254,999	110.2%	68,000,000	72,000,000	61.6%
2	Interest Income	259,889	2,320,012	1,810,719	1,705,470	106.2%	2,821,040	2,821,040	64.2%
3	Miscellaneous Income	663,396	971,712	6,982,901 (A)	0	0.0%	0	0	0.0%
4	Rental Income	104,047	659,490	708,048	677,100	104.6%	1,168,300	1,168,300	60.6%
5	Grant Proceeds	1,475	2,395,710	38,115	22,233	171.4%	3,800,500	3,800,500	1.0%
6	TOTAL REVENUE	7,955,807	47,546,631	53,893,569	42,659,802	126.3%	75,789,840	79,789,840	67.5%
EXPENDITURES:									
10	Annual Allocations	2,528,355	15,037,893	16,189,132	14,693,074	110.2%	24,820,000	26,280,000	61.6%
12	Program Expenditures	1,868,528	16,646,583	20,528,464	52,917,917	38.8%	86,780,000	93,870,000	21.9%
14	Oversight	78,478	234,319	718,342	399,583	179.8%	485,000	1,185,000	60.6%
16	Administrative								
17	Staff Support	39,183	239,163	321,531	342,130	94.0%	565,152	565,152	56.9%
18	Measure A Info-Others	2,599	-	2,743	2,843	96.5%	16,500	16,500	16.6%
19	Other Admin Expenses	21,267	119,364	166,756	184,926	90.2%	318,634	318,634	52.3%
20	Total Administrative	63,049	358,527	491,030	529,899	92.7%	900,286	900,286	54.5%
22	TOTAL EXPENDITURES	4,538,409	32,277,321	37,926,967 (1)	68,540,474	55.3%	112,985,286	122,235,286	31.0%
24	EXCESS (DEFICIT)	3,417,398	15,269,309	15,966,602	(25,880,672)		(37,195,446)	(42,445,446)	
26	BEGINNING FUND BALANCE	Not Applicable	444,581,025	445,209,646	445,209,646		415,823,164	445,209,646	
28	ENDING FUND BALANCE	Not Applicable	459,850,334	461,176,248 (2)	419,328,974		378,627,718	402,764,200	

Includes the following balances:								
34	Cash and Liquid Investments		450,122		FY 2013 Carryover of Commitments (Audited)		278,517,658	
35	Current Committed Fund Balance		438,679,911 (3)		FY 2014 Additional Commitments (Budgeted)		112,985,286	
36	Undesignated Cash & Net Receivable		<u>22,046,214</u>		Reso #2013-24		5,350,000	
37	Total		<u>461,176,248 (2)</u>		Reso #2014-01		3,900,000	
38					Less: Current YTD expenditures		<u>37,926,967 (1)</u>	
39					Current Committed Fund Balance		<u>438,679,911 (3)</u>	

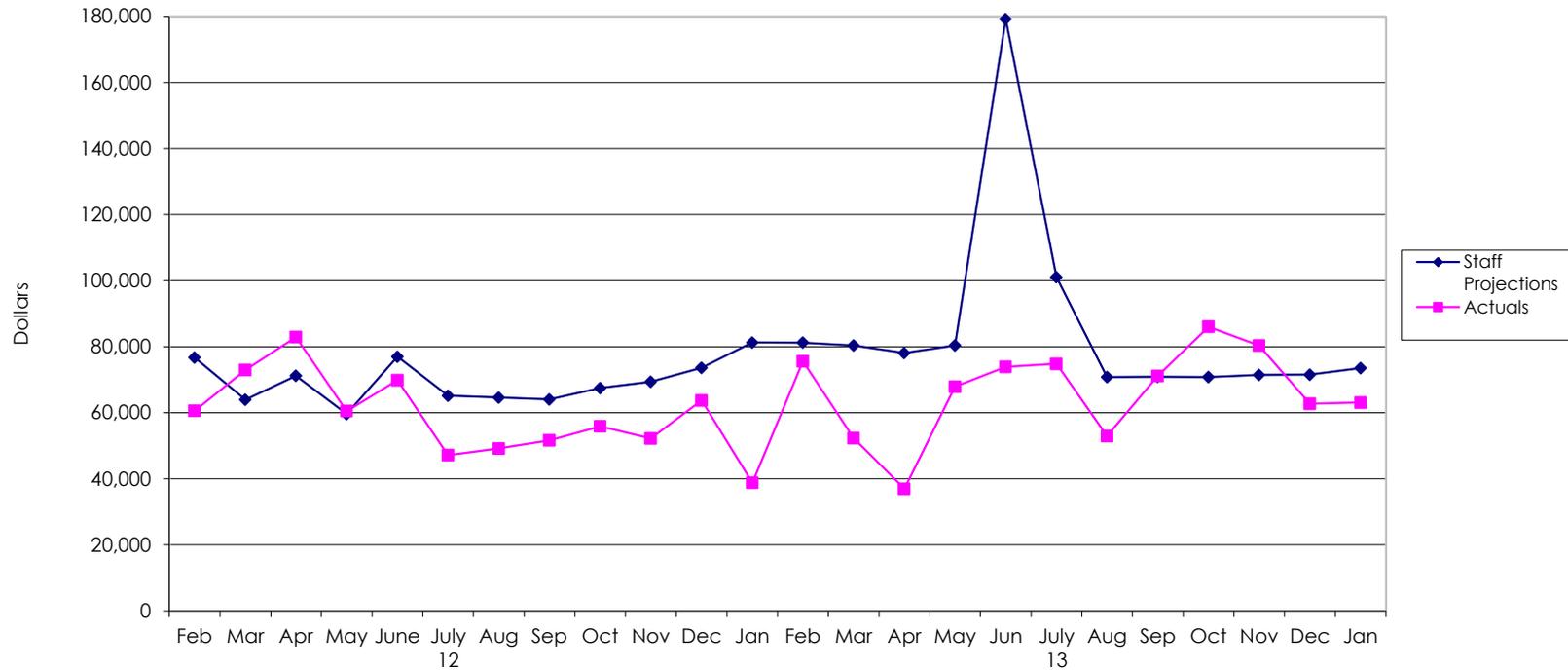
"% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% of PROJECT" column, please note that individual line items reflect variations due to seasonal activities during the year.

* The TA Adopted Budget is the Board adopted budget effective June 5, 2013.

** The TA Staff Projection is the revised budget including year to date budget transfers.

(A) - Unbudgeted recovery payout from Lehman Brothers bankruptcy.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '13	Aug '13	Sep '13	Oct '13	Nov '13	Dec '13	Jan '14	Feb '14	Mar '14	Apr '14	May '14	Jun '14
MONTHLY EXPENSES												
Staff Projections	101,007	70,766	70,869	70,768	71,472	71,548	73,469					
Actual	74,774	52,917	71,137	86,030	80,385	62,737	63,049					
CUMULATIVE EXPENSES												
Staff Projections	101,007	171,773	242,642	313,410	384,882	456,430	529,899					
Actual	74,774	127,691	198,829	284,859	365,244	427,981	491,030					
Variance-F(U)	26,233	44,082	43,813	28,551	19,638	28,449	38,869					
Variance %	25.97%	25.66%	18.06%	9.11%	5.10%	6.23%	7.34%	0.00%	0.00%	0.00%	0.00%	0.00%



BOARD OF DIRECTORS 2014

KARYL MATSUMOTO, CHAIR
DAVID CANEPA, VICE CHAIR
ROSANNE FOUST
CAROLE GROOM
DON HORSLEY
TERRY NAGEL
NAOMI PATRIDGE

MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CAPITAL PROJECT RESERVES
AS OF JANUARY, 2014**

<u>TYPE OF SECURITY</u>		<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
County Pool #3	*	Liquid Cash	0.630%	\$ 243,108,740	\$ 243,108,740
Local Agency Investment Fund	**	Liquid Cash	0.244%	\$ 7,891,227	\$ 7,891,227
Investment Portfolio	***	Liquid Cash	0.885%	\$ 189,740,843	\$ 189,992,246
Other		Liquid Cash	0.000%	\$ 450,122	\$ 450,122
				<u>\$ 441,190,932</u>	<u>\$ 441,442,335</u>

Accrued Earnings for January, 2014 \$ 269,050.43
Cumulative Earnings FY2014 \$ 1,875,736.30

* County Pool average yield for the month ending January 31, 2014 was 0.630%. As of January, 2014 the amortized cost of the Total Pool was \$3,307,226,541.94 and the fair market value per San Mateo County Treasurer's Office was \$3,309,762,654.63.

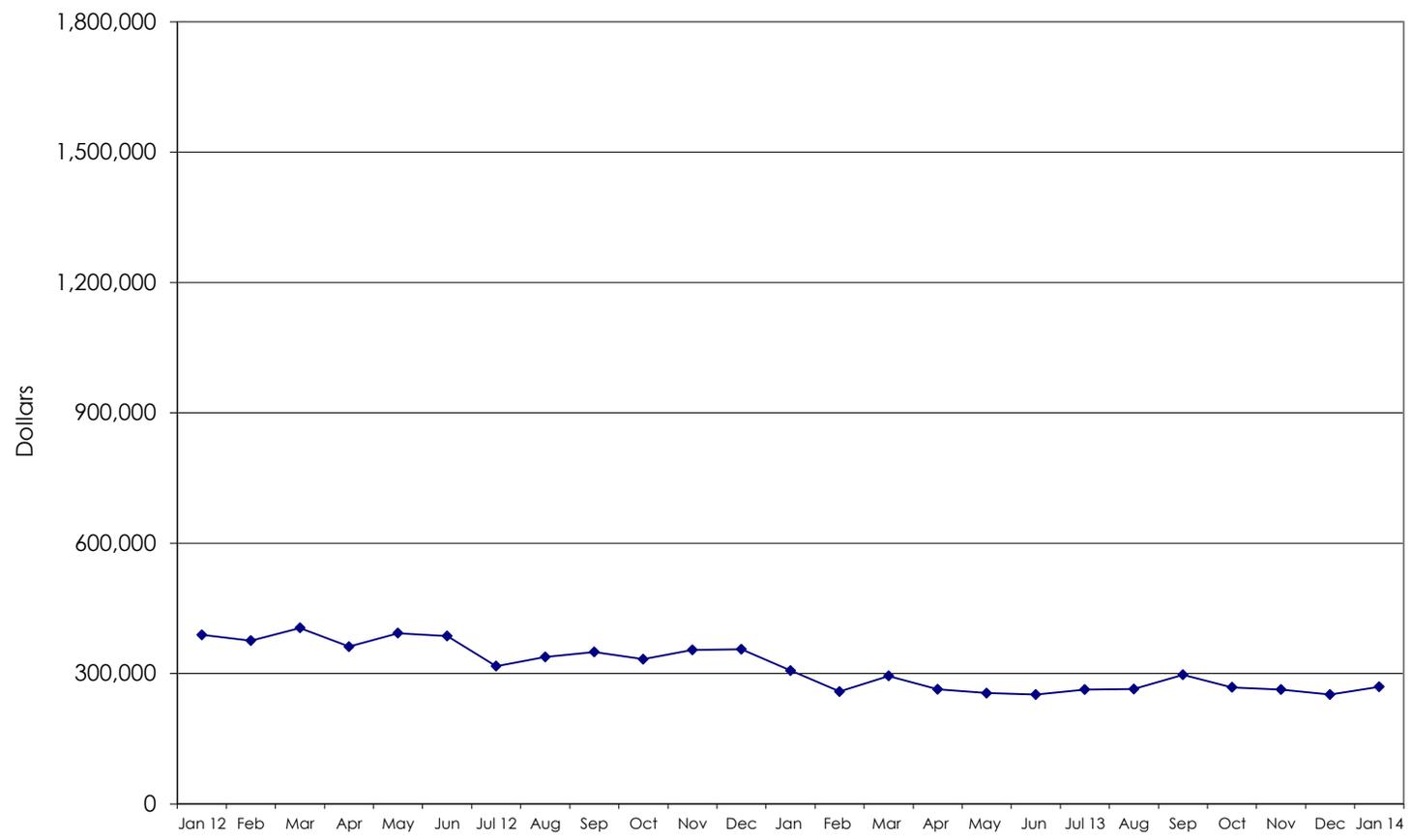
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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
JANUARY 2014**

FY2014	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	263,024.35	263,024.35
AUGUST	264,079.37	527,103.72
SEPTEMBER	297,053.11	824,156.83
OCTOBER	268,126.19	1,092,283.02
NOVEMBER	263,074.06	1,355,357.08
DECEMBER	251,328.79	1,606,685.87
JANUARY	269,050.43	1,875,736.30
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

SAN MATEO COUNTY TRANSPORTATION AUTHORITY INTEREST INCOME



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
JANUARY 31, 2014**

DESCRIPTION	TOTAL INVESTMENT 1-31-14	INTEREST RECEIVABLE 12-31-2013	PREPAID INT RECEIVABLE 12-31-2013	INTEREST EARNED 1-31-14	INTEREST RECEIVED 1-31-14	ADJ.	INTEREST RECEIVABLE 1-31-14
LAIF	7,891,227.06	7,529.19	0.00	1,634.64	7,290.86	(238.33)	1,634.64
COUNTY POOL	243,108,739.64	370,043.97	0.00	129,760.38	367,883.30	(2,160.67)	129,760.38
BANK OF AMERICA	433,604.02	0.00	0.00	0.00	0.00	0.00	0.00
WELLS FARGO	16,518.00	0.00	0.00	0.00	0.00	0.00	0.00
INVESTMENT PORTFOLIO	189,740,843.13	432,770.19	17,477.78	140,304.18	62,500.00	(249.77)	527,802.38
	<u>441,190,931.85</u>	<u>810,343.35</u>	<u>17,477.78</u>	<u>271,699.20</u>	<u>437,674.16</u>	<u>(2,648.77)</u>	<u>659,197.40</u>

JANUARY 2014 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 01/31/14	269,050.43
Add:	
Less:	
Management Fees	(9,161.49)
Amortized Premium/Discount	(33,410.88)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>226,478.06</u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,875,736.30
Add:	
Less:	
Management Fees	(54,281.70)
Amortized Premium/Discount	(221,796.45)
Capital Gain(Loss)	(10,735.73)
Total Interest	<u>1,588,922.42</u>

Balance Per Ledger as of 01/31/14	
Exp. Acct. 530011 - Amort Prem/Disc	(221,796.45)
Int Acct. 409100 - Co. Pool	941,773.79
Int Acct. 409100 - LAIF	JANUARY
Int Acct. 409101 - Portfolio Funds	863,260.64
Gain(Loss) Acct. 405210	(10,735.73)
	<u>1,588,922.42</u>

Extraordinary one time items:	
Misc. Income - Lehman Brothers Recovery	6,982,900.94

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
JANUARY 31, 2014**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-13	MARKET VALUE 1/31/14	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 12/31/13	PREPAID INT REC'VBLE 1/31/14	INTEREST EARNED 1/31/14	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 1/31/14	INT REC'VBLE LESS PREPAID 1/31/14	PAR VALUE
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>																	
<u>U.S. TREASURY NOTES AND BONDS</u>																	
US TREASURY NOTE	912828TX8	02/01/13	14,998,828.13	14,967,150.00	15,024,000.00	11-15-15	0.375%	156.2500	31	7,303.18		4,843.75		(26.76)	12,120.17	12,120.17	15,000,000
US TREASURY NOTE	912828VL1	12/19/13	6,017,343.75	6,007,500.00	6,018,780.00	07-15-16	0.625%	104.1667	31	17,323.37		3,229.17	18,750.00	(41.49)	1,761.05	1,761.05	6,000,000
																	11.09%
<u>U.S. GOVERNMENT AGENCIES</u>																	
FHLMC	3137EACR8	02-08-11	18,901,470.00	19,143,830.00	19,015,010.00	02-25-14	1.375%	725.6944	30	91,437.50		21,770.83			113,208.33	113,208.33	19,000,000
FHLMC	3137EACB3	03-30-11	13,932,270.00	13,752,855.00	13,573,440.00	04-23-14	2.500%	937.5000	30	63,750.00		28,125.00			91,875.00	91,875.00	13,500,000
FHLMC	3134G4ER5	08-19-13	10,001,100.00	9,993,500.00	10,014,900.00	08-19-15	0.500%	138.89	30	18,333.33		4,166.67			22,500.00	22,500.00	10,000,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,034,200.00	10,009,700.00	09-28-15	0.750%	208.3333	30	19,375.00		6,250.00			25,625.00	25,625.00	10,000,000
FNMA	31398A4M1	09-13-13	10,221,000.00	10,244,600.00	10,224,400.00	10-26-15	1.625%	451.39	30	29,340.28		13,541.67		(0.01)	42,881.94	42,881.94	10,000,000
FHLMC	3134G4HZ4	10-28-13	9,999,500.00	10,014,700.00	10,023,700.00	10-28-15	0.500%	138.89	30	8,750.00		4,166.67			12,916.67	12,916.67	10,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,947,600.00	10,001,800.00	01-28-16	0.500%	138.8889	30	21,250.00		4,166.67	25,000.00		416.67	416.67	10,000,000
FNMA	3135G0UB7	12-23-13	10,000,000.00	9,983,700.00	10,002,100.00	02-22-16	0.520%	144.4444	30	18,633.33	17,477.78	4,333.33		0.01	22,966.67	5,488.89	10,000,000
FNMA	3135G0UM3	05-29-13	4,394,560.50	4,374,255.60	4,402,735.20	02-26-16	0.520%	63.4833	30	7,935.42		1,904.50			9,839.92	9,839.92	4,395,000
FNMA	3135G0VH3	05-30-13	15,149,117.50	15,099,386.50	15,161,625.60	03-04-16	0.750%	313.9583	30	36,733.13		9,418.75			46,151.88	46,151.88	15,070,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,041,520.00	12,012,240.00	03-21-16	1.000%	333.3333	30	33,333.33		10,000.00			43,333.33	43,333.33	12,000,000
FNMA	3135G0VA8	05-13-13	24,041,832.00	23,865,600.00	24,036,000.00	03-30-16	0.500%	333.3333	30	30,333.33		10,000.00			40,333.33	40,333.33	24,000,000
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	9,952,500.00	07-05-16	0.375%	104.1667	30	18,333.33		3,125.00	18,750.00		2,708.33	2,708.33	10,000,000
																	83.39%
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>																	
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,581,103.06	10,519,315.14	04-15-14	1.250%	363.2958	31	28,083.44		11,262.17		(181.52)	39,164.09	39,164.09	10,462,920
																	5.52%
<u>CASH INVESTMENT</u>																	
MATURED/CALLED																	
TOTAL			189,740,843.13	189,982,200.16	189,992,245.94					450,247.97	17,477.78	140,304.18	62,500.00	(249.77)	527,802.38	510,324.60	189,427,921.00
							Weighted Average Interest Rate		0.8849%								

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2013 & FY2014
JANUARY 2014**

2/13/14 12:01 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2013:						
1st Quarter	16,181,800		1st Quarter	18,855,990	2,674,190	18,855,990
2nd Quarter	17,084,000		2nd Quarter	18,948,926	1,864,926	18,948,926
3rd Quarter	17,782,200		3rd Quarter	17,439,496	(342,704)	17,439,496
4th Quarter	16,952,000		4th Quarter	18,613,375	1,661,375	18,613,375
FY2013 Total	68,000,000		FY2013 Total	73,857,787	5,857,787	73,857,787
FY2014:						
Jul. 13	4,400,000		Sep. 13	5,504,500	1,104,500	5,504,500
Aug. 13	4,400,000		Oct. 13	5,504,500	1,104,500	5,504,500
Sep. 13	6,100,000		Nov. 13	7,339,400	1,239,400	7,339,400
1st Qtr. Adjustment	1,650,000		Dec. 13	735,085	(914,915)	735,085
3 Months Total	16,550,000			19,083,485	2,533,485	19,083,485
Oct. 13	4,700,000		Dec. 13	5,518,300	818,300	5,518,300
Nov. 13	4,700,000		Jan. 14	5,447,000	747,000	5,447,000
Dec. 13	6,330,000		Feb. 14			6,330,000 (1)
2nd Qtr. Adjustment	1,795,000		Mar. 14			1,795,000 (1)
6 Months Total	34,075,000			30,048,785	4,098,785	38,173,785
Jan. 14	5,140,000	5,580,000	Mar. 14			5,580,000 (1)
Feb. 14	5,140,000	5,500,000	Apr. 14			5,500,000
Mar. 14	5,600,000	6,100,000	May 14			6,100,000
3rd Qtr. Adjustment	1,500,000	1,800,000	Jun. 14			1,800,000 (1)
9 Months Total	51,455,000	53,055,000		30,048,785	4,098,785	57,153,785
Apr. 14	4,500,000	5,500,000	Jun. 14			5,500,000
May 14	4,500,000	5,600,000	Jul. 14			5,600,000
Jun. 14	5,900,000	6,000,000	Aug. 14			6,000,000
4th Qtr. Adjustment	1,645,000	1,845,000	Sep. 14			1,845,000
FY2014 Total	68,000,000	72,000,000	FY2014 Total	30,048,785	4,098,785	76,098,785
	19,083,485		1st Quarter			
	19,090,300		2nd Quarter			
	6,180,000		3rd Quarter			
			4th Quarter			
	<u>44,353,785</u>		YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS
AS OF JANUARY 31, 2014**

	<u>1/31/2014</u>
Cash -- Bank of America Checking Account	433,604.02
Cash -- Wells Fargo Lockbox Account	16,518.00
LAIF	7,891,227.06
County Pool	243,108,739.64
Investment Portfolio	189,740,843.13
	<hr/>
Total	<u><u>441,190,931.85</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
JANUARY 2014**

Unit	Reference	Name	Date	Amount	Method	Description
SMCTA	000900	MATSUMOTO, KARYL M.	1/21/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000901	NAGEL, TERRY	1/21/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000902	HORSLEY, DONALD	1/21/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000903	CANEPA, DAVID	1/21/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000904	PENINSULA CORRIDOR JOINT POWERS BOARD	1/27/2014	736,702.99	WIR	Capital Programs ⁽¹⁾
SMCTA	000905	SAN MATEO COUNTY TRANSIT DISTRICT	1/27/2014	935,218.63	WIR	Capital, Caltrain & Redi-Wheels Serv.
SMCTA	003649	DMJM HARRIS/MARK THOMAS JV	1/6/2014	2,686.83	CHK	Capital Programs ⁽²⁾
SMCTA	003650	ESSENCE PRINTING, INC.	1/6/2014	245.25	CHK	Printing and Information Svcs
SMCTA	003651	BHATNAGAR, SHWETA	1/13/2014	41.85	CHK	Shuttle Launch Event
SMCTA	003652	DUNN, CHRISTINE	1/13/2014	89.55	CHK	Shuttle Launch Event
SMCTA	003653	OBSERVADOR PUBLICATIONS INC., EL	1/13/2014	310.50	CHK	Shuttle Launch Event
SMCTA	003654	PHILIPPINE NEWS	1/13/2014	232.25	CHK	Shuttle Launch Event
SMCTA	003655	S3, INC.	1/13/2014	1,800.00	CHK	Consultants
SMCTA	003656	SING TAO DAILY	1/13/2014	225.00	CHK	Shuttle Launch Event
SMCTA	003657	FOUST, ROSANNE	1/21/2014	100.00	CHK	Board of Directors Compensation
SMCTA	003658	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	1/21/2014	28,829.87	CHK	Legal Services
SMCTA	003659	PATRIDGE, NAOMI	1/21/2014	100.00	CHK	Board of Directors Compensation
SMCTA	003660	SAN FRANCISCO PLANNING & URBAN RESEARCH	1/21/2014	1,667.00	CHK	Dues and Subscriptions
SMCTA	003661	URS CORPORATION	1/27/2014	83,704.51	CHK	Capital Programs ⁽³⁾
				<u>1,792,354.23</u>		

⁽¹⁾ San Bruno Grade Separation-\$397,967, San Bruno Archway Study-\$3,313, Downtown Extension-\$4,486, CBOSS PTC-\$97,270, Caltrain Electrification-\$229,547, Boarding Platform (Atherton)-\$4,121

⁽²⁾ Streets & Highway - Route 101 Ramp Metering Study

⁽³⁾ Streets & Highways - Route 101 Broadway Interchange

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

Gigi Harrington
Deputy CEO

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

ACTION

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

SIGNIFICANCE

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

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

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

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



SAN MATEO COUNTY
**Transportation
Authority**

Measure A Program Status Report

Semi-Annual Report

(As of December 31, 2013)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of December 31, 2013)

Program	Exp. Plan %	General Status	In Thousands of \$ (\$1,000)		
			Total Funds Collected (1989-2008) ³	Budgeted/Expended Funds ⁴	Available Funding ⁵
1. Caltrain ¹	N/A	- Available funding for Caltrain Systemwide Improvements - Projects with budgeted funds in progress	\$ 280,625	\$ 213,692	\$ 66,933
2. Paratransit	N/A	- Program completed	56,113	56,113	-
3. Dumbarton Rail ²	N/A	- Project in environmental/conceptual engineering phase - Additional funding decisions on hold	73,404	24,672	48,732
4. Highway	N/A	- Projects with budgeted funds in progress	354,280	349,157	5,123
5. Local Streets and Roads	20%	- Program completed	203,264	203,264	-
6. Caltrain Grade Separation	N/A	- San Bruno Grade Separation project under construction	232,372	232,372	-
7. Bicycle Transportation	0.01%	- Alpine Road safety improvements project completed October 2013	120	120	-
8. Transportation System Management	0.70%	- Program completed	7,121	7,121	-
Total:			\$ 1,207,299	\$ 1,086,511	\$ 120,788

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

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

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

4 Budgeted and expended funds represents all prior commitments (including programmed, budgeted and unspent funds).

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

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of December 31, 2013)

Program	Exp. Plan %	Implementation Process ¹	General Status	In Thousands of \$ (\$1,000)		
				Total Estimated Revenue (2009-2033) ²	Funds Collected to date ³	Budgeted/ Expended Funds ⁴
1. Transit						
<i>Caltrain</i>	16%	Plan-based	- Annual allocation of 50% for operations and 50% for capital projects - Capital projects in process per JPB's Local Share Project Work Program	\$ 240,000	\$ 53,316	\$ 41,804
<i>Local Shuttle</i>	4%	Call for Projects	- 29 Measure A funded shuttles in operation; Daly City Bayshore circulator shuttle to start service January 2014. - Next Call for Projects to be issued January 2014	60,000	13,476	13,807
<i>Accessible Services</i>	4%	TBD	- Annual distribution to Samtrans for paratransit services - Expanding program to include other complementary services is on hold	60,000	13,182	13,182
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- South San Francisco ferry terminal construction previously reported as complete ⁵ - \$15 million reserved for Redwood City ferry project	30,000	6,738	15,040
<i>San Mateo County/ SFO BART Extension</i>	2%	Agreement-Based	- Annual distribution to BART for BART to SFO segment expenses	30,000	6,591	6,591
<i>Dumbarton Rail Corridor</i>	2%	TBD	- Project in environmental/conceptual engineering phase - Funding decisions on hold	30,000	6,738	-
2. Highway	27.5%	Plan-Based	- \$3.354 million allocated as part of a Special Circumstance request to fund increased costs in project scope and construction support for the Route 1 San Pedro Creek Bridge Replacement project (Resolution 2013-15)	413,000	92,647	75,973
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements	338,000	74,147	74,147
4. Grade Separation	15%	TBD	- San Bruno Grade Separation project under construction - Grade Separation Program Solicitation issued August 2013 - \$5.35 million allocated in November 2013 from the Board approved program of projects, which includes: \$3.7 million for the 25th Ave. grade separation, \$1.0 million for the Broadway grade separation and \$650,000 for the South Linden Ave./Scott St. grade separation (Resolution 2013-24)	225,000	50,535	48,479
5. Pedestrian and Bicycle	3%	Call for Projects	- Projects with budgeted funds in progress - Call for Projects issued December 2013	45,000	10,107	9,361
6. Alternative Congestion Relief	1%	Call for Projects	- Alliance TDM work programs ongoing - Future program implementation process under development	15,000	3,369	1,916
Total:				\$ 1,486,000	\$ 330,846	\$ 300,300

¹ Based on TA Board adopted Implementation Plan (2009)

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

³ Collection of funds began on January 1, 2009. The total represents unaudited actuals through December 2013.

⁴ Budgeted and expended funds represents all prior commitments. Cash flow managed through agreements and budgeting process.

⁵ \$15.04 million was budgeted for the SSF ferry terminal and there was a remaining balance of \$6.9 million at project completion.

**AGENDA ITEM # 7
MARCH 6, 2014**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TO: Transportation Authority

FROM: Karyl Matsumoto
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF MARCH 5, 2014**

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

Prepared By: Martha Martinez

650-508-6242

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **RE-ALLOCATION OF ORIGINAL MEASURE A CALTRAIN PROGRAM FUNDS
FOR HILLSDALE STATION CAPITAL PLAN**

ACTION

Staff proposes the Board approve the following:

1. Re-allocate \$100,000 in Original Measure A Caltrain Program funds for the Hillside Station Capital Plan project (Project) to the Peninsula Corridor Joint Powers Board (JPB).
2. Authorize the Executive Director or his designee to execute any necessary documents to give effect to the above-referenced action.

SIGNIFICANCE

In 2006, the Board allocated \$200,000 in Original Measure A funds to the JPB for station access studies at Hillside, Redwood City and Menlo Park. The JPB proposes to use \$100,000 of the \$117,000 remaining from that allocation to partner with the city of San Mateo on the Project, which will study potential capital improvements at the station and adjacent to nearby, planned grade separations. The Project will also consider possible relocation of the station. The city of San Mateo will contribute a \$100,000 match.

BUDGET IMPACT

The requested funds have been budgeted in previous years; no additional budget action is required.

BACKGROUND

The Transportation Expenditure Plan for the 1988 Measure A includes funding for Caltrain improvements. The city of San Mateo has requested that the JPB partner with the city to evaluate potential capital improvement projects at the Hillside Caltrain Station. The JPB proposes to use previously allocated and budgeted Original Measure A Caltrain Program funds to support the Project.

Prepared By: Éva Goode, Manager, Budgets

650-508-7914

RESOLUTION NO. 2014 –

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

* * *

**AUTHORIZING RE-ALLOCATION OF \$100,000 IN ORIGINAL MEASURE A FUNDS TO THE
PENINSULA CORRIDOR JOINT POWERS BOARD FOR THE HILLSDALE STATION CAPITAL PLAN**

WHEREAS, the San Mateo County Transportation Authority has previously allocated \$200,000 of Original Measure A funds for San Mateo County Station Access Studies, including for the Hillside Station, to the Peninsula Corridor Joint Powers Board (JPB); and

WHEREAS, \$117,000 of the funds allocated to the Access Study Project remain unspent; and

WHEREAS, the JPB has requested re-allocation of \$100,000 of the remaining funds to support a partnership with the city of San Mateo to study capital improvements in the Hillside Station area (Hillside Station Capital Plan); and

WHEREAS, the city of San Mateo will also contribute \$100,000 to the Hillside Station Capital Plan Project.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby re-allocates \$100,000 in Original Measure A funds previously allocated for San Mateo County Station Access Studies to the JPB for the Hillside Station Capital Plan project; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute any necessary documents to give effect to this resolution.

Regularly passed and adopted this 6th day of March, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

District and the Peninsula Corridor Joint Powers Board was more cost-effective. A joint Request for Proposals (RFP) to provide State legislative advocacy services was issued detailing the scope of services. The solicitation was advertised in a newspaper of general circulation and on the TA's website. Solicitation notices also were sent to interested firms, Small Business Enterprises (SBEs) and Disadvantaged Business Enterprises (DBEs). Staff received proposals from two firms, neither of which are SBEs or DBEs.

An Evaluation Committee (Committee) composed of qualified staff and outside experts with experience in community and legislative advocacy for public transit agencies reviewed and ranked proposals according to the following weighted criteria set forth in the RFP:

- Approach to Scope of Services 15 points
- Qualifications and Experience of Firm 35 points
- Qualifications and Experience of Management Team and Key Personnel 30 points
- Cost Proposal 20 points

The Committee reasoned that a separate evaluation process was in the best interests of the TA given its unique advocacy agenda and requirements.

After the initial evaluation and scoring, the Committee performed due diligence by conducting reference checks. Following reference checks, the Committee completed the final evaluation and consensus ranking. The final consensus ranking results for the firms are summarized below:

1. Khouri Consulting
2. Shaw/Yoder/Antwih, Inc., and Edelstein Gilbert Robson & Smith, LLC

Khouri's State legislative advocacy approach provides thorough analysis of legislation, policies, and regulations as well as strong capabilities to develop and implement effective strategies to further the TA's interests with a variety of legislative, policy and regulatory entities.

This background demonstrates that Khouri has the requisite depth of knowledge and experience in State policy and legislative advocacy services for the successful advocacy of the TA's State transportation priorities.

Khouri plans to engage Dunn Consulting and K Street Consulting, neither of which is a DBE firm, as subconsultants in the provision of these services.

Shaw/Yoder/Antwih currently provides State legislative advocacy services to the TA. The value of the TA's current contract is \$133,328 for a three-year term.

Contract Officer: Adwoa Oni 650-508-6411
Project Manager: Seamus Murphy, Director, Government and 650-508-6388
Community Affairs

RESOLUTION NO. 2014 –

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

*** * ***

**AUTHORIZING AWARD OF CONTRACT TO KHOURI CONSULTING
FOR PROVIDING STATE LEGISLATIVE ADVOCACY SERVICES
FOR A FIRM-FIXED PRICE OF \$223,008 FOR FIVE YEARS**

WHEREAS, the San Mateo County Transportation Authority (Authority) jointly with the San Mateo County Transit District and the Peninsula Corridor Joint Powers Board solicited competitive proposals to provide State legislative advocacy services; and

WHEREAS, in response to the joint Request for Proposals (RFP) two firms submitted proposals; and

WHEREAS, an Evaluation Committee (Committee) composed of qualified staff and outside experts reasoned that a separate evaluation process for the Authority was in its best interests given the Authority's unique advocacy agenda and requirements; and

WHEREAS, the Committee reviewed the proposals, and ranked the proposers according to the evaluation criteria set forth in the RFP and found that Khouri Consulting of Sacramento, CA (Khouri) was the highest consensus-ranked proposer; and

WHEREAS, the Committee determined that Khouri possesses in-depth knowledge of State legislative advocacy and a track record of delivering policy success for the Authority and would therefore provide the best legislative advocacy services to the Authority; and

WHEREAS, legal counsel has reviewed Khouri's proposal and determined that it complies with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that a five-year contract for State legislative advocacy services be awarded to Khouri for a total firm-fixed price of \$223,008.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors (Board) of the San Mateo County Transportation Authority hereby awards a contract for State legislative advocacy services to Khouri for a five-year term for a firm-fixed price of \$223,008 in full conformity with all the terms and conditions of the RFP and negotiated agreement; and

BE IT FURTHER RESOLVED the Board authorizes the Executive Director or his designee to execute a contract on behalf of the Authority with Khouri in full conformity with all of the terms and conditions of the contract documents and negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 6th day of March, 2014 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: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **PROGRAM REPORT: PEDESTRIAN AND BICYCLE**

ACTION

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

SIGNIFICANCE

In December 2013, the Transportation Authority (TA) issued a Pedestrian and Bicycle Call for Projects (CFP) announcing the availability of up to \$5.4 million in Measure A funds for Fiscal Years (FY) 2014 and 2015. The original projected funding available was a conservative estimate; the latest sales tax projection, based on the FY2014 January mid-year budget amendment, has increased to approximately \$5.7 million for this CFP.

Twenty-three applications were received from 15 jurisdictions at the close of the CFP. The total project sponsor funding request exceeded \$9.3 million, resulting in a CFP oversubscribed by more than \$3.9 million from the original sales tax projection.

The TA project review committee met on February 13, 2014 to evaluate and score the submitted applications. The TA project review committee, composed primarily of staff, had also included a representative from the City/County Association of Governments Bicycle and Pedestrian Advisory Committee and a city official appointed by the TA Chair.

Recommendations from the TA project review committee, along with a brief description of the applications, will be provided at the March 6, 2014 Board meeting. Staff will also be making a presentation via PowerPoint on the proposed recommendations. Final TA action on the final list of projects is anticipated at the April 3, 2014 Board meeting.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Event	Date
Joint Call for Projects Issued	December 9, 2013
Workshop for Potential Applicants	December 11, 2013
Project Applications Due	January 17, 2014
TA Project Review Committee Scoring Meeting	February 13, 2014
TA Board Information Update	March 6, 2014
TA Board Action	April 3, 2014

The purpose of the Measure A Pedestrian and Bicycle Program is to fund specific projects to encourage and improve bicycling and walking conditions. Funding can be used for project development and construction of pedestrian and bicycle facilities within San Mateo County. As defined in the 2004 Transportation Expenditure Plan, this category receives a three percent share of the sales tax revenues collected.

Prepared By: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **MEASURE A STRATEGIC PLAN UPDATE 2014-2019**

ACTION

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

SIGNIFICANCE

The 2009-2013 Measure A Strategic Plan was adopted by the Transportation Authority (TA) on December 4, 2008. The Strategic Plan is to be updated at least once every five years, and is a policy framework for implementing the 2004 Transportation Expenditure Plan. The purpose of the Strategic Plan is to help guide fund programming and allocation decisions by the Board.

A PowerPoint presentation will be made on the proposed process, scope and schedule for updating the Measure A Strategic Plan.

BUDGET IMPACT

The cost of the 2009-2013 Measure A Strategic Plan Update is anticipated to be up to \$175,000. Staff will request the Board to approve an action to allocate funds to support this planning effort at the April 3, 2014 Board meeting.

BACKGROUND

The TA's Measure A half-cent sales tax for transportation programs and projects was renewed in 2004 by 75 percent of the county's voters, which took effect on January 1, 2009 and will expire December 31, 2033.

The Measure A Strategic Plan is supposed to be updated every five years, will provide direction on funding allocation and project delivery over the next five years.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

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

Legislation

Friday, February 21 was the deadline for the introduction of State legislation. Several transportation-related bills were introduced including:

Carbon Tax

Senate President Pro Tem Darrell Steinberg introduced Senate Bill (SB) 1156 - Carbon Tax Law of 2014, which would impose a tax on fossil fuels paid by the producers of fuels, including gasoline, propane, natural gas, and ethanol. The money collected from the new tax is proposed to be spent on a State Earned Income Tax Credit for low-income families (approximately two-thirds), as well as a "21st century mass transportation system." The amount of the tax would increase over time, initially starting out at \$15 per ton in 2015.

Many details about the bill are still unknown. While the bill would create a dedicated revenue stream for public transit, concerns have been raised over the fact that the bill would remove oil producers from the provisions of the state's cap-and-trade program.

Design-Build Extension

Senator Jerry Hill introduced SB1433, which extends design-build procurement authorization to any local or regional agency responsible for the construction of transit projects. The bill also removes the requirement that the project costs exceed \$25 million for rail projects and \$2.5 million for non-rail projects. Finally, the bill removes the sunset date of January 1, 2015 allowing design-build procurement authorization indefinitely.

Design-Build Authority

Senator Lois Wolk amended SB785 in an attempt to consolidate existing local and State design-build statutes and eliminate inconsistencies in statutory language by creating a uniform design-build contracting statute. The bill will apply to public works projects managed by State agencies, counties, cities, water municipalities, and transit operators.

Construction Manager/General Contractor

Assemblymember Rich Gordon introduced a clean-up legislation to Assembly Bill (AB) 797, which was signed by the governor last September. AB797 left out a provision allowing the San Mateo County Transit District, and by extension, Caltrain, to continue to operate its existing labor compliance practices. The clean-up legislation will add that provision back in.

Bus Axle Weight Limits

Assemblymember Richard Bloom introduced AB1720 dealing with bus axle weight restrictions. Currently, publicly owned or operated transit systems are prohibited from procuring a transit bus whose gross weight on any single axle exceeds 20,500 pounds. Also in place is an exemption to this requirement for a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class into its inventory and its governing board makes certain findings. This bill would extend the exemption from January 1, 2015 to January 1, 2016.

FEDERAL ISSUES

Authorization

On February 26, President Obama announced his goal to pass a \$302 billion, four-year transportation bill. The program is financed partly through a \$150 billion corporate tax reform proposal, but the White House has indicated that other revenue solutions would be viable. Current funding authorization expires on September 30 and current gas tax revenues are not sufficient to maintain existing transportation funding levels.

Grants

The U.S. Department of Transportation (USDOT) announced that \$600 million will be available under the Transportation Investment Generating Economic Recovery competitive grant program. Applications are due on April 28. USDOT is offering a series of webinars to guide applicants through the process.

Prepared By: Seamus Murphy, Director, Government and Community Affairs 650-508-6388

SMCTA Bill Matrix as of 2/24/2014

Bill ID/Topic	Location	Summary	Position
AB 194 Campos D Open meetings: actions for violations.	SENATE G. & F. 2/6/2014 - Referred to Com. on GOV. & F.	<p>The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act requires every agenda for a regular meeting or notice for a special meeting to provide an opportunity for members of the public to address the legislative body on items being considered by the legislative body, as specified. The act authorizes a district attorney or any interested party to seek a judicial determination that an action taken by a legislative body is null and void if the legislative body violated certain provisions of the act.</p> <p>This bill would expand the authorization for a district attorney or interested party to seek a judicial determination that an action taken by a legislative body is null and void if the legislative body violated the requirement that every agenda for a regular meeting or notice for a special meeting provide an opportunity for members of the public to address the legislative body on items being considered, as specified. Last Amended on 1/27/2014</p>	
AB 515 Dickinson D Environmental quality: California Environmental Quality Act: writ of mandate.	SENATE E.Q. 2/6/2014 - Referred to Coms. on E.Q. and JUD.	<p>The California Environmental Quality Act requires the court, if the court finds that a public agency has violated the requirements of the act, to issue an order, in the form of a peremptory writ of mandate, specifying what actions by the public agency are necessary to comply with the requirements of the act.</p> <p>This bill would require the writ to specify the time by which the public agency is to make an initial return of the writ containing specified information. Because a public agency would be required to file an initial return of a writ, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 1/6/2014</p>	
AB 1536 Olsen R Public transportation employees: strikes: prohibition.	ASSEMBLY P.E.,R. & S.S. 2/14/2014 - Referred to Com. on P.E.,R. & S.S.	<p>Existing law prescribes procedures governing disputes between exclusive bargaining representatives of public transportation employees and local agencies, and authorizes the Governor, when it appears a strike will significantly disrupt transportation services and endanger public health, safety, and welfare, to appoint a board to investigate issues in connection with these labor negotiations and make a report. Existing law prohibits a strike during the period of investigation and permits the Governor, upon receiving a report from a board of investigation, to request the Attorney General to petition a court to enjoin the strike, as specified.</p> <p>This bill would repeal those provisions that authorize the Governor to appoint a board to investigate when it appears a strike will significantly disrupt transportation services, prohibit a strike during the period of investigation, and that authorize the Governor to request the Attorney General to petition a court to enjoin the strike. The bill would instead prohibit a state or local public transportation employee or public transportation employee organization from engaging in, causing, instigating, encouraging, or condoning a strike. The bill would also provide that a person who, on behalf of a public transportation employer, exercises authority, supervision, or direction over a public transportation employee shall not have the power to, and shall not purport to, authorize, approve, condone, or consent to a strike by a public transportation employee. This bill contains other related provisions and other existing laws.</p>	

SMCTA Bill Matrix as of 2/24/2014

Bill ID/Topic	Location	Summary	Position
AB 1546 Chávez R Traffic control devices.	ASSEMBLY PRINT 1/24/2014 - From printer. May be heard in committee February 23.	Existing law requires the Department of Transportation to place and maintain appropriate signs, signals, and other traffic control devices along highways under its jurisdiction. Existing law further authorizes the department, with the consent of local authorities, to place and maintain appropriate signs, signals, and other traffic control devices along city streets and county roads as may be necessary or desirable to control or direct traffic, or to facilitate traffic flow, to or from state highways. This bill would make technical, nonsubstantive changes to these provisions.	
AB 1721 Linder R Vehicles: high-occupancy vehicle lanes.	ASSEMBLY PRINT 2/14/2014 - From printer. May be heard in committee March 16.	Existing law authorizes, until September 30, 2017, a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would also exclude from the above-described exemption a toll imposed for passage in HOT lanes designated for State Highway Route 15 in Riverside County. This bill contains other existing laws.	
AB 1872 Stone D Transportation planning.	ASSEMBLY PRINT 2/20/2014 - From printer. May be heard in committee March 22.	Under existing law, the Legislature has made findings regarding the need for continuing and improving transportation planning at the state, regional, and local level. This bill would make nonsubstantive changes to those provisions.	
AB 2013 Muratsuchi D Vehicles: high-occupancy vehicle lanes.	ASSEMBLY PRINT 2/21/2014 - From printer. May be heard in committee March 23.	Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other existing laws.	
AB 2355 Levine D Local governments: streets and highways: recycled materials.	ASSEMBLY PRINT 2/21/2014 - Introduced. To print.	Under existing law local governments have jurisdiction over certain streets and highways. This bill would require, by January 1, 2017, a local government that has jurisdiction over a street or highway to either adopt the standards developed by the Department of Transportation for recycled paving materials and for recycled base, subbase, and pervious backfill materials, or discuss why it is not adopting those standards at a public hearing. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	

SMCTA Bill Matrix as of 2/24/2014

Bill ID/Topic	Location	Summary	Position
AB 2471 Frazier D Public contracts: change orders.	ASSEMBLY PRINT 2/21/2014 - Introduced. To print.	<p>Existing law contains various provisions relating to contracts by a public entity for the performance of public works of improvement, including provisions for the payment of progress payments and the disbursing and withholding of retention proceeds. Existing law, until January 1, 2016, prohibits progress payments upon state contracts from being made in excess of 100% of the percentage of actual work completed, and authorizes the Department of General Services to withhold not more than 5% of the contract price until final completion and acceptance of the project, except as specified.</p> <p>This bill would require a public entity, when authorized to order changes or additions in the work in a public works contract awarded to the lowest bidder, to issue a change order promptly, and in no event later than 30 days after the changes or additions are required. The bill would require, if this requirement is not met, the public entity to be liable to the original contractor for payment of the contractor's invoice for the change order or additional work. The bill would require prejudgment interest to accrue on any amount for which the public entity fails to issue a change order promptly or make a payment due pursuant to this bill.</p>	
AB 2651 Linder R Vehicle weight fees: transportation bond debt service.	ASSEMBLY PRINT 2/21/2014 - Introduced. To print.	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Account to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006.</p> <p>This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>	
SB 263 Monning D Private employment: public transit employees.	ASSEMBLY RLS. 1/30/2014 - Re-referred to Com. on RLS.	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified.</p> <p>This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions. Last Amended on 1/21/2014</p>	

SMCTA Bill Matrix as of 2/24/2014

Bill ID/Topic	Location	Summary	Position
SB 469 Corbett D Vehicles: aerodynamic vehicles.	ASSEMBLY DESK 1/21/2014 - In Assembly. Read first time. Held at Desk.	<p>Existing law limits the length of vehicles and combinations of vehicles coupled together. Existing law permits door handles, hinges, cable cinchers, chain binders, aerodynamic devices, and holders for the display of placards warning of hazardous materials to extend 3 inches on each side of the vehicle. Under existing law, any extension or device used to increase the carrying capacity of a vehicle is generally included in measuring the length of a vehicle, subject to certain exceptions.</p> <p>This bill would also permit a tarping system, as defined, and all nonproperty carrying devices or components to extend 3 inches on each side of the vehicle, as specified. The bill would exclude an aerodynamic device, as defined, that extends no more than 5 feet beyond the rear of a vehicle from the calculation of a vehicle's length if the device meets specified conditions, including that the device does not obscure tail lamps, turn signals, marker lamps, identification lamps, or any other required safety devices. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 1/6/2014</p>	
SB 785 Wolk D Design-build.	ASSEMBLY DESK 1/27/2014 - In Assembly. Read first time. Held at Desk.	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would authorize the Marin Healthcare District to use the design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at the Marin General Hospital. The bill would require moneys that are collected under these provisions to be deposited into the State Public Works Enforcement Fund, subject to appropriation by the Legislature. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 1/14/2014</p>	Support

SMCTA Bill Matrix as of 2/24/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 792 DeSaulnier D</p> <p>Regional entities: San Francisco Bay Area.</p>	<p>ASSEMBLY DESK 1/28/2014 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created under existing law as a joint powers agency comprised of cities and counties with regional planning responsibilities. Existing law provides for a joint policy committee of certain member agencies in this 9-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan in urban areas, to develop a sustainable communities strategy, coordinating transportation, land use, and air quality planning, with specified objectives.</p> <p>This bill would require the member agencies of the joint policy committee to prepare a plan for consolidating certain functions that are common to the member agencies. The bill would require the plan to also include a statement relative to the expected reduction of overhead, operation, and management costs. The bill would require a member agency affected by the plan to submit a copy of the plan to its board on or before December 31, 2015, and would require the member agencies to report to the Senate Committee on Transportation and Housing on the adoption and implementation of the plan on or before December 31, 2016. The bill would also require the joint policy committee to maintain an Internet Web site containing information relevant to the committee's activities and to appoint an advisory committee on economic competitiveness with specified members from the business community and other organizations to adopt goals and policies related to the inclusion of economic development opportunities in the sustainable communities strategy. This bill contains other related provisions and other existing laws. Last Amended on 1/27/2014</p>	
<p>SB 990 Vidak R</p> <p>Transportation funds: disadvantaged small communities.</p>	<p>SENATE T. & H. 2/20/2014 - Referred to Com. on T. & H.</p>	<p>Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program.</p> <p>This bill would require each regional transportation improvement program to program 5% of funds available for regional improvement projects to disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs.</p>	

SMCTA Bill Matrix as of 2/24/2014

Bill ID/Topic	Location	Summary	Position
SB 1077 DeSaulnier D Vehicles: vehicle-miles-traveled charges.	SENATE PRINT 2/20/2014 - From printer. May be acted upon on or after March 22.	<p>Existing law establishes the Department of Motor Vehicles and provides for its general powers and duties, including, among other things, the registration of vehicles, the licensing of drivers, and the regulation of vehicles generally.</p> <p>This bill would require the Department of Motor Vehicles to develop and implement, by July 1, 2015, a pilot program designed to assess specified issues related to implementing a vehicle-miles-traveled fee in California. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2016. The bill would provide that these provisions would be repealed on January 1, 2018.</p>	
SB 1298 Hernandez D High-occupancy toll lanes.	SENATE PRINT 2/21/2014 - Introduced. To Com. on RLS. for assignment. To print.	<p>Existing law authorizes a regional transportation agency, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit.</p> <p>This bill would remove the limitations on the number of HOT lanes that the commission may approve and would delete the January 1, 2012, deadline for HOT lane applications. The bill would also delete the requirement for public hearings on each application.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: C.H. (Chuck) Harvey Gigi Harrington
Deputy CEO Deputy CEO

**SUBJECT: CAPITAL PROJECTS QUARTERLY STATUS REPORT –
2nd QUARTER FISCAL YEAR 2014**

ACTION

No action is required. The attached Capital Projects Quarterly Status Report is submitted to the Board for information only.

SIGNIFICANCE

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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The Capital Projects Quarterly Status Report – 2nd Quarter
Fiscal Year 2014 is available for review at the following link:

[http://www.smcta.com/Assets/ Finance/Quarterly+Capital+Program+Status+Report/TA
/FY14 Q2 TA Quarterly Report.pdf](http://www.smcta.com/Assets/Finance/Quarterly+Capital+Program+Status+Report/TA/FY14_Q2_TA_Quarterly_Report.pdf)