



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

April 3, 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 March 6, 2014
 - b. Acceptance of Statement of Revenues and Expenditures for February 2014
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 – Meeting of April 2, 2014 INFORMATIONAL
8. Joint Powers Board Report INFORMATIONAL
 - a. Caltrain Annual Passenger Counts
9. Report of the Executive Director
10. Finance
 - a. Authorize the Allocation of \$175,000 for the New Measure A Strategic Plan 2014-2018 RESOLUTION
 - b. Authorize Amendment of the Fiscal Year 2014 Budget by \$164,821 and Programming and Allocation of \$5,853,821 of Measure A Funds from the Pedestrian and Bicycle Program Category RESOLUTION

11. Program
 - a. Program Report: San Mateo County Shuttle Program INFORMATIONAL
 - b. Update on State and Federal Legislative Program INFORMATIONAL
 - c. Program Report: Transit – Dumbarton Corridor INFORMATIONAL
12. Requests from the Authority
13. Written Communications to the Authority
14. Report of Legal Counsel
15. Date/Time of Next Meeting: Thursday, May 1, 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 MARCH 6, 2014

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

STAFF PRESENT: J. Averill, J. Cassman, C. Cavitt, C. Chan, E. Goode, G. Harrington, C. Harvey, R. Haskin, J. Hurley, J. Slavitt, M. Martinez, N. McKenna, S. Murphy, M. Scanlon, M. Simon

Chair Karyl Matsumoto called the meeting to order at 5:01 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

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

CONSENT CALENDAR

- 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

A motion (Groom/Patridge) to approve the consent calendar was approved unanimously.

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

Chair Matsumoto said the TA CAC is accepting applications to fill six seats. Applications are due April 4.

SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT) LIAISON REPORT – KARYL MATSUMOTO

Chair Matsumoto said District Board member Art Lloyd is retiring after the April meeting but will remain in an advisory role.

JOINT POWERS BOARD (JPB) REPORT

Michael Scanlon, Executive Director, reported:

- Key Caltrain Performance Statistics – January 2014 compared to January 2013
 - Monthly Performance Statistics
 - Total Ridership was 1,349,941, an increase of 9.5 percent.
 - Average Weekday Ridership was 49,399, an increase of 9.5 percent.
 - Total Revenue was \$5,786,922, an increase of 10.3 percent.
 - On-time Performance was 92.7 percent, a decrease of 1.6 percent.
 - Caltrain Shuttle Ridership was 9,093, an increase of 16.8 percent.
 - Year-to-date Performance Statistics
 - Total Ridership was 9,777,440, an increase of 9.1 percent.

- Average Weekday Ridership was 52,128, an increase of 8.9 percent.
- Total Revenue was \$42,688,981, an increase of 8.3 percent.
- On-time Performance was 92.4 percent, an increase of 2.2 percent.
- Caltrain Shuttle Ridership was 7,687, a decrease of 9.1 percent. This is because of the count problems on the Marguerite Shuttle over the year.
- Baseball service will be provided for Giants exhibition games on March 27 and 28 at AT&T Park.
- Caltrain recently completed the annual passenger counts. The results will be shared with the JPB at a future Board meeting.
- Staff is working with Santa Clara Valley Transportation Authority (VTA) to provide service for the new Levi's Stadium.
- The new San Bruno Caltrain Station will open in April.
- The Board:
 - Received an update on the Peninsula Corridor Electrification Project Draft Environmental Impact Report, which was released on February 28.
 - Accepted the Statement of Revenues and Expenses for January 2014. Revenues [sic expenses] are better than budget and expenses are less than budget.
 - Authorized award of an Independent Contractor Agreement to DConsult, LLC for Director, Project Delivery Services, for the Caltrain Modernization (CalMod) Program in the amount of \$4.3 million for a six-year term and amended the contract for executive recruitment with Boyden Global Executive Search.
 - Authorized the award of contract to B&G Transportation Group to provide systems safety work for the CalMod Program and other Caltrain safety projects in the amount of \$1,724,400 for a three-year term.
 - Authorized entering into a lease agreement with PTC-220, LLC for radio spectrum for the Communications-based Overlay Signal System operations in an estimated amount of \$150,000 for five years.
 - Authorized the award of contract to LTK Engineering Services, Inc. for on-call electric multiple unit rail vehicle support services for the CalMod Program for a not-to-exceed amount of \$24,240,000 for a six-year base term.
 - Authorized the award of contract to TranSystems Corporation for on-call general engineering consultant design review services for a not-to-exceed amount of \$1,500,000 for a three-year term.
 - Authorized the award of contract to Shaw/Yoder/Antwih, Inc. and Edelstein Gilbert Robson and Smith, LLC to provide State legislative advocacy services for a firm-fixed price of \$402,974 for a five-year term.
 - Authorized increasing the executive director's change order authority by \$196,000 for the San Mateo Bridges Replacement Project – Advanced Site Preparation.
 - Authorized submitting an application for Transit Performance Incentive funding to the Metropolitan Transportation Commission (MTC) for \$1.42 million to help fund the installation of a new control point on the Caltrain mainline in San Carlos.

- o Authorized submitting a grant application and executing a funding agreement with the TA and the San Mateo City/County Association of Governments (C/CAG) for San Mateo County Shuttle Program funds for \$2.5 million.
- o Received the Capital Projects Quarterly Status Report for the 2nd quarter of Fiscal Year (FY) 2014.

Director Carole Groom asked if there is an electronic fare payment system for Caltrain. Mr. Scanlon said Clipper is a fare payment system option on the train and has about 70 percent market penetration.

Director Groom asked if there is a mandate that Caltrain needs to do counts by hand. Mr. Scanlon said the Clipper will not provide count information, only fare information. The ons and offs at specific stations including bike boardings, bumps, and other information are provided by the counts. He said all year long the ridership projections and estimates are from a methodology based on ticket sales and fares, and the counts validate the methodology. He said staff will make a presentation to the Board at a future meeting.

Director Naomi Patridge asked if passengers going to Levi's Stadium would have to take a SamTrans bus to Mountain View, and then be required to take the VTA to the stadium. Mr. Scanlon said if passengers were using Caltrain they would transfer at the Mountain View Station to VTA. Mr. Scanlon said VTA will put in more direct service into Milpitas on the light-rail system.

Director Terry Nagel said she would be interested in the counts presentation because financial allocations are based on the counts. Mr. Scanlon said staff can report the counts to the TA Board when the report is ready.

Director Nagel asked if the new trains will have better signage. Mr. Scanlon said the electric multiple units are more transit-friendly cars and have more opportunities to put up better signage. He said the train numbers are on the train where the side-view mirror would be and the electronic visual display message boards also show the train number in the station.

Director Nagel asked when the Electrification Project will begin. Mr. Scanlon said the final Environmental Impact Report might be approved in the fall, and the project might be started by the end of this year or sometime next year.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The Local Shuttle Program Call for Projects (CFP) solicitation closed on February 14. The TA received 35 candidate shuttle projects requesting more than \$7 million. The total amount of funding available is \$7 million. A panel is evaluating the projects and staff will come to the Board with an informational item in April and recommendations for award of the contracts in May.

- The Highway 101/Broadway Interchange in Burlingame was advertised for construction bids on February 24. The total cost estimate is \$83 million. This will be funded with local, State, and Federal sources. Construction is expected to start in spring or early summer and should be finished in the summer of 2017.

FINANCE

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

Eva Goode, Manager, Budgets, said the JPB has requested to use \$100,000 of previously budgeted and allocated funds to partner with the city of San Mateo on the study of the Hillsdale Station area. The city will also commit \$100,000 to the study.

A motion (Foust/Canepa) to authorize the reallocation of \$100,000 in Original Measure A Caltrain Program funds for the Hillsdale Station Area Project to the JPB was approved unanimously by roll call.

Authorize Award of Contract to Khouri Consulting (Khouri) for State Legislative Advocacy Services for a Firm-fixed Price of \$223,008 for a Five-year Term

Cheryl Cavitt, Director, Contracts and Procurement, said Khouri will provide the TA with services such as analysis of legislation, policy, regulations, as well as developing and implementing strategies to advance the TA's interest with a variety of legislative, policy and regulatory entities. She said Khouri engaged in a competitive Request for Proposals process and received the highest ranking. Khouri has specialized expertise with agencies that administer sales tax for multi-modal purposes.

Director Nagel said it is unusual to engage a consultant for five years. Ms. Cavitt said the TA's contracts are typically five years in length and all contracts for the TA have escape clauses in case the awardee fails to perform.

Director Groom said Gus Khouri has been working for the TA for a long time, but now he has his own firm.

A motion (Horsley/Groom) to authorize the award of contract to Khouri Consulting for State legislative advocacy services for a firm-fixed price of \$223,008 for a five-year term was approved unanimously by roll call vote.

PROGRAM

Program Report: Pedestrian and Bicycle Program Call for Projects

Joel Slavit, Manager, Programming and Monitoring, presented:

- Three percent of the Measure A Program is for the Pedestrian and Bicycle Program.
- The purpose of the program is to fund specific projects to encourage and improve walking and bicycling conditions.
- The 2004 Transportation Expenditure Plan includes a list of candidate bikeways and overcrossings but other projects can be considered.
- The TA Strategic Plan calls for the following:
 - Funding considerations are made through a CFP.
 - Project review committees evaluate applications.

- Projects are reviewed based on a set of evaluation criteria, which were approved as part of the adoption of the Measure A Implementation Plan.
- Funding recommendations are anchored with the evaluation criteria.
- Evaluation criteria consists of:
 - Project readiness and need – 35 percent
 - Effectiveness – 35 percent
 - Policy consistency – 10 percent
 - Funding leverage – 10 percent
 - Sustainability – 10 percent
- Twenty-three applications were submitted from 15 sponsors.
- A total of \$9.3 million was requested, but after the mid-year budget revision, \$5.7 million is available.
- Ten applications can be funded within the available funding.

Director Rosanne Foust said the 11th and 12th projects are so close to the current funding line. She asked if the TA has ever borrowed future sales tax revenue to fund additional projects. Mr. Scanlon said yes, but this report is just informational and staff will have to investigate to see if there is a way to fund more projects.

Mr. Slavitt continued:

- Nine of the projects recommended for funding will result in full implementation. Only one preconstruction-only project is ranked high enough to be funded.
- Distribution of project proposals:
 - North County – six projects totaling \$2.5 million
 - Mid County – nine projects totaling \$4.3 million
 - South County – five projects totaling \$1.9 million
 - Coastside – three projects totaling \$600,000
- Distribution of projects recommended for funding:
 - North County – three projects totaling \$1.5 million
 - Mid County – three projects totaling \$2 million
 - South County – four projects totaling \$1.9 million
- Next steps:
 - April – TA Board approved proposed program of projects
 - April/May – TA enters into funding agreements with project sponsors

Director Nagel asked when the next CFP would be. Mr. Slavitt said the next one will be in 2016.

Director Don Horsley said this is the first opportunity to apply for a grant for the San Mateo County Midcoast Multi-modal Trail. He said the coast is spread out and this trail would connect many little villages to Half Moon Bay.

Director David Canepa asked if there is any way to find additional funding to support the Midcoast project.

Mr. Slavitt said the evaluation committee looked at each project and recommended funding for only one of the two segments for one particular project. This saved some funding that could be applied to other projects. He said the TA has borrowed funding

from future revenues in the category. He said other grant programs are available. He said the State and the MTC will be issuing a CFP to use Alternatives Transportation Program funds that could potentially fund more of these projects.

Director Patridge said she does not want any of the projects that are in the top 10 to be removed in order to fund other projects. She said she is supportive of finding other ways to fund the 11th and 12th projects.

Chair Matsumoto said the county now has a full-time bike/pedestrian coordinator whose responsibility is to locate other sources of funding.

Public Comment

Ann Wengert, Mayor, Portola Valley, said she is here to show town support for its first effort to participate in the use of Measure A funds. She said there has been a huge increase in bike riders and pedestrians in Portola Valley. She expressed gratitude to the evaluation committee, the CAC and the Board.

Howard Young, Public Works Director, Portola Valley, said the Portola Valley project is a very worthy project and is supported by the community. He thanked the evaluation committee, the CAC and Board.

Leslie Latham, Local Traffic Committee, Portola Valley, said city staff received 300 signatures on a petition in support of the project. She said 14 percent of the signatures were from Portola Valley and the rest are from 24 other cities. She said this project serves the broader community. She thanked the Board.

Lisa Ketcham, Chair, Midcoast Community Council, said the council wrote in support of the Midcoast Multi-modal Trail. She said the trail was in the 2009 Measure A Strategic Plan and she has been waiting for this project to be funded. She said the Naomi Patridge Trail in Half Moon Bay goes almost to the city line and the Midcoast has more people than Half Moon Bay, but is not connected to the trail yet. She said Highway 1 is the only road to get from one village to next and most people are not comfortable walking along the shoulder of the highway. She said this trail would make a big difference and she hopes something can be done to fund the project.

Rich Hedges, San Mateo, said he is against extending deadlines. He said 23 applications were submitted on time. He said he serves on a State board that spends a fortune on reconsideration of cases where people don't show up at hearings, but they are strict on deadlines for appeals. He said if the TA relaxes the rules on meeting deadlines and time limits, it would face similar issues.

Andrew Boone, C/CAG Bicycle and Pedestrian Advisory Committee, said he was not able to get a list of these projects until this morning and it was not much time to review the projects and put together his opinions to share with the Board. He said a city would provide the public with the information 72 hours before of the meeting. He said public input should be listened to and staff would benefit from hearing from more members of the public.

Chair Matsumoto said there will be another opportunity to come before the Board before the projects are approved. She said the TA Board invited Steve Schmidt to represent C/CAG on the evaluation committee.

Director Foust said she would like to find additional money for the 11th project and would not move any of the top 10 off the list. She said the Board got the list this morning as well and everyone has a month to review the list before the Board votes on it.

Director Horsley said he's not surprised about the number of people who signed the petition for Portola Valley because that city has a lot of people biking and walking through that community. He said the Board found additional funding for the Alpine Road/Interstate 280 project, which did not originally make the cut.

Update on Measure A Strategic Plan 2014-2019

April Chan, Executive Officer, Planning and Development, said

- The Measure A Expenditure Plan requires the TA put together a Strategic Plan before starting the allocation process and it needs to be updated every five years. It provides a policy framework for funding allocation in the various categories.
- The 2009 Strategic Plan:
 - Was developed through a public participation process
 - Defined programming and allocation policies
 - Developed fund management principles
- The scope of the update includes:
 - Reviewing accomplishments from the last five years
 - Assessing what worked and what needs improvement in the programming and allocation process
 - Developing program priorities for the next five years
- The proposed planning process includes:
 - TA Board subcommittee to provide policy direction to staff
 - Consultant support to help staff put together the plan
 - C/CAG Technical Advisory Committee and TA CAC outreach
 - Public outreach to cities and other entities that receive TA funding
- Proposed schedule includes:
 - Plan development from April to August
 - Draft plan review with the Board and stakeholders in September
 - Board adoption of the final plan in October or November

Director Nagel asked how the 2001 Countywide Transportation Plan relates to the TA Strategic Plan. Ms. Chan said C/CAG's Countywide Transportation Plan contains program priorities and the TA is the funding mechanism for some of those projects.

Director Nagel said the progress report should be made available to the public. Ms. Chan said it will be posted online.

Director Horsley said the staff report states the cost of 2009 Strategic Plan update to be up to \$175,000. Ms. Chan said that cost is for the new plan.

Update on State and Federal Legislative Program

Seamus Murphy, Director, Government and Community Affairs, provided the following update:

State

The Cap and Trade funding proposal the governor put forward includes the Rail Modernization Program. The TA supports the connectivity piece. He said the way it has been structured as a competitive program, not a formula program is ideal for Caltrain. The TA will also support the increase in the overall amount of funding available for regions to implement sustainable communities strategies. There is only \$100 million proposed, which is not enough to allow regions to move forward with the plans and projects they will need to implement to comply with Assembly Bill 32 and Senate Bill 375. He said \$400 million is available from last year that the governor loaned to the General Fund that still needs to be paid back.

Federal

Mr. Murphy said a notice of funding availability came out for the Transportation Investment Generating Economic Recovery Program. It is oversubscribed, but funds a lot of important projects. The TA has projects in San Mateo County that would compete well. Staff needs to work with the region to advance the projects through a process and get consensus on which projects to put forward for consideration.

The president's budget was released for FY2015 and includes a \$302 billion, four-year reauthorization proposal. He said the funding mechanism is a business tax on companies' overseas earnings that would generate about \$276 billion, of which \$150 billion would go to infrastructure. If there are other proposals or revenue measures that would fully fund the Highway Trust Fund, the president would consider them.

Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2014

Joe Hurley, Director, Transportation Authority Program, said no changes have been made to the stop lights on scope, schedule, budget, or funding from the first quarter.

REQUESTS FROM THE AUTHORITY

Director Patridge thanked Jeff Gee, District Board chair, and Mark Simon, Executive Officer, Public Affairs, for providing a report at the Council of Cities meeting.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

No report.

DATE AND PLACE OF NEXT MEETING

April 3, 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 6:23 p.m.

Here is the report for Tuesday evening's meeting of the CAC:

(TA Item 4a) The CAC reviewed the TA's Minutes of February 6 without comment.

(TA Item 4b) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for January 2014.

(TA Item 4c) In reference to the receipt and filing of Measure A Program Status Report, the CAC had no comment.

(TA Item 10a) The CAC supported 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.

(TA Item 10b) After a thorough discussion centering on what advantages the TA would receive from awarding a new 5 year contract to a relatively newly established firm, instead of keeping our current State Legislative Advocates with our original 3 year contract terms, the CAC voted to support the award of a Contract to Khouri Consulting for State Legislative Advocacy Services for a Firm-fixed Price of \$223,008 for a Five-year Term.

(TA Item 11a) We were pleased to receive a report on the Pedestrian and Bicycle Program Call for Projects from Joel Slavit, Manager, Programming and Monitoring. We were also pleased to see representatives from the City of San Mateo and the Town of Portola Valley that submitted projects for funding consideration. They expressed their excitement with the process and acknowledgment and appreciation of all the work that goes into this effort.

However, during the review of those same results, it was pointed out that the CAC would have liked to have seen a more information on the individual aspects of the point scoring, as one project fell below the cut off line because they received 1/10th of a point difference from a project that is recommended for funding.

One member of the CAC requested that a candidate project that missed the submittal deadline be considered while others felt that we should not ignore deadlines and were comfortable not considering projects that missed the deadline.

(TA Item 11b) We were very pleased to receive a comprehensive update on Measure A Strategic Plan 2014-2019 from April Chan, Executive Officer, Planning and Development, covering the proposed scope, process and schedule of same.

(TA Item 11c) We also received an excellent update on both the State and Federal Legislative Programs once again from Government Affairs Officer, Schweta Bhatnagar.

(TA Item 11d) We reviewed the Capital Projects Quarterly Status Report for the 2nd Quarter of Fiscal Year 2014 from Joe with very few comments or questions.

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

1. We have 5 CAC terms expiring on May 31, 2014 which need to be filled, in addition to one partial CAC term expiring on May 31, 2015 to be filled also. Those are the terms of Jim Bigelow, Rich Hedges, Randy Hees, Larry Shaine, William Warhurst and the remaining term of Daniel Mensing, who left the CAC at the beginning of this year. Applications are due by April 4th.
2. On February 22nd, CAC members Jeff Londer, Jim Bigelow, Daina Lujan and I attended an all-day Transportation Choices and Healthy Communities Summit in Palo Alto. Daina Lujan was a presenter in a breakout session on Safe Routes to Schools. Our Executive Director, Michael Scanlon was also a presenter at the conference that day.

In one of the breakout sessions, Transform discussed the possible appearance of Optimized HOT lanes in our county that would run along the 101 Corridor from the San Mateo/Santa Clara County Line to I-380... However, this information appeared to be received with mixed reviews for a variety of reasons.

3. Google announced on February 7th that its pilot program for ferry services to Redwood City has come to an indefinite end. When and if they resume operations remains to be seen. However, at the same time Google was ending ferry service, Facebook was beginning its own pilot program on February 4th running a ferry from Pier 40 in San Francisco to Redwood City.

The commute catamaran will run one round-trip per day on Tuesdays and Fridays and is set to be a 90-day trial. San Francisco and Redwood City each charge \$95 for daily docking fees. Redwood City also charges a \$1.75 fee per passenger.

4. Devil's Slide Trail is due to open on March 22nd.

5. Public Meetings are due to be held on Caltrain's Electrification EIR. There are 4 public meetings scheduled to be held on the following dates at the following locations:

March 18th Caltrain offices in San Carlos; April 2nd-Redwood City Library; April 7th- San Jose Main Library and April 9th-UCSF Mission Bay at Genentech Hall. Deadline for public comment is April 29th.

In Joe's report to the CAC he advised us that the staff has met with CCAG and Transform concerning the feasibility of having any Optimized HOT lane in this County. He also said the public comment period on the 92/El Camino Real Interchange is now closed.

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 FEBRUARY 28, 2014**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$61,342,077 - line 7) is **better** than staff projections by \$8,249,665 or 15.5 percent. *Miscellaneous Income* (\$7,171,994 - line 3), is attributable to an unbudgeted recovery payout from the Lehman Brothers bankruptcy. The loss was recorded in Fiscal Year 2009. *Interest Income* (\$2,055,488 - line 2) is \$115,648 or 6 percent **better** than projections due to higher than budgeted returns and *Rental Income* (\$811,344 - line 4) is \$36,004 or 4.6 percent **better** than staff projections.

Total Revenue (\$61,342,077 - line 7) is \$7,857,619 or 14.7 percent **better** than prior year performance. *Interest Income* (\$2,055,488 - line 2) and *Grant Proceeds* (\$38,965 - line 5) combined is \$2,980,422 or 58.7 percent **worse** than prior year and is slightly offset by *Rental Income* (\$811,344 - line 4) which is \$55,848 or 7.4 percent **better**.

Expenditures: *Total Administrative Expenses* (\$525,569 - line 22) is **better** than staff projections by \$78,239 or 13 percent. Within total administrative expenses, *Staff Support* (\$367,133 - line 18) is \$19,581 or 5.1 percent **better** than staff projections.

Budget Amendment: There are no budget revisions for the month of February 2014.

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

% OF YEAR ELAPSED: **66.7%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	6,910,500	46,682,373	51,264,285	50,354,999	101.8%	68,000,000	72,000,000	69.9%
2 Interest Income	244,769	2,572,132	2,055,488	1,939,840	106.0%	2,821,040	2,821,040	68.8%
3 Miscellaneous Income	189,094	971,712	7,171,994	0	0.0%	0	0	0.0%
4 Rental Income	103,295	755,496	811,344	775,340	104.6%	1,168,300	1,168,300	69.4%
5 Grant Proceeds	850	2,502,744	38,965	22,233	175.3%	3,800,500	3,800,500	1.0%
6								
7 TOTAL REVENUE	7,448,508	53,484,457	61,342,077	53,092,412	115.5%	75,789,840	79,789,840	76.9%
8								
EXPENDITURES:								
11 Annual Allocations	2,522,333	17,039,066	18,711,464	18,379,574	101.8%	24,820,000	26,280,000	71.2%
12								
13 Program Expenditures	2,703,868	25,024,707	23,232,332	61,108,334	38.0%	86,780,000	93,870,000	24.7%
14								
15 Oversight	134,890	443,049	853,232	556,667	153.3%	485,000	1,185,000	72.0%
16								
17 Administrative								
18 Staff Support	45,601	298,275	367,133	386,714	94.9%	565,152	565,152	65.0%
19 Measure A Info-Others	680	-	3,423	3,493	98.0%	16,500	16,500	20.7%
20 Other Admin Expenses	(11,742)	135,864	155,014	213,601	72.6%	318,634	318,634	48.6%
21								
22 Total Administrative	34,539	434,138	525,569	603,808	87.0%	900,286	900,286	58.4%
23								
24 TOTAL EXPENDITURES	5,395,630	42,940,961	43,322,597 (1)	80,648,382	53.7%	112,985,286	122,235,286	35.4%
25								
26 EXCESS (DEFICIT)	2,052,878	10,543,496	18,019,480	(27,555,970)		(37,195,446)	(42,445,446)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	444,581,025	445,209,646	445,209,646		415,823,164	445,209,646	
29								
30 ENDING FUND BALANCE	Not Applicable	455,124,521	463,229,126 (2)	417,653,676		378,627,718	402,764,200	

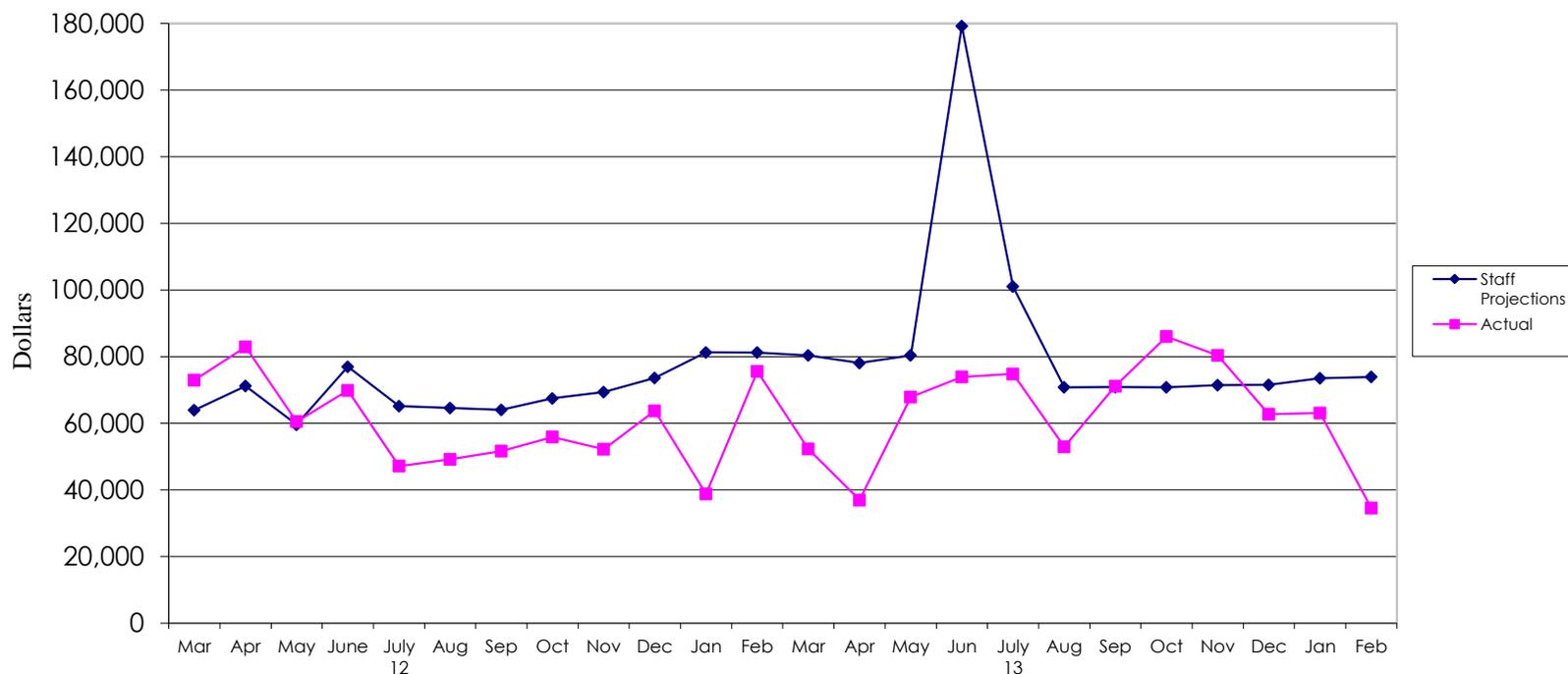
Includes the following balances:			
Cash and Liquid Investments	976,525	FY 2013 Carryover of Commitments (Audited)	278,517,658
Current Committed Fund Balance	357,430,347 (3)	FY 2014 Additional Commitments (Budgeted)	112,985,286
Undesignated Cash & Net Receivable	<u>104,822,254</u>	Reso #2013-24	5,350,000
Total	<u><u>463,229,126 (2)</u></u>	Reso #2014-01	3,900,000
		Less: Current YTD expenditures	<u>(43,322,597) (1)</u>
		Current Committed Fund Balance	<u><u>357,430,347 (3)</u></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 adopted 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	73,909				
Actual	74,774	52,917	71,137	86,030	80,385	62,737	63,049	34,539				
CUMULATIVE EXPENSES												
Staff Projections	101,007	171,773	242,642	313,410	384,882	456,430	529,899	603,808				
Actual	74,774	127,691	198,829	284,859	365,244	427,981	491,030	525,569				
Variance-F(U)	26,233	44,082	43,813	28,551	19,638	28,449	38,869	78,239				
Variance %	25.97%	25.66%	18.06%	9.11%	5.10%	6.23%	7.34%	12.96%	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 FEBRUARY, 2014

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.630%	\$ 246,188,911	\$ 246,188,911
Local Agency Investment Fund	**	Liquid Cash	23.600%	\$ 35,391,227	\$ 35,391,227
Investment Portfolio	***	Liquid Cash	1.045%	\$ 160,839,373	\$ 160,940,996
Other		Liquid Cash	0.000%	\$ 976,525	\$ 976,525
				<u>\$ 443,396,036</u>	<u>\$ 443,497,659</u>

Accrued Earnings for February, 2014 \$ 252,699.56
Cumulative Earnings FY2014 \$ 2,128,435.86

* County Pool average yield for the month ending February 28, 2014 was 0.630%. As of February, 2014 the amortized cost of the Total Pool was \$3,250,535,969.81 and the fair market value per San Mateo County Treasurer's Office was \$3,254,688,417.12.

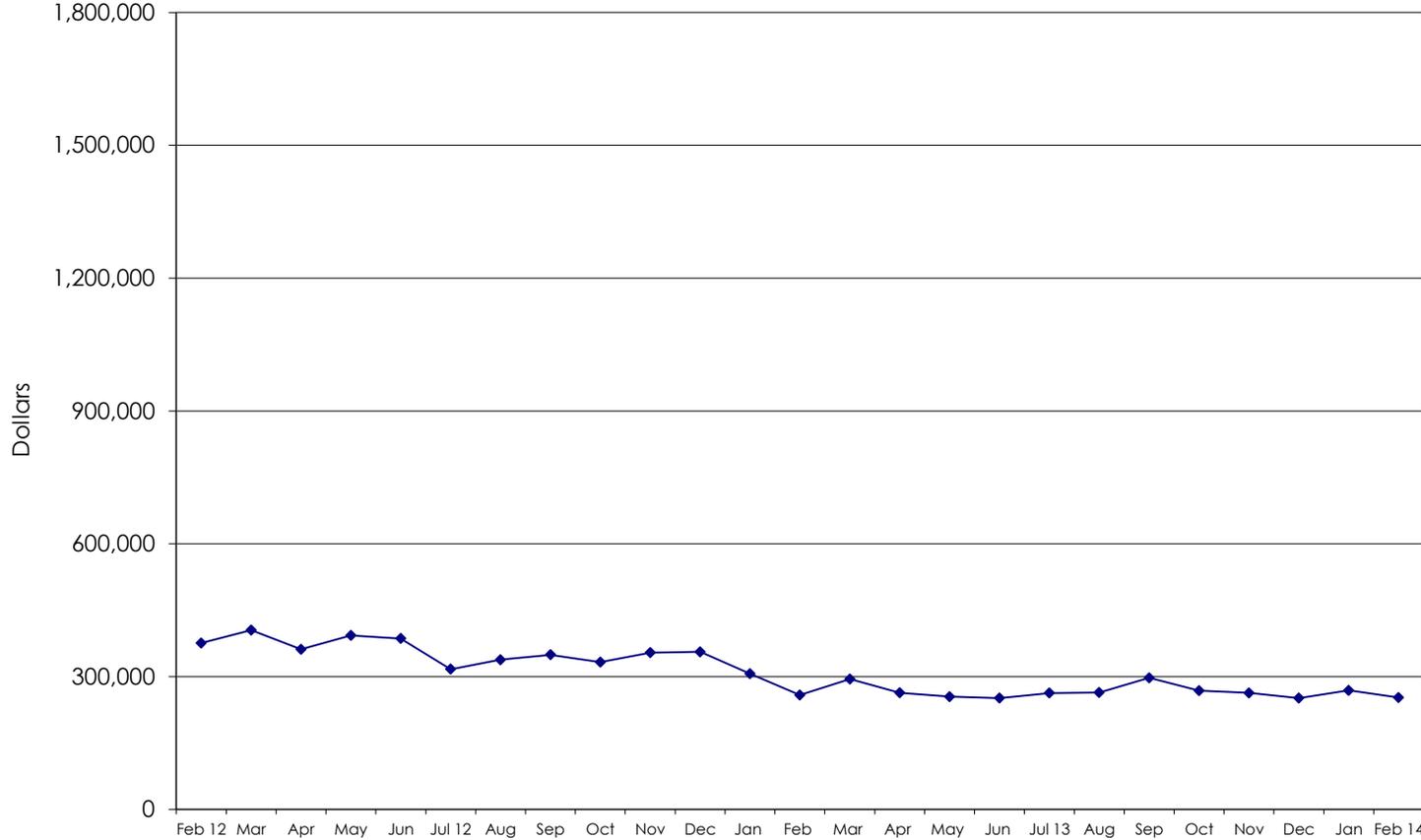
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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 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	252,699.56	2,128,435.86
MARCH		
APRIL		
MAY		
JUNE		

SMCTA Interest Income



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
February 28, 2014

DESCRIPTION	TOTAL INVESTMENT 2-28-14	INTEREST RECEIVABLE 1-31-2014	PREPAID INT RECEIVABLE 1-31-2014	INTEREST EARNED 2-28-14	INTEREST RECEIVED 2-28-14	ADJ.	INTEREST RECEIVABLE 2-28-14
LAIF	35,391,227.06	1,634.64	0.00	1,962.06	0.00	0.00	3,596.70
COUNTY POOL	246,188,910.64	129,760.38	0.00	118,117.87	0.00	0.00	247,878.25
BANK OF AMERICA	971,566.77	0.00	0.00	0.00	0.00	0.00	0.00
WELLS FARGO	4,958.00	0.00	0.00	0.00	0.00	0.00	0.00
INVESTMENT PORTFOLIO	160,839,373.13	527,802.38	0.00	132,777.41	193,052.00	(157.78)	467,370.01
	<u>443,396,035.60</u>	<u>659,197.40</u>	<u>0.00</u>	<u>252,857.34</u>	<u>193,052.00</u>	<u>(157.78)</u>	<u>718,844.96</u>

FEBRUARY 2014 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 02/28/14	252,699.56
Add:	
Less:	
Management Fees	(7,930.38)
Amortized Premium/Discount	(33,410.72)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>211,358.46</u>

YEAR TO DATE -- SUMMARY

Interest Earned	2,128,435.86
Add:	
Less:	
Management Fees	(62,212.08)
Amortized Premium/Discount	(255,207.17)
Capital Gain(Loss)	(10,735.75)
Total Interest	<u>1,800,280.86</u>

Balance Per Ledger as of 02/28/14	
Exp. Acct. 530011 - Amort Prem/Disc	(255,207.17)
Int Acct. 409100 - Co. Pool	1,059,891.66
Int Acct. 409100 - LAIF	18,382.23
Int Acct. 409101 - Portfolio Funds	987,949.87
Gain(Loss) Acct. 405210	(10,735.73)
	<u>1,800,280.86</u>

Extraordinary one time items:	
Misc. Income - Lehman Brothers Recovery	7,170,494.44

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
February 28, 2014**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-13	MARKET VALUE 2/28/14	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 1/31/14	PREPAID INT REC'VBLE 2/28/14	INTEREST EARNED 2/28/14	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 2/28/14	INT REC'VBLE LESS PREPAID 2/28/14	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	15,029,850.00	11-15-15	0.375%	156.2500	28	12,120.17		4,375.00		(24.18)	16,470.99	16,470.99	15,000,000
US TREASURY NOTE	912828VL1	12/19/13	6,017,343.75	6,007,500.00	6,023,460.00	07-15-16	0.625%	104.1667	28	1,761.05		2,916.67		(16.12)	4,661.60	4,661.60	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	24	113,208.33		17,416.67	130,625.00		0.00	0.00	19,000,000
FHLMC	3137EACB3	03-30-11	13,932,270.00	13,752,855.00	13,545,360.00	04-23-14	2.500%	937.5000	30	91,875.00		28,125.00			120,000.00	120,000.00	13,500,000
FHLMC	3134G4ER5	08-19-13	10,001,100.00	9,993,500.00	10,012,300.00	08-19-15	0.500%	138.89	30	22,500.00		4,166.67	25,000.00		1,666.67	1,666.67	10,000,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,034,200.00	10,004,300.00	09-28-15	0.750%	208.3333	30	25,625.00		6,250.00			31,875.00	31,875.00	10,000,000
FNMA	31398A4M1	09-13-13	10,221,000.00	10,244,600.00	10,214,500.00	10-26-15	1.625%	451.39	30	42,881.94		13,541.67			56,423.61	56,423.61	10,000,000
FHLMC	3134G4HZ4	10-28-13	9,999,500.00	10,014,700.00	10,020,000.00	10-28-15	0.500%	138.89	30	12,916.67		4,166.67		(0.01)	17,083.33	17,083.33	10,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,947,600.00	10,009,400.00	01-28-16	0.500%	138.8889	30	416.67		4,166.67		(0.01)	4,583.33	4,583.33	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	21	22,966.67		3,033.33	26,000.00		0.00	0.00	10,000,000
FNMA	3135G0UM3	05-29-13	4,394,560.50	4,374,255.60	4,402,911.00	02-26-16	0.520%	63.4833	30	9,839.92		1,904.50	11,427.00		317.42	317.42	4,395,000
FNMA	3135G0VH3	05-30-13	15,149,117.50	15,099,386.50	15,152,131.50	03-04-16	0.750%	313.9583	30	46,151.88		9,418.75			55,570.63	55,570.63	15,070,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,041,520.00	12,004,560.00	03-21-16	1.000%	333.3333	30	43,333.33		10,000.00			53,333.33	53,333.33	12,000,000
FNMA	3135G0VA8	05-13-13	24,041,832.00	23,865,600.00	24,040,320.00	03-30-16	0.500%	333.3333	30	40,333.33		10,000.00			50,333.33	50,333.33	24,000,000
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	9,959,200.00	07-05-16	0.375%	104.1667	30	2,708.33		3,125.00			5,833.33	5,833.33	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	10,522,703.80	04-15-14	1.250%	363.2431	28	39,164.09		10,170.81		(117.46)	49,217.44	49,217.44	10,461,400
																	5.52%
<u>CASH INVESTMENT</u>																	
Federated Funds Money Market																	
Federated Funds Money Market																	
<u>MATURED/CALLED</u>																	
FHLMC	3137EACR8		(18,901,470.00)	(19,143,830.00)	(19,015,010.00)												(19,000,000)
FNMA	3135G0UB7		(10,000,000.00)	(9,983,700.00)	(10,002,100.00)												(10,000,000)
TOTAL			160,839,373.13	160,854,670.16	160,940,996.30					527,802.38	0.00	132,777.41	193,052.00	(157.78)	467,370.01	467,370.01	160,426,401.00

17-Mar-14

Weighted Average Interest Rate 1.0448%

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

3/24/14 1:52 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	7,140,500	810,500	7,140,500
2nd Qtr. Adjustment	1,795,000		Mar. 14			1,795,000 (1)
6 Months Total	34,075,000			37,189,285	4,909,285	38,984,285
Jan. 14	5,140,000	5,580,000	Mar. 14			5,580,000 (1)
Feb. 14	5,140,000	9,500,000	Apr. 14			9,500,000 (1)
Mar. 14	5,600,000	5,100,000	May 14			5,100,000
3rd Qtr. Adjustment	1,500,000	1,800,000	Jun. 14			1,800,000 (1)
9 Months Total	51,455,000	56,055,000		37,189,285	4,909,285	60,964,285
Apr. 14	4,500,000	5,100,000	Jun. 14			5,100,000
May 14	4,500,000	5,100,000	Jul. 14			5,100,000
Jun. 14	5,900,000	5,000,000	Aug. 14			5,000,000
4th Qtr. Adjustment	1,645,000	745,000	Sep. 14			745,000
FY2014 Total	68,000,000	72,000,000	FY2014 Total	37,189,285	4,909,285	76,909,285
	19,083,485		1st Quarter			
	19,900,800		2nd Quarter			
	12,280,000		3rd Quarter			
	51,264,285		4th Quarter			
	<u>51,264,285</u>		YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF FEBRUARY 28, 2014

2/28/2014

Cash -- Bank of America Checking Account	971,566.77
Cash -- Wells Fargo Lockbox Account	4,958.00
LAIF	35,391,227.06
County Pool	246,188,910.64
Investment Portfolio	160,839,373.13
	<hr/>
Total	<u><u>443,396,035.60</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
FEBRUARY 2014

Unit	Reference	Name	Date	Amount	Method	Description
SMCTA	000906	PENINSULA CORRIDOR JOINT POWERS BOARD	2/18/2014	\$ 2,391,582.80	WIR	Capital Programs ⁽¹⁾
SMCTA	000907	MATSUMOTO, KARYL M.	2/18/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000908	GROOM, CAROLE	2/18/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000909	NAGEL, TERRY	2/18/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000910	HORSLEY, DONALD	2/18/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000911	CANEPA, DAVID	2/18/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000912	SAN MATEO COUNTY TRANSIT DISTRICT	2/24/2014	1,181,226.79	WIR	Capital, Caltrain & Redi-Wheels Serv.
SMCTA	003662	DEPARTMENT OF TRANSPORTATION	2/03/2014	8,000.00	CHK	Capital Programs ⁽²⁾
SMCTA	003663	DMJM HARRIS/MARK THOMAS JV	2/03/2014	34,935.46	CHK	Capital Programs ⁽³⁾
SMCTA	003664	GREEN CARPET LANDSCAPING	2/03/2014	6,087.50	CHK	Grounds Maintenance Service
SMCTA	003665	HNTB CORPORATION	2/03/2014	3,897.75	CHK	Consultant
SMCTA	003666	SHAW/YODER & ANTWIH, INC.	2/03/2014	3,712.05	CHK	Legislative Advocate
SMCTA	003667	ATKINS NORTH AMERICA, INC	2/10/2014	35,449.31	CHK	Consultant
SMCTA	003668	BURLINGAME, CITY OF	2/10/2014	86.61	CHK	Capital Programs ⁽²⁾
SMCTA	003669	BURLINGAME, CITY OF	2/10/2014	86.61	CHK	Capital Programs ⁽²⁾
SMCTA	003670	CHUCK FOX PHOTOGRAPHY	2/10/2014	1,700.00	CHK	Printing and Information Services
SMCTA	003671	DMJM HARRIS/MARK THOMAS JV	2/10/2014	833.02	CHK	Capital Programs ⁽⁴⁾
SMCTA	003672	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2/10/2014	15,515.20	CHK	Legal Services
SMCTA	003673	BRISBANE, CITY OF	2/18/2014	8,061.61	CHK	Capital Programs ⁽⁵⁾
SMCTA	003674	DMJM HARRIS/MARK THOMAS JV	2/18/2014	991.62	CHK	Capital Programs ⁽⁴⁾
SMCTA	003675	FONG BROTHERS PRINTING, INC.	2/18/2014	1,991.43	CHK	Printing and Information Services
SMCTA	003676	FOUST, ROSANNE	2/18/2014	100.00	CHK	Board of Directors Compensation
SMCTA	003677	OFFICEMAX	2/18/2014	91.23	CHK	Office Supplies
SMCTA	003678	PATRIDGE, NAOMI	2/18/2014	100.00	CHK	Board of Directors Compensation
SMCTA	003679	RASMUSSEN, PETE	2/18/2014	94.01	CHK	Business Travel
SMCTA	003680	SAN FRANCISCO PRINT MEDIA CO	2/18/2014	380.00	CHK	Printing and Information Services
SMCTA	003681	SHAW/YODER & ANTWIH, INC.	2/18/2014	3,712.05	CHK	Legislative Advocate
SMCTA	003682	DRB PARTNERS, INC.	2/24/2014	300.00	CHK	Printing and Information Services
SMCTA	003683	JACOBS ENGINEERING GROUP, INC.	2/24/2014	9,206.64	CHK	Consultant
SMCTA	003684	OFFICEMAX	2/24/2014	40.00	CHK	Office Supplies
SMCTA	003685	SAN MATEO COUNTY TAX COLLECTOR	2/24/2014	1,234.30	CHK	Capital Programs ⁽²⁾
SMCTA	003686	SAN MATEO, COUNTY OF	2/24/2014	5,000.00	CHK	Sales Tax Admin Fee
SMCTA	003687	URS CORPORATION	2/24/2014	57,345.56	CHK	Capital Programs ⁽²⁾
				<u>\$ 3,772,261.55</u>		

(1) San Bruno Grade Separation - \$1,903,220, San Bruno Archway Study - \$10,206, Downtown Extension - \$10,018, CBOSS PTC - \$159,484, Caltrain Electrification - \$301,944, Boarding Platform (Atherton) - \$6,711

(2) Broadway / 101 Interchange

(3) US 101 Ramp Metering Study

(4) Calera Parkway (Rte 1 - Fassler Ave. to Westport)

(5) Route 101/ Candlestick Interchange Reconstruction

**AGENDA ITEM # 7
APRIL 3, 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 APRIL 2, 2014**

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

Prepared By: Josh Averill

650-508-6223

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE ALLOCATION OF \$175,000 FOR THE NEW MEASURE A STRATEGIC PLAN UPDATE**

ACTION

Staff proposes the Board amend the Fiscal Year 2014 Budget to include \$175,000 in New Measure A funds and allocate such funds for the 2014-2018 Measure A Strategic Plan update.

SIGNIFICANCE

The 2009-2013 Measure A Strategic Plan was approved by the Transportation Authority (TA) Board 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. Purpose of the Strategic Plan is to help guide fund programming and allocation decisions by the Board.

At the March 6, 2014 meeting, a presentation was made to the TA Board on the proposed process, scope and schedule for updating the Measure A Strategic Plan.

BUDGET IMPACT

The cost of the 2014-2018 Measure A Strategic Plan Update is anticipated to be up to \$175,000. The \$175,000 would come from New Measure A funds collected to-date, and will be apportioned proportionately across the following categories: Transit, Highways, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs.

Allocation would not be apportioned from the Local Streets/Transportation and Bay Area Rapid Transit (BART) categories since the TA does not receive funds from these categories; funds are directly allocated to the cities and BART respectively. Moreover, the Strategic Plan update will focus only on planning efforts associated with the categories from which funds would be allocated.

<u>Expenditure Plan Category</u>	<u>Allocation Amount</u>
Caltrain	\$37,086
Local Shuttles	\$9,272
Paratransit	\$9,272
Ferry	\$4,636
Dumbarton	\$4,636
Highways	\$63,742
Grade Separation	\$34,768
Pedestrian & Bicycle	\$6,954
Alternative Congestion Relief	\$2,318
<u>Admin</u>	<u>\$2,318</u>
Total	\$175,000

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.

Prepared by: April Chan, Executive Officer, Planning and Development 650-508-6228

RESOLUTION NO. 2014 –

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

*** * ***

**AUTHORIZING ALLOCATION OF \$175,000 FOR THE
NEW MEASURE A STRATEGIC PLAN UPDATE**

WHEREAS, the 2009-2013 Measure A Strategic Plan was approved by the Transportation Authority on December 4, 2008; and

WHEREAS, the Transportation Expenditure Plan approved by the voters of San Mateo County requires that the Strategic Plan be updated at least once every five years; and

WHEREAS, the purpose of the Strategic Plan is to help guide fund programming and allocation decisions by the Board.

NOW, THEREFORE, BE IT RESOLVED that the San Mateo County Transportation Authority authorizes the Executive Director to amend the Fiscal Year 2014 Budget to include \$175,000 in New Measure A funds and allocate such funds for the 2014-2018 Measure A Strategic Plan update, with the understanding that the allocation will be apportioned to the Expenditure Plan categories as follows:

<u>Expenditure Plan Category</u>	<u>Allocation Amount</u>
Caltrain	\$37,086
Local Shuttles	\$9,272
Paratransit	\$9,272
Ferry	\$4,636
Dumbarton	\$4,636
Highways	\$63,742
Grade Separation	\$34,768
Pedestrian & Bicycle	\$6,954
Alternative Congestion Relief	\$2,318
<u>Admin</u>	<u>\$2,318</u>
Total	\$175,000

Regularly passed and adopted this 3rd day of April, 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

Gigi Harrington
Deputy CEO

SUBJECT: **PROGRAMMING AND ALLOCATION OF MEASURE A FUNDS FOR 11
PEDESTRIAN AND BICYCLE PROJECTS AND AMENDMENT TO THE FISCAL YEAR
2014 BUDGET TO FUND THE PROJECTS**

ACTION

Staff proposes the Board approve the following:

1. Amend the Fiscal Year (FY) 2014 budget to increase the Pedestrian and Bicycle Program Category by \$164,821 from \$2,160,000 to \$2,324,821. This new sum will provide a total of \$5,853,821 for the projects selected through the Measure A FY2014 and FY2015 Pedestrian and Bicycle Program Call for Projects (CFP).
2. Program and allocate \$5,853,821 of Measure A Pedestrian and Bicycle Program Category funds to 11 projects for FY2014 and FY2015 as listed in Exhibit A.
3. Authorize the Executive Director or his designee to take any actions necessary to allocate the subject funding.

SIGNIFICANCE

The San Mateo County Transportation Authority (TA) issued the CFP for the Pedestrian and Bicycle Program in December 2013. The project review committee evaluated the applications and developed a draft list of projects recommended for award, which was presented as an informational item to the TA Board at its March meeting. The Board, at its March meeting, expressed support for the 10 projects recommended for funding and directed staff to explore options to fund the County of San Mateo Mid-coast Multimodal Trail Project. The funding of this county project will require the TA to approve advancing \$164,821 in future-year funding from the Pedestrian and Bicycle Program, but doing so will promote a better balance of geographic equity, which is consistent with the evaluation criteria that are part of the adopted TA Strategic Plan and the 2004 Measure A Transportation Expenditure Plan.

The list of recommended projects, shown in Exhibit A, has been revised to include the county's Mid-coast Multimodal Trail Project.

BUDGET IMPACT

A total of \$5,853,821 is needed to fund the 11 recommended projects. Funds currently available from FY2014 and prior years budgets total \$5,689,000. An amendment to the FY2014 budget is being requested to increase the Pedestrian and Bicycle Program (#00748) line by \$164,821. The additional funds will be advanced from future year Pedestrian and Bicycle Program funding.

BACKGROUND

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

Fifteen jurisdictions submitted a total of 23 applications by the close of the CFP. Exhibit B contains a brief description of each proposal in ranked order. The total funding requests exceeded \$9.3 million, resulting in a CFP that was significantly oversubscribed. The TA project review committee that met to evaluate and score the projects was composed primarily of staff but also included a representative from the City/County Association of Governments of San Mateo County Pedestrian and Bicycle Advisory Committee and a city official appointed by the TA Chair.

After the Board programs and allocates funds for the recommended list of projects, staff will coordinate with sponsors to enter into funding agreements so that work can proceed.

Prepared by: Joel Slavit, Manager Programming and Monitoring

650-508-6476

San Mateo County Transportation Authority
Measure A FY2014 - 2015 Pedestrian Bicycle Program CFP:
Recommended Project List for Award
Total Recommended Amount: \$5,853,821

TA Rank	Score	Jurisdiction	Project Description	Measure A Funds Requested	Measure A Recommended Award Amount	Measure A funded Phase	Notes
1	78.7	Daly City	John Daly Boulevard Streetscape Improvements	\$1,000,000	\$1,000,000	Construction	
2	77.6	San Mateo	Hillsdale/101 Pedestrian/Bicycle Bridge	\$875,000	\$875,000	Preliminary engineering & environmental	Previously received funding for planning study
3	76.9	Menlo Park	Haven Avenue Streetscape	\$170,000	\$170,000	Design & construction	
4	75.6	Colma	Hillside Boulevard Improvements Phase I	\$177,541	\$177,541	Construction	
5	70.8	Redwood City	Safe Routes to Schools	\$976,780	\$976,780	Design & construction	
6	69.7	Menlo Park/East Palo Alto	Menlo Park-East Palo Alto Connectivity Project	\$395,000	\$395,000	Construction	
7	67.6	Belmont	Notre Dame Ave Street Improvement Project	\$250,000	\$150,000	Construction	Only one of two segments recommended for funding
8	67.6	Burlingame	California Dr/Bellevue Ave Bike-Pedestrian Roundabout	\$1,000,000	\$1,000,000	Design & construction	
9	64.9	San Bruno	El Camino Real/Angus Ave Intersection	\$300,000	\$300,000	Design & construction	
10	64.0	Portola Valley	Alpine Rd @ Arastradero Rd & Portola Rd @ Farm Rd Shoulder Widening	\$309,500	\$309,500	Planning, environmental, design & construction	
11	63.9	County of San Mateo	Midcoast Multi-Modal Trail	\$500,000	\$500,000	Planning, environmental & design	Extends previously funded trail in Half Moon Bay
12	63.3	South San Francisco	East Grand Ave Bike Lanes	\$490,000		Planning, environmental, design & construction	
13	62.7	Portola Valley	Flashing Beacon @ Alpine Rd & Golden Oak Drive	\$45,000		Planning, environmental, design & construction	
14	60.6	Belmont	Ruth Ave, Malcolm Ave, and North Rd Street Improvement Project	\$650,000		Construction	

San Mateo County Transportation Authority
Measure A FY2014 - 2015 Pedestrian Bicycle Program CFP:
Recommended Project List for Award
Total Recommended Amount: \$5,853,821

TA Rank	Score	Jurisdiction	Project Description	Measure A Funds Requested	Measure A Recommended Award Amount	Measure A funded Phase	Notes
15	57.3	San Bruno	Tanforan Pedestrian Circulation Improvements - Alternative Analysis	\$200,000		Planning, preliminary engineering & environmental	
16	57.1	San Carlos	Grand Boulevard Pedestrian Connection	\$846,900		Planning, environmental, design & construction	
17	54.0	Hillsborough	Eucalyptus Trail	\$420,000		Design & construction	
18	49.7	Belmont	Safe Routes to Schools Improvement Project	\$69,300		Construction	
19	48.4	Pacifica	Rockaway Beach to Pacifica State Beach Trail Improvement	\$56,160		Construction	
20	47.6	Pacifica	Bike Racks	\$32,400		Construction	
21	45.9	San Bruno	Alternative Feasibility Assessment - Bayshore Circle Median Improvements	\$350,000		Planning, preliminary engineering & environmental	
22	45.9	Foster City	Pedway Connector Foster City - Belmont	\$130,000		Construction	
23	43.6	Foster City	Crosswalk Upgrade	\$41,000		Construction	
Total Measure A Funds Requested				\$9,284,581			
					Total Measure A Recommended Award Amount	\$5,853,821	

Exhibit B: Measure A Pedestrian and Bicycle Call for Projects Application Submittals
Summary List of Project Descriptions by Rank

- 1. John Daly Boulevard Streetscape Improvements** Requested Funding: \$1,000,000
Agency: Daly City
Construction of the following improvements as part of a larger streetscape improvement project: widening of the travel way to accommodate 6 to 7 foot wide bicycle lanes on John Daly Boulevard between Mission and DeLong streets (approx. 0.3 miles), widening of pedestrian refuge islands at Santa Barbara Avenue, installation of pedestrian scale lighting on new widened sidewalks and installation of stamped asphalt crosswalks at Santa Barbara and DeLong streets.
- 2. Hillsdale/101 Pedestrian/Bicycle Bridge** Requested Funded: \$875,000
Agency: San Mateo
Preliminary engineering and environmental review for the construction of a pedestrian and bicycle overcrossing south of the Hillsdale/US-101 interchange and bicycle lanes from Norfolk Street to the San Mateo/Foster City limit.
- 3. Haven Avenue Streetscape Project** Requested Funding: \$170,000
Agency: Menlo Park
Design and construction of approximately 3,080 linear feet of bicycle lanes with buffer striping and green pavement treatments in vehicle-bicycle interaction zones, and pedestrian enhanced crosswalks at Haven Avenue and Haven Court.
- 4. Hillside Boulevard Improvements Phase I** Requested Funding: \$177,541
Agency: Colma
Construction of the following improvements as part of a larger streetscape improvement project: 2,270 linear feet of new sidewalk with ADA-compliant curb ramps, 4,727 linear feet of bicycle lanes (both sides), new enhanced crosswalks, and traffic calming including removal of one vehicular travel lane from each side of the street and sidewalk bulb-outs.
- 5. Safe Routes to Schools** Requested Funding: \$976,780
Agency: Redwood City
Design and construction of high priority traffic control devices and traffic calming features in the vicinity of Adelante, Hawes, John Gill, Roosevelt and Roy Cloud Schools including: curb extensions, high visibility crosswalks, ADA-compliant curb ramps, updated school area signage, stop signs, pavement markings, and bicycle markings for signal detection.

Exhibit B: Measure A Pedestrian and Bicycle Call for Projects Application Submittals
Summary List of Project Descriptions by Rank

- 6. Menlo Park-East Palo Alto Connectivity Project** Requested Funding \$395,000
Agency: Menlo Park/East Palo Alto
Construction of the following improvements: bicycle routes and sharrows on eight separate residential streets bounded by the general area of Willow Road, US 101, University Avenue and San Francisquito Creek, adding new sidewalks to eliminate gaps on O’Conner Street and Menalto Avenue, and bicycle and pedestrian enhancements at the Willow Road/Gilbert Avenue intersection including enhanced crosswalks, ADA-compliant curb ramps and sharrows.
- 7. Notre Dame Avenue Street Improvement Project** Requested Funding: \$250,000
Agency: Belmont Recommended Funding: \$150,000 (segment one only)
Construction of pedestrian and bicycle improvements on Notre Dame Avenue between Ralston and Miller avenues (segment one, approximately 0.3 miles) and Alameda de las Pulgas and Miller Avenue (segment two, approximately 0.1 miles) including new sidewalks to eliminate gaps, ADA-compliant curb ramps, bicycle “share the road” signs and sharrows, and enhanced crosswalks.
- 8. California Drive/Bellevue Avenue Bike-Pedestrian Roundabout** Requested Funding: \$1,000,000
Agency: Burlingame
Design and construction of a roundabout with enhanced crosswalks and median islands, ADA-compliant curb ramps, green street/sustainable stormwater runoff control and designated bikeway improvements.
- 9. El Camino Real/Angus Avenue Intersection Improvements** Requested Funding: \$300,000
Agency: San Bruno
Design and construction of enhanced crosswalks, corner bulb-outs, median refuge areas and upgraded traffic signals at the intersection of El Camino Real and Angus Avenue.
- 10. Alpine Road at Arastradero & Portola Road at Farm Hill Road Shoulder Widening**
Agency: Portola Valley Requested Funding: \$309,500
Planning, environmental, design and construction work for the shoulder widening of two “pinch-point” locations along Alpine (500 linear feet) and Portola (600 linear feet) roads.
- 11. Midcoast Multi-Modal Trail**
Agency: County of San Mateo Requested Funding: \$500,000
Planning, environmental and design work for approximately 3,750 feet of a multi-use trail from Alto Avenue in Miramar to Coronado Street in El Granada.
- 12. East Grand Avenue Bicycle Lanes**
Agency: South San Francisco Requested Funding: \$490,000
Planning, environmental, design and construction work for approximately 10,000 linear feet of bicycle lanes on East Grand Avenue, west of Gateway Boulevard, and Haskins Way.

Exhibit B: Measure A Pedestrian and Bicycle Call for Projects Application Submittals
Summary List of Project Descriptions by Rank

13. Flashing Beacon @ Alpine Rd and Golden Oak Dr

Agency: Portola Valley

Requested Funding: \$45,000

Planning, environmental, design and construction work for a rectangular rapid flashing beacon system at the existing crosswalk at Alpine Road and Golden Oak Drive.

14. Ruth Ave, Malcolm Ave, and North Rd Street Improvements

Agency: Belmont

Requested Funding: \$650,000

Construction of sidewalks, bulbouts, ADA-compliant curb ramps and additional street trees, along Ruth Avenue, Malcolm Avenue, and North Road.

15. Tanforan Pedestrian Circulation Improvements – Alternative Analysis

Agency: San Bruno

Requested Funding: \$200,000

Planning, preliminary engineering, and environmental work to complete an alternatives analysis of options to facilitate safe pedestrian and bicycle access across El Camino Real, which has a total of 11 traffic or turning lanes at the intersection of Tanforan Way and El Camino Real.

16. Grand Boulevard Pedestrian Connection

Agency: San Carlos

Requested Funding: \$846,900

Planning, environmental, design and construction work to construct sidewalks on the east side of El Camino Real between Arroyo Avenue and Brittan Avenue (approximately 0.2 miles); also for intersection improvements at the intersection of Brittan Avenue and El Camino Real consisting of curbs and gutters, ADA-compliant curb ramps, upgraded traffic signals, pedestrian bulb-outs, and re-striping crosswalks to provide enhanced safety.

17. Eucalyptus Trail

Agency: Hillsborough

Requested Funding: \$420,000

Design and construction work to complete an approximately 5,000 linear foot pedestrian and bicycle pathway creating a loop bounded by Eucalyptus Avenue, Brookvale Road, Sharon Avenue, and Floribunda Avenue.

18. Safe Routes to Schools Improvement Project

Agency: Belmont

Requested Funding: \$69,300

Construction of crosswalk and curb ramp improvements in the vicinity of Central, Cipriani, Fox, Nesbit, and Ralston Schools including: ADA-compliant curb ramps, improving crosswalks with non-slip paint, and additional signage and lane markings to slow vehicles. In addition, signal timing modifications at two signals to improve pedestrian crossing safety: at Ralston Avenue/Hallmark Drive for students going to Fox Elementary and Ralston Middle School, and at Ralston Avenue/Hiller Street for students going to Nesbit Elementary School.

Exhibit B: Measure A Pedestrian and Bicycle Call for Projects Application Submittals
Summary List of Project Descriptions by Rank

19. Rockaway Beach to Pacifica State Beach Trail Improvement

Agency: Pacifica

Requested Funding: \$56,160

Construction for the installation of new cable railing and fencing along portions of the existing multi-use path from Rockaway Beach to Pacifica State Beach.

20. Bike Racks

Agency: Pacifica

Requested Funding: \$32,400

Installation of an unspecified number of bike racks at ten locations in Pacifica, near commercial centers, beaches, schools, community centers and a SamTrans park and ride.

21. Alternative Feasibility Assessment – Bayshore Circle Median Improvements

Agency: San Bruno

Requested Funding: \$350,000

Project planning, preliminary engineering, and environmental work to complete an alternatives analysis for the Bayshore Circle Median, a strip of former railroad right-of-way that now serves as a median between two traffic lanes of Bayshore Circle, between Huntington Avenue and Herman Street. The alternatives analysis will determine the viability of acquiring the property and reconfiguring the property and adjacent streets to provide better pedestrian and bicycle flow.

22. Pedway Connector Foster City - Belmont

Agency: Foster City

Requested Funding: \$130,000

Construction of approximately 200 linear feet of a paved multi-use path, replacing an existing dirt path, to connect with existing paved multi-use paths in Foster City and Belmont.

23. Crosswalk Upgrade

Agency: Foster City

Requested Funding: \$41,000

Construction work for rectangular rapid flashing beacons to be installed at two intersections: Beach Park Boulevard at Tarpon Street and Beach Park Boulevard at Swordfish Street.

RESOLUTION NO. 2014 –

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

* * *

**PROGRAMMING AND ALLOCATION \$5,853,821 IN NEW MEASURE A FUNDS FROM THE
PEDESTRIAN AND BICYCLE PROGRAM CATEGORY FOR 11 PROJECTS AND AMENDING THE
FISCAL YEAR 2014 BUDGET BY \$164,821 TO FUND THESE PROJECTS**

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, the 2004 Transportation Expenditure Plan designates 3 percent of the New Measure A revenues to fund pedestrian and bicycle projects; and

WHEREAS, the TA issued a competitive call for pedestrian and bicycle projects for Fiscal Year (FY) 2014 and FY2015, which yielded 23 applications for review; and

WHEREAS, the TA project review committee evaluated and scored the projects and staff recommends the Board authorize the programming and allocation of a total of \$5,853,821 to 11 projects; and

WHEREAS, staff has determined that these projects meet the intent of the 2004 TA Expenditure Plan and the TA Strategic Plan; and

WHEREAS, staff recommends the Board authorize an amendment to increase the FY2014 budget in the amount of \$164,821 for the Pedestrian and Bicycle Program (Authority Project #00748).

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the

San Mateo County Transportation Authority hereby authorizes the following actions:

1. Amend the FY2014 budget to increase the Pedestrian and Bicycle Program Category Project #00748 by \$164,821 in New Measure A funds; and
2. Program and allocate a total of \$5,853,821 in New Measure A Pedestrian and Bicycle Program Category funds as listed in Exhibit A; 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 3rd day of April, 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: SAN MATEO COUNTY SHUTTLE PROGRAM**

ACTION

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

SIGNIFICANCE

The Transportation Authority (TA), in conjunction with the City/County Association of Governments (C/CAG), issued a joint Call for Projects (CFP) in January 2014 announcing the availability of up to \$7 million for Fiscal Year (FY) 2015 and FY2016 for the San Mateo County Shuttle Program. Funding for the CFP is composed of up to \$6 million in TA Measure A Local Shuttle Program funds and up to \$1 million in C/CAG Local Transportation Services Shuttle Program funds.

Applications were received from eight sponsors for 35 different shuttles. The total sponsor funding request was for approximately \$7.1 million, which slightly exceeded the amount of funding that was announced for the CFP. After the CFP closed, the San Mateo County Medical Center withdrew its application for the new Fair Oaks Health Center shuttle as it was not ready to proceed. As a result, sufficient funding is available to accommodate the remainder of the sponsor funding requests. In addition, the Peninsula Traffic Congestion Relief Alliance requested that a funding recommendation for the new Bayshore Technology Park shuttle be deferred to better ensure coordination with existing Joint Powers Board shuttles in the vicinity.

The shuttle program project review committee met on March 5 and March 12, 2014 to evaluate and score the submitted applications. The committee was composed of staff from the TA, C/CAG and the San Mateo County Transit District. The committee made a recommendation to fund all the remaining shuttles with the exception of the Colma Circulator shuttle, sponsored by the Peninsula Traffic Congestion Relief Alliance, due to significant overlap with SamTrans bus service and the adverse impact it could have on SamTrans ridership.

Draft recommendations from the shuttle project review committee are provided in Exhibit A. Staff will also be making a presentation via PowerPoint on the proposed

recommendations at the April 3, 2014 Board meeting. Final TA action on the list of projects is anticipated at the May 1, 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	January 13, 2014
Workshop for Potential Applicants	January 21, 2014
Project Applications Due	February 14, 2014
Project Review Committee Scoring Meetings	March 5 and 12, 2014
TA Board Information Update	April 3, 2014
C/CAG Congestion Management Program TAC	April 17, 2014
C/CAG Congestion Management and Environmental Quality Committee	April 28, 2014
TA Board Action	May 1, 2014
C/CAG Board Action	May 8, 2014

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

Prepared By: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

**Exhibit A: FY2015 and FY2016 San Mateo County Shuttle Program
Recommended Project List for Award**

Rank	Score	Sponsor	Shuttle Name	Primary Service Area	New or Existing	Service Type	Total Cost	Requested Allocation	Proposed Fund Source	Total Matching Funds	Percent Matching Funds	Private Sector Match	Notes
1	83	JPB	Sierra Point	South San Francisco	Existing	Commuter	\$309,000	\$46,300	Measure A	\$262,700	85%	yes, 68%	
2	82	JPB	Genentech/Gateway - Main	South San Francisco	Existing	Commuter	\$510,800	\$92,000	Measure A	\$418,800	82%	yes, 82%	
3	81	JPB	Bayside/Burlingame	Burlingame	Existing	Commuter	\$218,700	\$131,200	Measure A	\$87,500	40%	yes, 25%	
4	79	Alliance	North Foster City	Foster City	Existing	Commuter	\$429,318	\$160,994	Measure A	\$268,324	63%	yes, 25%	
5	79	Alliance	South San Francisco BART	South San Francisco	Existing	Commuter	\$897,991	\$224,498	Measure A	\$673,493	75%	yes, 32%	
6	78	JPB	Lincoln Centre	San Mateo/Foster City	Existing	Commuter	\$293,000	\$175,800	Measure A	\$117,200	40%	yes, 25%	
7	78	JPB	Mariners Island	San Mateo/Foster City	Existing	Commuter	\$293,000	\$175,800	Measure A	\$117,200	40%	yes, 25%	
8	78	JPB	Pacific Shores	Redwood City	Existing	Commuter	\$376,800	\$226,100	Measure A	\$150,700	40%	yes, 25%	
9	78	Alliance	Seaport Centre Caltrain	Redwood City	Existing	Commuter	\$227,896	\$113,948	Measure A	\$113,948	50%	yes, 50%	
10	78	Menlo Park	Willow Road	Menlo Park	Existing	Commuter	\$339,505	\$254,112	C/CAG	\$85,393	25%	yes, 4%	
11	77	JPB	Bridge Park	Redwood Shores	Existing	Commuter	\$293,000	\$175,800	Measure A	\$117,200	40%	yes, 25%	
12	77	JPB	Broadway/Millbrae	Burlingame	Existing	Commuter	\$264,400	\$198,400	Measure A	\$66,000	25%	no	
13	77	JPB	Electronic Arts	Redwood Shores	Existing	Commuter	\$309,900	\$124,000	Measure A	\$185,900	60%	yes, 50%	
14	77	Alliance	North Burlingame	Burlingame	Existing	Commuter	\$244,355	\$122,177	Measure A	\$122,178	50%	yes, 50%	
15	76	Alliance	Brisbane/Crocker Park BART/Caltrain	Brisbane	Existing	Commuter/Community	\$775,335	\$465,201	Measure A	\$310,134	40%	yes, 20%	
16	76	JPB	Campus Drive	San Mateo	Existing	Commuter	\$237,000	\$142,200	Measure A	\$94,800	40%	yes, 25%	
17	76	Menlo Park	Marsh Road	Menlo Park	Existing	Commuter	\$330,846	\$248,001	C/CAG	\$82,845	25%	yes, 4%	
18	76	Menlo Park	Mid-day	Menlo Park	Existing	Community	\$448,875	\$337,313	C/CAG	\$111,562	25%	yes, 8%	
19	76	Alliance	Redwood City Midpoint Caltrain	Redwood City	Existing	Commuter	\$232,547	\$174,410	Measure A	\$58,137	25%	yes, 25%	
20	75	JPB	Oracle	Redwood Shores	Existing	Commuter	\$376,800	\$226,100	Measure A	\$150,700	40%	yes, 25%	
21	74	JPB	Clipper	Redwood Shores	Existing	Commuter	\$246,100	\$147,700	Measure A	\$98,400	40%	yes, 25%	
22	73	JPB	Belmont/Hillsdale	Belmont	Existing	Commuter	\$218,700	\$164,100	Measure A	\$54,600	25%	no	
23	71	JPB	Bayshore/Brisbane	Brisbane/Daly City	Existing	Commuter/Community	\$455,600	\$341,700	Measure A	\$113,900	25%	no	
24	70	JPB	Norfolk	San Mateo	Existing	Commuter	\$237,000	\$142,200	Measure A	\$94,800	40%	yes, 25%	
25	69	Menlo Park	Shoppers	Menlo Park	Existing	Community	\$111,795	\$83,840	C/CAG	\$27,955	25%	yes, 10%	
26	68	Alliance	Centennial Towers	South San Francisco	Existing	Commuter	\$232,548	\$116,274	Measure A	\$116,274	50%	yes, 50%	
27	68	Alliance	South San Francisco Caltrain	South San Francisco	Existing	Commuter	\$511,604	\$383,703	Measure A	\$127,901	25%	yes, 25%	
28	64	East Palo Alto	East Palo Alto Caltrain	East Palo Alto	New	Commuter/Community	\$662,760	\$489,268	Measure A	\$173,492	26%	no	
29	63	South San Francisco	South San Francisco East-West Community	South San Francisco	New	Commuter/Community	\$376,045	\$282,034	Measure A	\$94,011	25%	no	
30	62	Alliance	South San Francisco Ferry	South San Francisco	Existing	Commuter	\$429,319	\$279,057	Measure A	\$150,262	35%	yes, 10%	
31	58	Foster City	Foster City Mid-day	Foster City	New	Community	\$380,000	\$285,000	Measure A	\$95,000	25%	no	
32	51	Pacifica	Pacifica Weekend Community	Pacifica	Existing	Community	\$140,600	\$105,450	Measure A	\$35,150	25%	yes, 11%	Existing performance falls far below benchmarks, staff will closely monitor impact after opening of Devil's Slide trail
33	49	Alliance	Colma Circulator	Colma	New	Commuter	\$220,025	\$165,019		\$55,006	25%	no	Not recommended for funding, significant overlap w/ SamTrans bus service

Subtotals: \$11,631,164 \$6,799,699 \$4,831,465 42%
Recommended TA-C/CAG Shuttle Funding Allocation: \$6,634,680
Total Funding Available for FY2015 & 2016 shuttle Call for Projects: \$7,000,000

**Exhibit A: FY2015 and FY2016 San Mateo County Shuttle Program
Recommended Project List for Award**

Funding Recommendation To Be Determined

Sponsor	Shuttle Name	Primary Service Area	New or Existing	Service Type	Total Cost	Requested Allocation	Proposed Fund Source	Total Matching Funds	Percent Matching Funds	Private Sector Match	Notes
Alliance	Bayshore Technology Park	Redwood Shores	New	Commuter	\$250,436	\$125,218		\$125,218	50%	yes, 50%	sponsor has requested deferral to better coordinate service plan with JPB Bridge Park shuttle

Withdrawn Application

Sponsor	Shuttle Name	Primary Service Area	New or Existing	Service Type	Total Cost	Requested Allocation	Proposed Fund Source	Total Matching Funds	Percent Matching Funds	Private Sector Match	Notes
San Mateo Medical Center	Fair Oaks Health Center Shuttle	North Fair Oaks	New	Community	\$213,000	\$159,750		\$53,250	25%	no	application withdrawn, sponsor unable to commit matching funds

**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

Assembly Bill (AB) 2021 Construction Manager/General Contractor

Assembly Member Rich Gordon introduced AB 2021 on behalf of the San Mateo County Transit District. This bill will allow the District to continue to operate its existing labor compliance program when utilizing a Construction Management General Contractor project delivery approach. The bill passed out of the Assembly Committee on Transportation on March 24 and will be heard next in the Assembly Committee on Local Government.

Senate Bill (SB) 785 Design-Build Authority

Senator Lois Wolk amended SB 785 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 State agencies, counties, cities, water municipalities, and transit operators for public works projects. The Transportation Authority (TA) supports this bill. No hearing has been scheduled yet.

Cap and Trade Funds

As part of the governor's Fiscal Year (FY) 2014-2015 State Budget, the Administration is proposing to allocate cap-and-trade revenues to a variety of different transportation needs. The TA supports increasing funding that regions would receive to implement Sustainable Communities Strategies required under SB 375. The TA also supports increasing investment proposed for a Statewide rail modernization program to "fund capital improvements and operational investments that will modernize California's intercity, commuter, and urban rail systems." The TA supports the current proposal to allocate these funds through a competitive grant program. Some agencies are

assessing other methods of distribution including a formula approach and a project-specific allocation of funds.

Active Transportation Program Call for Projects (CFP)

Caltrans issued a CFP for the State's Active Transportation Program, which was created by legislation passed last year to make State bicycle and pedestrian programs consistent with the consolidation of Federal funding in the Moving Ahead for Progress in the 21st Century Act.

\$360 million has been appropriated for the program and applications are due May 21. Transit agencies are eligible to apply for projects that achieve the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

FEDERAL ISSUES

American Public Transportation Association (APTA) Legislative Conference

Staff attended APTA's annual Legislative Conference along with TA Chair Karyl Matsumoto. We participated in meetings with our legislative delegation, Administration officials and committee staff who will be instrumental in drafting FY2015 appropriations bills and the next surface transportation reauthorization bill.

These meetings provided a timely opportunity to join public transportation agencies around the country in advocating for funding levels included in the president's proposal for a FY2015 budget and a four-year transportation reauthorization proposal, which were released last month.

The proposal would invest:

- \$825 million in Positive Train Control on commuter rail lines
- \$1.3 billion in "high-performance rail" by developing new corridors and improving existing corridors
- \$1.25 billion in the Transportation Investment Generating Economic Recovery multi-modal discretionary grant program
- \$13.9 billion in transit formula grants
- An 18.7 percent increase in overall transit funding (amount necessary to achieve a state of good repair)

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

SMCTA Bill Matrix as of 3/24/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 194 Campos D</p> <p>Open meetings: actions for violations.</p>	<p>SENATE G. & F. 2/6/2014 - Referred to Com. on GOV. & F.</p>	<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.</p> <p>Last Amended on 1/27/2014</p>	
<p>AB 515 Dickinson D</p> <p>Environmental quality: California Environmental Quality Act: writ of mandate.</p>	<p>SENATE E.Q. 3/17/2014 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E.Q.</p>	<p>The California Environmental Quality Act requires the court, if it 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 peremptory writ of mandate to specify the time by which the public agency is to make an initial return of the peremptory writ of mandate containing specified information. Because a public agency would be required to file an initial return of the peremptory writ of mandate, this bill would impose a state-mandated local program. The bill would require the trial court, to the extent feasible, to issue a determination indicating whether the actions specified in the initial return and any subsequent return are adequate to comply with the peremptory writ of mandate within 30 days of the filing of the return. This bill contains other related provisions and other existing laws. Last Amended on 3/17/2014</p>	

SMCTA Bill Matrix as of 3/24/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 1536 Olsen R</p> <p>Public transportation employees: strikes: prohibition.</p>	<p>ASSEMBLY P.E.,R. & S.S. 2/14/2014 - Referred to Com. on P.E.,R. & S.S.</p> <p>4/2/2014 10 a.m. - State Capitol, Room 444 ASSEMBLY PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY, BONTA, Chair</p>	<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>	
<p>AB 1546 Chávez R</p> <p>Traffic control devices.</p>	<p>ASSEMBLY PRINT 1/24/2014 - From printer. May be heard in committee February 23.</p>	<p>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.</p> <p>This bill would make technical, nonsubstantive changes to these provisions.</p>	
<p>AB 1721 Linder R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 2/27/2014 - Referred to Com. on TRANS.</p>	<p>Existing law authorizes, until September 30, 2017, a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs).</p> <p>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.</p>	

SMCTA Bill Matrix as of 3/24/2014

Bill ID/Topic	Location	Summary	Position
AB 1811 Buchanan D High-occupancy vehicle lanes.	ASSEMBLY TRANS. 2/27/2014 - Referred to Com. on TRANS.	<p>Existing law authorizes the Sunol Smart Carpool Lane Joint Powers Authority and the Alameda County Congestion Management Agency to conduct, administer, and operate a value pricing high-occupancy vehicle program, on specified highway corridors, that may authorize the entry and use of high-occupancy vehicle lanes by single-occupant vehicles for a fee. Existing law requires that the implementation of the program ensure that specified levels of service be maintained at all times in the high-occupancy vehicle lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times.</p> <p>This bill would instead require that access to the lanes by high-occupancy vehicles be available at all times.</p>	
AB 1872 Stone D Transportation planning.	ASSEMBLY PRINT 2/20/2014 - From printer. May be heard in committee March 22.	<p>Under existing law, the Legislature has made findings regarding the need for continuing and improving transportation planning at the state, regional, and local level.</p> <p>This bill would make nonsubstantive changes to those provisions.</p>	
AB 1970 Gordon D California Global Warming Solutions Act of 2006: Community Investment and Innovation Program.	ASSEMBLY NAT. RES. 3/3/2014 - Referred to Coms. on NAT. RES. and L. GOV.	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would create the Community Investment and Innovation Program and would require moneys to be available from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature, for purposes of awarding local assistance grants and other financial assistance to eligible grant applicants, as defined, who submit plans to develop and implement integrated community-level greenhouse gas emissions reduction projects in their region. The bill would require the Strategic Growth Council, in coordination with the state board, to administer the program, as specified. The bill would require 25% of the moneys appropriated for purposes of the program be awarded to eligible grant applicants whose projects include and specifically benefit environmental justice communities, as defined.</p>	

SMCTA Bill Matrix as of 3/24/2014

Bill ID/Topic	Location	Summary	Position
AB 2013 Muratsuchi D Vehicles: high-occupancy vehicle lanes.	ASSEMBLY TRANS. 3/18/2014 - Re-referred to Com. on TRANS. 3/24/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWE NTHAL, Chair	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 85,000. This bill contains other existing laws. Last Amended on 3/17/2014	
AB 2090 Fong D High-occupancy toll lanes: Santa Clara County.	ASSEMBLY TRANS. 3/20/2014 - Re-referred to Com. on TRANS. 3/24/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWE NTHAL, Chair	Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate high-occupancy toll (HOT) lanes, under which single-occupancy vehicles may use high-occupancy vehicle lanes by paying a toll, on 2 state highway corridors within the county. Existing law requires that implementation of the HOT lanes ensure that specified levels of service, described as Level of Service C or D, as specified, be maintained at all times in the high-occupancy lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times. This bill would delete the reference to Level of Service C or D, and instead would require VTA to establish, with the assistance of the Department of Transportation, appropriate performance measures, such as speed or travel times, for the purpose of ensuring optimal use of the HOT lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system. The bill would provide that high-occupancy vehicles may be required to have an electronic transponder or other electronic device for enforcement purposes. Last Amended on 3/19/2014	
AB 2123 Buchanan D Vehicles: High-occupancy vehicle lanes.	ASSEMBLY PRINT 2/21/2014 - From printer. May be heard in committee March 23.	Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make a technical, nonsubstantive change to this provision of law.	

SMCTA Bill Matrix as of 3/24/2014

Bill ID/Topic	Location	Summary	Position
AB 2197 Mullin D Vehicles: temporary license plates.	ASSEMBLY TRANS. 3/6/2014 - Referred to Com. on TRANS.	<p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires that the license plates be securely fastened to the vehicle for which they are issued, and makes a violation of this requirement a crime.</p> <p>This bill would require the DMV, in collaboration with qualified industry partners, to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to print temporary license plates on weatherproof paper or other media selected by the DMV, and would require that the system be in operation on or before July 1, 2015. The bill would also require, commencing July 1, 2015, a motor vehicle dealer or lessor-retailer to install a temporary license plate at the time of sale, and to electronically record and transmit to the department's vehicle registration database certain information, including the temporary license plate's number and vehicle's make and model, using the temporary license plate system. The bill would make failure to display temporary license plates an infraction, and would make counterfeiting a temporary license plate a felony, as specified. By creating a new crime and expanding the scope of an existing crime, this bill would impose a state-mandated local program. The bill would also make other related and conforming changes.</p>	
AB 2250 Daly D Toll facilities: revenues.	ASSEMBLY TRANS. 3/6/2014 - Referred to Com. on TRANS.	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Existing law, in certain cases, provides for the toll facilities to be administered by local agencies.</p> <p>This bill would require the department, when adopting statewide policies for toll facilities on the state highway system, to ensure that a majority of the toll revenues generated from toll facilities on the state highway system that are administered by local agencies remain available for expenditure by those local agencies.</p>	
AB 2355 Levine D Local governments: streets and highways: recycled materials.	ASSEMBLY L. GOV. 3/10/2014 - Referred to Com. on L. GOV.	<p>Under existing law local governments have jurisdiction over certain streets and highways.</p> <p>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.</p>	

SMCTA Bill Matrix as of 3/24/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 2471 Frazier D</p> <p>Public contracts: change orders.</p>	<p>ASSEMBLY A. & A.R. 3/13/2014 - Referred to Com. on A. & A.R.</p>	<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>	
<p>AB 2651 Linder R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>ASSEMBLY TRANS. 3/17/2014 - Referred to Com. on TRANS.</p>	<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>	
<p>SB 263 Monning D</p> <p>Private employment: public transit employees.</p>	<p>ASSEMBLY RLS. 1/30/2014 - Re-referred to Com. on RLS.</p>	<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 3/24/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 469 Corbett D</p> <p>Vehicles: aerodynamic vehicles.</p>	<p>ASSEMBLY DESK 1/21/2014 - In Assembly. Read first time. Held at Desk.</p>	<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. Last Amended on 1/6/2014</p>	
<p>SB 785 Wolk D</p> <p>Design-build.</p>	<p>ASSEMBLY DESK 1/27/2014 - In Assembly. Read first time. Held at Desk.</p>	<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 3/24/2014

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>	

SMCTA Bill Matrix as of 3/24/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 969 DeSaulnier D</p> <p>Public works.</p>	<p>SENATE T. & H. 2/20/2014 - Referred to Com. on T. & H.</p>	<p>Existing law generally defines "public work" as construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds; work done for irrigation, utility, reclamation, and improvement districts, and other districts of this type; street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state or of any political subdivision or district thereof, and public transportation demonstration projects, as specified. Existing law, the Public Works Project Peer Review Act of 2013, authorizes a public agency principally tasked with administering, planning, developing, and operating a public works project to establish a peer review group, as defined. If a peer review group is established, existing law requires the administering agency to draft a charter, published on the agency's Internet Web site, related to the duties of the peer review group.</p> <p>This bill would authorize these provisions, instead, to be known and cited as the Public Works Project Overview Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks. Because this bill would require local agencies to perform additional duties, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</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. This bill contains other related provisions and other existing laws.</p>	

SMCTA Bill Matrix as of 3/24/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1077 DeSaulnier D</p> <p>Vehicles: vehicle-miles-travel ed charges.</p>	<p>SENATE T. & H. 3/6/2014 - Set for hearing April 22.</p> <p>4/22/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</p>	<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>	
<p>SB 1156 Steinberg D</p> <p>California Carbon Tax Law of 2014.</p>	<p>SENATE G. & F. 3/6/2014 - Referred to Coms. on GOV. & F. and RLS.</p> <p>4/9/2014 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, effective January 1, 2015, would impose a carbon tax of an unspecified amount per ton of carbon-dioxide-equivalent emissions on suppliers of fossil fuels. The bill would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board. The bill would state the intent of the Legislature that revenues from the carbon tax be rebated to taxpayers, particularly low- and medium-income taxpayers, of other taxes, and for implementation of the carbon tax to be revenue neutral. This bill contains other related provisions.</p>	
<p>SB 1298 Hernandez D</p> <p>High-occupancy toll lanes.</p>	<p>SENATE T. & H. 3/6/2014 - Referred to Com. on T. & H.</p>	<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. This bill contains other related provisions and other existing laws.</p>	

SMCTA Bill Matrix as of 3/24/2014

Bill ID/Topic	Location	Summary	Position
SB 1368 Wolk D State highways: relinquishment.	SENATE T. & H. 3/17/2014 - Referred to Com. on T. & H.	<p>Existing law gives the Department of Transportation full possession and control of all state highways. Existing law provides for the relinquishment of state highways or portions of state highways to any county or city by the California Transportation Commission in accordance with specified criteria and procedures. Existing law, in addition, authorizes the commission to relinquish to a county transportation commission or regional transportation planning agency a park-and-ride lot within their respective jurisdictions, if the department enters into an agreement with the county transportation commission or regional transportation planning agency providing for that relinquishment and other conditions are satisfied.</p> <p>This bill would also authorize the commission to relinquish a park-and-ride lot to a joint powers authority formed for purposes of providing transportation services in the manner described above.</p>	

**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: TRANSIT - DUMBARTON CORRIDOR**

ACTION

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

SIGNIFICANCE

Staff previously reported at the October 3, 2013 Board meeting that the Dumbarton Corridor Rail Project would be placed on hold until the project partners can secure a funding plan that can advance the project further. Staff further reported that the Metropolitan Transportation Commission (MTC) had inquired on the status of the Dumbarton Corridor Rail Project and that \$34.7 million in Regional Measure 2 (RM2) capital funds for the project remain unallocated. In response to the inquiry, staff informed MTC that the project is placed on hold, and the project partners had worked to develop a list of potential projects that can utilize the RM2 funds to provide benefits to the Dumbarton Corridor and that can be implemented in the near-term.

Subsequently at the November 7, 2013 Board meeting, staff presented a list of potential projects to the Board for information. The list of projects was developed with project partners input, and was reviewed by the Dumbarton Policy Advisory Committee. The list of potential projects was then transmitted to the MTC.

At the February 12, 2014 Commission meeting, MTC staff presented an informational update on an RM2 Strategic Delivery Plan for a list of RM2-funded projects that still had funds remaining, which recommended the following for Dumbarton:

- Provide no further funding for Dumbarton Rail;
- Transfer \$34.7 million in RM2 funds to two (2) projects:
 - Dumbarton Bus Fleet replacement: \$14.7 million; and
 - Caltrain Electrification: \$20 million, with a dollar-for-dollar match required from the Peninsula Corridor Joint Powers Board (JPB) partners. Discussion is still underway amongst the JPB partners with respect to the match requirement for the RM2 funds.

At its March 5, 2014 Commission meeting, MTC scheduled a public hearing for its April 9, 2014 meeting to receive public comments regarding the re-direction of Dumbarton RM2 funds to the electrification project, among other actions it needs to take regarding other projects for the MTC RM2 Program. MTC is slated to take action on its final recommendations of the RM2 Program at its May 28, 2014 Commission meeting.

Finally, as reported at the October 3, 2013 Board meeting, the TA Board previously transferred \$50 million of Original Measure A funds from the Grade Separation line item to the Caltrain category for the Dumbarton Rail Project. The remaining balance from this original transfer is \$49.2 million, which includes interest earned on the balance. Staff is currently reviewing what projects the funds may be re-directed to as part of the budget development process.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

The TA Board previously transferred \$50 million of Original Measure A funds from the Grade Separation line item to the Dumbarton Rail Project at its December 1998 meeting. While all elements of the Administrative Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Dumbarton Corridor Rail Project were complete, the funding plan for the project is deficient. The Federal Transit Administration (FTA) has indicated that if reasonable funding sources cannot be included in the Administrative Draft EIS/EIR to fully fund the project, it is unlikely the FTA would issue a Record of Decision for the project. As a result, the project is now placed on hold until a funding plan can be secured.

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