



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**May 1, 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  
Members of the public or Board may request that an item under the Consent Calendar be considered separately
  - a. Approval of Minutes of April 3, 2014
  - b. Acceptance of Statement of Revenues and Expenditures for March 2014
  - c. Annual Reaffirmation of the Investment Policy and Reauthorization to Invest Monies with the Local Agency Investment Fund
  - d. Call for Public Hearing for Proposed Fiscal Year 2015 Budget on June 5, 2014
5. Public Comment  
Public comment by each individual speaker shall be limited to one minute
6. Nominating Committee Report for the Citizens Advisory Committee (Canepa, Patridge)
  - a. Appointment of Six Citizens Advisory Committee Members
    - Jim Bigelow
    - Rich Hedges
    - Randy Hees
    - Larry Shaine
    - William Warhurst
    - Diana Bautista
7. Chairperson's Report
8. Joint Powers Board Report

RESOLUTION

MOTION

9. Report of the Executive Director

10. Finance

- a. Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2013 MOTION
- b. Preliminary Fiscal Year 2015 Budget INFORMATIONAL
- c. Authorize Amendment of the Fiscal Year 2014 Budget by \$750,000 and Programming and Allocation of a Total of \$750,000 of Measure A Funds from the Grade Separation Program Category for the Ravenswood Avenue Grade Separation Project in Menlo Park RESOLUTION
- d. Authorize Approval of Shuttle Projects and Programming and Allocation of a Total of \$5,711,414 in Measure A Local Shuttle Program Category Funds for Fiscal Years 2015 and 2016 RESOLUTION

11. Program

- a. Program Report: Railroad Grade Separations Program (San Bruno) INFORMATIONAL
- b. Update on State and Federal Legislative Program INFORMATIONAL

12. Requests from the Authority

13. Written Communications to the Authority

14. Report of Legal Counsel

15. Date/Time of Next Meeting: Thursday, June 5, 2014, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

16. Adjournment

## **INFORMATION FOR THE PUBLIC**

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at [www.smcta.com](http://www.smcta.com).

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

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

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

### **Public Comment**

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

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

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

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

### **Availability of Public Records**

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

**MINUTES OF APRIL 3, 2014**

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

**STAFF PRESENT:** J. Averill, J. Cassman, A. Chan, R. Haskin, G. Harrington, C. Harvey, 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 April 1, 2014 (see attached).

**CONSENT CALENDAR**

- a. Approval of Minutes of March 6, 2014
- b. Acceptance of Statement of Revenues and Expenditures for February 2014

A motion (Foust/Nagel) to approve the Consent Calendar was approved unanimously.

**PUBLIC COMMENT**

None

**CHAIRPERSON'S REPORT – KARYL MATSUMOTO**

Chair Matsumoto said the CAC is accepting applications to fill six seats. Applications are due April 4. She appointed Directors David Canepa and Naomi Patridge to the nominating subcommittee and interview panel.

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

Director Patridge said she received a complaint that buses stop so far up at Kelly Avenue and Main Street in Half Moon Bay that drivers don't realize a stop sign is on that corner and can't see people in the crosswalk. Chuck Harvey, Deputy CEO, said he'll look into it and work with the city to relocate the stop.

**JOINT POWERS BOARD (JPB) REPORT**

Michael Scanlon, Executive Director, reported:

- Key Caltrain Performance Statistics – February 2014 compared to February 2013
  - Monthly Performance Statistics
    - Total Ridership was 1,247,353, an increase of 6.9 percent.
    - Average Weekday Ridership (AWR) was 51,257, an increase of 6.7 percent.
    - Total Revenue was \$5,664,041, an increase of 7.7 percent.
    - On-time Performance (OTP) was 95.5 percent, an increase of 2.1 percent.

- Caltrain Shuttle Ridership was 9,217, an increase of 18 percent. This is due to the miscounting on the Marguerite Shuttle that took place for an extended period.
- Year-to-date Performance Statistics
  - Total Ridership was 11,024,792, an increase of 8.9 percent.
  - AWR was 52,019, an increase of 8.7 percent.
  - Total Revenue was \$48,353,022, an increase of 8.2 percent.
  - OTP was 92.7 percent, an increase of 2.1 percent.
  - Caltrain Shuttle Ridership was 7,898, a decrease of 3.9 percent, which continues to reflect miscounts from the Marguerite Shuttle.
- The new San Bruno Station opened on April 1.
- Staff participated in a Reddit Ask Me Anything virtual town hall meeting on rail safety and fielded more than 100 comments.
- A virtual scavenger hunt will take place during Earth Week where customers will be able to participate and win prizes.
- Staff is working with Santa Clara Valley Transportation Authority on plans for the opening of Levi's Stadium and providing service for the 2015 Super Bowl.
- The SAP Center has agreed to make 1,700 parking spaces available during the day for San Jose Diridon Caltrain riders at \$5 per day.
- Customer appreciation day is on April 23. Staff will be at San Francisco and Diridon stations to thank customers.
- The installation of the Communications-based Overlay Signal System has received few complaints.
- Staff is hosting an Industry Day April 10. Firms that want to bid on the electrification project will be invited to have a dialogue about their concerns and programs.
- The Board:
  - Approved a Resolution of Appreciation to retired Director Art Lloyd.
  - Appointed Greg Scharff to the CAC representing Santa Clara County.
  - Received a presentation on the Quint Street Bridge and gave authorization to conduct emergency repairs.
  - Received an update on the Caltrain Modernization (CalMod) Program.
  - Authorized the disposition of 11 service support vehicles.
  - Authorized the award of contract to Beci Electric, Inc. in the total amount of \$479,000 to upgrade the public address system and visual messaging signs at four stations.
  - Authorized an amendment to the contract with Ojo Technology, Inc. for security system maintenance and repair services by extending the contract on a month-to-month basis for up to 12 months and increasing the estimated total contract amount by \$125,520.
  - Received an update on the proposed goals and objectives of the Caltrain Strategic Plan.
  - Authorized the award of contract to Gannett Fleming Transit & Rail Systems for electrification support services for the CalMod Program for a not-to-exceed amount of \$38,575,000 for a six-year term.
  - Accepted the Statement of Revenues and Expenses for February 2014. Revenues are more than budgeted and expenses are less than budgeted.

- Received an assessment of the Fiscal Year (FY) 2014 Fuel Hedging Program.
- Adopted the revised Fuel Hedging Policy and awarded a contract to Orrick, Herrington & Sutcliffe LLP to serve as special counsel for the FY2015 Fuel Hedging Program for a not-to-exceed fee of \$150,000.
- Called for a Public Hearing on June 5, 2014 for proposed codified tariff changes.
- Met in closed session and received a report on an item that is in litigation for which mediation has been authorized.

### **Caltrain Annual Counts Update**

Mr. Harvey reported:

- Purpose of Ridership Counts:
  - As a measurement relative to previous years
  - Data for evaluating service changes (identify trends: station, time, train direction)
  - Allocate resources to address capacity issues
  - Validate revenue-based ridership estimate
- Every single person on every single train is counted for five straight weekdays and one weekend. Those numbers are averaged to come up with average daily ridership.
- Bikes denied boarding were counted.
- AWR is 52,611, an increase of 11.8 percent over 2013.
- The peak ridership comprises 49 percent of total weekday ridership.
- San Francisco had the highest growth of jobs in the Bay Area and there were 1,374 more riders at the San Francisco Station.
- The 10 stations with the most riders have not changed, but Sunnyvale and Hillsdale switched rankings. San Francisco has over 12,000 riders per day. The top 10 stations comprise 78 percent of all ridership in the system.
- All counties saw a significant increase in ridership.
- The Gilroy extension ridership increased 9.7 percent since last year.
- Baby Bullet train ridership is up 8.7 percent; limited train ridership is up 15 percent; local train ridership is up 8.1 percent.
- Many trains are over their maximum loads resulting in standing-room only. The high season is approximately 16 to 17 percent higher.
- Since the last service changes in October 2012, Caltrain has:
  - Restored four shoulder peak trains, resulting in an increase of 22 percent over last year
  - Added fifth train per hour in afternoon peaks, resulting in an increase of 33 percent over last year
  - Added six stops at Sunnyvale to traditional commute limited-stop trains, resulting in an increase of 16 percent over last year
  - Added six stops at Palo Alto to reverse commute Baby Bullet trains, resulting in an increase of 10 percent over last year
- Overall, average trip length is 22.6 miles; Baby Bullet trains average trip length is 28 miles.
- Average weekday bike ridership is at 5,874, a 19.6 percent increase.

- The 2014 top five bike boarding stations remain the same as 2013, but San Jose and Redwood City switched rankings.
- Bikes Denied Boardings:
  - Overall, 50 bikes were denied boarding, but 29,370 bikes were carried on the trains, which is 99.83 percent accommodated.
  - Denials were on trains 324, 366, 215, 323, 225, 375, and 277.

Director Rosanne Foust asked if a bicyclist would get on the next train if he or she is denied boarding. Mr. Harvey said most of the time yes, but sometimes the next train does not stop where the customer is going and the rider has to shift his or her trip. Staff looks at the data to find where tweaks need to be made in the schedule.

Chair Matsumoto asked if the Bike Share Program is helping. Director Foust said it has lower numbers than anticipated. She said most riders would need their bikes at both ends of the train trip, which makes it challenging. Mr. Harvey said there are bike lockers customers can use and there is a manned bike station in San Francisco, which gives riders the opportunity to ride to a station, put their bikes in the station lockers, then take the train to their stop and rent a bike from the Bike Share Program. He said the Bike Share pods are relatively new.

Director Carole Groom said the worry is finding financial sponsorships because the rental fee does not cover the cost of the program, so Bike Share is looking for major corporate sponsors.

Mr. Harvey continued:

- Weekend service carries approximately 25,000 riders. This makes it impossible for Caltrain to shut down for construction on weekends.
- Weekend Baby Bullet service increased on one train and decreased on the other. They provide relief during special events.
- Next steps:
  - Investigate opportunities in the shoulder peak to increase service.
  - Budgets must support the required resources to meet demand.
  - Increasing capacity is essential to continue ridership and revenue growth. Staff is investigating a potential rail car purchase.
  - Future service planning requires the use of ridership data to develop potential service scenarios to improve capacity pre and post electrification.

Chair Matsumoto asked how bike capacity will be affected if more cars are added. Mr. Harvey said for every bike onboard one seat is removed, and it takes two seats to carry a bike rider: one for the bike and one for the person. He said staff has not decided what to do when they add a sixth car, and said it is very difficult to run a third bike car. There are safety issues with the Federal Railroad Administration and California Public Utilities Commission (CPUC) because there are only two conductors on the crew and it is difficult to watch three bike cars at the same time. It is also a labor safety issue for crews who will insist on adding a third conductor. Another problem is Caltrain does not have level boarding, which means there are real regulatory and safety issues to overcome to add bike capacity. He said Caltrain is very near being full with bikes

onboard. He said staff will have to deal with wayside improvements, bike lockers, and have a system that manages different kinds of demand because it cannot be all onboard.

Director Terry Nagel asked if staff is still talking with the Stanford professor who has the social media incentives for commuting during non-peak hours. Mark Simon, Executive Officer, Public Affairs, said staff is working on scheduling a meeting date.

Mr. Harvey said the shoulder trains that were added into service gave customers more options and are up 22 percent.

Director Don Horsley asked if level boarding is possible without changing all the stations. Mr. Harvey said level boarding is a goal for Caltrain, but will take 10 to 15 years to achieve. It requires platform changes, equipment changes, and transitions. He said freight runs on the right of way, and to achieve level boarding there has to be a threshold of about 1.5 inches between the door and the platform. He said with freight trains, there is a clearance regulatory conflict with having platforms that close to the trains. He said staff will have to get CPUC and the freight industry to grant waivers, and perhaps not run freight in certain places.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon reported:

- The construction contract for the Route 1 San Pedro Creek Bridge Replacement Project was awarded March 10 to Graniterock Company of San Jose for \$7.1 million, and the contract was subsequently approved on March 24. With these two milestones achieved, the path has been cleared to begin construction mid-April. The TA is funding 57 percent of the total project.
- Construction bids for the Highway 101/Broadway Interchange Reconstruction Project in Burlingame are scheduled to be opened April 15. This project, with a total cost of \$83 million, is funded with a combination of Federal, State and local funding sources. It is scheduled to begin construction in late spring/early summer, with an estimated completion by summer 2017. The TA is funding 62 percent of the total project cost and 57 percent of the construction contract.
- A Community Open House was held for the Highway 101/Woodside Interchange Reconstruction Project last Monday in Redwood City's downtown library. This project is currently in the environmental phase, which is funded by the TA with \$3 million in Measure A dollars. The meeting provided an interactive format to solicit input on existing conditions and feedback on the need to improve traffic flow, increase safety, and better accommodate pedestrian and bicycle access across Highway 101.

## **FINANCE**

### **Authorize the Allocation of \$175,000 for the New Measure A Strategic Plan 2014-2018**

April Chan, Executive Officer, Planning and Development, said as part of the Measure A Expenditure Plan, the TA is required to put together a Strategic Plan every five years. She said funding will come from the various funding categories approved in the Expenditure Plan and will be proportional to the amount they bring into the Measure A Program.

Director Horsley asked if a subcommittee will be formed to develop the plan. Ms. Chan said staff will work with the Chair to develop a subcommittee.

Director Nagel said asked how the public outreach will be done. Ms. Chan said it will be done through public meetings.

A motion (Nagel/Foust) to approve the allocation of \$175,000 for the New Measure A Strategic Plan was approved unanimously by roll call.

**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**

Joel Slavitt, Manager, Programming and Monitoring, said the difference in the ranking between projects 10 and 11 is one-tenth of a point. He said of the top 10 projects that could be funded by the amount of available funding do not include any Coastside projects. He said at the March TA Board meeting, the Board expressed their desire to fund the 11<sup>th</sup> project. Staff recommends advancing \$164,000 in future year funding from the Pedestrian and Bicycle Program to fund that project.

Director Nagel said with the sales tax rising there is a strong likelihood that the pot will grow bigger so no one will be penalized with this action.

Chair Matsumoto said she has concerns with setting precedent. In the last Call for Projects (CFP) in this category, \$1 million was advanced from the program's future funds. If that had not been done, projects 11 and 12 could have been funded this time. She said the Coastside has received funding for other projects so it is not a matter of geographic equity. She said other projects down the list might be very worthwhile and people will wonder what is precluding them from being funded.

Director Patridge said she supports the top 10 and considered holding the money for the 11<sup>th</sup> project for the next CFP. She asked if there is leftover funding from the top 10 projects whether some of that money could be provided to project 11 to start the project. She said there was outcry last time the Board advanced funding from future years.

Mr. Scanlon said earlier in the year the TA received about \$7 million in the settlement from the Lehman Brothers suit. That money will be going back at a proportional rate to each category. He said if 3 percent of the settlement is appropriated back to the Pedestrian and Bicycle Program, that equals about \$200,000. He said he believes the Board can take the action without any fear of precedent by using the settlement money.

Director Groom said if the Board has the opportunity to fund more projects they should take the opportunity. The more projects funded each year, the better off the county will be in the future. She said she would not like to wait two more years for the next CFP if a project can be funded today.

Mr. Scanlon said a portion of the funds could be given to the next project on the list to start their project.

Director Horsley asked if the resolution should say the funds are coming from the Lehman Brothers settlement. Mr. Scanlon said there would still need to be a budget amendment for the authorization to fund the 11 projects.

David Miller, Legal Counsel, said the staff report talks about borrowing from future funds, but the resolution does not. He said the minutes of this meeting will reflect this conversation: that the Board is making the decision based on the fact that they have been assured there are adequate funds under the existing availability of funds in the Measure to fund the projects that are recommended.

Mr. Scanlon said the minutes would express strong sentiment not to advance money and what prompted this discussion is the concern that the TA did not want to have the precedent of advancing funds, and there was an alternative source of funds allowing the Board to go forward with these projects at this time.

Director Patridge said she is comfortable with the Lehman Brothers settlement as a source of funds.

Director Foust thanked Directors Horsley and Groom for going after the Lehman Brothers and bringing money back that can be used as the tax payers see fit. Director Horsley said they are still pursuing other sources of recovery.

Director Nagel said it is worth a separate discussion what to do with the recovered funds. She said she would suggest not stopping with the 11 projects on the current Pedestrian and Bicycle Program list. She said since the next CFP is in 2016, she would rather use the maximum funds available, zero out the account, fund as much as possible to project 11 or others, then have a discussion about the future of that other funding.

Director Canepa asked if the TA is amenable to programming \$50,000 to project 12. Director Foust said it would have to be brought back at another Board meeting. She said she would like to use the Lehman funds to cover project 11 and then discuss funding other projects at a future date.

Mr. Miller said the plan is to distribute the Lehman Brothers recovery proportionately among the projects in the Expenditure Plan, which in turn would provide the requisite funds to support the amendment. Director Nagel asked if the entire cost of project 11 is coming out of the Lehman Brothers settlement. Mr. Scanlon said no, only the difference.

#### Public Comment

Andrew Boone, City/County Association of Governments (C/CAG) Bicycle and Pedestrian Advisory Committee, said he was happy to see the staff report suggest the Board borrow funds to start this project because it means being flexible. He said this project needs to get started because it is a planning project and construction is

phase 2. He said it is a small enough amount to make a whole project happen, but this is being smart with money.

Mr. Miller said the motion is exactly as it is worded in the staff report with no change. He said the minutes will reflect the fact that the ability to fund the additional amount stated in the staff report will now not require a borrowing from future projects, but is based upon the fact that the executive director reported there will be available funds. Mr. Scanlon said the staff report is now inaccurate, the minutes will reflect what really occurred, and the resolution as it exists still works.

A motion (Horsley/Patridge) to authorize the amendment of the FY2014 Budget by \$164,821 and program and allocate \$5,853,821 of Measure A funds from the Pedestrian and Bicycle Program Category was approved unanimously by roll call.

## **PROGRAM**

### **Program Report: San Mateo County Shuttle Program**

Mr. Slavitt presented:

- Program Overview
  - The program is a joint TA-C/CAG CFP.
  - It covers FY2015 and FY2016.
  - The program is composed of Measure A Local Shuttle Program funds and C/CAG Local Transportation Services Shuttle Program funds.
  - The purpose is to provide matching funds for the operation of local shuttle service and to fund shuttles that provide access to regional transit and meet local mobility needs.
- The TA Strategic Plan calls for:
  - Funding considerations to be made through a CFP
  - A project review committee to be assembled to evaluate applications
  - Projects to be reviewed based on a set of evaluation criteria
  - Funding recommendations to be anchored to the evaluation criteria
- Evaluation Criteria
  - Need and readiness – 40 to 50 percent
  - Effectiveness – 15 to 25 percent
  - Funding leverage – 20 percent
  - Policy consistency and sustainability – 15 percent
- Project Proposals
  - There were 35 applications submitted from eight sponsors.
  - Thirty-four applications will be considered (one application was withdrawn)
  - The amount requested is \$6.9 million out of \$7 million available.
- Project Proposals: Sponsors
  - The majority of the proposed shuttles are managed by the JPB and the Peninsula Traffic Congestion Relief Alliance.
- Project Proposals: Type
  - Commuter shuttles – 26
  - Community shuttles – 4
  - Combination commuter/community shuttles – 4
  - Existing shuttles – 29

- New shuttles - 5
- Project Proposals: Public/Private Subsidy
  - Almost 80 percent of the proposed shuttles include matching funds from private sector sources.
  - Most of the shuttles that do not include private sector funding include a 25 to 50 percent private subsidy.
- Draft Recommendation
  - Thirty-two proposed shuttles are recommended for funding award.
  - One shuttle is recommended for deferral.
  - One shuttle is not recommended for funding.
  - Recommended for award: \$6.6 million
    - TA – \$5.7 million
    - C/CAG – \$0.9 million
- Next Steps
  - April – Presentation to C/CAG Technical Advisory Committee and Congestion Management and Environmental Quality Committee.
  - May – TA and C/CAG Boards requested to approve proposed Program of Projects.
  - May/June – TA and C/CAG enter into funding agreements with project sponsors.

Director Nagel asked if there is any comprehensive effort to get all shuttles in the area listed on one smartphone application. Rita Haskin, Executive Officer, Customer Service and Marketing, said there are number of providers, so one challenge is getting them all to provide the standard feed needed to create applications. She said until then, the SamTrans and Caltrain websites both have shuttle tabs to get all information needed about shuttles, but it is not in the easy format used for applications. She said some applications are privately created and are out of the agency's management, but staff is looking at what can be done to make it as easy as possible.

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

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

#### State

Staff is focused on the Sustainable Communities strategy implementation and rail modernization funding from the Cap and Trade Program. Staff is advocating the State consider alternative allocation strategies. The trailer bill talks about a top-down approach where the Strategic Growth Council would be responsible for selecting the projects to receive funding at the regional level. He said the regions prefer the funding be distributed by a formula based on population so the entities coming up with what the Sustainable Communities strategies will be able to decide how they're funded.

Mr. Murphy said the carbon tax bill will likely be amended to include the topic of how cap and trade revenues should be allocated and how the regional funding should be spent. He said he hopes the bill will talk about minimum funding levels that would be used for both the regional Sustainable Communities strategy implementation and Rail Modernization Program funding.

### Federal

Mr. Murphy thanked Chair Matsumoto for attending the American Public Transportation Association Legislative Conference. He said he heard the Administration is drafting reauthorization bills since Moving Ahead for Progress in the 21<sup>st</sup> Century expires this year. He said the Administration is not inclined to draft bills that would increase funding beyond the current funding levels because they don't think there is political will in the House Ways and Means Committee or the Senate Finance Committee to fund anything beyond the current levels. He said if the current levels are maintained, the \$85 billion backlog increases to \$142 billion by 2030. To reduce the backlog, transit would have to be funded at \$20 billion per year instead of the current \$14 billion. He said he guesses the Highway Trust Fund will have to borrow from the General Fund.

Director Foust said the lack of action in Washington is unacceptable. Mr. Murphy said if the business community around the country would talk to their representatives and tell them they cannot get their employees to work unless the Highway Trust Fund issues are resolved, an important piece of the puzzle would be resolved.

Director Foust said businesses are starting to backfill what the government can't do, including private ferries, buses, and shuttles.

Chair Matsumoto asked Mr. Murphy to draft a letter for her to sign. She said there are over 100 biotech and life science companies in her area who are major campaign donors and she would like to try to get people from those companies to reach out to the politicians.

### **Program Report: Transit – Dumbarton Corridor**

Ms. Chan said the funding plan for the project is not robust enough to move the project forward. The Federal Transit Administration, without a robust funding plan, will not allow the environmental document to move forward. The Metropolitan Transportation Commission (MTC) has \$34.7 million in unallocated of Regional Measure 2 (RM2) funding for this project. She said staff has been working with various project partners to develop a list of projects to potentially use RM2 funding that would benefit the corridor and could be implemented quickly. She said the list was reviewed by the TA Board in November and then forwarded to MTC. She said MTC will no longer provide funding for the Dumbarton Rail Corridor Project, and are recommending transferring \$34.7 million to two projects: \$14.7 for the Dumbarton bus fleet replacement, and \$20 million to Caltrain electrification, which has a requirement of a dollar-for-dollar match from the JPB partners. She said the JPB partners indicated concern about the \$20 million match because there is no matching funds requirement for other projects in the RM2 Program. MTC will conduct a public hearing on the RM2 proposal and will take final action at its May meeting.

Ms. Chan said originally \$50 million was transferred from Original Measure A for this project, and including interest there is still about \$49.2 million that can be returned and used for other purposes. She said the funding was transferred from the Grade Separation line in the Original Measure A to the Caltrain line, and staff is reviewing where to redirect that funding.

Director Nagel asked if the funding might go back grade separations. Mr. Miller said staff is looking at various options where the options are to return the funds.

### Public Comment

Jim Bigelow, Redwood City/San Mateo County/Menlo Park Chamber of Commerce, said after 15 years of having \$50 million sitting and not being used, San Mateo County taxpayers deserve the spending of that money very soon. He said the buses are tired and need to be replaced, and the capacity of replacement buses should be at least equal to what is currently on the line. He said there is an idea of increasing service to Redwood City where Caltrain would be coming if it were operating from Union City. He said \$91 million was loaned for the Bay Area Rapid Transit to Warm Springs Project, and MTC is about to forgive that loan, and that would be a good-will gesture. He said Facebook and Google have to get their governmental people and chief executives out to start talking about traffic in the corridor. He said the region needs to build new political will, start over, and not forget about this project. He said Caltrain electrification really needs to happen, but people still want this project.

Mr. Scanlon said staff is trying to get a Silicon Valley group of CEOs to take that message to government. He said Google has reached out to staff to talk about stepping up to help fill the void where government left off. He said staff received a letter from Menlo Park in support of funds being used for Caltrain electrification and the new rolling stock for the Dumbarton bus service but they are against the forgiveness of the loan.

### **REQUESTS FROM THE AUTHORITY**

Chair Matsumoto said she is now chairing the Water Transit Advocates (WTA). She said the South San Francisco ferry is at a 16 percent farebox recovery but has to make 40 percent by next year. She said the purpose of the WTA is to help Ernest Sanchez, the marketing director for the Water Emergency Transportation Authority (WETA), with ideas. She said he listens to the WTA and takes ideas back to WETA, but WETA cancels more meetings than they hold. She said she is very concerned. She said she doesn't want to compete, but she wants to make sure people know there is a ferry service available.

Director Patridge requested the meeting adjourn in memory of Lillian Matsumoto, Chair Matsumoto's mother.

### **WRITTEN COMMUNICATIONS TO THE AUTHORITY**

No discussion.

### **REPORT OF LEGAL COUNSEL**

No report.

### **DATE AND PLACE OF NEXT MEETING**

May 1, 2014 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070

Meeting adjourned at 6:54 p.m. in the memory of Lillian Matsumoto.

# TA CAC Chair's Report

April 3, 2014

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

(TA Item 4a) The CAC reviewed the TA's Minutes of March 6, 2014 without question or comment.

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

(TA Item 10a) After a brief explanation by April Chan, Executive Officer, Planning and Development, the CAC supported the amendment of the Fiscal Year 2014 Budget to include \$175,000 in New Measure A funds for the allocation of such funds for the 2014-2018 Measure A Strategic Plan.

(TA Item 10b) Following a brief presentation by Joel Slavit, Manager, Programming and Monitoring, the CAC supported amending 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, which will now provide a new sum total of \$5,853,821 of Measure A Pedestrian and Bicycle Program Category funds. The CAC also supported the programming and allocation of that \$5,853,821 to the 11 projects currently recommended for FY2014 and FY2015.

The CAC was pleased to see this amendment to the budget created the financial capacity to now include Project Number 11, the Midcoast Multi Modal Trail in the FY2014-2015 Project Awards. The CAC believes that this 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.

(TA Item 11a) The CAC received a comprehensive presentation on the San Mateo County Shuttle Program by Joel Slavit. In reviewing the written report members of the CAC noted that the Pacifica Weekend Community Shuttle, which has been reported to have an existing performance level falling far below benchmarks and which is now the subject of close monitoring by staff concerning the impact of the opening of the Devil's Slide Trail on its ridership, could certainly benefit from much more marketing and publicity than it is presently receiving, which appears to be little or none.

And, since there is a critical parking issue at the Trail which has only 41 parking slots for the public, members of the CAC have asked that publicity about this new Devil's Slide Shuttle be greatly increased for the benefit of the visiting public to use as a safe and convenient transportation alternative to access this wonderful new park area, while, at the same time, help increase the ridership of this new shuttle to justify its ongoing operation.

(TA Item 11b) In keeping with the quality of past reporting, the CAC once again received an excellent and thorough update on legislative programs and bills from Government Affairs Officer, Schweta Bhatnagar.

(TA Item 11c) Pursuant to a previous report on October 3, 2013 to the TA, the CAC received a comprehensive update on the Dumbarton Corridor Rail Project by April Chan, which revealed that at the February 12, 2014 MTC meeting, it was recommended that there be no further funding for the Dumbarton Rail and that there be a 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.

Although the CAC looks forward to the San Mateo County Transit District working with the MTC for the improvement in transit that the extremely important electrification of Caltrain will bring, the CAC has unanimously asked that I report to you that the CAC still supports the Dumbarton Rail Project and asks that this project be neither forgotten, nor abandoned. And, also asks that we should start talking about it once again in 2015, still keeping in mind that Caltrain's electrification is the priority.

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

\* During the first six months of The Bay Area Bike Share operation, Bay Area Bike Share riders have logged over 150,000 bicycle trips in San Francisco, Redwood City, Palo Alto, Mountain View and San Jose. It has also been reported that it now has 3,700 annual members and 15,000 casual members as the program's popularity continues to grow on a daily basis.

\*The San Bruno Grade Separation had a "soft opening" on April 1, 2014, with a more formal opening and celebration planned for some time in May at Posey Park in San Bruno. However, work continues at the San Mateo and San Bruno avenues bridges on ramps, stairwells, walls and elevators.

\*The Grand Blvd Initiative, Caltrans District 4 and the San Mateo County Health System are inviting the public to a 2-part training on designing streets that are safe, economically vibrant and sustainable for all users. The training will be conducted by the National Association of City Transportation Officials. These training sessions are scheduled to be held on May 13th and 14th at the City of San Mateo Main Library and on May 20th at the Fair Oaks Community Center in Redwood City.

\* The Devil's Slide Trail opened on March 27th and from all reports a good time was had by both politicians and park enthusiasts. Access; however is still an issue of concern. As previously mentioned in my report on the shuttles there are only 41 parking slots and the need for the public to use the new Devil's Slide Shuttle to arrive at the trailhead is very important... as well as increased marketing /publicity for that shuttle to be very important.

\* In closing, I reminded the CAC members that applications for positions on the CAC are due by April 4th and also reminded them that there are a few remaining public meetings scheduled on the Caltrain electrification environmental report to be held in Redwood City, San Jose and San Francisco, with the deadline for public comment to be April 29th.

In Joe's absence, Jim McKim joined us at our meeting on Tuesday evening. He had no staff report to deliver.

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 MARCH 31, 2014**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$68,673,065 - line 7) is **better** than staff projections by \$12,275,543 or 21.8 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* (\$2,310,371 - line 2) is \$136,161 or 6.3 percent **better** than projections due to higher than budgeted returns and *Rental Income* (\$908,237 - line 4) is \$34,657 or 4 percent **better** than staff projections.

*Total Revenue* (\$68,673,065 - line 7) is \$8,911,447 or 14.9 percent **better** than prior year performance. *Interest Income* (\$2,310,371 - line 2) and *Grant Proceeds* (\$20,631 - line 5) combined is \$3,061,967 or 56.8 percent **worse** than prior year and is slightly offset by *Rental Income* (\$908,237 - line 4), which is \$55,908 or 6.6 percent **better**.

**Expenditures:** *Total Administrative Expenses* (\$593,208 - line 22) is **better** than staff projections by \$84,793 or 12.5 percent. Within total administrative expenses, *Staff Support* (\$408,463 - line 18) is \$22,835 or 5.3 percent **better** than staff projections.

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

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

% OF YEAR ELAPSED: 75.0%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	6,997,546	52,544,608	58,261,831	53,327,499	109.3%	68,000,000	72,000,000	74.1%
2 Interest Income	254,883	2,860,069	2,310,371	2,174,210	106.3%	2,821,040	2,821,040	77.1%
3 Miscellaneous Income	0	971,712	7,171,994	0	0.0%	0	0	0.0%
4 Rental Income	96,894	852,329	908,237	873,580	104.0%	1,168,300	1,168,300	77.7%
5 Grant Proceeds	-18,334	2,532,900	20,631	22,233	92.8%	3,800,500	3,800,500	0.5%
6								
7 <b>TOTAL REVENUE</b>	<b>7,330,989</b>	<b>59,761,618</b>	<b>68,673,065</b>	<b>56,397,522</b>	<b>121.8%</b>	<b>75,789,840</b>	<b>79,789,840</b>	<b>86.1%</b>
8								
<b>EXPENDITURES:</b>								
11 Annual Allocations	2,881,404	19,178,781	21,592,868	19,464,537	110.9%	24,820,000	26,280,000	82.2%
12 Program Expenditures	4,885,495	25,702,518	28,117,828	69,298,750	40.6%	86,780,000	93,870,000	30.0%
13 Oversight	114,089	478,501	967,321	713,750	135.5%	485,000	1,185,000	81.6%
14								
15 Administrative								
16 Staff Support	41,330	337,102	408,463	431,298	94.7%	565,152	565,152	72.3%
17 Measure A Info-Others	3,000	33	6,423	6,618	97.0%	16,500	16,500	38.9%
18 Other Admin Expenses	23,308	149,258	178,322	240,085	74.3%	318,634	318,634	56.0%
19								
20 Total Administrative	67,639	486,393	593,208	678,001	87.5%	900,286	900,286	65.9%
21								
22 <b>TOTAL EXPENDITURES</b>	<b>7,948,627</b>	<b>45,846,193</b>	<b>51,271,225 (1)</b>	<b>90,155,039</b>	<b>56.9%</b>	<b>112,985,286</b>	<b>122,235,286</b>	<b>41.9%</b>
23								
24 <b>EXCESS (DEFICIT)</b>	<b>-617,639</b>	<b>13,915,425</b>	<b>17,401,840</b>	<b>(33,757,517)</b>		<b>(37,195,446)</b>	<b>(42,445,446)</b>	
25								
26 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>444,581,025</b>	<b>445,209,646</b>	<b>445,209,646</b>		<b>415,823,164</b>	<b>445,209,646</b>	
27								
28 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>458,496,450</b>	<b>462,611,486 (2)</b>	<b>411,452,129</b>		<b>378,627,718</b>	<b>402,764,200</b>	
29								

31 Includes the following balances:

32								
33								
34	Cash and Liquid Investments	715,506				FY 2013 Carryover of Commitments (Audited)	278,517,658	
35	Current Committed Fund Balance	349,481,719 (3)				FY 2014 Additional Commitments (Budgeted)	112,985,286	
36	Undesignated Cash & Net Receivable	<u>112,414,262</u>				Reso #2013-24	5,350,000	
37	Total	<u>462,611,486 (2)</u>				Reso #2014-01	3,900,000	
38						Less: Current YTD expenditures	<u>(51,271,225) (1)</u>	
39						Current Committed Fund Balance	<u>349,481,719 (3)</u>	
40								

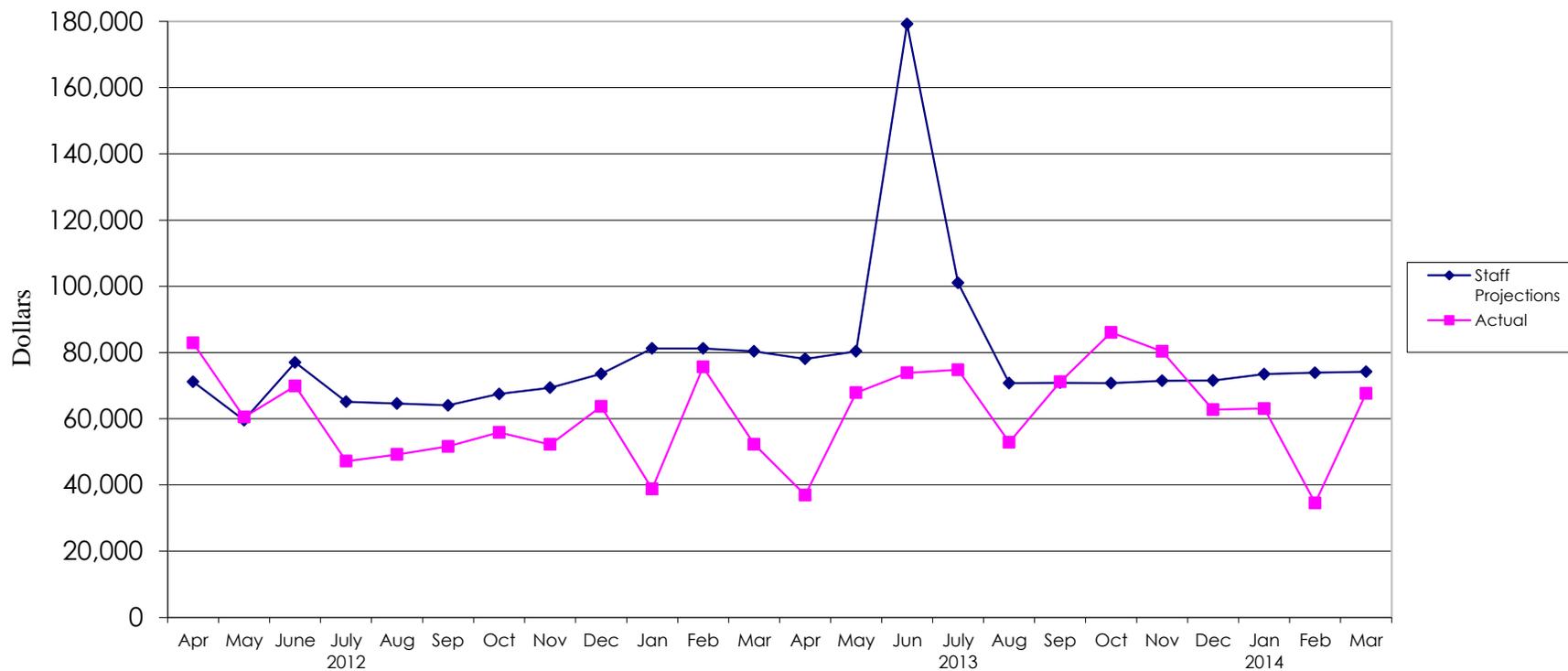
41 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress  
42 against the annual budget. When comparing it to the amounts shown in the  
43 "% of PROJECT" column, please note that individual line items reflect variations  
44 due to seasonal activities during the year.

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

46 \*\* The TA Staff Projection is the adopted budget including year to date budget transfers.

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

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES





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 MARCH, 2014

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.650%	\$ 250,814,694	\$ 250,814,694
Local Agency Investment Fund	**	Liquid Cash	0.236%	\$ 5,816,227	\$ 5,816,227
Investment Portfolio	***	Liquid Cash	0.888%	\$ 189,839,336	\$ 189,774,266
Other		Liquid Cash	0.000%	\$ 715,506	\$ 715,506
				<u>\$ 447,185,762</u>	<u>\$ 447,120,692</u>

Accrued Earnings for March, 2014 \$ 264,910.15  
Cumulative Earnings FY2014 \$ 2,393,346.01

\* County Pool average yield for the month ending March 31, 2014 was 0.650%. As of March, 2014 the amortized cost of the Total Pool was \$3,333,739,991.77 and the fair market value per San Mateo County Treasurer's Office was \$3,331,218,848.92.

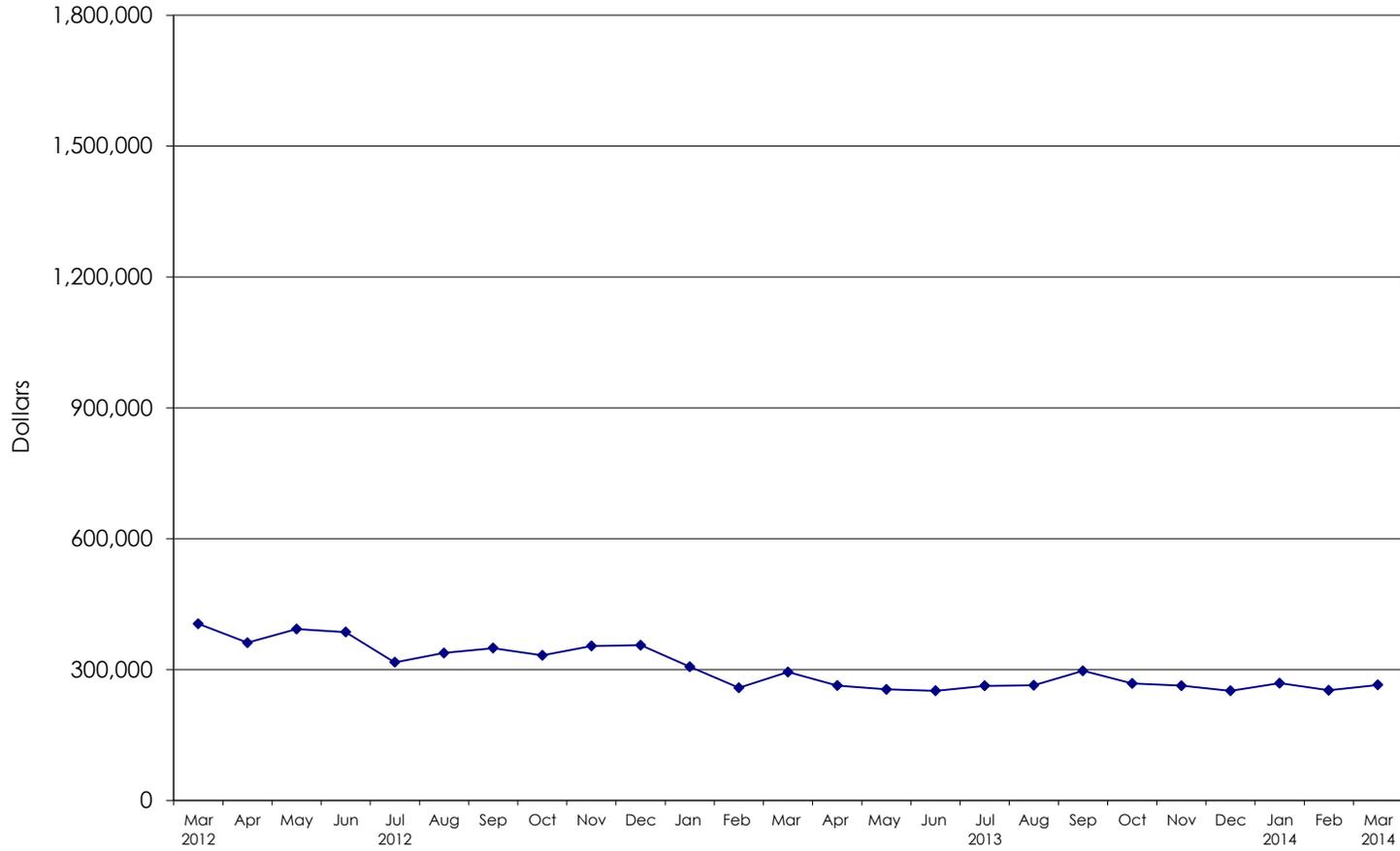
\*\* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

\*\*\* 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  
MARCH 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	264,910.15	2,393,346.01
APRIL		
MAY		
JUNE		

# SMCTA Interest Income



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

DESCRIPTION	TOTAL INVESTMENT 03-31-14	INTEREST RECEIVABLE 02-28-14	PREPAID INT RECEIVABLE 02-28-14	INTEREST EARNED 03-31-14	INTEREST RECEIVED 03-31-14	ADJ.	INTEREST RECEIVABLE 03-31-14
LAIF	5,816,227.06	3,596.70	0.00	2,411.42	0.00	0.00	6,008.12
COUNTY POOL	250,814,693.58	247,878.25	0.00	137,926.95	0.00	0.00	385,805.20
BANK OF AMERICA	698,987.67	0.00	0.00	0.00	0.00	0.00	0.00
WELLS FARGO	16,518.00	0.00	0.00	0.00	0.00	0.00	0.00
INVESTMENT PORTFOLIO	189,839,335.63	467,370.01	71,470.39	124,620.82	154,012.50	(49.04)	509,399.68
	<u>447,185,761.94</u>	<u>718,844.96</u>	<u>71,470.39</u>	<u>264,959.19</u>	<u>154,012.50</u>	<u>(49.04)</u>	<u>901,213.00</u>

**MARCH 2014 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned Per Report 03/31/14	264,910.15
<b>Add:</b>	
<b>Less:</b>	
Management Fees	(7,930.41)
Amortized Premium/Discount	(36,446.37)
Capital Gain(Loss)	<u>(2,096.77)</u>
Total Interest & Capital Gain(Loss)	<u>218,436.60</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	2,393,346.01
<b>Add:</b>	
<b>Less:</b>	
Management Fees	(70,142.49)
Amortized Premium/Discount	(291,653.54)
Capital Gain(Loss)	<u>(12,832.52)</u>
Total Interest	<u>2,018,717.46</u>

Balance Per Ledger as of 03/31/14	
Exp. Acct. 530011 - Amort Prem/Disc	(291,653.54)
Int Acct. 409100 - Co. Pool	1,197,818.61
Int Acct. 409100 - LAIF	20,793.65
Int Acct. 409101 - Portfolio Funds	1,104,591.24
Gain(Loss) Acct. 405210	<u>(12,832.50)</u>
	<u>2,018,717.46</u>

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

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED	MARKET VALUE	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 2/28/14	PREPAID INT REC'VBLE 3/31/14	INTEREST EARNED 3/31/14	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 3/31/14	INT REC'VBLE LESS PREPAID 3/31/14	PAR VALUE
<b>SECURITIES MANAGED BY INVESTMENT ADVISOR:</b>																	
<b>U.S. TREASURY NOTES AND BONDS</b>																	
US TREASURY NOTE	912828TX8	02-01-13	14,998,828.13	14,967,150.00	15,022,800.00	11-15-15	0.375%	156.2500	31	16,470.99		4,843.75		(26.76)	21,287.98	21,287.98	15,000,000
US TREASURY NOTE	912828VL1	12-19-13	20,047,968.75	20,025,000.00	20,025,000.00	07-15-16	0.625%	347.2222	24	17,955.80	13,294.20	8,333.33		(46.04)	26,243.09	12,948.89	20,000,000
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	11,980,320.00	10-15-16	0.625%	208.3333	11	32,348.90	32,348.90	2,291.67		(25.19)	34,615.38	2,266.48	12,000,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	9,971,900.00	11-15-16	0.625%	173.6111	4	22,962.71	22,962.71	694.44		(3.84)	23,653.31	690.60	10,000,000
																	20.06%
<b>U.S. GOVERNMENT AGENCIES</b>																	
FHLMC	3137EACB3	03-30-11	13,932,270.00	13,752,855.00	13,519,980.00	04-23-14	2.500%	937.5000	30	120,000.00		28,125.00			148,125.00	148,125.00	13,500,000
FHLMC	3134G4ER5	08-19-13	10,001,100.00	9,993,500.00	10,009,800.00	08-19-15	0.500%	138.89	30	1,666.67		4,166.67		(0.01)	5,833.33	5,833.33	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	27	31,875.00		5,625.00	37,500.00		0.00	0.00	10,000,000
FNMA	31398A4M1	09-13-13	10,221,000.00	10,244,600.00	10,204,800.00	10-26-15	1.625%	451.39	30	56,423.61		13,541.67			69,965.28	69,965.28	10,000,000
FHLMC	3134G4HZ4	10-28-13	9,999,500.00	10,014,700.00	10,015,400.00	10-28-15	0.500%	138.89	30	17,083.33		4,166.67			21,250.00	21,250.00	10,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,947,600.00	9,996,800.00	01-28-16	0.500%	138.8889	30	4,583.33		4,166.67			8,750.00	8,750.00	10,000,000
FNMA	3135G0UM3	05-29-13	4,394,560.50	4,374,255.60	4,397,812.80	02-26-16	0.520%	63.4833	30	317.42		1,904.50			2,221.92	2,221.92	4,395,000
FNMA	3135GOVH3	05-30-13	15,149,117.50	15,099,386.50	15,144,144.40	03-04-16	0.750%	313.9583	30	55,570.63		9,418.75	56,512.50		8,476.88	8,476.88	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	20	53,333.33		6,666.67	60,000.00		0.00	0.00	12,000,000
FNMA	3135GOVA8	05-13-13	24,041,832.00	23,865,600.00	24,016,080.00	03-30-16	0.500%	333.3333	30	50,333.33		10,000.00	60,000.00		333.33	333.33	24,000,000
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	9,961,200.00	07-05-16	0.375%	104.1667	30	5,833.33		3,125.00			8,958.33	8,958.33	10,000,000
FNMA	3135 G0YE7	03-07-14	15,029,400.00	14,991,150.00	14,991,150.00	08-26-16	0.625%	260.4167	24	2,864.58	2,864.58	6,250.00			9,114.58	6,250.00	15,000,000
																	73.92%
<b>U.S. TREASURY INFLATION PROTECTED SECURITIES</b>																	
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,581,103.06	10,517,078.31	04-15-14	1.250%	364.5493	31	49,217.44		11,301.03		52.80	60,571.27	60,571.27	10,499,020
																	6.02%
<b>CASH INVESTMENT</b>																	
Federated Funds Money Market	3135GOVA8	03-31-14											(60,000.00)				
<b>MATURED/CALLED</b>																	
FHLMC	3134G3SD3	03-28-12	(9,996,000.00)	(10,034,200.00)	(10,004,300.00)												(10,000,000)
FHLMC	3134G3SE1	03-21-12	(12,007,500.00)	(12,041,520.00)	(12,004,560.00)												(12,000,000)
<b>TOTAL</b>			<b>189,839,335.63</b>	<b>189,739,820.16</b>	<b>189,774,265.51</b>					<b>538,840.40</b>	<b>71,470.39</b>	<b>124,620.82</b>	<b>154,012.50</b>	<b>(49.04)</b>	<b>449,399.68</b>	<b>377,929.29</b>	<b>189,464,021.00</b>

23-Apr-14

Weighted Average Interest Rate 0.8878%

124,571.78

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

4/23/14 4:26 PM

Approved Budget		Receipts		Over/(Under)	Current
Date	Revised Amount	Date	Amount	Budget/Projection	Projection
<b>FY2013:</b>					
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
<b>FY2013 Total</b>	<b>68,000,000</b>	<b>FY2013 Total</b>	<b>73,857,787</b>	<b>5,857,787</b>	<b>73,857,787</b>
<b>FY2014:</b>					
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	2,495,146	700,146	2,495,146
6 Months Total	34,075,000		39,684,432	5,609,432	39,684,432
Jan. 14	5,580,000	Mar. 14	4,904,900	(675,100)	4,904,900
Feb. 14	5,500,000	Apr. 14			5,500,000 (1)
Mar. 14	6,500,000	May 14			6,500,000 (1)
3rd Qtr. Adjustment	1,672,500	Jun. 14			1,672,500 (1)
9 Months Total	53,327,500		44,589,332	4,934,332	58,261,832
Apr. 14	5,500,000	Jun. 14			5,500,000
May 14	5,500,000	Jul. 14			5,500,000
Jun. 14	6,000,000	Aug. 14			6,000,000
4th Qtr. Adjustment	1,672,500	Sep. 14			1,672,500
<b>FY2014 Total</b>	<b>72,000,000</b>	<b>FY2014 Total</b>	<b>44,589,332</b>	<b>4,934,332</b>	<b>76,934,332</b>
	19,083,485	1st Quarter			
	20,600,946	2nd Quarter			
	18,577,400	3rd Quarter			
	<u>58,261,832</u>	4th Quarter			
		YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

3/31/2014

Cash -- Bank of America Checking Account	698,987.67
Cash -- Wells Fargo Lockbox Account	16,518.00
LAIF	5,816,227.06
County Pool	250,814,693.58
Investment Portfolio	189,839,335.63
	<hr/>
Total	<u><u>447,185,761.94</u></u>

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

Unit	Reference	Name	Date	Amount	Method	Description
SMCTA	000913	PENINSULA CORRIDOR JOINT POWERS BOARD	3/3/2014	\$ 332,439.21	WIR	Capital Programs <sup>(1)</sup>
SMCTA	000914	MATSUMOTO, KARYL M.	3/10/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000915	GROOM, CAROLE	3/10/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000916	NAGEL, TERRY	3/10/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000917	HORSLEY, DONALD	3/10/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000918	CANEPA, DAVID	3/10/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000919	DEPARTMENT OF TRANSPORTATION	3/17/2014	1,726,850.50	WIR	Capital Programs <sup>(2)</sup>
SMCTA	000920	PENINSULA CORRIDOR JOINT POWERS BOARD	3/17/2014	337,107.72	WIR	Capital Programs <sup>(3)</sup>
SMCTA	000921	DEPARTMENT OF TRANSPORTATION	3/31/2014	75,839.19	WIR	Capital Programs <sup>(2)</sup>
SMCTA	003688	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	3/3/2014	28,428.20	CHK	Legal Services
SMCTA	003689	HOLLAND & KNIGHT LLP	3/3/2014	3,500.00	CHK	Legislative Advocate
SMCTA	003690	SAN CARLOS, CITY OF	3/3/2014	110,589.87	CHK	Capital Programs <sup>(4)</sup>
SMCTA	003691	DMJM HARRIS/MARK THOMAS JV	3/10/2014	608.27	CHK	Capital Programs <sup>(5)</sup>
SMCTA	003692	FOUST, ROSANNE	3/10/2014	100.00	CHK	Board of Directors Compensation
SMCTA	003693	HURLEY, JOSEPH	3/10/2014	300.69	CHK	Business Travel & Meetings
SMCTA	003694	PATRIDGE, NAOMI	3/10/2014	100.00	CHK	Board of Directors Compensation
SMCTA	003695	SAN MATEO, COUNTY OF	3/10/2014	2,112.20	CHK	Return Property Tax Refund
SMCTA	003696	HNTB CORPORATION	3/17/2014	1,744.90	CHK	Consultant
SMCTA	003697	ATKINS NORTH AMERICA, INC	3/24/2014	45,561.02	CHK	Consultant
SMCTA	003698	AUTO PRIDE CAR WASH	3/24/2014	256.00	CHK	Other Accounts Payable
SMCTA	003699	DMJM HARRIS/MARK THOMAS JV	3/24/2014	4,546.58	CHK	Capital Programs <sup>(6)</sup>
SMCTA	003700	DRB PARTNERS, INC.	3/24/2014	3,000.00	CHK	Printing and Information Services
SMCTA	003701	GOVERNMENT FINANCE OFFICERS ASSN	3/24/2014	160.00	CHK	Dues and Subscription
SMCTA	003702	HOLLAND & KNIGHT LLP	3/24/2014	3,500.00	CHK	Legislative Advocate
SMCTA	003703	MORROW-MEADOWS CORPORATION	3/24/2014	4,100.00	CHK	Ground Maintenance Service
SMCTA	003704	OFFICEMAX	3/24/2014	195.29	CHK	Office Supplies
SMCTA	003705	ULRICH CONSTRUCTION	3/31/2014	327.00	CHK	Other Contract Services
SMCTA	003706	URS CORPORATION	3/31/2014	121,866.24	CHK	Capital Programs <sup>(7)</sup>
SMCTA	003707	WELLS FARGO INSURANCE SERVICES USA, INC	3/31/2014	1,005.00	CHK	Premium - Other Insurance - General
				<u>\$ 2,804,737.88</u>		

- (1) San Bruno Grade Separation - \$179,875; San Bruno Archway Study - \$1,177; Downtown Extension - \$11,356; CBOSS PTC - \$27,273; Caltrain Electrification - \$100,125; Boarding Platform (Atherton) - \$12,633.
- (2) Marsh to SM/SC - \$57,407.82; HOV Ln Whipple-San Bruno - \$15,000; 101 Peninsula Ave/Poplar IC - \$30,000; US 101 Aux 3rd-Millbrae - \$1,624,492.68
- (3) PCA Caltrain Shuttles
- (4) US 101/Holly Street Interchange
- (5) Calera Parkway (Rte1 - Fassler Ave. to Westport)
- (6) US 101 Ramp Metering Study
- (7) US 101/Broadway Interchange

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **REAUTHORIZATION OF THE INVESTMENT POLICY, AND THE INVESTMENT OF  
MONIES WITH THE LOCAL AGENCY INVESTMENT FUND**

**ACTION**

Staff recommends the Board authorize affirming the Statement of Investment Policy for the investment of San Mateo County Transportation Authority (TA) funds and the delegation of authority as stated therein and reauthorizing the investment of TA funds in the Local Agency Investment Fund (LAIF).

**SIGNIFICANCE**

The Executive Director (or his designee) serves as the TA's trustee for purposes of placing investments pursuant to the attached investment policy. The Board of Directors, in accordance with California Government Code Section 53646(a), may review and reauthorize this delegation of authority on an annual basis at a public meeting. The Board of Directors, in compliance with LAIF requirements, must also adopt a separate resolution authorizing monies to be invested in LAIF.

Staff, in conjunction with legal counsel has reviewed the attached investment policy and recommends no changes.

**BUDGET IMPACT**

There is no budget impact.

**BACKGROUND**

The first formal investment policy for the investment of general funds was presented and adopted by the Board on November 4, 1999.

On May 21, 2009, the TA eliminated the separate Statement of Investment Policy for the Paratransit Trust Funds which were transferred to the San Mateo County Transit District upon the expiration of the original Measure A.

Most recently on May 3, 2012 the TA amended the investment policy by requiring an annual independent audit of the Authority's assets as reported for the investment

program's activities and an independent auditor's opinion regarding compliance with the TA's investment policy and the California Government Code.

Two other minor changes were also incorporated into this amendment. The citation on page 3, Section 2 *Diversification*, changed from (j) to (k) due to a change in the California Government code; and page 5, section 6, item j was reworded for clarity.

Prepared by: Lori Snow, Manager, Finance Treasury

650-508-6425

Adopted November 1999	Reaffirmed May 2005	Amended May 2010
Amended April 2001	Reaffirmed May 2006	Reaffirmed June 2011
Reaffirmed May 2002	Amended August 2007	Amended May 2012
Amended May 2003	Reaffirmed August 2008	Reaffirmed May 2013
Reaffirmed May 2004	Amended May 2009	

## **EXHIBIT A**

# **SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

## **Statement of Investment Policy For The Investment of Transportation Authority Funds**

### **I. PURPOSE**

This Policy sets forth the investment guidelines for the prudent management of the general funds of the San Mateo County Transportation Authority, (the Authority). It is the goal of this Policy to establish investment objectives in accordance with the provisions of the *California Government Code, Section 53600 et seq.* (hereafter “Code”), and investment guidelines, to ensure that the funds under its purview are prudently invested to preserve capital, provide necessary liquidity, and to achieve a market-average rate of return over an economic cycle consistent with the Authority’s goals of preserving principal and minimizing the risk of diminishing the principal.

Investments may only be made as authorized by this Investment Policy, and subsequent revisions. This Statement of Investment Policy may be reviewed annually by the Authority’s Board of Directors at a public meeting. Irrespective of these policy provisions, should the provisions of the *Code* be, or become, more restrictive than those contained herein, then such provisions will be considered immediately incorporated into this Statement of Investment Policy.

### **II. OBJECTIVES**

The Authority’s cash management system is designed to monitor and forecast accurately expenditures and revenues, thus enabling the Authority to invest funds to the fullest extent possible. Idle funds of the Authority shall be invested in accordance with sound treasury management and in accordance with the provisions of *California Government Code Section 53600 et seq.* and this Policy.

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived. The standard of prudence to be used by investment officials shall be applied in the context of managing an overall portfolio. The Authority officials shall act in accordance with written procedures and the Investment Policy and should report deviations from expectations in a timely fashion and take appropriate action to control adverse developments.

The Authority's primary objective with respect to its invested funds is to safeguard the principal of the funds. The second objective is to meet the liquidity needs of the Authority. The third objective is to achieve a return on its invested funds.

### III. **BENCHMARKS**

Investment results are compared quarterly to the following composite index:

- 30% BofA Merrill Lynch 0-1 Year U.S. Governments
- 20% BofA Merrill Lynch 1-3 Year U.S. Governments
- 20% BofA Merrill Lynch 3-5 Year U.S. Governments
- 10% BofA Merrill Lynch 1-10 Year U.S. Governments
- 20% BofA Merrill Lynch 1-5 Year Corporate Bonds

### IV. **POLICY**

At all times, the Authority shall invest its funds in accordance with the rules and restrictions established by the law of the State of California (*Government Code Section 53600 et seq.*). In addition, the Authority shall conduct its investments under the "prudent investor standard": "When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency." (*California Government Code Section 53600.3*).

The Executive Director or his designee of the Authority shall serve as the Authority's trustee for purposes of placing investments pursuant to this policy. The Board of Directors may review and specifically reauthorize this delegation of authority on an annual basis. The policy may also be reviewed annually by the Authority's Board of Directors at a public meeting. (*California Government Code Section 53646(a)*).

1. **Criteria for Selecting Investments**. Criteria for selecting investments and the order of priority are:
  - a. **Safety**. The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. The Authority shall invest only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section 6, Allowable Investment Instruments and Section 7, Local Agency Investment Fund & San Mateo County Investment Fund, are deemed to constitute safe investments within the meaning of this Policy.
  - b. **Liquidity**. An adequate percentage of the portfolio, in the approximate amount of six months operating expenses, should be maintained in liquid short-term investments which can convert to cash if necessary to meet disbursement requirements. For purposes of this Policy, fixed income securities maturing in one year or more are considered investment term and fixed income securities

maturing in less than one year are considered short-term cash equivalents.

- c. **Return on Investment.** The Authority's investment portfolio shall be designed with the objective of attaining the safety and liquidity objectives first, and then attaining a market rate of return throughout the budgetary and economic cycles consistent with the portfolio's benchmark as described in Section III. This benchmark takes into account the Authority's investment risk constraints and the cash flow characteristics of the portfolio.
2. **Diversification.** The Authority will limit its investments to the safest types of securities which include those backed by the U.S. Government or its agencies, those which have federal insurance on principal by the Federal Deposit Insurance Corporation (FDIC), or those having collateral backing of the invested principal as defined by this Policy and/or the California Codes, and medium term notes as defined by *California Government Code Section 53601 (k)*.

The portfolio should consist of a mix of various types of securities, issuers, and durations from among the allowable investment instruments described in Sections 5, 6 and 7 so as to minimize the risk of loss and to maximize the rate of return when prudent to do so.

3. **Safekeeping and Custody.** All security transactions, including collateral for repurchase agreements will be executed on a Delivery versus Pay Basis (DVP). The assets of the Authority shall be held in safekeeping by the Authority's safekeeping agent, or secured through third party custody and safekeeping procedures. A due bill or other substitution will not be acceptable.
4. **Investment Maturities and Average Life.** The specific security guidelines including maximum maturities and qualified Fixed Income instruments can be found in Section 10 "Summary of Instruments & Limitations" of this policy.

The maximum dollar weighted average maturity of the fund is five years. This policy limitation leaves open the flexibility to take advantage of interest rate fluctuations as well as yield curve differences to maximize the return on investment. The imposed maximum dollar weighted five year average maturity limits the market risk to levels appropriate for an intermediate income fund. For the purposes of calculating the "average life" of the fund, callable and asset backed securities will be run to their stated final maturity.

5. **Deposit of Funds.** As far as possible, all money belonging to or in the custody of the Authority including money paid to the Authority to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, credit unions or federally insured industrial loan companies in California (as defined by *California Government Code Section 53630*). Pursuant to *California Government Code Sections 53635, 53637 and 53638*, the money shall be deposited in any authorized depository with the objective of realizing maximum return, consistent with prudent financial management.

The Authority's funds may also be invested in the instruments set forth below and in Sections 6 and 7 of this Policy:

- a. Time Deposits with Banks. The Authority may invest in time deposits. In so doing, the following rules will be followed subject to the applicable statutory requirements:
    - (1) No more than 5 percent of the total portfolio will be placed in any one financial institution.
    - (2) The issuing bank must carry short-term ratings of A1/P1/F1 or better whose long-term rating is A or better by two of the three nationally recognized rating services (Standard & Poor's, Moody's Investor Services and Fitch's Ratings).
    - (3) Prior to placing each deposit, the Executive Director or his designee will survey the market in order to determine which stable financial institution offers the highest rate of interest.
  - b. U.S. Treasury Obligations. The investment of Authority funds in U.S. Treasury Obligations may be undertaken in lieu of time deposits. Guaranteed by the U.S. Government, treasury obligations are considered one of the safest instruments, but the yield generally is lower than that of time deposits.
6. Allowable Investment Instruments. The Authority may also invest in any investment instrument as authorized by the *California Government Code*, as it may be amended from time to time, and subject to any conditions set forth in the *California Government Code*. These investment instruments may include:
- a. United States Treasury notes, bonds, bills or certificates of indebtedness, or those for which the faith and credit of the United States Government are pledged for the timely payment of principal and interest.
  - b. Obligations issued by banks for cooperatives, federal land banks, federal intermediate credit banks, federal home loan banks or obligations, participations or other instruments of or issued by, a federal agency or a United States government-sponsored enterprise.
  - c. Bills of exchange or time drafts drawn on and accepted by a commercial bank, otherwise known as banker's acceptances, which are eligible for purchase by the Federal Reserve System.
  - d. Commercial paper of "prime" quality of the highest ranking or of the highest letter and numerical rating as provided for by Moody's Investors Service, Inc., Standard and Poor's Corporation, or Fitch's Ratings.

- e. Negotiable certificates of deposits issued by a nationally or state-chartered bank or a state or federal association (as defined by *California Financial Code Section 5102*) or by a state-licensed branch of a foreign bank.
- f. Investments in repurchase agreements or reverse repurchase agreements of any securities authorized by this section only under specific statutory conditions.
- g. Medium-term notes/corporate bonds of a maximum of five years' maturity issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.
- h. Shares of beneficial interest issued by diversified management companies investing in the securities and obligations as authorized by subdivisions (a) to (g), inclusive, of this section and that comply with specific statutory restrictions.
- i. Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass-through certificate or consumer receivable-backed bond of a maximum of five years maturity.
- j. Other securities having first mortgages or government securities as collateral backing of the invested principal as defined by this Policy and/or the California Government Code,.

Collateral is defined in this Policy to mean property (as securities) pledged by a borrower to protect the interest of the lender. For purposes of this Policy, the following investments are considered to have collateral backing: Certificates of Deposit protected by either the FDIC or pledged securities in conformance with California Codes and this Policy; Bankers' Acceptances (protected by an irrevocable time draft or bill of exchange) whereby the accepting bank incurs an irrevocable primary obligation thus guaranteeing payment on the draft or bill. A secondary obligation rests with the issuing company; Commercial Paper (protected by an unsecured promissory note from the issuer who must be rated A1/P1/F1 or better) thereby guaranteeing that the earning power and/or liquidity had been established to fulfill the obligation to pay; and, asset backed securities which are rated AAA by both Moody's and Standard & Poors.

7. **Local Agency Investment Fund & San Mateo County Investment Fund.** The Board of Directors also authorizes the Authority to invest in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code Section 16429.1* and in the San Mateo County Investment Fund (SMCIF).

8. **Prohibited Investments.** The Authority shall not invest any funds in inverse floaters, range notes or mortgage derived interest-only strips. The Authority shall not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the Authority may hold this prohibited instrument until its maturity date. The limitation does not apply to investments in shares of beneficial interest issued by diversified management companies as set forth in *California Government Code Section 53601.6*.
  
9. **Portfolio Transactions.** The Authority’s investment advisors are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Investment advisors are to obtain three independent bids from SEC licensed brokerage institutions, licensed by the state as a broker-dealer, as defined in California Government Code Section 53601.5, or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank, prior to the execution of each portfolio transaction. The investment advisors, at their sole discretion and authority, will choose which broker dealers or brokerage firms from which to solicit bids and final selection is to be made based on the best interests of the Authority. Investment advisors may incur realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time subject, however, to the prior approval of the Executive Director or his designee.
  
10. **Summary of Instruments & Limitations.** Subject to the limitations set forth in *California Government Code Sections 53600 et seq.* which may be amended from time to time, the Executive Director or his designee may invest in the following instruments, subject to the limits of flexibility described above:

<u>Instrument</u>	<u>Limitations</u>		
	<u>Rating</u>	<u>% Of Fund</u>	<u>% Of Fund Per Issuer</u>
U.S. Treasury Obligations		100	100
Obligations of U.S. Agencies or Government Sponsored Enterprises		100	100
Bankers Acceptances	A1/P1/F1		
Domestic (\$500 million minimum assets)		15	10
Foreign (\$500 million minimum assets)		15	10
<u>Instrument</u>	<u>Limitations</u>		
	<u>Rating</u>	<u>% Of Fund</u>	<u>% Of Fund Per Issuer</u>
Collateralized Time Deposits Within the State of California		30	10

Negotiable Certificates of Deposit		10	5	5 years
Commercial Paper	A1/ P1/F1	15	10	270 days
(\$500 million minimum assets)	Additional	10	0	31 days*
*Additional 10% (for a total of 25%) if the dollar weighted average maturity of the entire amount does not exceed 31 days				
Repurchase Agreements Secured by U.S. Treasury or Agency Obligation Max 5 yr maturity	(102% collateral)	100	50	1 year
Reverse Repurchase Agreements & Security Lending		20	20	92 days
Corporate Bonds and Medium Term Notes Including Asset-Backed Bonds (two agencies)	A	30	10	5 years
Local Agency Investment Fund (LAIF)		Up to the current limit.		
San Mateo County Investment Fund		Up to the current limit.		
Shares of Beneficial Interest Issued by Diversified Management Companies as Defined in Government Code Section 53601		10	5	30 days
Mortgage Backed Securities	A	20	5	5 years
No Inverse Floaters No Range Notes No Interest Only Strips Derived from a Pool of Mortgages				

11. **Oversight.**

- a. On a monthly basis the Investment Advisor shall submit an investment report which provides a market review, the Advisor's outlook for the market and strategy for investing Authority funds. The report will also compare the portfolio against the benchmark established by the Policy in terms of duration and yield.
- b. Quarterly, the Executive Director shall submit an investment report to the Board of Directors within 30 days of the end of the quarter. The report shall include the following information:
  1. type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the Authority;
  2. description of any of the Authority's funds, investments or programs that are under the management of contracted parties, including lending programs;

3. for all securities held by the Authority or under management by any outside party that is not a local agency or the State of California Local Agency Investment Funds, a current market value as of the date of the report and the source of this valuation;
  4. statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
  5. statement that the Authority has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.
- c. Annually, the Executive Director shall perform, or cause to be performed an independent audit of the Authority's assets as reported for the investment program's activities. It is to be conducted in such a way as to determine compliance with the Authority's investment policy and the Government Code. Such independent auditors will express an opinion whether the statement of assets is presented fairly and in accordance with generally accepted accounting principles.
- d. If the Authority places all of its investments in the Local Agency Investment Funds, Federal Deposit Insurance Corporation-insured accounts in a bank or savings and loan association or the San Mateo County Investment Fund (or any combination of these three), the Executive Director can simply submit, on at least a quarterly basis, the most recent statements from these institutions to meet the requirements of items 1-3 above, with a supplemental report addressing items 4 and 5 above. (*California Government Code Section 53646(b)-(e)*).

RESOLUTION NO. 2014 –

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

\*\*\*

**AFFIRMING THE INVESTMENT POLICY FOR THE INVESTMENT OF  
TRANSPORTATION AUTHORITY FUNDS**

**WHEREAS**, in accordance with applicable State law, the San Mateo County Transportation Authority (Transportation Authority) is required to adopt an investment policy; and

**WHEREAS**, in November 1999, the Transportation Authority adopted a Statement of Investment Policy for the Investment of General Funds, which was amended in April 2001, May 2003, August 2007, May 2009, May 2010, and most recently in May 2012; and

**WHEREAS**, the Transportation Authority may annually render a statement of said investment policy to the Board of Directors for review and approval pursuant to Section 53646 of the State of California Government Code; and

**WHEREAS**, the Executive Director is proposing affirmation of the Statement of Investment Policy for the Investment of Transportation Authority Funds; and

**WHEREAS**, staff recommends reappointment of the Executive Director (or his designee) as trustee for the aforementioned purposes.

**NOW, THEREFORE BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority takes the following actions: 1) Approves the reaffirmation of the Statement of Investment Policy for the Investment of Transportation Authority Funds, attached hereto as Exhibit A and incorporated by this reference; and

2) Hereby appoints its Executive Director (or his designee) as the trustee for purposes of placing investments pursuant to said policy.

Regularly passed and adopted this 1<sup>st</sup> day of May, 2014 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

RESOLUTION NO. 2014 –

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

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**AUTHORIZING INVESTMENT OF SAN MATEO COUNTY TRANSPORTATION AUTHORITY FUNDS  
IN THE LOCAL AGENCY INVESTMENT FUND**

**WHEREAS**, pursuant to Government Code Section 16429.1, a Local Agency Investment Fund was created in the State Treasury for the deposit of local agency monies for purposes of investment by the State Treasurer; and

**WHEREAS**, staff recommends that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Government Code Section 16429.1 is in the best interests of the San Mateo County Transportation Authority.

**NOW THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority does hereby authorize the deposit and withdrawal of San Mateo County Transportation Authority's Funds in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Government Code Section 16429.1, for the purpose of investment; and

**BE IT FURTHER RESOLVED** that the Executive Director (or his designee) shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment fund.

Regularly passed and adopted this 1<sup>st</sup> day of May, 2014 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**AGENDA ITEM # 4 (d)**  
**MAY 1, 2014**

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

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **CALL FOR A PUBLIC HEARING AT THE JUNE 5, 2014 MEETING ON THE  
PRELIMINARY BUDGET FOR FISCAL YEAR 2015**

**ACTION**

Staff requests the Transportation Authority establish a public hearing on June 5, 2014, to consider adoption of the Preliminary Fiscal Year 2015 Budget enclosed in the current agenda packet.

Prepared By: Ladi Bhuller, Director, Budgets

650-508-7755

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **QUARTERLY INVESTMENT REPORT AND  
FIXED INCOME MARKET REVIEW AND OUTLOOK**

**ACTION**

Staff recommends that the Board accepts and enters into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended March 31, 2014.

**SIGNIFICANCE**

The San Mateo County Transportation Authority (TA) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on April 15, 2014 in order to meet the 30-day requirement.

**BUDGET IMPACT**

As this reports on the Quarterly Market Review and Outlook, there is no budget impact.

**BACKGROUND**

The TA is required by State law to submit quarterly reports within 30 days of the end of the quarter covered by the report to the Board of Directors. The report is required to include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on page 5 and 6. The schedule separates the investments into two groups: The Investment Portfolio, which is managed by SunTrust Banks, doing business as CSI Capital a SunTrust Group (CSI); and Liquidity funds, which are managed by TA staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

CSI provides the TA a current market valuation of all the assets under its management for each quarter. The valuation is provided by FT Interactive Data, the major operating division of Interactive Data Corporation (IDC). IDC is a leading provider of global securities data. They offer one of the largest information databases with current and historical prices on securities traded in all major markets including daily evaluations for more than 2.5 million fixed-income securities.

Due to the nature of securities which are bought and sold in a principal market, such as fixed-income securities, multiple market values may exist for a given security at any given time. CSI has chosen IDC as an unbiased estimator of these prices based on their leading role as a provider of end-of-the-day pricing, an evaluation of their methodology and the experience of their evaluation staff. Unfortunately, given the recent volatility in the markets, not every security is currently supported or accurately reflected by IDC. Therefore, at the end of the quarter, CSI surveyed a number of Wall Street firms to get an accurate market value of the securities held in the TA's portfolio. These surveys reflect the levels at which someone is actually willing to purchase the securities held by the TA. In the case of money market instruments, which are not supported by IDC, CSI uses adjusted cost.

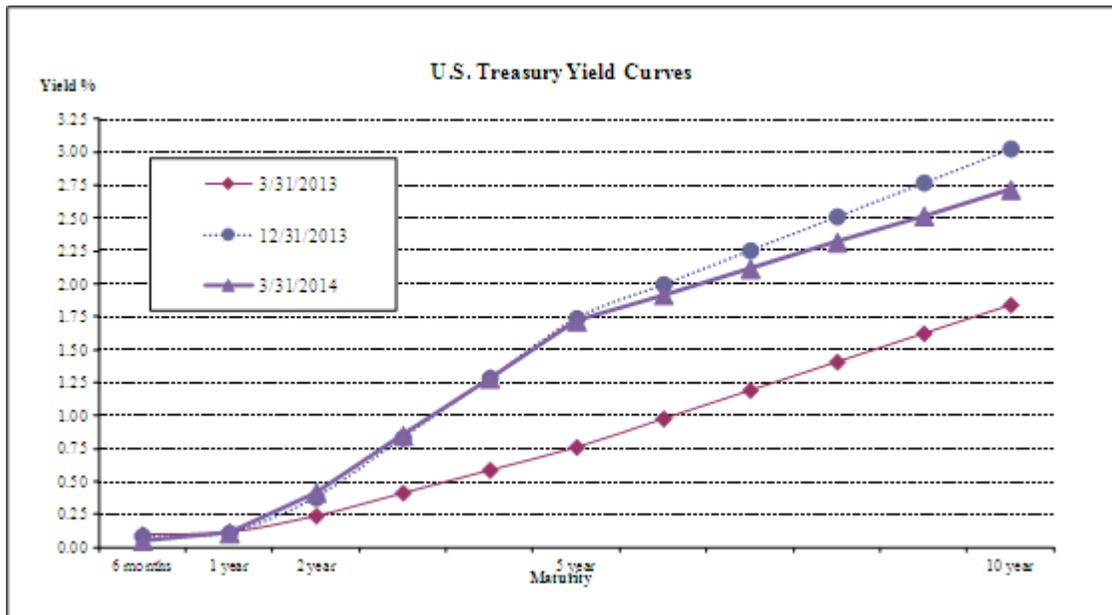
The Liquidity funds managed by TA staff are considered to be cash equivalents and therefore, market value is considered to be equal to book value (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share, book and market value are equal and rate of income is recalculated on a daily basis.

The portfolio and this Quarterly Investment Report comply with the Investment Policy and the provisions of Senate Bill 564 (1995). The TA has the ability to meet its expenditure requirements for the next six months.

## DISCUSSION

### Fixed Income Market Review and Outlook

Interest rates were unchanged to modestly lower over the first quarter of the New Year. The quarter started with interest rates falling due to weaker than expected economic news. As the quarter progressed, the softness in the economic data was largely attributed to poor weather. Typically when economic activity is depressed by inclement weather there is a rebound in activity once the adverse conditions are no longer present. By the end of the quarter expectations of an upcoming rebound in economic growth in combination with a more upbeat assessment from the Federal Reserve (Fed) brought interest rates back to the level where they began the year.



Data Source: Bloomberg Finance L.P.

CSI remains positive on the outlook for economic growth in 2014 and believes interest rates will continue their gradual rise. They also expect the pace of economic growth will be sufficient enough to prompt the Fed to begin raising the Federal funds rate by the fall of 2015. The timing and pace of the eventual increase in the Federal funds rate is perhaps the single most important factor in determining the outcome for the portfolio(s). These expectations are the primary factor in determining whether short-term rates rise or fall and the shape of the yield curve as depicted in the graph above.

Recently, the members of the Federal Reserve Board began to publish their expectations of where the Federal funds rate would likely be at the end of the next several years. Of the 16 voting and non-voting members of the Board, all but one felt the Fed funds rate would remain at current levels this year. Looking further ahead, all but two felt the initial increase in the level of the Fed funds rate would occur sometime next year. In the long run, most members of the Federal Reserve Board expect the Fed funds rate to settle around 4 percent. While there is a large and growing consensus that the first rate hike from the Federal Reserve will occur next year, there is less agreement

on the pace of successive hikes. Given the current exceptionally low level of short-term interest rates as well as our anticipated level of future inflation, we believe the pace of successive rate hikes will be faster than most expect. Consistent with this view, we continue to recommend a lower than normal exposure to interest rate risk for your portfolios.

### **Strategy**

Over the foreseeable future, CSI expects interest rates to move gradually higher. They continue to caution that the current low rates leave no room for a sudden rise in interest rates, which would result in negative returns.

Given our outlook and the current level of uncertainty in the markets, we are comfortable keeping the portfolio's exposure to a change in interest rates below that of the benchmark.

As of the end of the quarter, the Transportation Authority's portfolio consisted of approximately 64.4 percent Agency Securities and 35.6 percent US Treasury securities; see Exhibit 5.

### **Budget Impact**

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e. unrealized gains and losses). For the quarter ending March 31, the portfolio returned 0.15 percent. This compares to the benchmark return of -0.35 percent. The Performance graph in Exhibit 3 shows the relative performance of the Authority since inception. The Growth of a Thousand Dollars graph in Exhibit 4 shows the cumulative performance over this same time frame for the Authority's portfolio.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, the portfolio's yield to maturity or call was 0.47 percent. The benchmark's yield to maturity was 0.77 percent.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the portfolio's rate of return on investments, at cost, was 0.67 percent.

Prepared by: Lori Snow, Manager Finance Treasury

650-508-6425

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
 REPORT OF INVESTMENTS  
 FOR QUARTER ENDED MARCH 31, 2014

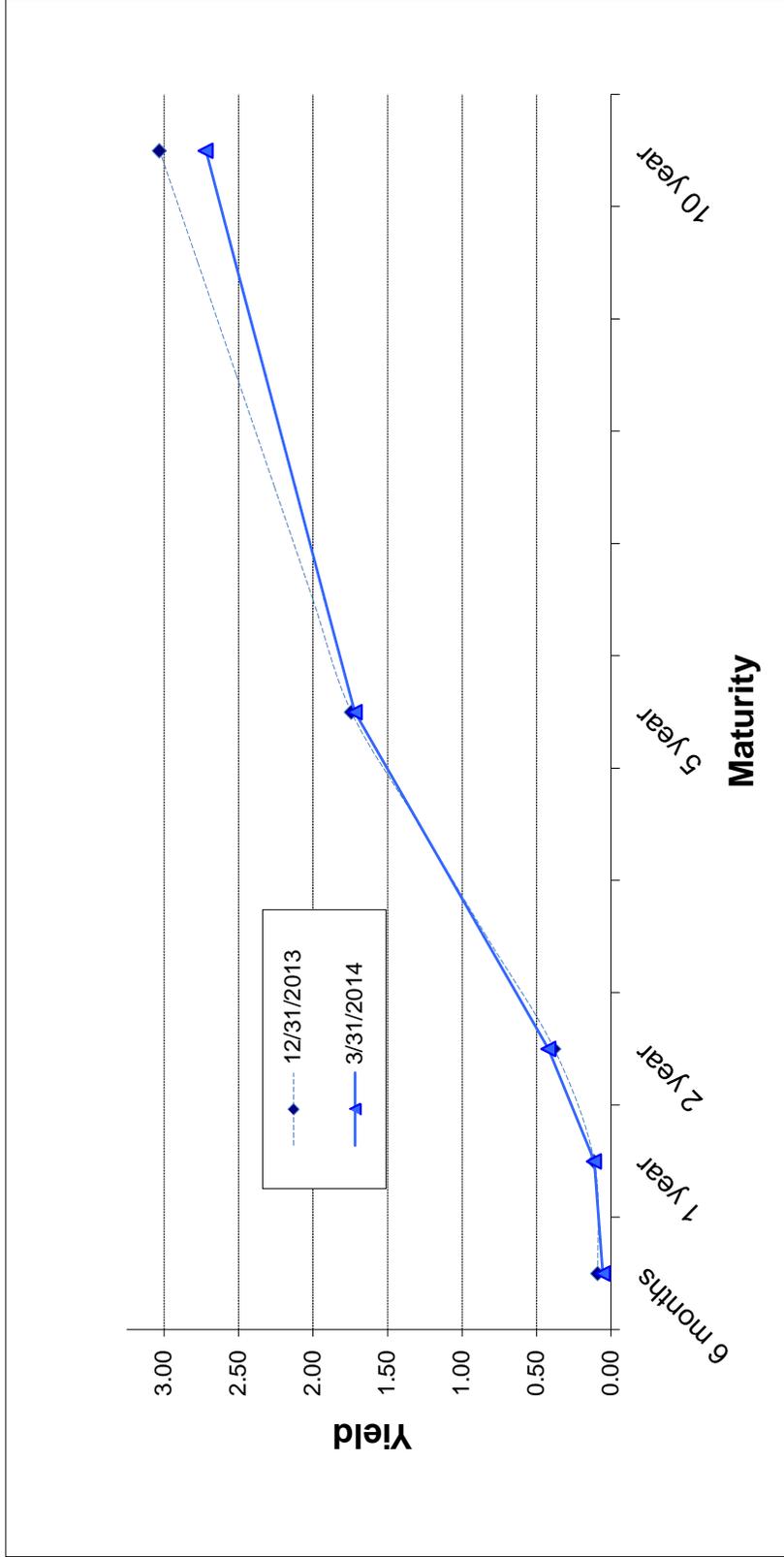
TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<b>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</b>							
<b>INVESTMENT PORTFOLIO:</b>							
<b>TREASURY SECURITIES</b>							
U.S. Treasury Note	912828TX8	11-15-15	15,000,000	14,998,828	15,022,800	21,288	15,044,088
U.S. Treasury Note	912828VL1	07-15-16	20,000,000	20,047,969	20,025,000	26,243	20,051,243
U.S. Treasury Note	912828WA4	10-15-16	12,000,000	11,972,344	11,980,320	34,615	12,014,935
U.S. Treasury Note	912828WF3	11-15-16	10,000,000	9,971,094	9,971,900	23,653	9,995,553
<b>GOVERNMENT BONDS</b>							
FHLMC	3137EACB3	04-23-14	13,500,000	13,932,270	13,519,980	148,125	13,668,105
FHLMC	3134G4ER5	08-19-15	10,000,000	10,001,100	10,009,800	5,833	10,015,633
FNMA	31398A4M7	10-26-15	10,000,000	10,221,000	10,204,800	69,965	10,274,765
FHLMC	3134G4HZ4	10-28-15	10,000,000	9,999,500	10,015,400	21,250	10,036,650
FHLMC	3134G34B3	01-28-16	10,000,000	9,998,500	9,996,800	8,750	10,005,550
FNMA	3135G0UM3	02-26-16	4,395,000	4,394,561	4,397,813	2,222	4,400,035
FNMA	3135G0VH3	03-04-16	15,070,000	15,149,118	15,144,144	8,477	15,152,621
FNMA	3135G0VA8	03-30-16	24,000,000	24,041,832	24,016,080	333	24,016,413
FNMA	3135G0XP3	07-05-16	10,000,000	9,959,800	9,961,200	8,958	9,970,158
FNMA	3135G0YE7	08-26-16	15,000,000	15,029,400	14,991,150	9,115	15,000,265
<b>TREASURY INFLATION PROTECTED SECURITIES</b>							
US Inflation Indexed Note	912828KM1	04-15-14	10,499,020	10,122,021	10,517,078	60,571	10,577,650
<b>TOTAL FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</b>							
			<b>189,464,020</b>	<b>189,839,336</b>	<b>189,774,266</b>	<b>449,400</b>	<b>190,223,665</b>

EXHIBIT 1

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
 REPORT OF INVESTMENTS (Continued)  
 FOR QUARTER ENDED MARCH 31, 2014

TYPE	CUSIP NUMBER	DATE OF MATURITY	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<b>TOTAL FUNDS MANAGED BY</b>						
<b>SUNTRUST BANK/CSI GROUP</b>						
	189,464,020		189,839,336	189,774,266	449,400	190,223,665
<b>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</b>						
<b>BANK OF AMERICA CHECKING</b>						
			715,506	715,506	0	715,506
<b>LAIF</b>						
			5,816,227	5,816,227	20,794	5,837,021
<b>SAN MATEO COUNTY POOL</b>						
			250,814,694	250,814,694	1,077,768	251,892,461
<b>TOTAL FUNDS MANAGED BY DISTRICT STAFF</b>						
			257,346,426	257,346,426	1,098,561	258,444,988
<b>TOTAL AS OF MARCH 31, 2014</b>						
			447,185,762	447,120,692	1,547,961	448,668,653

# San Mateo County Transportation Authority Historical Yield Curve



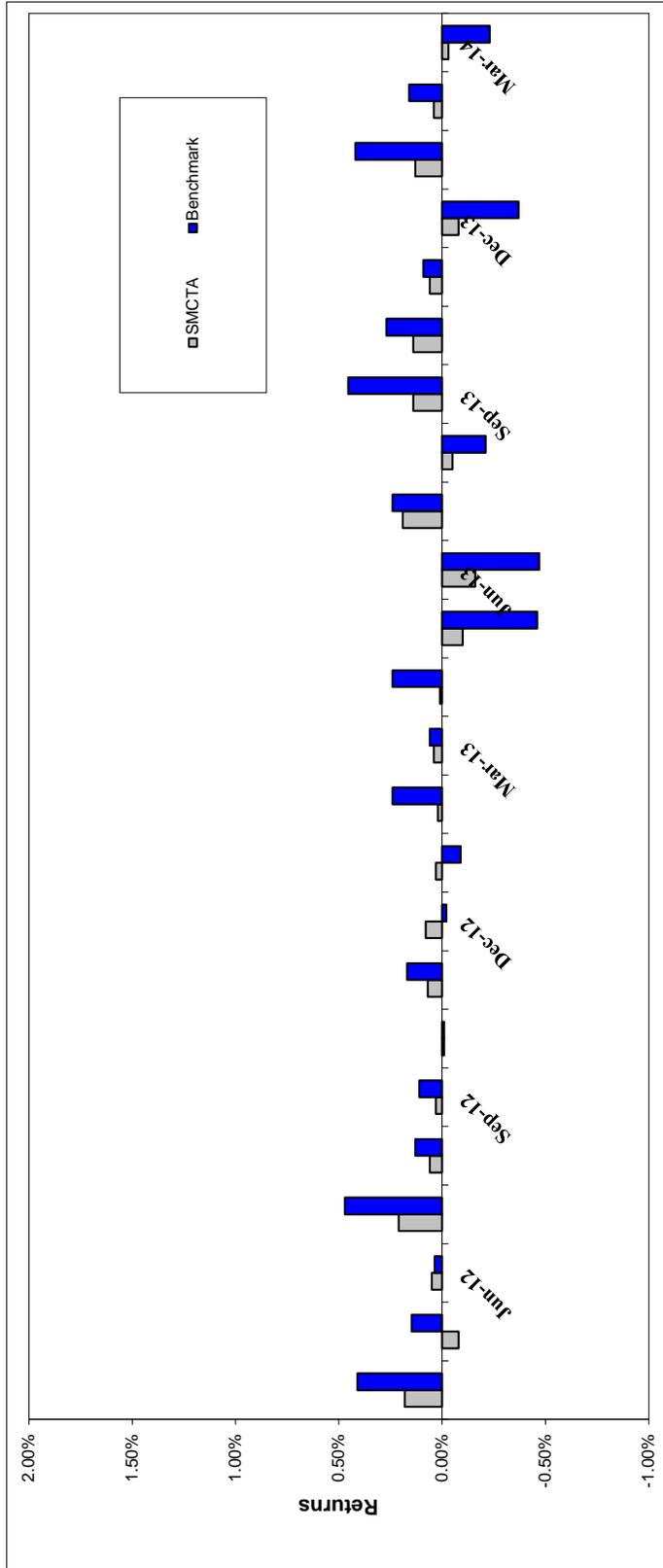
Data Source: Bloomberg

CSI Capital, a SunTrust Group

# San Mateo County Transportation Authority

## Monthly Review – Account vs. Benchmark

Rolling 24 Months

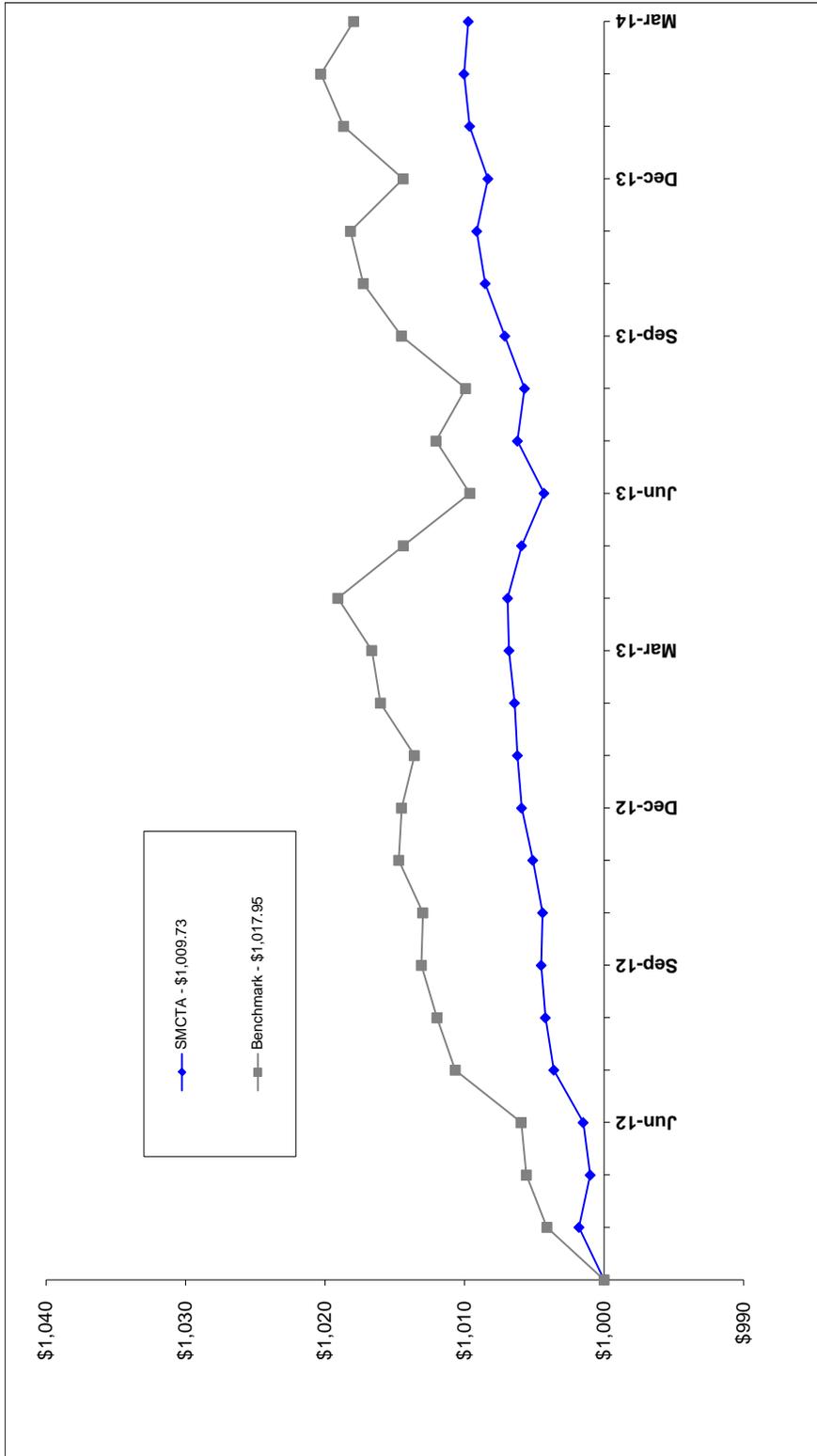


Trailing 12 Months	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Trailing 12
<b>MONTHLY PERFORMANCE DATA</b>													
SMCTA	0.01%	-0.10%	-0.16%	0.19%	-0.05%	0.14%	0.14%	0.06%	-0.08%	0.13%	0.04%	-0.03%	0.29%
Benchmark	0.24%	-0.46%	-0.47%	0.24%	-0.21%	0.46%	0.27%	0.09%	-0.37%	0.42%	0.16%	-0.23%	0.13%

# San Mateo County Transportation Authority

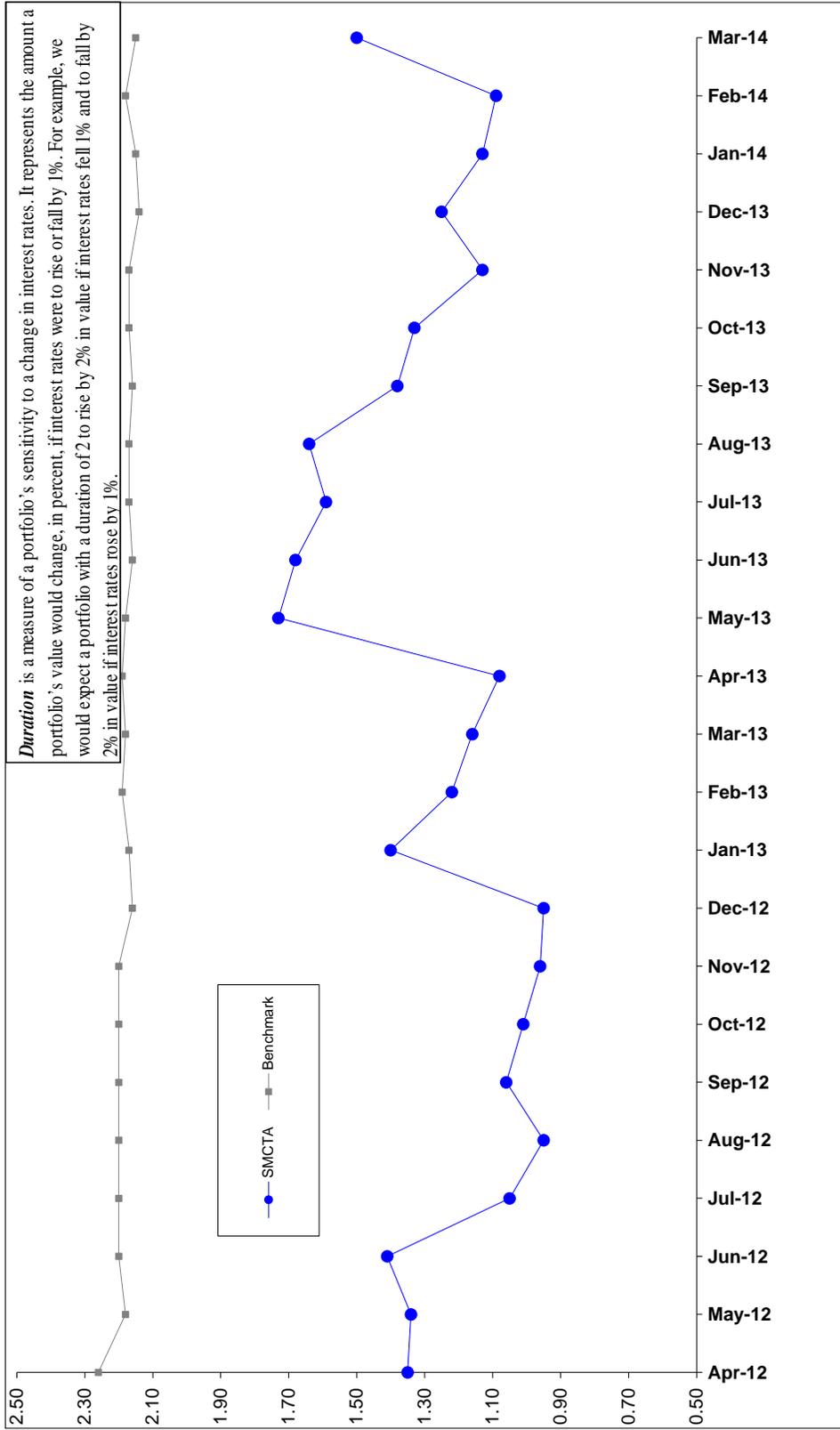
## Growth of a Thousand Dollars

Rolling 24 Months



CSI Capital, a SunTrust Group

# San Mateo County Transportation Authority Duration vs. Benchmark



# San Mateo County Transportation Authority

## Percent of Assets Held by Type

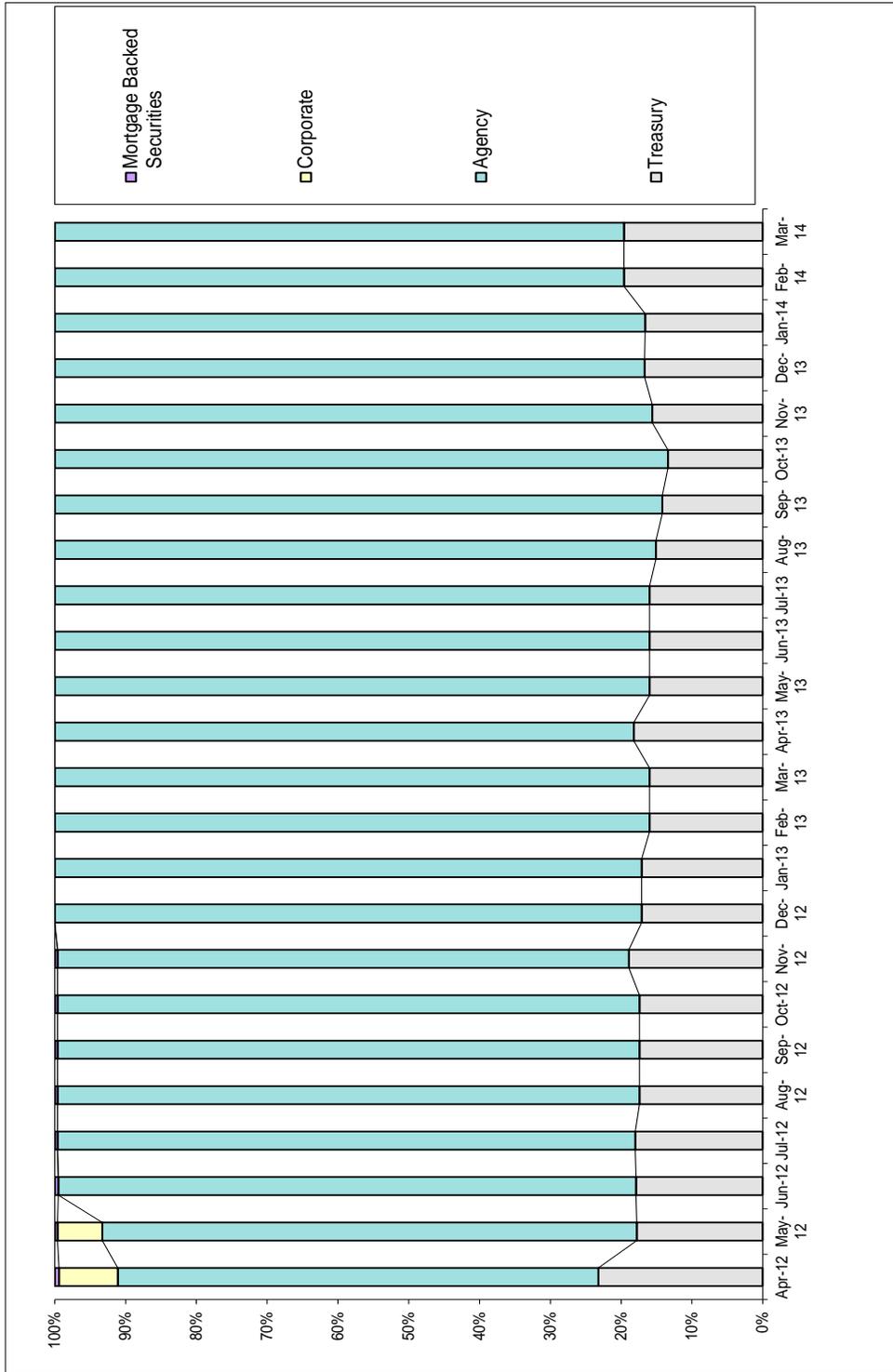


EXHIBIT 6

CSI Capital, a SunTrust Group

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **PRELIMINARY BUDGET FOR FISCAL YEAR 2015**

**ACTION**

This report is submitted for informational purposes only. At the June 5, 2014, meeting, staff will present a final Fiscal Year (FY) 2015 budget proposal for consideration of Board adoption.

**SIGNIFICANCE**

The San Mateo County Transportation Authority (TA) FY2015 preliminary budget is presented in Attachment A. The total proposed budget is \$68.2 million, a **decrease** of \$54.2 million or 44.3 percent compared to the FY2014 revised budget. The FY2015 preliminary budget is composed of \$ 26.3 million in Annual Allocations, \$39.7 million in projected Program Expenditures, \$1.2 million in Oversight, and \$1 million in Administrative expenses. Details of the FY2015 preliminary budgets are provided below.

San Mateo County Ordinance No. 04223, which authorized the Transportation Authority to extend the one-half of 1 percent retail transactions and use tax for an additional 25 years beginning January 1, 2009, and ending December 31, 2033, was approved by the voters in November 2004.

**Revenues**

For FY2015, total revenue for the TA is projected to be \$75.5 million, a **decrease** of \$4.3 million or 5.4 percent less than the FY2014 revised budget. Sales tax receipts are projected to be \$72 million, reflecting no change from the FY2014 revised budget. While recent months have shown substantial growth in sales tax revenues, the continuing volatility of the regional economy has prompted staff to adopt a conservative approach to sales tax revenue projections for the coming fiscal year. Should events require, staff will return to the Board in mid-year to propose budget adjustments.

The projected revenue decrease is composed of the following:

- Interest Income is projected to **decrease** by \$536,430 or 19 percent due to a projected decrease in interest rates.
- Grant proceeds are projected to **decrease** by \$3.8 million, or 100 percent due to

no grant proceeds projected for FY2015. The FY2014 revised budget included \$3.8 million from State Local Partnership Program (SLPP) for the Caltrain Communication-based Overlay Signal System Positive Train Control (CBOSS PTC) project. The funds represented the balance of SLPP grants available for the State's dollar-to-dollar match with Measure A funds.

**Expenditures**

Proposed expenditures for FY2015 fall into four categories:

**Annual Allocations (line 16)**

In accordance with the 2004 Transportation Expenditure Plan (2004 TEP) approved by the voters, annual allocations have been budgeted to four plan categories according to percentages of projected sales tax revenue as listed below.

Local Streets/Transportation - 22.5%	\$16.2 million
Caltrain Improvements – Operating - 8%	\$5.8 million
Accessible Services/Paratransit - 4%	\$2.9 million
SFO BART Extension - 2%	\$1.4 million

Total annual allocations are projected at \$26.3 million, unchanged from FY2014 revised budgets.

**Program Expenditures (line 18)**

Program expenditures include projects with FY2015 funding requirements as detailed in Attachment B.

Program Expenditures include the following categories:

- **Alternative Congestion Relief** –The \$720,000 budgeted for FY2015 is the full 1 percent of projected sales tax outlined in the 2004 TEP. Of the \$720,000, \$425,000 is proposed to be set aside for the Peninsula Traffic Congestion Relief Alliance’s Transportation Demand Management (TDM) Program.
- **Dumbarton** –The Dumbarton Maintenance of Way project (TA project #745) is budgeted at \$392,000, based on projected needs for FY2015.
- **Caltrain** –The San Mateo County Local Share (TA project #605) for the system-wide improvement program for FY2015 is budgeted at \$5.8 million, subject to potential changes to the final FY2015 Caltrain Capital Budget. System-wide capital improvements anticipated to be undertaken in FY2015 for the Caltrain system include: State of Good Repair rolling stock, signal, track and station work. These funds will be matched with monies from Caltrain partners, the Santa Clara Valley Transportation Authority and the City and County of San Francisco. In

addition, \$8 million is budgeted in the Caltrain category for the San Mateo Bridges replacement project currently underway as part of the Caltrain capital program.

- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$2.1 million represents the projected 3 percent of sales tax revenues designated for this category in the 2004 TEP. These funds will be used for projects selected through future calls for projects.
- **Local Shuttle** – The \$2.9 million for this line item represents the funds available for shuttles receiving allocations through the FY2015/16 Shuttle Program call-for-projects.
- **Streets and Highways** – In accordance with the 2004 TEP and the TA's 2009 Strategic Plan, the Streets and Highways Program expenditures include funding for key congested corridors in the amount of \$12.5 million, and for supplemental roadway projects in the amount of \$7.3 million. The budgeted amounts for these two programs are based on projected revenues for FY2014; actual revenues will be used for projects selected through future calls-for-projects.

#### ***Oversight (line 20)***

The oversight category contains \$1.2 million for TA costs associated with implementing the various TEP categories of the original and new Measure A programs. Oversight includes programming and monitoring of projects, calls for projects and administration of the policies and procedures from the 2004 Measure. These expenditures will be funded from interest earned on the investment of fund balances.

#### ***Administrative (line 26)***

Total administrative expenditures are projected to **increase** by \$136,368 or 15.1 percent from the FY2014 revised budgets. For FY2015, it is proposed that \$706,634 be used for staff support, which is below 1 percent of the projected sales tax revenues as allowed for such expenditures in the TEP.

#### **Background**

The San Mateo County Transportation Authority was formed in 1988 with voter passage of Measure A, the half-cent sales tax for countywide transportation projects and programs. The original Measure A expired Dec. 31, 2008. In 2004, county voters overwhelmingly approved a reauthorization of Measure A through 2033. The TA's role is to administer the proceeds from Measure A to fund a broad spectrum of transportation-related projects and programs.

Prepared By:	Ladi Bhuller, Director, Budgets	650-508-7755
	Angela Ho, Senior Budget Analyst	650-508-6416

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FY2015 PROPOSED BUDGET

	FY2013 <u>ACTUAL</u> A	FY2014 <u>ADOPTED</u> B	FY2014 <u>REVISED</u> C	FY2015 <u>PROPOSED</u> D	FY15 PROPOSED TO FY14 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
<b>REVENUE:</b>							
1 Sales Tax	73,857,787	68,000,000	72,000,000	72,000,000	-	0.0%	1
2							2
3 Interest Income	3,650,584	2,821,040	2,821,040	2,284,610	(536,430)	-19.0%	3
4							4
5 Miscellaneous Income	2,238,628	-	-	-	-	0.0%	5
6							6
7 Rental Income	1,141,776	1,168,300	1,168,300	1,203,300	35,000	3.0%	7
8							8
9 Grant Proceeds	2,796,140	3,800,500	3,800,500	-	(3,800,500)	-100.0%	9
10							10
11 <b>TOTAL REVENUE</b>	<b>83,684,914</b>	<b>75,789,840</b>	<b>79,789,840</b>	<b>75,487,910</b>	<b>(4,301,930)</b>	<b>-5.4%</b>	11
12							12
13							13
<b>EXPENDITURES:</b>							
14							14
15							15
16 Annual Allocations	26,958,092	24,820,000	26,280,000	26,280,000 (1)	-	0.0%	16
17							17
18 Program Expenditures	54,647,863	86,780,000	94,034,821	39,712,000 (1)	(54,322,821)	-57.8%	18
19							19
20 Oversight	784,244	485,000	1,185,000	1,185,000 (1)	-	0.0%	20
21							21
22 Administrative:							22
23 Staff Support	443,626	565,152	565,152	706,634	141,482	25.0%	23
24 Measure A Info-Others	406	16,500	16,500	16,500	-	0.0%	24
25 Other Admin Expenses	222,063	318,634	318,634	313,520	(5,114)	-1.6%	25
26 Total Administrative	666,095	900,286	900,286	1,036,654	136,368	15.1%	26
27							27
28 <b>TOTAL EXPENDITURES</b>	<b>83,056,294</b>	<b>112,985,286</b>	<b>122,400,107</b>	<b>68,213,654</b>	<b>(54,186,453)</b>	<b>-44.3%</b>	28
29							29
30 <b>EXCESS/(DEFICIT)</b>	<b>628,621</b>	<b>(37,195,446)</b>	<b>(42,610,267)</b>	<b>7,274,256</b>	<b>49,884,523</b>	<b>-117.1%</b>	30
31							31
32 <b>BEGINNING FUND BALANCE</b>	<b>444,581,025</b>	<b>445,209,646</b>	<b>445,209,646</b>	<b>402,599,379</b>	<b>(42,610,267)</b>		32
33							33
34 <b>ESTIMATED ENDING FUND BALANCE</b>	<b>445,209,646</b>	<b>408,014,200</b>	<b>402,599,379</b>	<b>409,873,634</b>	<b>7,274,256</b>	<b>1.8%</b>	34
35							35
36 (1) See Attachment B for details.							36
37							37
38 <b>FUND BALANCE (2)</b>							38
39							39
40 <b>Beginning Fund Balance</b>		1988 Measure 221,660,370	2004 Measure 180,939,009	Aggregate 402,599,379			40
41 <b>Excess/(Deficit)</b>		(6,089,090)	13,363,346	7,274,256			41
42 <b>Ending Fund Balance</b>		<u>215,571,280</u>	<u>194,302,355</u>	<u>409,873,634</u>			42
43							43
44 <b>Capital Appropriation Carryover</b>		152,985,722	159,648,291	312,634,013			44
45 <b>Undesignated (3)</b>		62,585,558	34,654,064	97,239,622			45
46 <b>Total Ending Fund Balance</b>		<u>215,571,280</u>	<u>194,302,355</u>	<u>409,873,634</u>			46
47							47
48 (2) Fund Balance is based on budgeted figures for FY2013 and FY2014 and includes grant funds of \$20 million.							48
49 (3) Undesignated funds are funds collected but not budgeted or allocated. The 1988 Undesignated funds are projected to include \$9 million for Caltrain and							49
50 \$50 million for Dumbarton. The 2004 Undesignated funds include \$12 million for Caltrain, \$7 million for Dumbarton and \$17 million for Highways.							50

**ATTACHMENT B**

**FY2015 ALLOCATIONS AND EXPENDITURES**

		<u>Prior Approved Budget</u>	<u>FY2015 Proposed</u>	<u>Total Approved Budget</u>	<u>Budgeted Non-Measure A</u>	<u>Total Measure A Share</u>
<b>ANNUAL ALLOCATIONS:</b>						
1	Allocation to Local Entities	N/A	16,200,000			N/A
2	Transfer to SMCTD for Caltrain	N/A	5,760,000			N/A
3	Paratransit	N/A	2,880,000			N/A
4	SFO BART Extension	N/A	1,440,000			N/A
5			<u>26,280,000</u>			
6						
7	<b>PROGRAM EXPENDITURES:</b>					
8						
9	<b>ALTERNATIVE CONGESTION RELIEF</b>					
10	00903 Planning/ACR Set-Aside for Projects	(1) 1,013,794	295,000	1,308,794		1,308,794
12	TBD Countywide TDM Program	1,616,206	425,000	2,041,206		2,041,206
13	<b>DUMBARTON</b>					
14	00745 Maintenance of Way	(2) 1,392,500	392,000	1,784,500		1,784,500
15	<b>CALTRAIN</b>					
16	00605 San Mateo Local Share JPB CIP	59,297,540	5,760,000	65,057,540	2,733,100	62,324,440
17	TBD San Mateo Bridges		8,000,000	8,000,000		8,000,000
18	<b>PEDESTRIAN AND BICYCLE PROGRAM</b>					
19	00748 Set-aside for Call for Projects	(3) 8,868,824	2,160,000	11,028,824	-	11,028,824
20	<b>LOCAL SHUTTLE</b>					
21	00902 Set-aside for Call for Projects	(4) 7,544,777	2,880,000	10,424,777	-	10,424,777
22	<b>STREETS AND HIGHWAYS</b>					
23	00900 Key Congested Corridors Program	(5) 48,486,000	12,456,000	60,942,000	-	60,942,000
24	00901 Supplemental Roadway Program	(5) 28,587,000	7,344,000	35,931,000	-	35,931,000
25						
26		<u>156,806,641</u>	<u>39,712,000</u>	<u>196,518,641</u>	<u>2,733,100</u>	<u>193,785,541</u>
27						
28	<b>OVERSIGHT:</b>					
29						
30	00740 Program Planning and Management	<u>3,625,000</u>	<u>1,185,000</u>	<u>4,810,000</u>	-	<u>4,810,000</u>
31		<u>3,625,000</u>	<u>1,185,000</u>	<u>4,810,000</u>	-	<u>4,810,000</u>

(1) Funds proposed in FY2015 for the ACR Call For Projects represent 1% of sales tax revenues, less funds designated for the Alliance's Countywide TDM program (\$410K).

(2) Fund for maintenance on the Dumbarton Right-of-Way are to come from rental income earned on the property.

(3) The Pedestrian and Bicycle Set-aside for Call for Projects (\$2.16M) represents the estimated funds to be collected in FY15, which will be reserved for future Call for Projects.

(4) The Local Shuttle Set-aside for Call for Projects (\$2.88M) represents the estimated funds to be collected in FY15 to be used for the FY2015/16 Call for Projects.

(5) The Key Congested Corridors and Supplemental Roadway Programs represent 17.3% and 10.2% respectively of Measure A revenues projected to be collected in FY14 and are placeholders until specific projects are selected under these categories.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: April Chan  
Executive Officer, Planning and Development

Chuck Harvey  
Deputy CEO

SUBJECT: **PROGRAMMING AND ALLOCATION OF \$750,000 OF MEASURE A FUNDS  
FROM THE GRADE SEPARATION PROGRAM**

**ACTION**

Staff recommends the Board approve the following:

1. Amend the Fiscal Year (FY) 2014 Budget to add \$750,000 for the Ravenswood Avenue grade separation project in Menlo Park.
2. Program and allocate a total of \$750,000 of Measure A Grade Separation Program funds for the Ravenswood Avenue grade separation project as noted above.
3. Authorize the Executive Director or his designee to take any actions necessary to allocate the subject funding.

**SIGNIFICANCE**

On August 5, 2013, the Transportation Authority (TA) issued a Solicitation for Candidate Projects to program and allocate approximately \$5 to \$7 million in Measure A Grade Separation program funds. Four proposals were received and on November 7, 2013, the TA programmed and allocated \$5.35 million to grade separation proposals for 25<sup>th</sup> Avenue in San Mateo, Broadway in Burlingame, and South Linden Avenue and Scott Street in the cities of South San Francisco and San Bruno, respectively. A recommendation on the fourth proposal, the grade separation of Ravenswood Avenue in Menlo Park, was deferred pending a revised proposal that would include at least one alternative to accommodate an overtake track, which could be needed as part of the Caltrain/High Speed Rail (HSR) blended system. The city of Menlo Park has submitted a revised proposal stating it will study at least one alternative that allows for the addition of an overtake track, consistent with the Caltrain/HSR blended system.

The city of Menlo Park's proposal is a request for \$750,000 for the planning phase of work. The city of Menlo Park has stated that it will be the lead agency for the preparation of the planning study, which will be prepared in conjunction with the Peninsula Corridor Joint Powers Board as a key stakeholder.

**BUDGET IMPACT**

The total proposed programming and allocation of Measure A Grade Separation Program funds for the Ravenswood Avenue grade separation is \$750,000. There is sufficient capacity in the Grade Separation Program to amend the FY2014 Budget to fund this proposal.

**BACKGROUND**

The Measure A Grade Separation Program provides funding for the construction of grade separations along the Caltrain and Dumbarton rail lines. The goal is to improve safety at railroad crossings and relieve traffic congestion. Fifteen percent of Measure A sales tax revenues, which is projected at approximately \$225 million (in 2004 dollars) over the life of Measure A, are set aside for the Grade Separation Program.

Prepared by: Joel Slavitt, Manager of Programming and Monitoring

650-508-6476

RESOLUTION NO. 2014 –

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

\* \* \*

**PROGRAMMING AND ALLOCATING \$750,000 IN MEASURE A FUNDS FROM THE GRADE SEPARATION PROGRAM CATEGORY FOR THE RAVENSWOOD AVENUE GRADE SEPARATION PROJECT AND AMENDING THE FISCAL YEAR 2014 BUDGET**

**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 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 15 percent of the New Measure A revenues to fund the Grade Separation Program; and

**WHEREAS**, on August 1, 2013, the Measure A Grade Separation Evaluation Criteria, which set the program requirements and prioritization process for the selection of projects, was presented to the Board of Directors; and

**WHEREAS**, the TA issued a Solicitation for Grade Separation Proposals on August 5, 2013 and received one proposal for preliminary engineering and environmental work from the city of San Mateo, and proposals for the planning phase of work from the cities of Burlingame, Menlo Park and a joint proposal from South San Francisco and San Bruno; and

**WHEREAS**, the TA evaluation panel reviewed the proposals; and

**WHEREAS**, on November 7, 2013, the Board approved the programming and allocation of Grade Separation funds for the San Mateo, Burlingame and joint South

San Francisco/San Bruno proposals, as they met the requirements of the Grade Separation program; and

**WHEREAS**, on November 7, 2013, the Board of Directors deferred a funding recommendation on the Menlo Park proposal until it was revised to meet the program requirement that ensures consistency with the Caltrain/High Speed Rail (HSR) blended system; and

**WHEREAS**, the city of Menlo Park has submitted a revised proposal that includes the study at least one alternative that allows for the addition of an overtake track, consistent with the Caltrain/HSR blended system; and

**WHEREAS**, staff recommends the Board approve the programming and allocation of \$750,000 of Grade Separation funds to the Ravenswood Avenue Grade Separation Project in Menlo Park; and

**WHEREAS**, staff recommends the Board increase the Fiscal Year (FY) 2014 budget in the amount of \$750,000 to add the Ravenswood Avenue Grade Separation Project in Menlo Park.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of the San Mateo County Transportation Authority program hereby authorizes the following actions:

1. Program and allocate a total of \$750,000 of Grade Separation Program funds for the Ravenswood Avenue Grade Separation Project as noted above; and
2. Amend the FY2014 budget to increase the Grade Separation Program category in the amount of \$750,000 for the Ravenswood Avenue Grade Separation Project in Menlo Park; and

3. Authorize the Executive Director or his designee to execute any necessary documents and take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 1<sup>st</sup> day of May 2014, by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: April Chan  
Executive Officer, Planning and Development

SUBJECT: **APPROVAL OF SHUTTLE APPLICATIONS AND PROGRAMMING AND  
ALLOCATION OF MEASURE A LOCAL SHUTTLE PROGRAM FUNDS FOR 28  
SHUTTLES FOR FISCAL YEARS 2015 AND 2016**

**ACTION**

Staff proposes the Board:

1. Approve the list of 32 shuttles to receive Transportation Authority (TA) and City/County Association of Governments (C/CAG) funds in Fiscal Year (FY) 2015 and FY2016 as listed in Exhibit A.
2. Program and allocate a total of \$5,711,414 of Measure A Local Shuttle Program Category funds to 28 of the shuttles 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 TA and C/CAG issued a joint Call for Projects (CFP) for the Local Shuttle Program in January, 2014. A joint project review/evaluation committee developed a list of recommended projects for funding by either the TA or C/CAG, which was presented as an information item at the TA's April 3, 2014 meeting and is presented for approval, unchanged, as Exhibit A. This list will also be presented to the C/CAG Board for approval at its May 8, 2014 meeting.

A total of 32 shuttles are recommended for funding, with a deferred recommendation on one and a recommendation not to fund another. The Peninsula Traffic Congestion Relief Alliance (Alliance) requested a deferred funding recommendation for the new Bayshore Technology Park shuttle in Redwood Shores to better ensure coordination with existing Peninsula Corridor Joint Powers Board (JPB) shuttles in the vicinity. Staff recommends the approval of this shuttle be deferred until a revised application is submitted with changes to ensure that existing JPB shuttle service is not duplicated. Staff also recommends the Colma Circulator, sponsored by the Alliance, not be funded

due to significant overlap with SamTrans bus service and the adverse impact the shuttle could have on SamTrans ridership.

The TA and C/CAG Boards are each being asked to program and allocate only those funds controlled by their respective agencies, as designated in Exhibit A and within maximum levels and proportions set forth in the CFP. The TA would program and allocate \$5,711,414 in Measure A Local Shuttle Program funds for 28 shuttles. C/CAG would program and allocate \$923,266 of its Local Transportation Services Shuttle Program funds for the remaining four recommended shuttles.

**BUDGET IMPACT**

There is sufficient capacity to fully fund the recommended allocation of \$5,711,414 from the Measure A Local Shuttle Program Category.

**BACKGROUND**

The San Mateo County Shuttle Program provides matching funds for the operation of local shuttle services that provide access to regional transit and/or meet local mobility needs. As defined in the 2004 Measure A Transportation Expenditure Plan, the Local Shuttle program receives 4 percent of Measure A sales tax revenues. Funding for this 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. Funded shuttles must be open to the public and a minimum 25 percent local match is required.

Eight sponsors submitted a total of 35 applications by the close of the CFP and one sponsor, the San Mateo County Medical Center, withdrew its application, leaving 34 shuttles remaining for consideration. The project review/evaluation committee was composed of staff from the TA, C/CAG and SamTrans. After the TA and C/CAG program and allocate funds for the recommended list of projects, staff will coordinate with sponsors to enter into funding agreements so that the shuttles can become operational during FY2015 and FY2016.

Prepared by: Joel Slavitt, 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%

**TA Measure A Local Shuttle Program Allocation:** \$5,711,414

**C/CAG Local Transportation Services Shuttle Program Allocation:** \$923,266

**Total 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

RESOLUTION NO. 2014 –

BOARD OF DIRECTORS SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE OF CALIFORNIA

\* \* \*

**APPROVING SHUTTLE APPLICATIONS AND PROGRAMMING AND  
ALLOCATING \$5,711,414 IN NEW MEASURE A FUNDS FROM THE  
LOCAL SHUTTLE PROGRAM CATEGORY FOR 28 SHUTTLES**

**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 four percent of the New Measure A revenues to fund local shuttle projects; and

**WHEREAS**, the TA, with the City/County Association of Governments (C/CAG), issued a joint Call for Projects for the San Mateo County Shuttle Program for Fiscal Year (FY) 2015 and FY2016, which yielded 34 applications for review after one sponsor withdrew its application; and

**WHEREAS**, the TA-C/CAG project review committee evaluated and scored the shuttle applications; and

**WHEREAS**, staff recommends that the Board of Directors approve the list of 32 shuttles to be funded by the TA and C/CAG in FY2015 and FY2016 as set forth in Exhibit A; and

**WHEREAS**, staff further recommends the Board authorize the programming and allocation of a total of \$5,711,414 in Measure A Local Shuttle Program Category funds for 28 shuttles as indicated in Exhibit A.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby approves the list of 32 shuttles, as set forth in Exhibit A, to receive TA and C/CAG funding for FY2015 and 2016; and

**BE IT FURTHER RESOLVED THAT** the Board of Directors programs and allocates a total of \$5,711,414 in FY2015 and FY2016 Measure A Local Shuttle Program Category funds to the 28 shuttle routes indicated as recipients of TA funds 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 1<sup>st</sup> day of May, 2014 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

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

SUBJECT: **PROGRAM REPORT: RAILROAD GRADE SEPARATIONS PROGRAM  
(SAN BRUNO)**

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – are featured individually throughout the year. This month features a report on the Grade Separations Program with specific emphasis on the San Bruno Project.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

As part of the ongoing effort to explore, develop and implement projects that improve safety on the Caltrain system and facilitate local traffic flow, the TA has funded a number of railroad grade separation projects that eliminate railroad at-grade crossings in San Mateo County.

The most recent of this type of project with construction scheduled to be completed by this summer is the San Bruno Grade Separation Project. The project raised the profile of the railroad on a retained embankment eliminating three vehicular at grade crossings at San Bruno, San Mateo and Angus avenues and replaced them with underpasses. The project also provided improved pedestrian and bicyclist access with new undercrossings at Euclid and Sylvan avenues. A new station on the elevated structure replaced the existing station.

The total cost of the project is estimated to be \$155 million, of which the TA has contributed \$92.7 million of Measure A to fund right of way acquisition, environmental studies, design and construction.

**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**

State Budget

The governor's May budget revision is expected to be released on May 14. Most of the transportation-related components of the budget should remain unchanged from the governor's January recommendations, but there could be some changes to funding levels based on updated fuel sales projections. The proposed cap-and-trade expenditures may also change based on feedback from local agencies, metropolitan planning organizations and the Legislature.

In April, Senate President Pro Tem Darrell Steinberg released a proposal for the long-term expenditure of cap-and-trade revenues that would offer significant benefits to transit agencies.

After setting aside annual appropriations to reduce emissions through clean vehicles and energy efficiency programs, Steinberg's proposal would invest all remaining revenues in transportation-related programs that support transit operations and connectivity; rail modernization; bike, pedestrian and road improvements and the creation of housing opportunities near transit and job centers.

Under the plan, 40 percent of these revenues would be used to support regional efforts to comply with state law that calls for reducing emissions by focusing growth near transit centers and improving transit services to accommodate that growth. In San Mateo

County, these funds could be used to create housing opportunities along the El Camino Real corridor where residents would have convenient, walkable access to public transportation.

Thirty percent would be guaranteed to support transit operations, helping agencies like Caltrain and SamTrans maintain and increase service to meet existing and future demand.

Twenty percent would be reserved annually for rail modernization, including high-speed rail, and would be eligible to upgrade the Caltrain corridor and enhance capacity on a system where ridership demand is rapidly outpacing the maximum capacity of the railroad.

Finally, 10 percent of the funding would be made available to maintain and upgrade state highways like El Camino Real, creating opportunities for bicycle and pedestrian improvements that make it more convenient to use non-motorized transportation.

Based on the Legislative Analyst's projections, the 30 percent set-aside for transit could eventually result in over \$1.3 billion. Based on historical State Transit Assistance allocations, a program of this size could support annual Caltrain allocations of up to \$15 million per year and SamTrans allocations of up to \$13 million per year.

## **FEDERAL ISSUES**

### Minimum Crew Standards Notice of Proposed Rule Making

The Federal Railroad Administration announced that they will be releasing a proposed rule that required a minimum crew size on some freight and passenger rail services.

The announcement specifically mentions that the rule will apply to freight rail operations carrying crude oil, but does not clarify how the rule will impact passenger service.

Staff will be working with our legislative advocates and other passenger rail operators to weigh in when details about the proposed rule are released.

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

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<p><a href="#">AB 26</a> <a href="#">Bonilla D</a></p> <p><b>Greenhouse Gas Reduction Fund</b></p>	<p>3/18/14 SEN Labor</p>	<p>This bill would revise the definition of " " to also include work performed during the post-construction phases of construction, including, but not limited to, all cleanup work at the jobsite. The bill would also expand the definition of "public works," for the purposes of requirements regarding the payment of prevailing wages, to also include any task relating to the collecting or sorting, or both, of refuse or recyclable metals, such as copper, steel, and aluminum, performed at a public works jobsite. By expanding the definition of a crime, this bill would impose a state-mandated local program.</p> <p>Existing statutory law governs works of improvement, including mechanics liens. Existing law grants specified persons who provide work authorized for a work of improvement the right to a mechanics lien. Existing law defines "work of improvement" to include, among other things, construction, alteration, repair, demolition, or removal, in whole or in part, of, or addition to, specified infrastructure and generally defines "work of improvement" to mean the entire structure or scheme of improvement as a whole, and includes site improvement. This bill would expand the definition of "work of improvement" to also include all cleanup work performed at the site. <b>Last amended 3/18/14</b></p>	
<p><a href="#">AB 194</a> <a href="#">Campos D</a></p> <p><b>Open meetings: actions for violations</b></p>	<p>2/6/2014-Referred to Com. on GOV. &amp; F.</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. Vote: majority. Appropriation: no. Fiscal committee: no. State-mandated local program: no.</p> <p><b>Last amended 1/27/2014</b></p>	
<p><a href="#">AB 418</a> <a href="#">Mullin D</a></p> <p><b>Local Government: Special Taxes &amp; Fees</b></p>	<p>4/21/14 ASM Floor</p>	<p>Authorizes the City/County Association of Governments (C/CAG) of San Mateo County to impose a special tax, in compliance with Article XIII C of the California Constitution, or to impose a property related fee, in compliance with Article XIII D of the California Constitution, to implement stormwater management programs consistent with the joint powers agreement of C/CAG's member agencies. <b>Last amended 2/10/14</b></p>	
<p><a href="#">AB 515</a> <a href="#">Dickinson D</a></p> <p><b>Environmental quality: California Environmental Quality Act: writ of mandate</b></p>	<p>3/17/2014- 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.</p> <p>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. Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: yes. <b>Last amended 3/17/2014</b></p>	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<p><a href="#">AB 1193</a> <a href="#">Ting D</a></p> <p><b>Bikeways</b></p>	<p>2/6/2014-Referred to Com. on T. &amp; H.</p>	<p>Existing law defines "bikeway" for certain purposes to mean all facilities that provide primarily for bicycle travel. Existing law categorizes bikeways into 3 classes of facilities.</p> <p>This bill would additionally provide for a classification of Class IV bikeways, as specified. Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to that law.</p> <p>This bill would require the department, in cooperation with local agencies, to establish minimum safety design criteria for Class IV bikeways. <b>Last amended 1/23/2014</b></p>	
<p><a href="#">AB 1447</a> <a href="#">Waldron R</a></p> <p><b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: traffic synchronization</b></p>	<p>4/7/2014-Do pass as amended and be re-referred to the Committee on Transportation.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include 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. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law permits moneys from the fund be allocated for the purpose of reducing greenhouse gas emissions in this state through specified investments.</p> <p>This bill would additionally authorize moneys in the fund to be used to fund traffic signal synchronization to the extent those expenditures are consistent with the above-referenced purposes. <b>Last amended 2/18/2014</b></p>	
<p><a href="#">AB 1684</a> <a href="#">Chavez R</a></p> <p><b>Bus Rack Limits</b></p>	<p>ASM Trans Set for 4/28/14</p>	<p>This bill would authorize the North County Transit District to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 43 inches from the front of the bus, or more than 36 inches from the front bumper, when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 49 inches from the front of the bus, or more than 42 inches from the front bumper. This bill would also establish, for a specified purpose, a route review committee prior to the installation of the initial folding device on a bus that is more than 40 feet in length. This bill would require the committee to perform an initial review of the routes on which the district proposes to operate a bus that is longer than 40 feet and that is equipped with a front-mounted bicycle rack, and would require the committee to make a determination of, by unanimous vote of all members, the routes that are suitable for the safe operation of those types of buses. The bill would require the district to submit a report, containing specified requirements, to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2020. <b>Last amended on 3/28/14</b></p>	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<p><b>AB 1720</b> <b>Bloom D</b></p> <p><b>Vehicles: bus gross weight</b></p>	<p>2/27/2014-Referred to Com. on TRANS.</p>	<p>Existing law generally prohibits a publicly owned or operated transit system from procuring a transit bus whose weight on any single axle exceeds 20,500 pounds. Existing law, until January 1, 2015, exempts from this prohibition a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class into its inventory and its governing board makes certain findings.</p> <p>This bill would extend the operation of those exceptions until January 1, 2016.</p>	<p><b>Support</b></p>
<p><b>AB 1724</b> <b>Frazier D</b></p> <p><b>Construction Manager/General Contractor method: regional transportation agencies</b></p>	<p>4/1/2014-Re-referred to Com. on TRANS</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Mateo County Transit District to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements.</p> <p>This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor (CM/GC) project delivery method, as specified, to design and construct certain projects.</p> <p>The bill would require a regional transportation agency, within 180 days after the completion of any project using the Construction Manager/General Contractor project delivery method, to prepare a report that describes each project and provides relevant data, as specified. The bill would also require that report to be posted on the regional transportation agency's Internet Web site, and would require the agency to notify the Chair of the Assembly Committee on Transportation and the Chair of the Senate Committee on Transportation and Housing that the report is available online.</p> <p>The bill would further require a regional transportation agency using the CM/GC project delivery method to comply with certain prevailing wage provisions and to reimburse the Department of Industrial Relations for its reasonable and related enforcement costs, as specified. By requiring these reimbursements to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund, the bill would make an appropriation.</p>	<p><b>Support if amended</b></p>
<p><b>AB 1811</b> <b>Buchanan D</b></p> <p><b>High-occupancy vehicle lanes</b></p>	<p>4/8/2014- Amend, and re-refer to Com. on TRANS.</p>	<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 authorize the program to require a high-occupancy vehicle to have an electronic transponder or other electronic device for law enforcement purposes.</p>	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<p><a href="#">AB 2008</a> <a href="#">Quirk D</a></p> <p><b>California Environmental Quality Act: infill projects: goods movement</b></p>	<p>4/1/2014-Re-referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. The act also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The act requires the Office of Planning and Research to prepare, develop, and transmit to the Natural Resources Agency, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of the act by public agencies. The act requires the guidelines to include statewide standards for infill projects to promote specified goals and priorities.</p> <p>This bill would require the guidelines to be revised to include as a statewide standard for infill projects the goal of minimizing the impacts of goods movement on air quality, traffic, and public safety through the provision of dedicated loading and unloading facilities for commercial space. This bill would state the intent of the legislature to enact legislation that would require a sustainable communities strategy to include consideration of greenhouse gas emissions resulting from the delivery of urban freight.</p>	
<p><a href="#">AB 2013</a> <a href="#">Muratsuchi D</a></p> <p><b>Vehicles: high-occupancy vehicle lanes</b></p>	<p>4/7/2014-Read third time. Urgency clause refused adoption. Motion to reconsider made by Assembly Member Muratsuchi.</p>	<p>Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Under existing law, until January 1, 2019, or until federal authorization expires, or until the Secretary of State receives a specified notice, those lanes may be used by certain vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). Existing law authorizes the DMV to issue no more than 40,000 of those identifiers.</p> <p>This bill would increase the number of those identifiers that the DMV is authorized to issue to 85,000. This bill would declare that it is to take effect immediately as an urgency statute. <b>Last amended 4/2/2014</b></p>	
<p><a href="#">AB 2021</a> <a href="#">Gordon D</a></p> <p><b>San Mateo County Transit District</b></p>	<p>3/28/2014-Re-referred to Com. on APPR. pursuant to Assembly Rule 96.</p>	<p>Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction, subject to certain conditions and requirements. Existing law requires the district to comply with certain prevailing wage requirements with respect to that contract method, which requirements are monitored and enforced by the Department of Industrial Relations, or alternatively to elect to enter into a collective bargaining agreement that binds all of the contractors performing work on the project and that includes a mechanism for resolving disputes about the payment of wages.</p> <p>This bill would additionally authorize the district to meet its obligations under this provision by continuing to operate an existing previously approved labor compliance program, subject to approval of the Department of Industrial Relations, as specified. <b>Last amended 3/17/14</b></p>	<p><b>Support</b></p>

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<a href="#">AB 2046</a> <a href="#">Gomez D</a>  JPA Financing	4/21/14 ASM Floor	Authorizes California joint powers authorities (JPAs) to issue bonds and enter into loan agreements to finance or refinance private projects located outside this state. <b>Last amended 3/24/14</b>	
<a href="#">AB 2050</a> <a href="#">Quirk D</a>  California Global Warming Solutions Act of 2006: scoping plan: advisory panel	4/7/2014-In committee: Hearing postponed by committee.	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years.</p> <p>This bill, until January 1, 2020, would require the state board to include specified elements when updating the scoping plan. The bill would require the state board, on or before January 1, 2020, to submit a report to the appropriate committees of the Legislature on those specified elements of the updated scoping plan.</p> <p>This bill, until January 1, 2020, would establish the Scoping Plan Advisory Panel, as specified. The bill would require the panel, on or before January 1, 2019, to submit a report to the appropriate committees of the Legislature evaluating and reporting key findings and recommendations on the update of the scoping plan.</p>	
<a href="#">AB 2090</a> <a href="#">Fong D</a>  High-occupancy toll lanes: Santa Clara County	3/28/2014-Re-refere d to Com. on APPR.	<p>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.</p> <p>This bill would delete the reference to Level of Service C or D, and instead would require VTA to establish, with the consent 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.</p> <p><b>Last amended on 3/27/2014</b></p>	
<a href="#">AB 2119</a> <a href="#">Stone D</a>  Local taxes: transactions and use taxes	3/6/2014-Referred to Coms. on L. GOV. and REV. & TAX.	<p>Existing law authorizes the board of supervisors of a county to levy, increase, or extend a transactions and use tax, as specified, if approved by the required vote of the board and the required vote of the qualified voters.</p> <p>This bill would authorize the board of supervisors of a county to levy, increase, or extend a transactions and use tax throughout the entire county or within the unincorporated area of the county, if approved by the qualified voters of the entire county or the unincorporated area of the county, as applicable. This bill would require the revenues derived from the imposition of this tax to only be used within the area for which the tax was approved by the qualified voters.</p>	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<a href="#">AB 2123</a> <a href="#">Buchanan D</a>  HOV Lanes	2//21/14 ASM Rules	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, non-substantive change to this provision of law.	
<a href="#">AB 2170</a> <a href="#">Mullin D</a>  JPA: common powers	4/7/2014-Read second time. Ordered to third reading.	Existing law provides that 2 or more public agencies, by agreement, may form a joint powers authority to exercise any power common to the contracting parties, as specified.  This bill would provide that the parties to the agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee or tax, as specified.	
<a href="#">AB 2197</a> <a href="#">Mullin D</a>  Vehicles: temporary license plates	3/6/2014-Referred to Com. on TRANS.	The bill would requires, 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.	
<a href="#">AB 2250</a> <a href="#">Daly D</a>  Toll facilities: revenues	3/25/2014-Re-refere d to Com. on TRANS.	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.  This bill would require the department, when entering into a cooperative agreement with a local agency for a managed lane, as defined, on the state highway system, to ensure that any revenues generated from a managed lane that is administered by a local agency remains available for expenditure within the respective corridor in which the managed lane is located. <b>Last amended 3/24/14</b>	
<a href="#">AB 2355</a> <a href="#">Levine D</a>  Local agencies: streets and highways: recycled materials.	4/2/2014-Re-referred to Com. on L. GOV.	This bill would require, by January 1, 2017, a local agency that has jurisdiction over a street or highway to either adopt the standards developed by Caltrans for recycled paving materials and for recycled base, sub-base, and pervious backfill materials, or discuss why it is not adopting those standards at a regularly scheduled public hearing of the local agency's legislative or other governing body. <b>Last amended 4/1/14</b>	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<p><a href="#">AB 2389</a> <b>Campos D</b></p> <p><b>Safe routes to school</b></p>	<p>3/10/2014-Referred to Com. on TRANS.</p>	<p>Existing law requires the Department of Transportation, in consultation with the Department of the California Highway Patrol, to establish and administer a safe routes to school program for construction of bicycle and pedestrian safety and traffic calming projects. These provisions become inoperative on July 1, 2014, and are repealed on January 1, 2015. Existing law also creates the Active Transportation Program in the Department of Transportation to fund various transportation projects and programs relating to biking, walking, and other non-motorized activities, with funds allocated by the California Transportation Commission, as specified. Existing law provides that safe routes to school projects are to be included among the types of projects eligible for funding under the Active Transportation Program.</p> <p>This bill would extend the date that the specific provisions governing the safe routes to school program become inoperative, to July 1, 2015, and the date that these provisions are repealed, to January 1, 2016. This bill would declare that it is to take effect immediately as an urgency statute.</p>	
<p><a href="#">AB 2445</a> <b>Chau D</b></p> <p><b>Community colleges: transportation fees</b></p>	<p>4/22/14 ASM Floor</p>	<p>Specifies that a California Community College district governing board is authorized to enter into a contract to provide transportation services to students and employees if either a majority of the students of that district, or an individual campus of that district, as applicable, vote to approve the transportation fee.</p>	<p><b>Support</b></p>
<p><a href="#">AB 2471</a> <b>Frazier D</b></p> <p><b>Public contracts: change orders</b></p>	<p>4/8/2014-Re-referred to Com. on A. &amp; A.R.</p>	<p>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, as defined, 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. If this requirement is not met, the bill makes the public entity liable to the original contractor for payment of the contractor's invoice for the change order or additional work.</p> <p>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. It also authorize an original contractor to present to the public entity a request for a change order for extra work performed by a subcontractor, including a lower tier subcontractor. It would also authorize a subcontractor to request that an original contractor present a change order request for extra work directed by the public entity that was performed by the subcontractor or lower tier subcontractor. The bill requires the original contractor to notify the subcontractor as to whether the original contractor presented the request to the public entity, as specified.</p>	<p><b>Oppose</b></p>

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<p><b>AB 2639</b> <b>Lowenthal D</b></p> <p><b>State Freight Plan</b></p>	<p>2/24/14 ASM Rules</p>	<p>Existing law requires the Transportation Agency to prepare a state freight plan with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. Existing law requires the agency to establish a freight advisory committee with various responsibilities in that regard and requires that the initial state freight plan be submitted to the Legislature, the Governor, and certain state agencies by December 31, 2014, and updated every 5 years thereafter.</p> <p>This bill would make non-substantive changes to these provisions.</p>	
<p><b>AB 2650</b> <b>Conway R</b></p> <p><b>Transportation Bonds: High-Speed Rail</b></p>	<p>ASM Trans Set for hearing on 4/28/14</p>	<p>This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.</p> <p>The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund projects in the State Transportation Improvement Program, the State Highway Operation and Protection Program, and the state's freight plan.</p> <p>The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<p><a href="#">AB 2652</a> <a href="#">Linder R</a></p> <p><b>Increased revenues: appropriation</b></p>	<p>4/1/2014-Re-referred to Com. on BUDGET.</p>	<p>The California Constitution requires the Governor, within the first 10 days of each calendar year, to submit to the Legislature a budget for the ensuing fiscal year containing itemized statements for recommended state expenditures and estimated state revenues. Existing law requires the Director of Finance (DOF) to provide to the Legislature, on or before May 14 of each year, specified information, including an estimate of General Fund (GF) revenues for the current fiscal year and for the ensuing fiscal year.</p> <p>This bill would require the DOF to calculate any increase between the General Fund revenue estimate for the 2013-14 fiscal year in the Governor's Budget Summary 2014-15 and the estimate of GF revenue for the 2013-14 fiscal year submitted by the DOF on or before May 14, 2014.</p> <p>The bill would require the DOF to calculate any increase between the GF revenue estimate in the budget for the 2014-15 fiscal year submitted by the Governor and the estimate of GF revenues for the 2014-15 fiscal year submitted by the DOF on or before May 14, 2014. The bill would prohibit GF appropriations other than those made by this bill for the 2013-14 and 2014-15 fiscal years from exceeding the amount of GF revenues in the budget approved for the 2013-14 fiscal year and, for the 2014-15 fiscal year, in the budget submitted by the Governor.</p> <p>The bill would appropriate the amount of any increase in GF revenues calculated by the DOF necessary to meet the state's minimum funding obligation pursuant to Section 8 of Article XVI of the California Constitution to the Controller for apportionment to school districts and community college districts. If any funds remain after this appropriation, the bill would appropriate 50% of the remaining funds to the Budget Stabilization Account and would appropriate 50% of the funds, up to \$2.534 billion, to specified transportation funds and accounts for immediate repayment of outstanding loans made from those transportation funds and accounts to the General Fund. The bill would appropriate certain amounts repaid to specified transportation funds and accounts for local street and road purposes, to be apportioned by the controller according to a specified formula. The bill would appropriate any funds remaining after these appropriations to the Budget Stabilization Account.</p>	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<p><a href="#">AB 2653</a> <a href="#">Linder R</a></p> <p><b>Transportation finance</b></p>	<p>4/1/2014-Re-referred to Com. on BUDGET.</p>	<p>Article XIX of the California Constitution restricts the use of fuel excise tax revenues imposed by the state on fuels used in motor vehicles upon public streets and highways to expenditure on highway and certain mass transit purposes. Existing law provides for the deposit of these revenues in the Highway Users Tax Account, and appropriates those revenues to various purposes. Existing law, with respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, requires an allocation to reimburse the State Highway Account (SHA) for the amount of weight fee revenues that the SHA is not receiving due to use of weight fee revenues to pay debt service on transportation general obligation bonds and to make certain loans, with the remaining amount of this portion of revenues allocated 44% to the State Transportation Improvement Program (STIP), 12% to the State Highway Operations and Protection Program (SHOPP), and 44% to city and county streets and roads (LSR). This bill would delete the provisions allocating revenues derived from the increased motor vehicle fuel excise tax to SHA reimbursement, the STIP and the SHOPP.</p> <p>The bill would instead provide for the Controller to apportion all of these revenues to cities and counties for local streets and roads pursuant to a specified formula, thereby making an appropriation. Existing law, commencing with the 2013-14 fiscal year, requires certain revenues deposited in the SHA that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund (TDSF) in the State Transportation Fund for payment of current year debt service on certain transportation general obligation bonds. This bill would delete the transfer of these revenues to the TDSF, and would instead provide for appropriation in the annual Budget Act of 44% of these revenues to the STIP, 12% to the SHOPP, and 44% to LSR pursuant to a specified formula.</p>	
<p><a href="#">AB 2707</a> <a href="#">Chau D</a></p> <p><b>Bike Racks</b></p>	<p>ASM Trans Set for hearing on 4/28/14</p>	<p>This bill would authorize the Los Angeles County Metropolitan Transportation Authority to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles as long as those devices meet certain requirements, including, but not limited to, extending not more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported extend not more than 46 inches from the front of the bus.</p> <p>This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles County Metropolitan Transportation Authority. <b>Last amended 4/3/14</b></p>	
<p><a href="#">AB 2720</a> <a href="#">Ting D</a></p> <p><b>State agencies: meetings: record of action taken</b></p>	<p>4/3/2014-Re-referred to Com. on G.O.</p>	<p>The Bagley-Keene Open Meeting Act requires, with specified exceptions, that all meetings of a state body, as defined, be open and public and all persons be permitted to attend any meeting of a state body. The act defines various terms for its purposes, including "action taken," which means a collective decision made by the members of a state body, a collective commitment or promise by the members of the state body to make a positive or negative decision, or an actual vote by the members of a state body when sitting as a body or entity upon a motion, proposal, resolution, order, or similar action.</p> <p>This bill would require a state body to publicly report any action taken and the vote or abstention on that action of each member present for the action.</p>	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<a href="#">AB 2728</a> <a href="#">Perea D</a>  <b>Vehicle weight fees: transportation bond debt service</b>	4/22/14 ASM Approps	<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 Fund 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. Existing law also provides for loans of weight fee revenue to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill, notwithstanding these provisions or any other law, until January 1, 2019, 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 for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenue to the General Fund. <b>Last amended 3/27/14</b></p>	
<a href="#">SB 674</a> <a href="#">Corbett D</a>  <b>CEQA: residential infill projects</b>	1/23/14 ASM Desk	<p>This bill revises the residential infill exemption by increasing the amount of allowable neighborhood-serving goods, services, or retail uses from 15% of the total project floor area to 25% of the total building square footage. <b>Last amended 1/6/14</b></p>	
<a href="#">SB 785</a> <a href="#">Wolk D</a>  <b>Design-build</b>	1/27/2014-In Assembly. Read first time. Held at Desk.	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would authorize the Marin Healthcare District to use the design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at the Marin General Hospital.</p> <p>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 would make legislative findings and declarations as to the necessity of a special statute for the Marin Healthcare District.</p>	<b>Support if amended</b>
<a href="#">SB 792</a> <a href="#">DeSaulnier D</a>  <b>Regional Entities: Bay Area</b>	1/28/2014-In Assembly. Read first time. Held at Desk.	<p>This bill requires the San Francisco Bay Areas joint policy committee to prepare a plan for consolidating the functions common to its member agencies and requires the Metropolitan Transportation Commission to convene a public engagement advisory group to assist in the development of a draft public participation plan, as specified. Requires the inclusion of additional elements in the region's Sustainable Communities Strategy, and assigns responsibility for those elements to member entities of the JPC. <b>Last amended 1/27/14</b></p>	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<b>SB 901</b> <b>Vidak R</b>  High-Speed Rail funding	4/22/14 SEN Trans-Set for hearing on 4/22/14	This urgency bill would require the Secretary of State to put on the November 2014 general election ballot a legislative referendum, which if approved by the voters, would prohibit the sale of any additional high-speed rail bonds. <b>Last amended on 4/7/14</b>	<b>Oppose</b>
<b>SB 902</b> <b>Vidak R</b>  HSR: eminent domain	4/22/14 SEN Trans- Set for hearing on 4/22/14	This bill would restrict the High-Speed Rail Authority (HSRA) or the State Public Works Board on behalf of HSRA, from adopting a resolution of necessity to commence an eminent domain proceeding unless the resolution meets certain requirements. <b>Last amended on 4/7/14.</b>	<b>Oppose</b>
<b>SB 903</b> <b>Vidak R</b>  HSR: property tax revenues	4/22/14 SEN Trans- Set for hearing on 4/22/14	This bill would require the High-Speed Rail Authority to annually pay to a county the amount equivalent to any lost property tax revenue with respect to all real property acquired for the high-speed rail project	<b>Oppose</b>
<b>SB 904</b> <b>Vidak R</b>  HSR: private property owner consent	4/22/14 SEN Trans-Set for hearing on 4/22/14	This urgency bill requires any employee or contractor of the High-Speed Rail Authority, prior to entering onto any privately owned property, to identify himself and obtain the property owner's consent. <b>Last amended on 4/7/14</b>	<b>Oppose</b>
<b>SB 962</b> <b>Leno D</b>  Advanced Mobile Communication Devices	4/21/14 SEN Floor	This bill would require that any advanced mobile communications device, as defined, that is sold in California on or after January 1, 2015, include a technological solution that can render inoperable the essential features of the device, as defined, when the device is not in the possession of the rightful owner. <b>Last amended on 4/9/14</b>	<b>Support</b>

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<p><b>SB 969</b> <b>DeSaulnier D</b></p> <p><b>Public works</b></p>	<p>4/3/2014-SEN Trans-Set for hearing April 29.</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.</p>	<p><b>Oppose</b></p>
<p><b>SB 990</b> <b>Vidak R</b></p> <p><b>Transportation funds: disadvantaged small communities</b></p>	<p>4/3/2014-Set for hearing May 6.</p>	<p>Existing law requires 25% of available funds from the state transportation improvement program (STIP) 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 urgency 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. (2) The Transportation Development Act, also known as the Mills-Alquist-Deddeh Act, provides for the allocation of local transportation funds in each county from 1/4 of 1% of the sales tax to various transportation purposes, including transportation planning, transit operations, and in some cases, local streets and roads. The act is administered by the transportation planning agency having jurisdiction and specifies the sequence of allocations to be made by the transportation planning agency to eligible claimants.</p> <p>Existing law requires certain allocations to be made off the top, including allocations for administration of the act, for transportation planning and programming, and for facilities for bicycles and pedestrians. After these allocations have been made, existing law provides for payments to be made to claimants for eligible purposes, with a claimant authorized to file a claim only for the money in the local transportation fund that represents the area of apportionment of the claimant, as defined. This bill would require 5% of the money remaining in the local transportation fund after making certain off-the-top allocations to be allocated by the transportation planning agency to disadvantaged small communities, as defined. The bill would exclude from this off-the-top allocation any money in the fund that represents the apportionment of an area that qualifies as a disadvantaged small community. In allocating moneys to disadvantaged small communities, the bill would require the transportation planning agency to prioritize congestion relief and safety needs.</p>	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<p><b>SB 1064</b> <b>Hill D</b></p> <p><b>PUC: railroads &amp; natural gas pipelines</b></p>	<p>SEN Approps Set for hearing on 4/28/14</p>	<p>Existing law requires the California Public Utilities Commission (CPUC) reply to the National Transportation Safety Board NTSB recommendations for natural gas safety within 90 days, and that the CPUC vote on whether (and how to) act on those recommendations. This bill would require the CPUC to respond within 90 days to railroad safety recommendations addressed to it by the (NTSB), and to indicate the CPUC's intended actions, if any.</p> <p>This bill would also require the CPUC to detail in writing whether it is appropriate to implement NTSB safety recommendations and Federal Railroad Administration safety advisories concerning CPUC-regulated railroad facilities. The determination would be approved by a majority vote of the CPUC. If a recommendation is deemed appropriate and/or action is deemed necessary, then the CPUC would issue orders or adopt rules relating to implementation as soon as practicable. <b>Last amended 4/8/14</b></p>	
<p><b>SB 1077</b> <b>DeSaulnier D</b></p> <p><b>Vehicles: vehicle-miles-travel ed charges</b></p>	<p>4/3/2014-Set for hearing on April 29.</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>	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<p><a href="#">SB 1122</a> <a href="#">Pavley D</a></p> <p><b>Sustainable communities: Strategic Growth Council</b></p>	<p>4/8/2014-Read second time and amended. Re-referred to Com. on RLS.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include 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. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law authorizes moneys from the fund to be allocated for the purpose of reducing greenhouse gas emissions in this state through specified investments, including funding to reduce greenhouse gas emissions through strategic planning and development of sustainable infrastructure projects. Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Existing law establishes the Strategic Growth Council (SGC) and requires the council to, among other things, manage and award grants and loans to support the development, adoption, or implementation of a regional plan or other planning instrument consistent with a regional plan that achieves specified objectives, including meeting the goals of the California Global Warming Solutions Act of 2006.</p> <p>This bill would additionally require the council to provide financial assistance for those purposes, to be funded from moneys from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature, and would additionally require the regional plan or other planning instrument to meet the requirements of an applicable sustainable communities strategy. The bill would authorize the SGC to develop and implement regional grant programs to support the implementation of sustainable communities strategies, alternative transportation plans, or other regional greenhouse gas emission reduction plans within a developed area. The bill would require the SGC, in consultation with specified public agencies, to establish standards for integrated modeling systems and measurement methods, and standards for the use of moneys awarded. <b>Last amended 4/8/14</b></p>	
<p><a href="#">SB 1125</a> <a href="#">Pavley D</a></p> <p><b>Greenhouse gas emissions reduction</b></p>	<p>3/28/2014-Re-referred to Com. on RLS.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to the 1990 level to be achieved by 2020. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020.</p> <p>This bill would require the state board, on or before January 1, 2016, and in consultation with specified entities, to develop reduction targets for greenhouse gas emissions and short-lived climate pollutants, as defined, for 2030. The bill would require the state board to report to the Legislature on those targets. The bill, on January 1, 2020, would declare inoperative the requirement that the state board report to the Legislature.</p>	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<p><a href="#">SB 1145</a> <b>Corbett D</b></p> <p><b>Railroad Crossings: quiet zones</b></p>	<p>3/6/14 SEN Rules</p>	<p>Existing law generally requires a railroad to provide for the sounding of a horn or other similar device when a train will be entering a highway grade crossing, except in areas where a quiet zone has been established consistent with the requirements of federal regulations.</p> <p>This bill would state the intent of the Legislature to enact legislation to facilitate the process of establishing local safety enhancements at railroad crossings necessary for the approval of quiet zones.</p>	
<p><a href="#">SB 1151</a> <b>Cannella R</b></p> <p><b>School Zone Fines</b></p>	<p>4/21/14 SEN Trans</p>	<p>This bill imposes an additional \$35 fine for specified violations occurring in school zones and directs revenue from the fine to the state's Active Transportation Program. <b>Last amended on 4/21/14</b></p>	<b>Support</b>
<p><a href="#">SB 1156</a> <b>Steinberg D</b></p> <p><b>California Carbon Tax Law of 2014</b></p>	<p>4/2/2014-Set, first hearing. Hearing canceled at the request of author.</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.</p> <p>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 would include a change in state statute that would result in a taxpayer paying a higher tax within the meaning of Section 3 of Article XIII A of the California Constitution, and thus would require for passage, the approval of 2/3 of the membership of each house of the Legislature. The bill would take effect immediately as a tax levy.</p>	
<p><a href="#">SB 1183</a> <b>DeSaulnier D</b></p> <p><b>Bicycle tax</b></p>	<p>4/8/2014-Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law does not provide for the imposition of a tax specific to the point of sale of a bicycle.</p> <p>This bill would authorize a city, county, or regional park district to impose, as a special tax, a point of sale tax on new bicycles, with the rate of the tax to be determined by the local agency. The bill excludes from the tax bicycles with wheels of 20 inches or less in diameter. The bill would require the State Board of Equalization to collect the bicycle tax in a manner similar to the collection of local transactions and use taxes, and to transmit the net revenues from the tax to the local agency. It would require proceeds to be used for improvements to paved and natural surface trails, including existing and new trails, and for associated maintenance purposes.</p> <p><b>Last amended on 3/24/2014</b></p>	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<a href="#">SB 1204</a> <a href="#">Lara D</a>  <b>California Clean Truck Bus, &amp; Off-Road Vehicle Program</b>	SEN EQ Set for hearing on 4/30/14.	This bill creates a California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to fund development, demonstration, pilot projects, and commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies. This bill provides that the program shall be funded from the Greenhouse Gas Reduction Fund, and shall prioritize projects located in disadvantaged communities. <b>Last amended on 3/24/14</b>	
<a href="#">SB 1298</a> <a href="#">Hernandez D</a>  <b>High-occupancy toll lanes</b>	3/6/2014-Referred to Com. on T. & H.	<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. Existing law requires the commission to conduct at least one public hearing in northern California and one in southern California for each application and limits the number of approved facilities to not more than 4, 2 in northern California and 2 in southern California. Existing law provides that no applications may be approved on or after January 1, 2012.</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. (2) Existing law, until January 15, 2015, specifically authorizes a value-pricing and transit development demonstration program involving HOT lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions. This bill would enact new provisions revising and recasting these provisions and would repeal the existing provisions.</p> <p>The bill would specify additional requirements for agreements between LACMTA, the Department of Transportation, and the Department of the California Highway Patrol that identify the respective obligations and liabilities of each party relating to the program. The bill would require LACMTA, with the assistance of the department, to establish appropriate traffic flow guidelines for the purpose of ensuring the optimal use of the HOT lanes by high-occupancy vehicles.</p> <p>The bill would delete the requirement that LACMTA may not change the vehicle occupancy requirement for access to the high-occupancy vehicle lanes in the identified corridors and would authorize LACMTA to define the hours of operation of the HOT lanes.</p>	
<a href="#">SB 1350</a> <a href="#">Lara D</a>  <b>Baby Diaper Changing Stations</b>	4/21/14 SEN Trans	This bill would require the California Building Standards Commission to develop and adopt standards governing the installation of baby diaper changing accommodations for restroom facilities in a place of public accommodation after January 1, 2017, as specified. The bill would require the commission to require, when developing the building standards, that any place of public accommodation that installs a baby diaper changing accommodation ensures that the accommodation is equally available or provided regardless of the gender for which the restroom facilities are designed.	

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<b>SB 1368</b> <b>Wolk D</b>  <b>State highways: relinquishment</b>	4/4/2014-Set for hearing on April 29.	<p>Existing law gives Caltrans 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 (CTC) 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 CTC 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>	
<b>SB 1433</b> <b>Hill D</b>  <b>Transit design-build contracts</b>	4/22/14 SEN Trans Set for Hearing on 4/22/14	This bill repeals the sunset date on statutory authority for transit operators to use design-build procurement for transit projects, expands the number of entities eligible to exercise this authority, eliminates the minimum cost thresholds, and deletes reporting requirements.	<b>Support</b>
<b>SB 1418</b> <b>DeSaulnier D</b>  <b>Vehicle weight fees: transportation bond debt service</b>	3/27/2014-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.	<p>This bill is nearly identical to AB 2728 in that it attempts to restore truck weight fees (\$940 million annually) to transportation rather than paying bond debt service, with the exception that it recalibrates the percentages for the distribution of gas tax revenues. Existing law, with respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, requires an allocation of revenues to reimburse the State Highway Account for the amount of weight fee revenues that the State Highway Account is not receiving due to use of weight fee revenues to pay debt service on transportation general obligation bonds and to make certain loans to the General Fund, with the remaining amount of this portion of revenues allocated 44% to the State Transportation Improvement Program, 12% to the State Highway Operations and Protection Program, and 44% to city and county streets and roads.</p> <p>This bill, with respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, would instead require 56% of the revenues to be deposited by the Controller in the State Highway Account and 44% to be allocated by the Controller to city and county streets and roads. This bill would require a minimum of 21.453% of the revenues deposited in the State Highway Account under these provisions to be allocated to the State Highway Operation and Protection Program. The bill would thereby make an appropriation. This bill would declare that it is to take effect immediately as an urgency statute, with certain provisions to become operative on July 1, 2014. <b>Last amended on 3/27/2014</b></p>	
<b>SCA 4</b> <b>Liu D</b>  <b>Sales Tax Measure Thresholds</b>	8/28/14 SEN Approps	Provides that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, rather than 2/3. Requires that portion of the proceeds be used for maintenance of the state highway system. <b>Last amended 8/28/13</b>	<b>Support if amended</b>

## SMCTA Bill Matrix as of 4/22/2014

Measure	Status	Bill Summary	Position
<a href="#">SCA 8</a> <a href="#">Corbett D</a>  Sales Tax Measure Thresholds	8/29/14 SEN Approps	Identical companion bill to SCA 4 with the exception of the requirement to fund maintenance costs for the state highway system. Provides that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, rather than 2/3. <b>Last amended 5/21/13</b>	<b>Support</b>
<a href="#">SCA 9</a> <a href="#">Corbett D</a>  Lower Vote Threshold for Economic Development	6/27/13 SEN Approps	This bill would lower the vote threshold for local agencies imposing, extending, or increasing a special tax to fund local community and economic development projects within their jurisdiction from 2/3 to 55% with certain conditions. <b>Last amended 5/21/13</b>	
<a href="#">SCA 11</a> <a href="#">Hancock D</a>  Lower Vote Threshold for Special Taxes	6/27/13 SEN Approps	This bill would lower the vote threshold for local agencies imposing, extending, or increasing any special tax from 2/3 to 55% with certain conditions. <b>Last amended 5/21/13</b>	