



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

August 7, 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 June 5, 2014
 - b. Acceptance of Statement of Revenues and Expenditures for May 2014
 - c. Information on Statement of Revenues and Expenditures for June 2014
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. San Mateo County Transit District Liaison Report
 - a. Meeting of July 2, 2014
 - b. Special Meeting of July 17, 2014
 - c. Meeting of August 6, 2014
8. Joint Powers Board Report
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 June 30, 2014

MOTION

INFORMATIONAL

MOTION

- b. Authorize Approval and Ratification of the Fiscal Year 2015 Insurance Program with Wells Fargo Insurance Services and Increase the Fiscal Year 2015 Budget by \$204,394 to \$68,418,048 RESOLUTION
- c. Authorize Award of Contracts to Ernst & Young Infrastructure, KPMG, LLP, Macias Consulting Group, Inc., Nancy Whelan Consulting, LLC, Public Financial Management, Inc., Ross Financial, LLC, and Williams, Adley & Company-CA, LLP to Provide On-Call Financial Consulting Services in an Aggregate Estimated Not-to-Exceed Amount of \$2.2 Million for a Five-Year Term RESOLUTION
- d. Authorize Allocation of \$12,140,000 in New Measure A Funds and \$16,733,000 in Original Measure A Funds to the San Mateo County Transit District for Application Towards the Caltrain Program Category and the Paratransit Program Category RESOLUTION
- e. Authorize Allocation of \$1.6 Million in Original Measure A Highway Program Category Funds to the City of San Mateo for the Plans, Specifications, and Estimates Phase of the Route 92/ El Camino Real Interchange Project RESOLUTION
- f. Authorize Reallocation of \$90,000 in New Measure A Program, Planning and Management Funds to San Mateo County Transit District for the Mobility Management Plan RESOLUTION

11. Program

- a. Update on State and Federal Legislative Program INFORMATIONAL

12. Requests from the Authority

13. Written Communications to the Authority

14. Date/Time of Next Meeting: Thursday, September 4, 2014, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

15. Report of Legal Counsel

- a. Closed Session: Real Estate Negotiations – Pursuant to Government Code 549956.8:
 Agency Negotiators: F. Gale Conner, Special Counsel, and Brian W. Fitzpatrick
 Under Negotiation: Price and Terms of Purchase

APN	State Parcel No.	Grantor	Address
026-142-090	62634	Pritam Sing & Jean D. Sabharwal	1240 Bayshore Highway Burlingame, CA

16. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

MINUTES OF JUNE 5, 2014

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

MEMBERS ABSENT: D. Horsley

STAFF PRESENT: J. Averill, A. Chan, E. Goode, R. Haskin, G. Harrington, C. Harvey, J. Hurley, J. Slavitt, N. McKenna, D. Miller, S. Murphy, M. Scanlon

Chair Karyl Matsumoto called the meeting to order at 5:02 p.m. and led the Pledge of Allegiance.

PUBLIC HEARING – FISCAL YEAR (FY) 2015 BUDGET

Josh Averill, Assistant District Secretary, reported Section 131265(a) of the California Public Utilities Code requires all county transportation authorities to adopt an annual budget. Section 131266 of the code requires a public hearing be held concerning the annual budget after notifying the public of the time and place of the public hearing by published notice at least 15 days prior to the date of the hearing.

In accordance with the applicable law, staff prepared and submitted for review at the May meeting the proposed annual budget for FY2015.

Notice of public hearing appeared in the Half Moon Bay Review on May 14, El Observador on May 16, the San Mateo Daily Journal on May 19, and the lobby of the San Mateo County Transit District building in San Carlos. No comments have been received.

Eva Goode, Manager, Budgets, said no changes have been made since last month when the preliminary budget was presented.

David Miller, Legal Counsel, said all legal requirements have been met and the public hearing can be closed.

Close the Public Hearing:

Motion/Second: Canepa/Foust

Ayes: Canepa, Foust, Groom, Matsumoto, Nagel, Patridge

Absent: Horsley

Adopt the FY2015 budget in the amount of \$68,213,654:

Motion/Second: Canepa/Groom

Ayes: Canepa, Foust, Groom, Matsumoto, Nagel, Patridge

Absent: Horsley

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of June 3, 2014 (see attached).

CONSENT CALENDAR

- a. Approval of Minutes of May 1, 2014
- b. Acceptance of Statement of Revenues and Expenditures for April 2014
- d. Authorize Adoption of the Appropriations Limit for FY2015 in the Amount of \$588,727,473

Motion/Second: Canepa/Foust

Ayes: Canepa, Foust, Groom, Matsumoto, Nagel, Patridge

Absent: Horsley

PUBLIC COMMENT

None.

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

None.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – KARYL MATSUMOTO

Chair Matsumoto said:

- June 19 is "Dump the Pump" day and Board members were asked to lead by example by taking public transportation. She forwarded that request on to the TA Board members.
- The SamTrans Service Plan update was positive and results were very good.
- The Board passed a \$131.6 million operating budget.

JOINT POWERS BOARD (JPB) REPORT

Michael Scanlon, Executive Director, reported:

- Rose Guilbault was sworn in as the newest Board member to represent SamTrans.
- A special meeting was called before the regular meeting.
 - The JPB met in closed session to consider a staff recommendation for a proposed settlement of change orders and claims brought forth by the contractor to close out the San Bruno Grade Separation Project. The Board approved the increase in change order authority to settle the claims and approved the change in the contract authority.
- A public hearing was held to discuss possible fare changes: Authorize the Executive Director to levy a charge of up to \$25 for parking during special events; increase the price of the Go Pass in order to be revenue neutral; continue to move customers from the paper ticket to Clipper by proposing a fare increase for paper ticket users; standardize the age of youth to 18 years to be consistent region wide.
- Key Caltrain Performance Statistics April 2014 compared to April 2013.
 - Monthly Performance Statistics
 - Total Ridership was 1,474,751, an increase of 9.1 percent.
 - Average Weekday Ridership (AWR) was 55,269, an increase of 9.1 percent.
 - Total Revenue was \$6,555,780, an increase of 10.3 percent.

- On-time Performance (OTP) was 88.2 percent, a decrease of 5.9 percent. This is primarily due to the slow order imposed on traffic over the Quint Street Bridge. Repairs were completed in May.
- Caltrain Shuttle Ridership was 9,291, an increase of 35.6 percent. This is possibly due to miscounts on the Marguerite Shuttle.
- Year-to-date Performance Statistics
 - Total Ridership was 13,931,291, an increase of 8.9 percent.
 - AWR was 52,450, an increase of 8.7 percent.
 - Total Revenue was \$61,053,377, an increase of 8.5 percent.
 - OTP was 92.3 percent, an increase of 1 percent.
 - Caltrain Shuttle Ridership was 8,223, an increase of 1.6 percent. Numbers have been volatile primarily due to the counting problems with the Marguerite Shuttle.
- Bay to Breakers ridership was down overall, but increased on the return trip. Service did not operate from the Santa Clara station, and alcohol was prohibited on these trains.
- Baseball service is up 10 percent over last year.
- Schedule changes will take effect October 5 to accommodate construction on the San Mateo Bridges Replacement Project.
- The Board:
 - Authorized Execution of Contracts of More Than \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for FY2015 for an Aggregate Not-to-Exceed Amount of \$500,000.
 - Authorized Execution of Contracts for Technology Related Products and Services to Vendors Under Cooperative Purchasing Programs for FY2015 for an Aggregate Not-to-Exceed Amount of \$1 Million.
 - Proclaimed June 19 as Dump the Pump Day.
 - Received a Caltrain Modernization Update.
 - Accepted the Statement of Revenues and Expenses for April 2014.
 - Adopted the FY2015 Operating Budget in the Amount of \$125,736,026.
 - Adjourned in memory of Jim Gallagher, former Deputy General Manager.

Public Comment

Greg Conlon, Atherton, said the city of Atherton is being more aggressive to get quad gates at Watkins Avenue because of a passionate plea from a resident. With 90 trains a day, it is dangerous and difficult to see traffic coming. He said the Atherton Rail Committee unanimously passed a motion to ask the city council try to fund up to \$1 million to get the quad gates built. The council put an item in their budget for \$100,000. He asked for funding from the JPB to help fund the remaining portion. He said he will also request a quiet zone from Menlo Park to Redwood City if the quad gates are built.

Mr. Scanlon said the FY2015 JPB budget was just approved, and the installation of quad gates is only a piece of what is required to get quiet zones.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The American Public Transportation Association sponsors a nationwide effort called “Dump the Pump Day” to raise awareness and get people to move to other forms of transportation to help improve the environment, save money and cut down on using fuel. Directors David Canepa and Don Horsley have agreed to take public transit on Dump the Pump Day. Staff will help directors plan their trips and tweet or use other social media to promote and build awareness.
- The U.S. Highway 101/Broadway Interchange bids came in for the reconstruction. The engineer's estimate was \$44.6 million. Nine bids were submitted. The low bid was \$45 million, but they ranged up to \$52.6 million. The low bidder is Ghilotti Construction Company out of Santa Rosa. The Board allocated \$36 million for this project, and the balance will come from Federal, State and local funding. The California Department of Transportation is reviewing the results. If the bid is determined to be responsive and responsible, an award will be made in the near future, construction will get underway this summer, and is slated to be completed by end of 2017.
- The environmental document for the Route 92/El Camino Real Interchange Project was approved May 6. The project would modify the ramp configuration to eliminate the short weaving distance, increase storage capacity on ramps, and create a safer interchange. The Board allocated \$600,000 for the environmental phase and programmed \$1.6 million for the design phase. Staff will come back at the next meeting looking for the allocation of funds.

Mr. Scanlon requested the Board adjourn in memory of Mr. Gallagher.

Chair Matsumoto said the San Bruno Grade Separation will change the dynamics of San Bruno's downtown. It used to be a very dangerous intersection.

PROGRAM

Program Report: Transit Ferry Program – South San Francisco

April Chan, Executive Officer, Planning and Development, said the Water Emergency Transportation Authority (WETA) staff will not be attending tonight because of a disagreement over the presentation that would be made and by whom. Ms. Chan presented:

- Two percent of the Measure A Program is set aside for the Ferry Program. This is about \$30 million over the life of the program. About \$15 million has been allocated to the South San Francisco project.
- The South San Francisco service was initiated in June 2012. Staff has 21 months of data to report.
- The service operates between the East Bay and South San Francisco, and South San Francisco and San Francisco.
- The WETA FY2014 Operating Budget total is \$3,578,300:
 - Contracted operator costs: \$2,132,700
 - Fuel costs: \$708,600
 - Other costs: \$737,000

- WETA's total revenue is \$3,578,300:
 - Fare revenue: \$294,800
 - Metropolitan Transportation Commission (MTC) Regional Measure 2 (RM2) funds: \$3,283,500
- FY2014 average weekday ridership is 327.
- Operating cost per passenger is under \$39.
- MTC required that the ferry reach a 40 percent farebox recovery ratio by June 30, 2015. The current farebox ratio is 17 percent.
- As part of the funding agreement between the TA and WETA, WETA agreed to operate scheduled service for a minimum of five years, and maintain water channels and terminal infrastructure for emergency use.
- WETA's proposed next steps include marketing efforts, maintaining a peak-period schedule, modifying midday service, evaluating and monitoring the service, and working with employers to raise awareness and promote the service.

Director Carole Groom asked what the marketing budget is, how much is spent and what the plan looks like. Ms. Chan said she will look into it.

Director Rosanne Foust asked if the Board would consider sending a letter stating they are disappointed with WETA staff's treatment of the TA's discussions and requests, sending their slides late, and other issues.

Director Terry Nagel said she supports the letter and agrees the Board needs to see the marketing plan and budget. She asked what the fare is. Ms. Chan said \$7 per trip.

Director Naomi Patridge asked what "other costs" are in the budget. She would like a better breakdown to understand the costs of advertising and other items.

Chair Matsumoto said she sits on the Water Transportation Advocates (WTA). She said Ernest Sanchez, WETA's Manager, Public Information and Marketing, didn't show up at the last meeting. She said WETA often cancels their regular board meetings. She said the concern is that the farebox recovery is at 17 percent and needs to be 40 percent. When the RM2 money goes away, WETA will have to impose fare increases. They were not able to capitalize on the bridge closures and the Bay Area Rapid Transit (BART) strike. She said at least a percentage of the uptick is attributable to Genentech subsidizing the fare. She said WETA did a survey and 44 percent of the riders heard about the ferry through employer transportation coordinators and word of mouth, so their marketing efforts are not working. She said WETA does not want to pay docking fees to provide service to Giants games or other places, and every suggestion made is brushed off. There will be fare increases over the next three years, and she is concerned how WETA will make up the \$3 million after the RM2 money goes away.

Director Foust said WETA has only three sitting members and the governor only appointed one of his three appointments to that body, and that's part of the reason some of the meetings get canceled. She said sending a letter with copy to MTC and the governor would help.

Chair Matsumoto said the letter should copy Assemblymember Kevin Mullin. She said she doesn't think people will pay the fares as they get higher. She said WETA is totally nonresponsive.

Director Groom asked what the commuter ferry costs from Marin County to San Francisco. Mr. Miller said he thinks it is about \$8. He said it took quite a long time to market the system and get to the demand it has now.

Chair Matsumoto said \$15 million has been allocated to Redwood City and asked if another operator will have to be found. Director Foust said Redwood City has to have a project sponsor. She said the ferry site has no infrastructure and no electricity, and water and other needs would have to be installed. The funds from the TA are for a ferry terminal. The Port of Redwood City has been a host for private ferry service. Facebook and Google tried pilot projects where the Port of Redwood City paid the docking fee. She said the support for this has to be found, and if this isn't working, they have to find a new model.

Chair Matsumoto said Caltrain is over capacity. The ferry allows bikes onboard, and a good percentage of Caltrain riders take bicycles, so the ferry could be a way to help with Caltrain ridership.

Director Nagel said she never sees any advertising or promotions for the ferry. People might try it if they knew about it.

Chair Matsumoto said she suggested the ferry run on Saturdays to go to the Farmers' Market in Oakland and the shopping area there.

Director Foust said it is frustrating because there have been many suggestions. One was to have Mr. Sanchez present to the 20 cities in the county and the chambers of commerce to talk about the ferry.

Public Comment

Jim Bigelow, Water Transit Advocates, said the presentation does not show the capacity of vessel or the average number of riders on each trip. He said to analyze the existing fares to see if it is possible to make the 40 percent farebox recovery. He said Genentech and other employers have people from the East Bay who come by BART to the Balboa Station, and then run full-sized buses to the technology companies. He said there needs to be more contact with employers. He said employers waited for years for ferry service, and it didn't happen, so they improvised and used other methods like the buses to get employees to work. He said now that there is ferry service, there needs to be better communication with employers.

Chuck Harvey, Deputy CEO, said staff could run a pro forma to see if it is possible to reach 40 percent farebox recovery.

Mr. Miller said the Larkspur Ferry costs \$6 with Clipper and \$10 with cash.

Capital Projects Quarterly Status Report – 3rd Quarter FY2014

Joe Hurley, Director, Transportation Authority Program, said this is the last report that will include the Third Avenue to Millbrae Auxiliary Lane Project. There will be a number of new projects added to the next report because there is a series of projects on the Highway Program and the Grade Separation Program that have recently come online.

Update on State and Federal Legislative Program

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

State

The governor's proposal and the Assembly plan for Cap and Trade are both for one year. The Senate plan would be an ongoing program that would lock-in a specific dollar amount for different components. Most notably, 25 percent of all future Cap and Trade revenues would be dedicated to public transit, 20 percent would be for implementation of the Sustainable Communities strategies at the regional level, and 5 percent for rail connectivity. Whether it is a one-year proposal or an ongoing proposal, whatever rail modernization program is included, the governor's office intends to make those funds available for intercity operators and commuter-rail operators.

Mr. Murphy said the budget will be approved without immediately addressing Cap and Trade, which will be worked out separately. Staff will push for the long-term proposal and make sure the components this agency cares about will be included.

Mr. Murphy said there are some eligibility issues being addressed through separate legislation, specifically legislation that would specify that ramp metering and other street and road-related improvements would be eligible for the sustainable communities funding. The governor's plan also has funding for the State Highway Program.

Mr. Murphy said staff expects the budget to be approved after June 13.

Federal

Mr. Murphy said House and Senate committees have moved forward with appropriations for 2015. They can't spend any of that money until they address the shortfall in the Highway Trust Fund, and the surface transportation programs are reauthorized. They are starting to talk now about how the reauthorization program would be financed. One proposal would cut Saturday U.S. Postal Service delivery to support transportation programs for eight months. This would not address the long-term issue about how to keep the Highway Trust Fund solvent. He said the Senate is more interested in the long-term reauthorization proposal but hasn't come out with any specific ideas.

Director Nagel asked if a Vehicles Miles Traveled tax will go by the wayside. Mr. Murphy said there are privacy concerns, so he thinks it will go away. He said California hopefully figured out legislation to establish a pilot program to vet the issues and challenges with this type of program.

Director Nagel said she read about Senate Bill 1145 to enact legislation to facilitate the process of establishing local safety enhancements at railroad crossings for quiet zones. She said it is difficult to create a quiet zone because the city has to take on the liability of any accidents. She asked if there is any hope for this. Mr. Murphy said when Moving Ahead for Progress in the 21st Century was approved, there were a number of regulatory changes included. One was that the Federal Railroad Administration (FRA) would revisit their quiet zone and train horn regulations. They are in the process of doing that, but no one knows how long it will take to see recommendation from the FRA. This bill is a companion piece to what the FRA is doing and some changes at the State level are anticipated to reflect whatever changes are enacted at the Federal level.

Public Comment

Greg Conlon, Atherton, said he doesn't understand the liability issue with quiet zones. He said the concern seems to be the timers wouldn't work on the quad gates or someone would get trapped inside the gates, but he has never heard of that being an issue. He said if someone drives through the gate it would be suicide.

Mr. Miller said the question is not whether that person is entitled to protection, but if that person were to bring a lawsuit, who is responsible for defending it and managing the litigation.

Mr. Harvey said it is not just whether a car drives through a quad gate. The issue would be any time an accident occurred on the right of way. For example, a trespasser who goes on the right of way and gets struck when the train horns are not sounding.

REQUESTS FROM THE AUTHORITY

Chair Matsumoto congratulated Directors Groom and Horsley on their reelection to the Board of Supervisors.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

Mr. Miller said in the last month there have been oral arguments before the California Court of Appeal on high-speed rail litigation. Two decisions are likely to be made by mid-August. One had to do with the bond validation proceeding and the other was with financial plan compliance with Proposition 1A. Both of those decisions in the trial court were adverse to the California High-speed Rail Authority (CHSRA). CHSRA sought a writ to the Court of Appeal and amicus briefs to ask and encourage the court to make a decision and to expedite resolution of these issues. The Court of Appeals was directed to consider that by the California Supreme Court. They heard oral arguments on May 23 and under the rules a decision should be rendered within 90 days.

The town of Atherton California Environmental Quality Act (CEQA) case, having to do with whether CHSRA is obligated to comply with CEQA based on the premise that CHSRA is regulated by the Surface Transportation Board and, therefore, might be

subject only to National Environmental Policy Act, is under submission and a decision should be rendered by August. This will also have a bearing on Caltrain Electrification Program because the JPB has been certified as an interstate carrier.

DATE AND PLACE OF NEXT MEETING

August 7, 2014 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

Meeting adjourned at 6:24 p.m. in memory of James Arthur Gallagher, who worked for SamTrans 28 years, saw the formation of the TA and the saving of Caltrain, and was the fifth-ever employee of SamTrans.

TA CAC Chair's Report

June 5, 2014

I have the following to report from the June 3rd meeting of the CAC:

We began our CAC meeting by welcoming our newest CAC member, Diana Bautista, who has recently been appointed to fill the remaining one year term of our former CAC member, Daniel Mensing. We look forward to working with Diana and believe that she will be an asset to our committee moving forward.

After Diana's introduction to the CAC, we then received a highly informative presentation by Hanson-Bridgett attorneys, Catherine Groves and Julie Sherman, on the elements of the Brown Act, the government ethics law that governs how meetings are conducted, and its new reporting requirements. Following the presentation, members of the CAC posed a number of questions to the attorneys, the answers to which were either given at our meeting, or scheduled to be researched by the attorneys and then reported back to us at a later date.

We then began our review of the agenda for tonight's meeting of the TA and I have the following actions to report:

(TA Item 3a) The CAC supported the Adoption of the Fiscal Year 2015 Budget in the Amount of \$68,213,654.

(TA Item 5a) The CAC reviewed the TA's Minutes of May 1, 2014, without questions or comments.

(TA Item 5b) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for April, 2014, without questions or comments.

(TA Item 5c) The CAC supported the Adoption of the Appropriations Limit for Fiscal Year 2015 in amount of \$588,727,473.

(TA Item 8a) The CAC reviewed the SamTrans Liaison Report of the Meeting of May 7, 2014, without questions or comments.

(TA Item 11a) A presentation on the Measure A Ferry Program, focusing on an update of the South San Francisco Ferry Service statistics, was delivered to the CAC by April Chan, Executive Officer of Planning and Development. Unfortunately, due to a schedule conflict, representatives from the Water Emergency Transportation Authority (WETA), the agency responsible for the operations of the SSF Ferry service were not able to attend and participate in the discussion.

After the presentation April received several questions posed by members of the CAC for submission to WETA for its response. The CAC inquiries included questions about the proposed methods planned to increase future fare box recovery to achieve the required minimum of 40% by next year, including a request for the enumeration of the various marketing campaigns undertaken thus far, describing the success or failure of each, after reviewing their metrics, and what changes in marketing approach, if any, are they now planning for future increases in ferry ridership.

(TA Item 11b) The CAC reviewed the Capital Projects Quarterly Status Report for the 3rd Quarter Fiscal Year 2014, with only a few questions or comments concerning points of clarification on the status of various projects, which were fielded by Joe.

(TA Item 11c) Schweta Bhatnagar, Government Affairs Officer, delivered both a thorough and highly informative update on the State and Federal Legislative Program, once again focusing primarily on the State's Cap and Trade Program, giving a high level overview comparing the elements of Governor Brown's proposal, Senate Pro Tem Steinberg's Proposal and the Assembly's Proposal concerning the potential allocation of revenues from the program both short term and long term.

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

1) Per a request from the CAC, Joe Hurley, TA Program Director, has arranged with Doug Kim, the District's Director of Planning, for a future program presentation to be given to the CAC in either August or September on the current results of the Bike Share Program and why the Bike Share Program in Redwood City has fallen below expectations and what strategies can be implemented to improve the Bike Share Program.

2) On June 3rd, CAC member Jeff Londer, along with CAC Vice Chair Laurie Simonson and myself attended the Spring 2014 Indicators Launch and Lunch that was put on by Sustainable San Mateo County. It was both a highly informative program and stimulating Standing Room Only (SRO) meeting. The subject was Transportation: Connecting the Last Mile. Among the panelists were our very own CAC member, Daina Lujan, who gave an excellent presentation on Safe Routes to School and also our TA Executive Board member Rosanne Faust, who

participated in a dynamic panel presentation on important economic trends in San Mateo County, as well as ways to improve connectivity in our cities and towns.

3) The City of San Mateo will host a Community Workshop on Sustainable Streets Planning on Thursday, June 12th, from 5:30 pm - 8:00 pm at the San Mateo Public Library, 55 West 3rd Ave. in San Mateo.

4) The Bay Area Commuter Benefits Program is scheduled to go into effect this September 30th. Under SB 1339, Bay Area employers, with 50 or more fulltime employees within the Bay Area, must offer their employees a commuter benefit including a choice of pre-tax benefit for transit costs, employer-provided transit/vanpool subsidy, employer-provided transit, or an alternate benefit such as a telework program or bicycle subsidy. For more info on the program I directed the CAC to see commuterbenefits511.org.

In Joe's report to the CAC, he confirmed that the CAC would definitely be conducting a meeting in July and expanded on the elements of that meeting by advising us that we would be participating in the development of the updated TA Strategic Plan . Joe also informed us that the work on the San Pedro Creek Bridge Replacement Project has begun with the trapping of frogs and the relocation of fish, in preparation for the construction activities on the bridge and within the creek.

At the end of Tuesday's meeting, in the Members Comments section of our meeting , CAC member Jim Whittemore, based upon his personal research and findings, which revealed that there is yet no formal written policy on "whistleblowing" , asked that his strong conviction be conveyed to the TA Board and its staff that all major organizations, such as the TA, in the public sector need and prosper with formal, well-communicated, "whistleblower" policies that are reviewed with all staff annually and updated regularly in the course of normal business. He asked that my report and our meeting minutes reflect this request.

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 MAY 31, 2014**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$81,916,477 - line 7) is **better** than staff projections by \$12,776,255 or 18.5 percent. *Miscellaneous Income* (\$7,171,994 - line 3), is attributable to an unbudgeted recovery payout from the Lehman Brothers bankruptcy. The loss was recorded in Fiscal Year 2009. *Interest Income* (\$3,739,075 - line 2) is \$1,133,645 or 43.5 percent **better** than projections due to higher than budgeted returns and the interest on the US Treasury Inflation Protected Security that matured on April 15, 2014. *Rental Income* (\$1,105,252 - line 4) is \$35,192 or 3.3 percent **better** than staff projections.

Total Revenue (\$81,916,477 - line 7) is \$10,321,231 or 14.4 percent **better** than prior year performance. *Interest Income* (\$3,739,075 - line 2) and *Grant Proceeds* (\$95,624 - line 5) combined is \$2,278,872 or 37.3 percent **worse** than prior year and is slightly offset by *Rental Income* (\$1,105,252 - line 4) which is \$61,324 or 5.9 percent **better**.

Expenditures: *Total Administrative Expenses* (\$725,186 - line 22) is **better** than staff projections by \$97,083 or 11.8 percent. Within total administrative expenses, *Staff Support* (\$493,713 - line 18) is \$26,753 or 5.1 percent **better** than staff projections.

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

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

% OF YEAR ELAPSED: **91.7%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	6,087,600	62,199,119	69,804,531	65,442,499	106.7%	68,000,000	72,000,000	90.9%
2 Interest Income	204,029	3,345,609	3,739,075	2,605,430	143.5%	2,821,040	2,821,040	92.4%
3 Miscellaneous Income	0	2,238,628	7,171,994 (A)	0	0.0%	0	0	0.0%
4 Rental Income	98,105	1,043,928	1,105,252	1,070,060	103.3%	1,168,300	1,168,300	94.6%
5 Grant Proceeds	28,952	2,767,961	95,624	22,233	430.1%	3,800,500	3,800,500	2.5%
6								
7 TOTAL REVENUE	6,418,687	71,595,246	81,916,477	69,140,222	118.5%	75,789,840	79,789,840	102.7%
EXPENDITURES:								
11 Annual Allocations	2,221,974	22,702,678	25,478,654	23,886,513	106.7%	24,820,000	26,280,000	97.0%
13 Program Expenditures	330,677	42,269,857	30,509,230	85,796,250	35.6%	86,780,000	94,045,000	32.4%
15 Oversight	117,274	718,893	1,152,977	1,027,917	112.2%	485,000	1,185,000	97.3%
17 Administrative								
18 Staff Support	39,488	399,841	493,713	520,466	94.9%	565,152	565,152	87.4%
19 Measure A Info-Others	-	33	7,273	9,368	77.6%	16,500	16,500	44.1%
20 Other Admin Expenses	22,420	191,364	224,200	292,434	76.7%	318,634	318,634	70.4%
22 Total Administrative	61,908	591,238	725,186	822,268	88.2%	900,286	900,286	80.6%
23								
24 TOTAL EXPENDITURES	2,731,833	66,282,667	57,866,046 (1)	111,532,948	51.9%	112,985,286	122,410,286	47.3%
25								
26 EXCESS (DEFICIT)	3,686,854	5,312,579	24,050,430	(42,392,726)		(37,195,446)	(42,620,446)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	444,581,025	445,209,646	445,209,646		415,823,164	445,209,646	
29								
30 ENDING FUND BALANCE	Not Applicable	449,893,604	469,260,076 (2)	402,816,920		378,627,718	402,589,200	

33 Includes the following balances:

34 Cash and Liquid Investments	708,847			FY 2013 Carryover of Commitments (Audited)	278,517,658
35 Current Committed Fund Balance	343,061,898 (3)			FY 2014 Additional Commitments (Budgeted)	112,985,286
36 Undesignated Cash & Net Receivable	<u>125,489,331</u>			Reso #2013-24	5,350,000
37 Total	<u>469,260,076 (2)</u>			Reso #2014-01	3,900,000
				Reso #2014-06	175,000
				Less: Current YTD expenditures	<u>(57,866,046) (1)</u>
				Current Committed Fund Balance	<u>343,061,898 (3)</u>

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

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

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

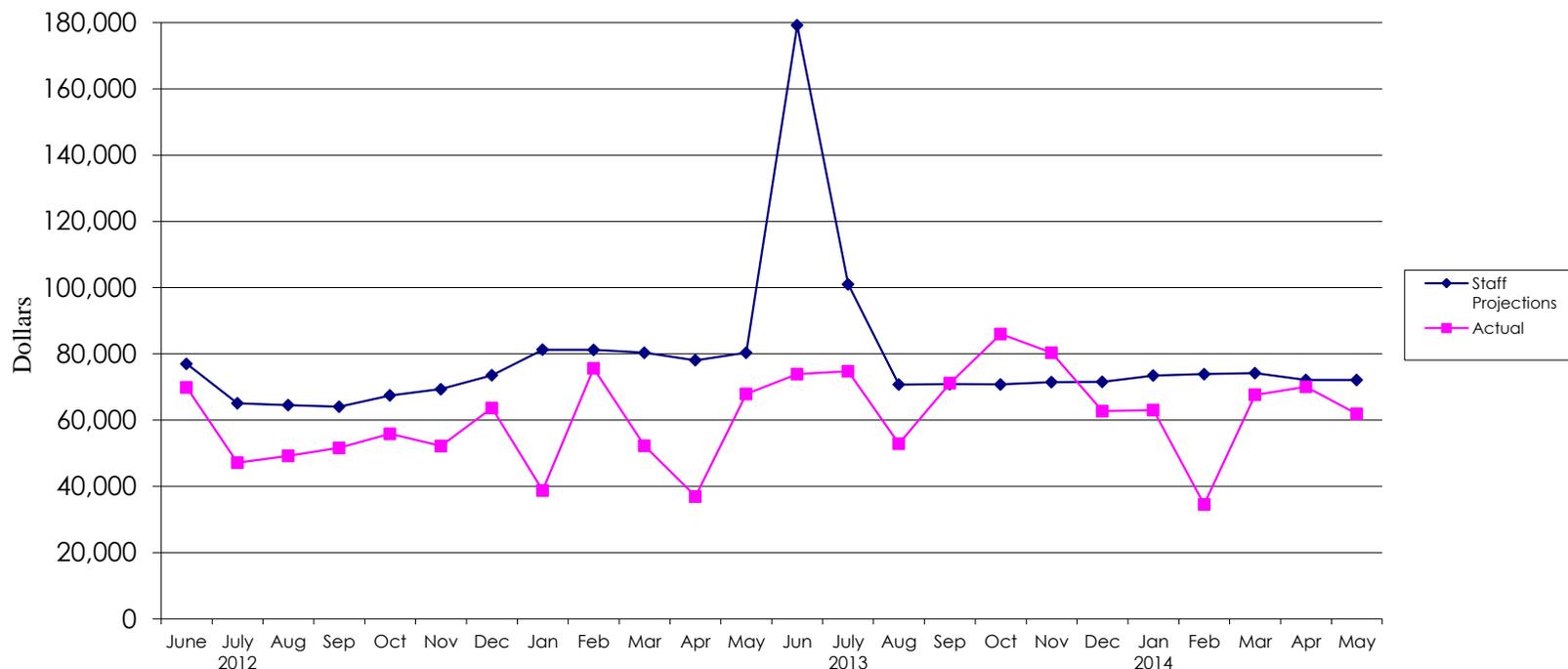
48

49 (A) - Includes unbudgeted recovery payout from Lehman Brothers bankruptcy amounting to \$7,170,494.

50

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SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '13	Aug '13	Sep '13	Oct '13	Nov '13	Dec '13	Jan '14	Feb '14	Mar '14	Apr '14	May '14	Jun '14
MONTHLY EXPENSES												
Staff Projections	101,007	70,766	70,869	70,768	71,472	71,548	73,469	73,909	74,193	72,144	72,124	
Actual	74,774	52,917	71,137	86,030	80,385	62,737	63,049	34,539	67,639	70,069	61,908	
CUMULATIVE EXPENSES												
Staff Projections	101,007	171,773	242,642	313,410	384,882	456,430	529,899	603,808	678,001	750,145	822,268	
Actual	74,774	127,691	198,829	284,859	365,244	427,981	491,030	525,569	593,208	663,277	725,186	
Variance-F(U)	26,233	44,082	43,813	28,551	19,638	28,449	38,869	78,239	84,793	86,867	97,083	
Variance %	25.97%	25.66%	18.06%	9.11%	5.10%	6.23%	7.34%	12.96%	12.51%	11.58%	11.81%	0.00%



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF MAY 31, 2014

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.560%	\$ 251,788,470	\$ 251,788,470
Local Agency Investment Fund	**	Liquid Cash	0.228%	\$ 29,322,044	\$ 29,322,044
Investment Portfolio	***	Liquid Cash	0.616%	\$ 165,785,044	\$ 166,025,175
Other		Liquid Cash	0.000%	\$ 708,847	\$ 708,847
				<u>\$ 447,604,406</u>	<u>\$ 447,844,537</u>

Accrued Earnings for May, 2014 \$ 211,955.17
Cumulative Earnings FY2014 \$ 3,837,902.08

* County Pool average yield for the month ending May 31, 2014 was 0.560%. As of May, 2014 the amortized cost of the Total Pool was \$3,617,485,631.04 and the fair market value per San Mateo County Treasurer's Office was \$3,623,695,745.63.

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

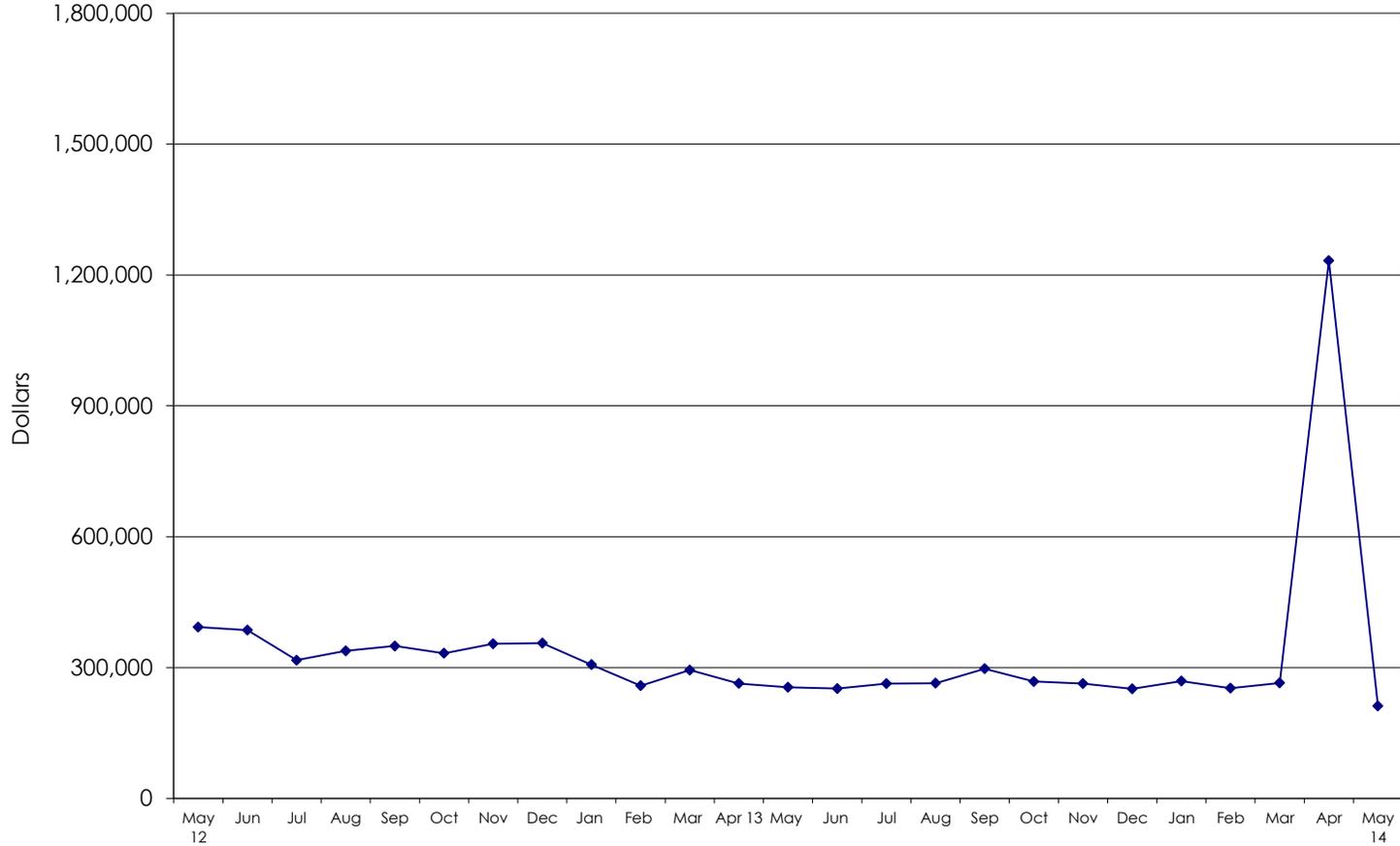
*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
MAY 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	1,232,600.92 *	3,625,946.91
MAY	211,955.17	3,837,902.08
JUNE		

* -Treasury Inflation Protected Security (TIPS) matured 4/15/2014
Interest for the inflation compone

SMCTA Interest Income



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
May 31, 2014

DESCRIPTION	TOTAL INVESTMENT 05-31-14	INTEREST RECEIVABLE 04-30-14	PREPAID INT RECEIVABLE 04-30-14	INTEREST EARNED 05-31-14	INTEREST RECEIVED 05-31-14	ADJ.	INTEREST RECEIVABLE 05-31-14
LAIF	29,322,044.04	2,547.55	0.00	5,678.03	0.00		8,225.58
COUNTY POOL	251,788,470.33	100,523.76	0.00	120,839.39	0.00	0.00	223,443.56
BANK OF AMERICA	708,847.38	0.00	0.00	0.00	0.00		0.00
WELLS FARGO	0.00	0.00	0.00	0.00	0.00		0.00
INVESTMENT PORTFOLIO	165,785,044.38	165,435.51	16,158.78	84,864.93	59,375.00	572.64	207,656.86
	<u>447,604,406.13</u>	<u>286,745.83</u>	<u>16,158.78</u>	<u>211,382.35</u>	<u>59,375.00</u>	<u>572.64</u>	<u>439,326.00</u>

MAY 2014 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	05/31/14	211,954.99
Add:		
Less:		
Management Fees		(7,925.99)
Amortized Premium/Discount		(11,998.44)
Capital Gain(Loss)		<u>0.00</u>
Total Interest & Capital Gain(Loss)		<u><u>192,030.56</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	3,837,902.08
Add:	
Less:	
Management Fees	(85,994.47)
Amortized Premium/Discount	(315,650.42)
Capital Gain(Loss)	<u>(12,832.50)</u>
Total Interest	<u><u>3,423,424.69</u></u>

Balance Per Ledger as of	05/31/14	
Exp. Acct. 530011 - Amort Prem/Disc		(315,650.42)
Int Acct. 409100 - Co. Pool		1,420,068.08
Int Acct. 409100 - LAIF		28,828.09
Int Acct. 409101 - Portfolio Funds		2,303,011.44
Gain(Loss) Acct. 405210		<u>(12,832.50)</u>
		<u><u>3,423,424.69</u></u>

Extraordinary one time items:

Misc. Income - Lehman Brothers Recovery	7,170,494.44
---	--------------

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	APPL. DAYS	INTEREST REC'VBLE 4/30/14	PREPAID INT REC'VBLE 5/31/14	INTEREST EARNED 5/31/14	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 5/31/14	INT REC'VBLE LESS PREPAID 5/31/14	PAR VALUE	
			PURCHASE PRICE	ADJUSTED 6-30-13	VALUE 5/31/14												
SECURITIES MANAGED BY INVESTMENT ADVISOR:																	
U.S. TREASURY NOTES AND BONDS																	
US TREASURY NOTE	912828TX8	02-01-13	14,998,828.13	14,967,150.00	15,038,100.00	11-15-15	0.375%	156.2500	30	25,949.59		4,687.50	28,125.00	86.42	2,598.51	2,598.51	15,000,000
US TREASURY NOTE	912828VL1	12-19-13	20,047,968.75	20,025,000.00	20,087,600.00	07-15-16	0.625%	347.2222	30	36,602.21	13,294.20	10,416.67		287.75	47,306.63	34,012.43	20,000,000
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	12,027,240.00	10-15-16	0.625%	208.3333	30	3,278.69		6,250.00		102.46	9,631.15	9,631.15	12,000,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	10,015,600.00	11-15-16	0.625%	173.6111	30	28,832.87		5,208.33	31,250.00	96.03	2,887.23	2,887.23	10,000,000
																	27.24%
U.S. GOVERNMENT AGENCIES																	
FHLMC	3134G4ER5	08-19-13	10,001,100.00	9,993,500.00	10,007,100.00	08-19-15	0.500%	138.89	30	10,000.00		4,166.67			14,166.67	14,166.67	10,000,000
FNMA	31398A4M1	09-13-13	10,221,000.00	10,244,600.00	10,195,700.00	10-26-15	1.625%	451.39	30	2,256.94		13,541.67			15,798.61	15,798.61	10,000,000
FHLMC	3134G4HZ4	10-28-13	9,999,500.00	10,014,700.00	10,012,500.00	10-28-15	0.500%	138.89	30	416.67		4,166.67		(0.01)	4,583.33	4,583.33	10,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,947,600.00	10,020,500.00	01-28-16	0.500%	138.8889	30	12,916.67		4,166.67		(0.01)	17,083.33	17,083.33	10,000,000
FNMA	3135G0UM3	05-29-13	4,394,560.50	4,374,255.60	4,401,592.50	02-26-16	0.520%	63.4833	30	4,126.42		1,904.50			6,030.92	6,030.92	4,395,000
FNMA	3135G0VH3	05-30-13	15,149,117.50	15,099,386.50	15,122,292.90	03-04-16	0.750%	313.9583	30	17,895.63		9,418.75			27,314.38	27,314.38	15,070,000
FNMA	3135G0VA8	05-13-13	24,041,832.00	23,865,600.00	24,073,200.00	03-30-16	0.500%	333.3333	30	10,333.33		10,000.00			20,333.33	20,333.33	24,000,000
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	9,982,500.00	07-05-16	0.375%	104.1667	30	12,083.33		3,125.00			15,208.33	15,208.33	10,000,000
FNMA	3135 G0YE7	03-07-14	15,029,400.00	14,991,150.00	15,041,250.00	08-26-16	0.625%	260.4167	30	16,927.08	2,864.58	7,812.50			24,739.58	21,875.00	15,000,000
																	72.76%
MATURED/CALLED																	
TOTAL			165,785,044.38	165,405,862.10	166,025,175.40					181,619.43	16,158.78	84,864.93	59,375.00	572.64	207,682.00	191,523.22	165,465,001.00

23-Jun-14

Weighted Average Interest Rate 0.6155%

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

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Approved Budget		Receipts		Over/(Under)	Current
Date	Revised Amount	Date	Amount	Budget/Projection	Projection
FY2013:					
1st Quarter	16,181,800	1st Quarter	18,855,990	2,674,190	18,855,990
2nd Quarter	17,084,000	2nd Quarter	18,948,926	1,864,926	18,948,926
3rd Quarter	17,782,200	3rd Quarter	17,439,496	(342,704)	17,439,496
4th Quarter	16,952,000	4th Quarter	18,613,375	1,661,375	18,613,375
FY2013 Total	68,000,000	FY2013 Total	73,857,787	5,857,787	73,857,787
FY2014:					
Jul. 13	4,400,000	Sep. 13	5,504,500	1,104,500	5,504,500
Aug. 13	4,400,000	Oct. 13	5,504,500	1,104,500	5,504,500
Sep. 13	6,100,000	Nov. 13	7,339,400	1,239,400	7,339,400
1st Qtr. Adjustment	1,650,000	Dec. 13	735,085	(914,915)	735,085
3 Months Total	16,550,000		19,083,485	2,533,485	19,083,485
Oct. 13	4,700,000	Dec. 13	5,518,300	818,300	5,518,300
Nov. 13	4,700,000	Jan. 14	5,447,000	747,000	5,447,000
Dec. 13	6,330,000	Feb. 14	7,140,500	810,500	7,140,500
2nd Qtr. Adjustment	1,795,000	Mar. 14	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	4,897,600	(602,400)	4,897,600
Mar. 14	6,500,000	May 14	6,530,100	30,100	6,530,100
3rd Qtr. Adjustment	1,672,500	Jun. 14			1,672,500 (1)
9 Months Total	53,327,500		56,017,032	4,362,032	57,689,532 (1)
Apr. 14	5,500,000	Jun. 14			5,500,000 (1)
May 14	5,500,000	Jul. 14			5,500,000 (1)
Jun. 14	6,000,000	Aug. 14			6,000,000
4th Qtr. Adjustment	1,672,500	Sep. 14			1,672,500 (1+1) Apr/May portion
FY2014 Total	72,000,000	FY2014 Total	56,017,032	4,362,032	76,362,032
	19,083,485	1st Quarter			
	20,600,946	2nd Quarter			
	18,005,100	3rd Quarter			
	12,115,000	4th Quarter			
	<u>69,804,532</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

	<u>5/31/2014</u>
Cash -- Bank of America Checking Account	708,847.38
Cash -- Wells Fargo Lockbox Account	0.00
LAIF	29,322,044.04
County Pool	251,788,470.33
Investment Portfolio	165,785,044.38
	<hr/>
Total	<u><u>447,604,406.13</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
MAY 2014

Unit	Ref	Name	Date	Amount	Method	Description
SMCTA	000930	PENINSULA CORRIDOR JOINT POWERS BOARD	5/12/2014	110,702.18	WIR	Capital Programs ⁽¹⁾
SMCTA	000931	SAN MATEO COUNTY TRANSIT DISTRICT	5/12/2014	20,445.42	WIR	Capital Programs ⁽²⁾
SMCTA	000932	MATSUMOTO, KARYL M.	5/12/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000933	GROOM, CAROLE	5/12/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000934	NAGEL, TERRY	5/12/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000935	HORSLEY, DONALD	5/12/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000936	CANEPA, DAVID	5/12/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000937	SAN MATEO COUNTY TRANSIT DISTRICT	5/19/2014	1,311,594.55	WIR	Wages, Fringe, OH, AP, Caltrain, RW, etc
SMCTA	000938	MATSUMOTO, KARYL M.	5/19/2014	100.00	WIR	Board of Directors Compensation
SMCTA	003731	CHUCK FOX PHOTOGRAPHY	5/5/2014	850.00	CHK	Printing and Information Services
SMCTA	003732	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	5/5/2014	38,169.69	CHK	Legal Services
SMCTA	003733	JACOBS ENGINEERING GROUP, INC.	5/5/2014	8,614.59	CHK	Consultant
SMCTA	003734	AT&T TELECONFERENCE SERVICES	5/12/2014	22.48	CHK	Teleconference charge
SMCTA	003735	ATKINS NORTH AMERICA, INC	5/12/2014	72,271.22	CHK	Consultant
SMCTA	003736	FOUST, ROSANNE	5/12/2014	100.00	CHK	Board of Directors Compensation
SMCTA	003737	KHOURI CONSULTING	5/12/2014	3,500.00	CHK	Legislative Advocacy
SMCTA	003738	PATRIDGE, NAOMI	5/12/2014	100.00	CHK	Board of Directors Compensation
SMCTA	003739	URS CORPORATION	5/12/2014	5,816.98	CHK	Capital Programs ⁽³⁾
SMCTA	003740	HOLLAND & KNIGHT LLP	5/19/2014	3,500.00	CHK	Legislative Advocacy
SMCTA	003741	KELLY'S STUMP REMOVAL, INC.	5/27/2014	1,250.00	CHK	Ground Maintenance Service
SMCTA	003742	S3, INC.	5/27/2014	1,800.00	CHK	Consultant
SMCTA	003743	URS CORPORATION	5/27/2014	71,833.15	CHK	Capital Programs ⁽⁴⁾
				<u>1,651,170.26</u>		

(1) Dumbarton Design - \$ 32,900; PCA Caltrain Shuttles - \$ 77,802

(2) Last Mile Connection Pilot

(3) US Highway 1 PPS Project

(4) US 101/Broadway Interchange Project - PSE

**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 EXPENSES FOR THE PERIOD
ENDING JUNE 30, 2014**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the November 6 meeting of the Board of Directors.

Prepared by: Sheila Tioyao, Manager, General Ledger

650-508-7752

The Community Relations Committee and Board

Tina Dubost, Manager, Accessible Transit Services, said tether straps are provided to customers free of charge to make wheelchair securement easier, faster, and safer.

Mike Levinson, Paratransit Coordinating Council (PCC) Chair, said the Education Committee has given six presentations this year. In August, the PCC will be participating in a roundtable with various transit organizations throughout the county.

Peter Ratto, Citizens Advisory Committee (CAC) Chair, said at the June 25 meeting the CAC received a presentation on the Brown Act. Newly appointed member Holly Osborne has resigned from the CAC as she will be relocating out of the area for a new job.

Chester Patton, Director, Bus Transportation, presented the Mobility Management Report: Paratransit (attached).

Chuck Harvey, Deputy CEO, provided the multimodal ridership report. Average Weekday Ridership – May 2014 Compared to May 2013

Bus: 44,560, an increase of 3.2 percent.

All modes: 115,180, an increase of 7.4 percent.

The Finance Committee and Board

- Approved the Statement of Revenues and Expenses for May 2014.
- Declared the Uncertainty of Compensation of District Administrative Employees as of July 1, 2014.
- Authorized Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, and Regional Measure 2 Funds for Fiscal Year (FY) 2015.
- Authorized Disposition of Six Surplus Vehicles.
- Authorized Award of Contracts to Public Financial Management, Inc., Ross Financial, Nancy Wheelan Consulting, LLC, Ernst & Young Infrastructure, Macias Consulting Group, Inc., KPMG LLP, and Williams Adley & Company-CA, LLP to Provide On-Call Financial Consulting Services in an Aggregate Not-to-Exceed Amount of \$3,050,000 for a Five-Year Term.
- Authorized Rejection of the Single Bid Received from Cummins Pacific, LLC for Provision of Allison Factory-Remanufactured WBTEC III Transmissions.

The Legislative Committee and Board

State Update

As of June 15 there is a State budget. The highlight of the proposal for transportation was the Cap and Trade framework and the FY2015 allocations of revenues associated with that program. Details associated with the framework still need to be finalized, but the framework provides an ongoing source of operating and capital funding for public transit, including the implementation of regional sustainable communities strategies. The

Summary of San Mateo County Transit District's (District) Liaison Report – Meeting of July 2, 2014

framework also provides ongoing funding for the creation of transit-oriented developments associated with sustainable communities strategies.

Federal Update

The appropriations bill has made its way through the House. The Senate is getting closer to an appropriations measure, but there is no reauthorization of the existing surface transportation programs and the Highway Trust Fund doesn't have funding to fulfill its needs beyond August. There are currently multiple proposals in the Senate that would help correct the situation. One proposal is a short-term fix through the end of the fiscal year called the Preserving America's Transit and Highways Act. Mark-up of the Act was delayed because some members had problems with the funding sources. The Act is now scheduled for mark-up the week of July 7 and there is an amendment from Senator Tom Carper (D-DE) that would increase the gas tax by 12 cents over the next three years.

There is an encouraging development in different proposal for a separate 12 cent increase to the gas tax that would be accomplished over two years. This proposal has not been incorporated into any specific bill yet, but it is encouraging because it is a bipartisan effort. Senators Chris Murphy (D-CT) and Bob Corker (R-TN) have proposed increasing the gas tax and offsetting it with tax cuts that are non-transportation related. If this doesn't occur, General Fund transfers will have to occur quickly because the Highway Trust Fund is projected to run out of funding in August, the transportation programs will not be reauthorized at the end of September, and the Mass Transit Account runs out of money in October. The U.S. Department of Transportation (DOT) recognizes the situation and has started to inform States that DOT will be implementing cash management plans to address the situation if the Highway Trust Fund falls short without congressional action in August.

Planning, Development and Sustainability Committee and Board

- Received an update on the Sustainability Program. Sustainability is important to the District because it reduces operational expenses by reusing and conserving resources, understands climate change impacts on District assets and manages risk, engages employees creatively in a worthwhile effort, attracts and retains talent, expands leadership profile, continues to help improve Bay Area's air quality, and helps achieve State and regional Greenhouse Gas (GHG) emissions reduction goals. Sustainability is a key in the 2008 Strategic Plan and will be continued in the pending 2014 Strategic Plan. Sustainability is part of the District's Standard Operating Procedures. Bus maintenance recycles refrigerants, anti-freeze, motor oil, wash water, scrap metals, plastics, and customer recyclables. The District uses green cleaning products, energy-efficient lighting, office paper reduction and there is an Environmental Procurement Policy. In 2005-2009 GHG Emissions Inventory was developed to help baseline resource consumption. In 2010 the District was one of the founding signatories to the American Public Transportation Association's (APTA) Sustainability Commitment and in 2011 the District was awarded APTA's Sustainability Commitment Bronze-level recognition.

**Summary of San Mateo County Transit District's (District)
Liaison Report – Meeting of July 2, 2014**

Board of Directors

The Board:

- Met in closed session with the chief labor negotiator and staff regarding pending labor negotiations with the Amalgamated Transit Union and the Teamsters Union.
- Met in closed session to receive a report from legal counsel on the matter of Ling La versus SamTrans.
- No action was taken on both matters.

Michael Scanlon, General Manager/CEO, reported:

- Twenty-one new cutaway buses and 14 minivans will be in revenue service beginning in September.
- Twenty-one 40-foot and 12 29-foot Gillig buses will be delivered in September.
- Fixed-route service averaged 27,500 miles and Redi-Wheels averaged 53,400 miles between service calls in May.
- Human capital investment continued with 2,000 hours of training in May. One thousand hours of training were dedicated to maintenance training and 500 hours to the Department of Motor Vehicles mandated training. Additional hours were spent on other trainings, including some retraining.
- On June 27 a safety luncheon for North Base operators was held in recognition of the second month this year that the operators have had zero preventable accidents
- A new runbook took effect on June 15 with adjustments to several key routes.
- Accessible Transit Services are working with Lifeline Fare customers on their annual renewal.
- A number of potential proposers attended a bus contracts pre-proposal meeting on June 24 for the upcoming shuttle contract Request for Proposals.

The next meeting of the Board is scheduled for Wednesday, August 6, 2014 at 2 p.m.

The meeting adjourned in memory of Julie Cunningham, President and CEO, Conference of Minority Transportation Officials, who passed away on June 24.



samTrans

SamTrans Paratransit Service

Board of Directors
July 2, 2014

ADA Paratransit Service

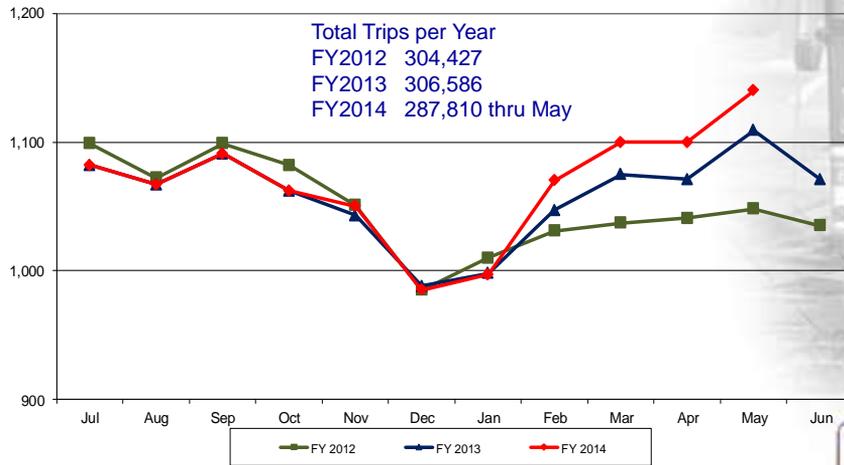


samTrans

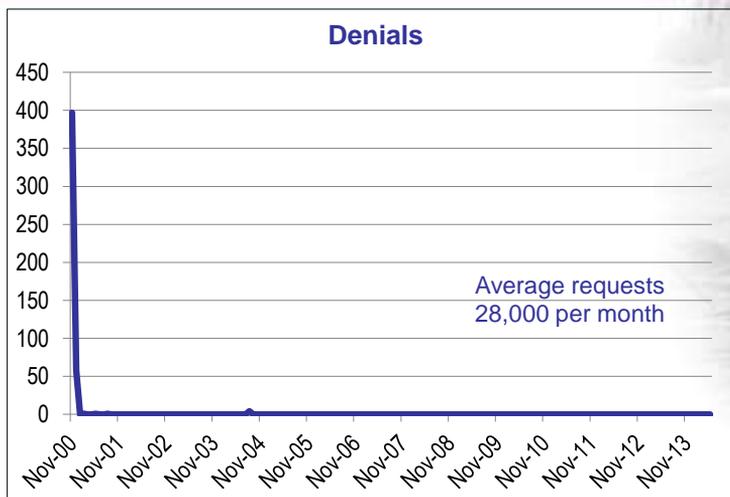
- Operating Statistics
- Program Costs
- Funding Sources
- Vehicle Inventory
- Senior Mobility
- Redi-Wheels Contract
- Summary



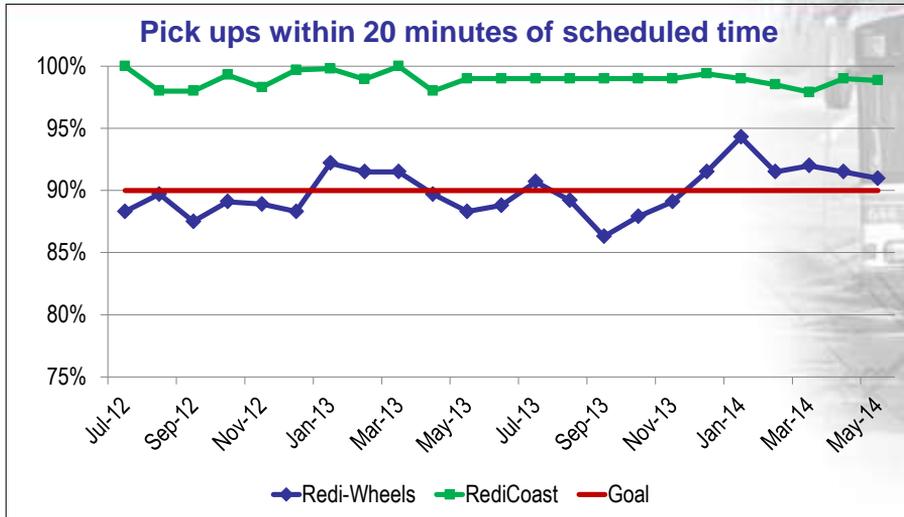
Paratransit - AWR



Redi-Wheels Trip Denials

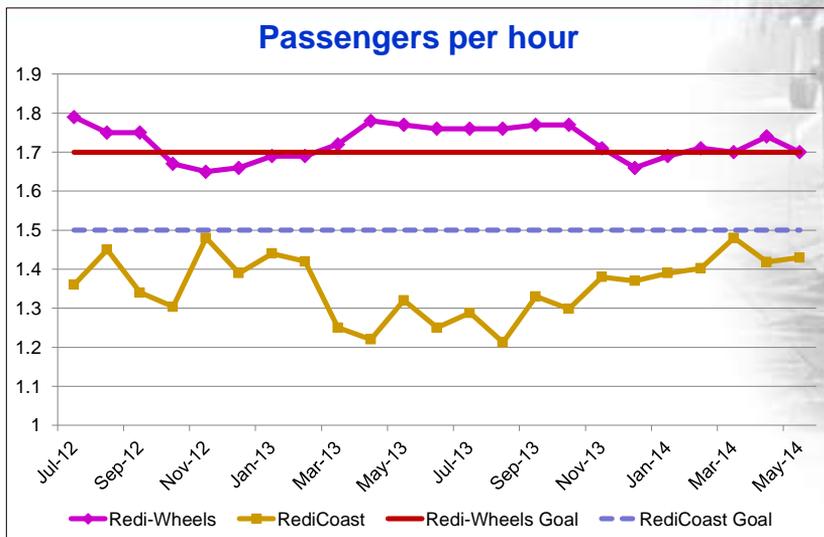


On-time Performance



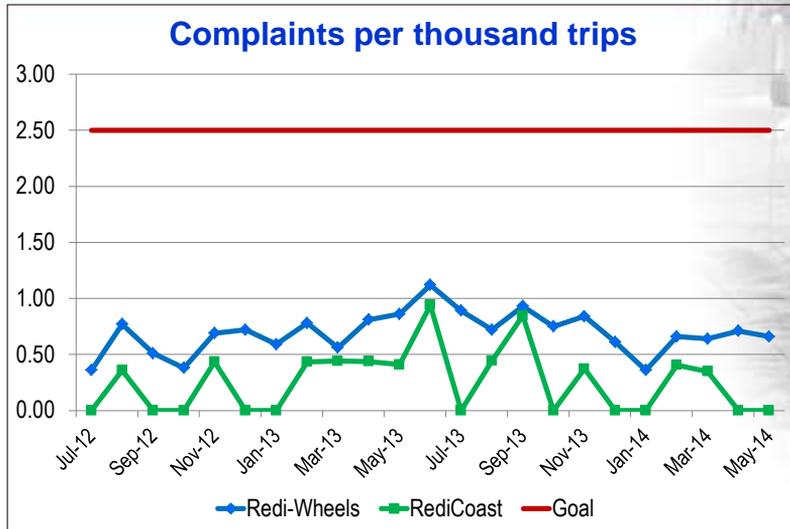
5

Productivity



6

Service Complaints



7

Program Costs



	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>
Total Costs (\$000)	\$13,614	\$12,908	\$12,677	\$13,583	\$13,767
Total Trips	332,337	321,071	315,926	304,427	306,586
Average Cost	\$41.01	\$40.21	\$40.12	\$44.62	\$44.90
Farebox Ratio	4.5%	5.3%	6.0%	5.8%	6.0%

FY2014 YTD:	May 2013	281,620 trips
	May 2014	287,810 trips
	Increase	6,190
	Percent Incr.	2.2%
	Average Cost	\$44.45
	Farebox Ratio	5.8%

Wheelchair/scooter trips, more than 40,000/year, more than double since FY2005.

8

Paratransit Funding Sources



FY2015 Budget:

Passenger fares	\$0.8 million
Transportation Development Act Funds	1.7
State Transit Assistance	0.5
District Sales Tax	2.4
Transportation Authority	2.9
Measure M (Motor Vehicle Reg. Fee)	1.4
Operating Grants	0.4
Interest (Paratransit Trust Fund)	0.3
San Mateo County Measure A	<u>5.0</u>
	\$15.4 million

No federal operating assistance is provided for federally mandated ADA service. 9

Vehicle Inventory



Current Inventory:

• Cutaway buses	53
• Minivans	24
• Sedans	15
• Taxis	<u>10</u>
Total	102

New Vehicles in FY 2015:

• Cutaways	21
• Minivans	14

Senior Mobility

samTrans

- **Mobility Ambassador Program – travel training for seniors, volunteer**
 - FLX San Carlos Service presentation at the San Carlos Adult Activity Center
 - Senior housing communities
- **“Age Well Drive Smart” partnership with the CHP throughout the county**
 - Mobility ambassador travel training for seniors
 - Fixed-route accessibility information
- **New programs:**
 - Outreach to Coastside seniors
 - “Veterans’ Mobility Corps” - Vet-to-Vet volunteer training

11

Redi-Wheels Contract

samTrans

- **Contract expires December 2014** (5-year base, 5 option years)
- **RFP – advertised April 2014**
- **Final ranking July 2014**
- **Board Action tentatively September 2014**
- **Notice to proceed tentatively October 2014**
- **Start date January 2015**

12

Summary

samTrans

- **Ridership is increasing**
- **Service quality is high**
 - Very low complaint rate
 - OTP rate above 90% goal for 6 consecutive months
- **SamTrans continues to monitor costs and provide high-quality ADA service**
- **Paratransit service is a federal unfunded mandate**
- **Senior Mobility is moving to Operations**
- **New Redi-Wheels service contract**

13

**Summary of San Mateo County Transit District's (District)
Liaison Report – Special Meeting of July 17, 2014**

**AGENDA ITEM # 7 (b)
AUGUST 7, 2014**

The Board of Directors held a special meeting on Thursday, July 17 to meet in closed session with the chief labor negotiator and staff regarding pending labor negotiations with the Amalgamated Transit Union (ATU) and the Teamsters Union. Negotiations have successfully concluded between the ATU that represent bus operators, mechanics, utility workers, storeskeepers, and the customer service center employees. A contract was ratified on July 16 by the employees of each of these units and is effective July 13, 2014 through June 30, 2017.

Negotiations will begin with the Teamsters in early August.

The next meeting of the Board is scheduled for Wednesday, August 6, 2014 at 2 p.m.

**AGENDA ITEM # 7 (c)
AUGUST 7, 2014**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TO: Transportation Authority

FROM: Karyl Matsumoto
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF AUGUST 6, 2014**

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

Prepared By: Josh Averill

650-508-6223

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

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

ACTION

Staff recommends the Board accepts and enters into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 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 July 28, 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 with 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.

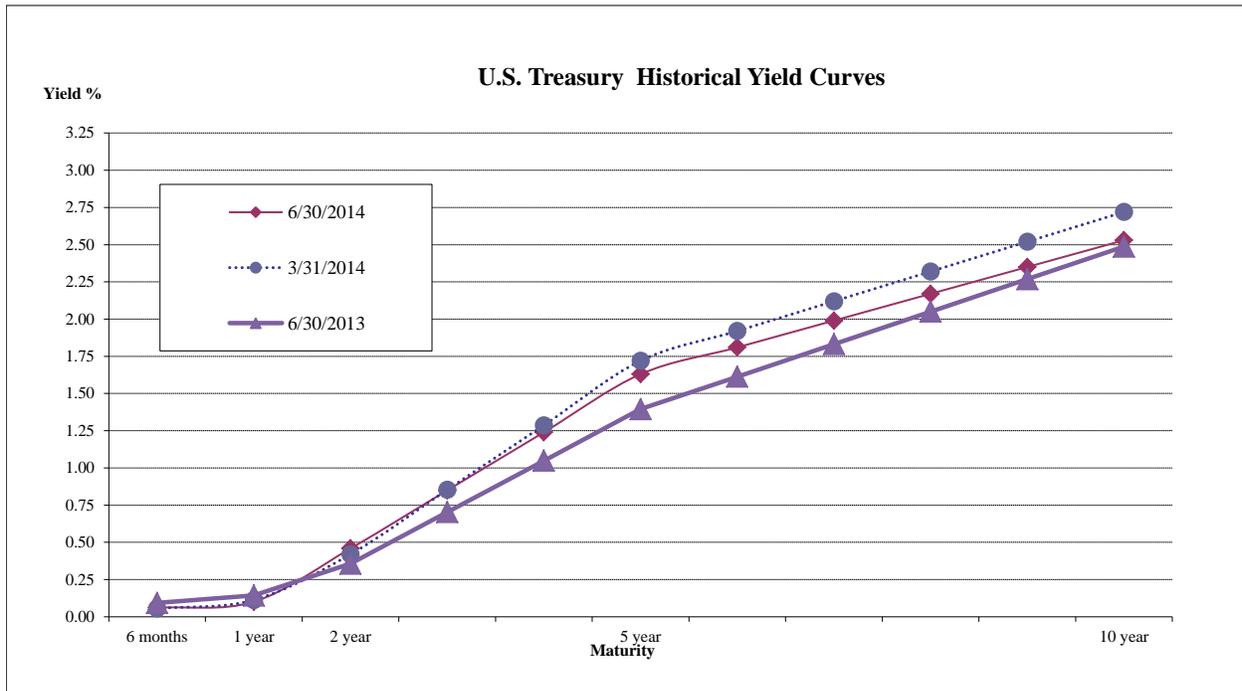
The Liquidity funds managed by TA staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share, 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 second quarter as the U.S. economy showed clear signs of rebounding from the weather induced slowdown earlier in the year. For the quarter as a whole, interest rates fell between 0 and 20 basis points with all of the declines concentrated in longer maturity securities.



Data Source: Bloomberg

Interest rates didn't rise as expected despite the improvement in the labor markets, the apparent rebound in the economy, and the continued reduction in the pace of long-term bond buying by the Federal Reserve. CSI believes that in the long run the fundamental drivers of interest rates will take precedence over the short run influence of money flows. While the quarter witnessed strong money flows into the fixed income markets, resulting in lower interest rates, the fundamentals of a stronger economy and improved labor markets were moving in the opposite direction.

CSI remains quite positive on the outlook for the economy. There are several reasons for this including high profit margins, dwindling spare capacity, increased global competitiveness, the desire to upgrade equipment, modest inventory levels, loosening lending standards, excess cash on balance sheets, low interest rates and a lack of political obstructions. CSI believes strong economic growth will soon lead to a lower unemployment rate, higher interest rates and quite possibly rising inflation. Fortunately, a fair amount of the increases in interest rates has already been anticipated by the market. Nevertheless, as long as the fundamentals point to the potential for rising rates, CSI recommends that the District continue to maintain a defensive portfolio.

Strategy

Over the foreseeable future interest rates are expected to move gradually higher. Currently the portfolio's sensitivity to a change in interest rates is below that of the benchmark. The current low rate environment leaves the bond market without much of a yield cushion to avoid negative rates of returns should interest rates begin to rise more than already anticipated by the market.

Given CSI's outlook and the current level of uncertainty in the markets, CSI is 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 63.6 percent Agency Securities and 36.4 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 June 30, the portfolio returned **0.19 percent**. This compares to the benchmark return of **0.54 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 June 30, the portfolio's yield to maturity or call was **0.45 percent**. The benchmark's yield to maturity was **0.75 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 **0.53 percent**.

Prepared by: Shannon Gaffney, Interim Manager Treasury

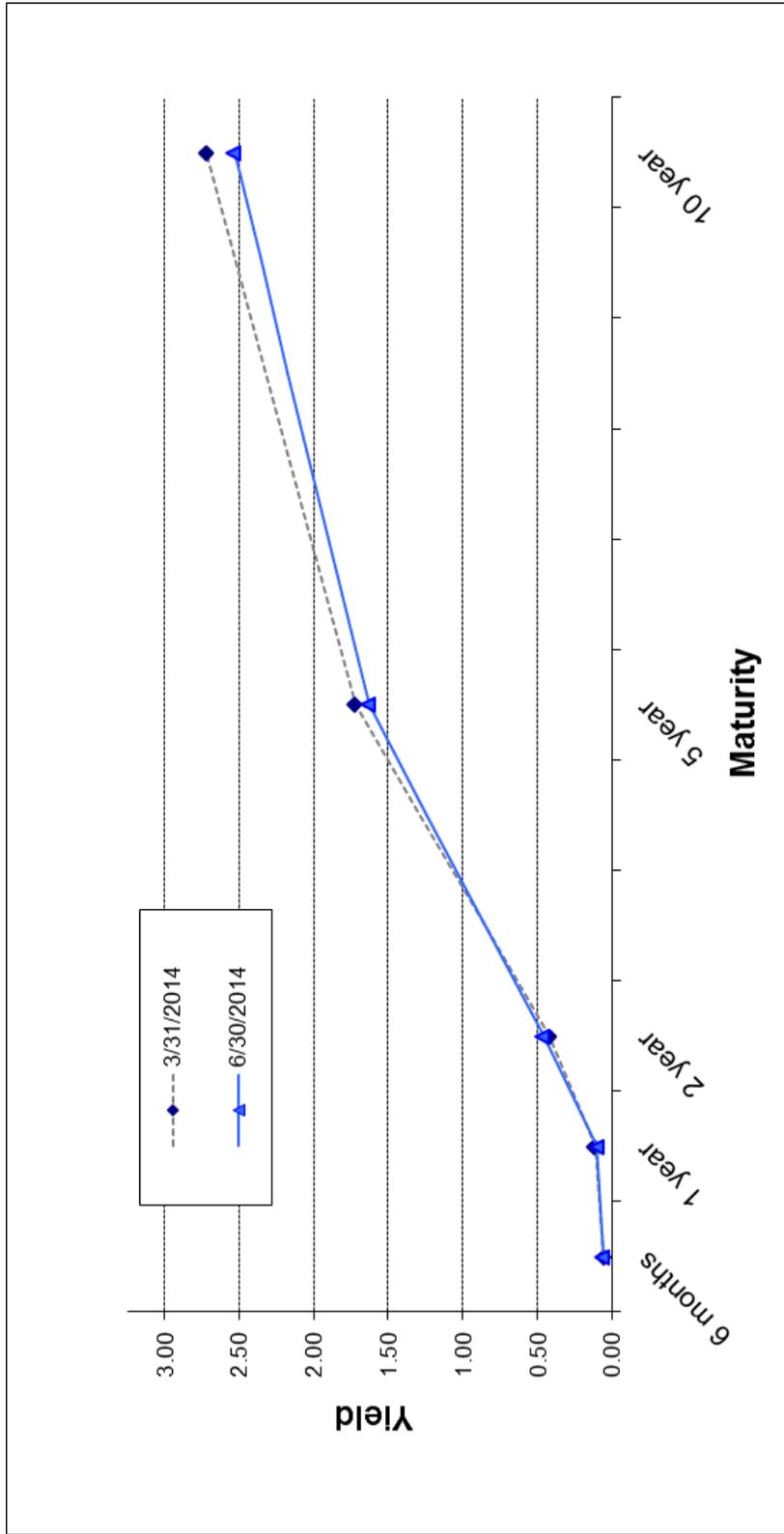
650-508-6425

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS
FOR QUARTER ENDED JUNE 30, 2014**

TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</u>							
<u>INVESTMENT PORTFOLIO:</u>							
TREASURY SECURITIES							
	912828TX8	11-15-15	15,000,000	14,998,828	15,034,050	7,184	15,041,234
	912828VL1	07-15-16	25,000,000	25,057,734	25,076,250	72,082	25,148,332
	912828WA4	10-15-16	12,000,000	11,972,344	12,012,240	15,779	12,028,019
	912828WF3	11-15-16	10,000,000	9,971,094	10,002,300	7,982	10,010,282
GOVERNMENT BONDS							
	3134G4ER5	08-19-15	10,000,000	10,001,100	10,004,100	18,333	10,022,433
	31398A4M7	10-26-15	10,000,000	10,221,000	10,170,900	29,340	10,200,240
	3134G4HZ4	10-28-15	10,000,000	9,999,500	10,009,100	8,750	10,017,850
	3134G34B3	01-28-16	10,000,000	9,998,500	10,003,900	21,250	10,025,150
	3135G0UM3	02-26-16	4,395,000	4,394,561	4,398,120	7,935	4,406,056
	3135G0VH3	03-04-16	15,070,000	15,149,118	15,113,402	36,733	15,150,135
	3135G0VA8	03-30-16	24,000,000	24,041,832	24,040,800	30,333	24,071,133
	3135G0XP3	07-15-16	10,000,000	9,959,800	9,952,900	18,333	9,971,233
	3135G0YE7	08-26-16	15,000,000	15,029,400	15,009,000	32,552	15,041,552
TOTAL FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP			170,465,000	170,794,810	170,827,062	306,588	171,133,650

EXHIBIT 1

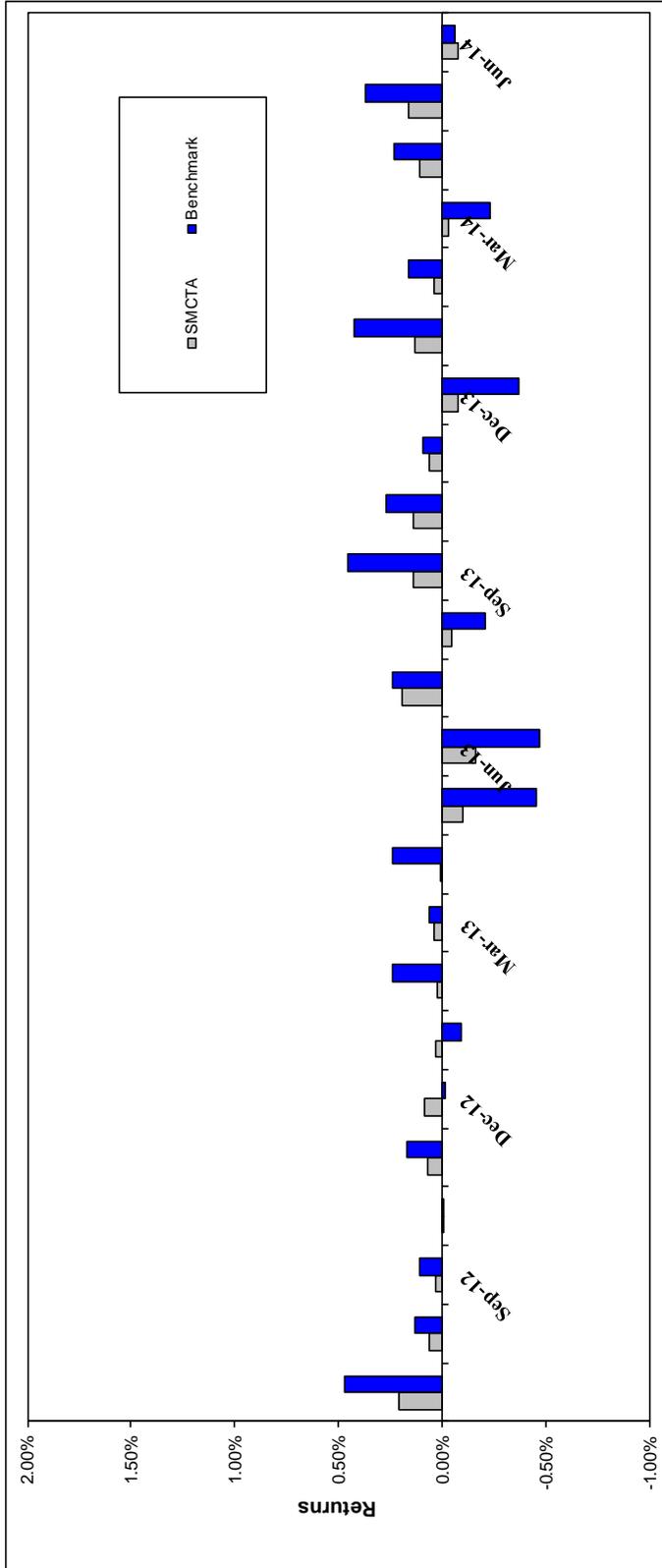
San Mateo County Transportation Authority Historical Yield Curve



Data Source: Bloomberg

CSI Capital, a SunTrust Group

San Mateo County Transportation Authority
 Monthly Review – Account vs. Benchmark
 Rolling 24 Months



Trailing 12 Months	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Trailing 12
MONTHLY PERFORMANCE DATA													
SMCTA	0.19%	-0.05%	0.14%	0.14%	0.06%	-0.08%	0.13%	0.04%	-0.03%	0.11%	0.16%	-0.08%	0.73%
Benchmark	0.24%	-0.21%	0.46%	0.27%	0.09%	-0.37%	0.43%	0.16%	-0.23%	0.23%	0.37%	-0.06%	1.38%

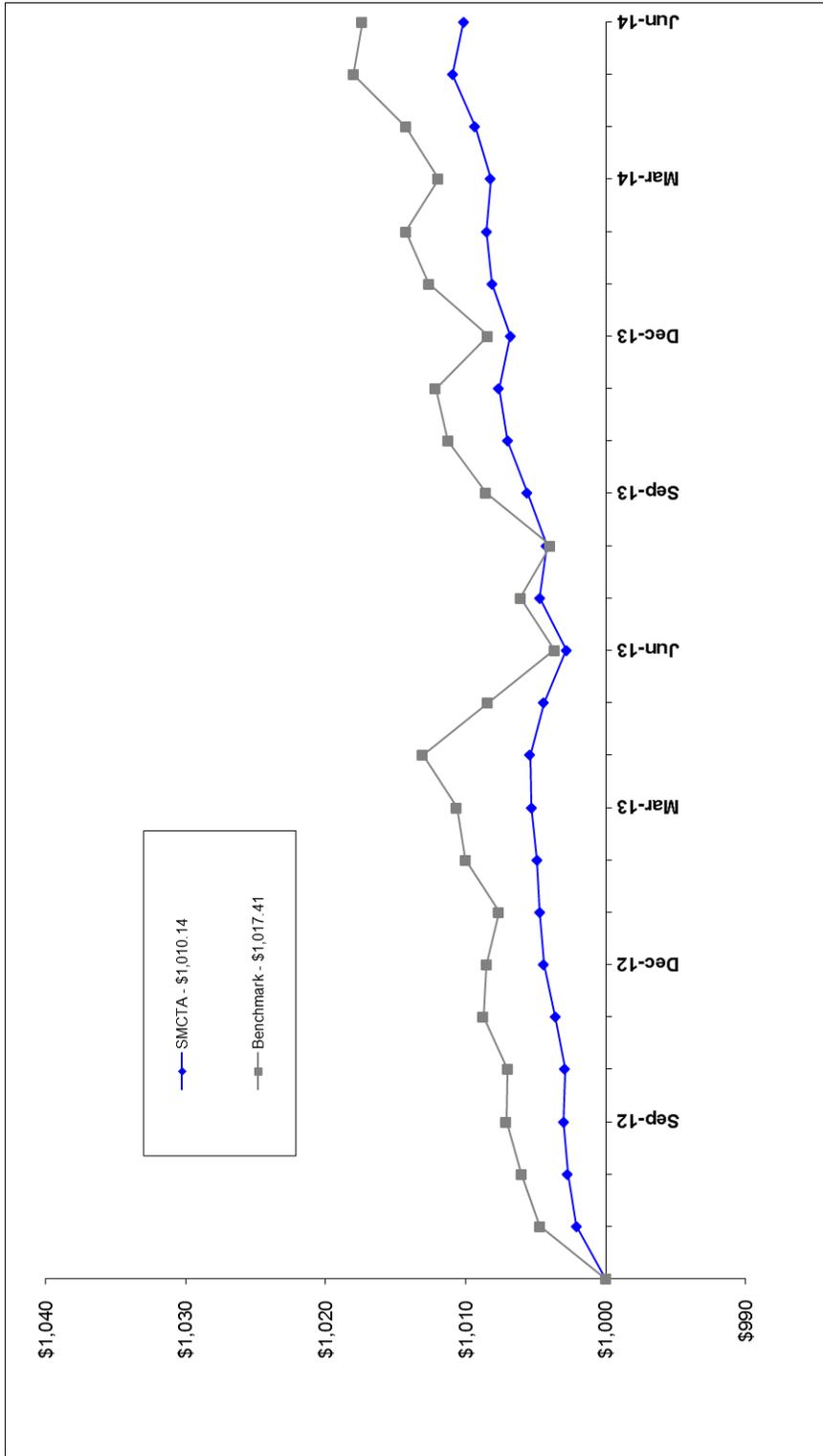
EXHIBIT 3

CSI Capital, a SunTrust Group

San Mateo County Transportation Authority

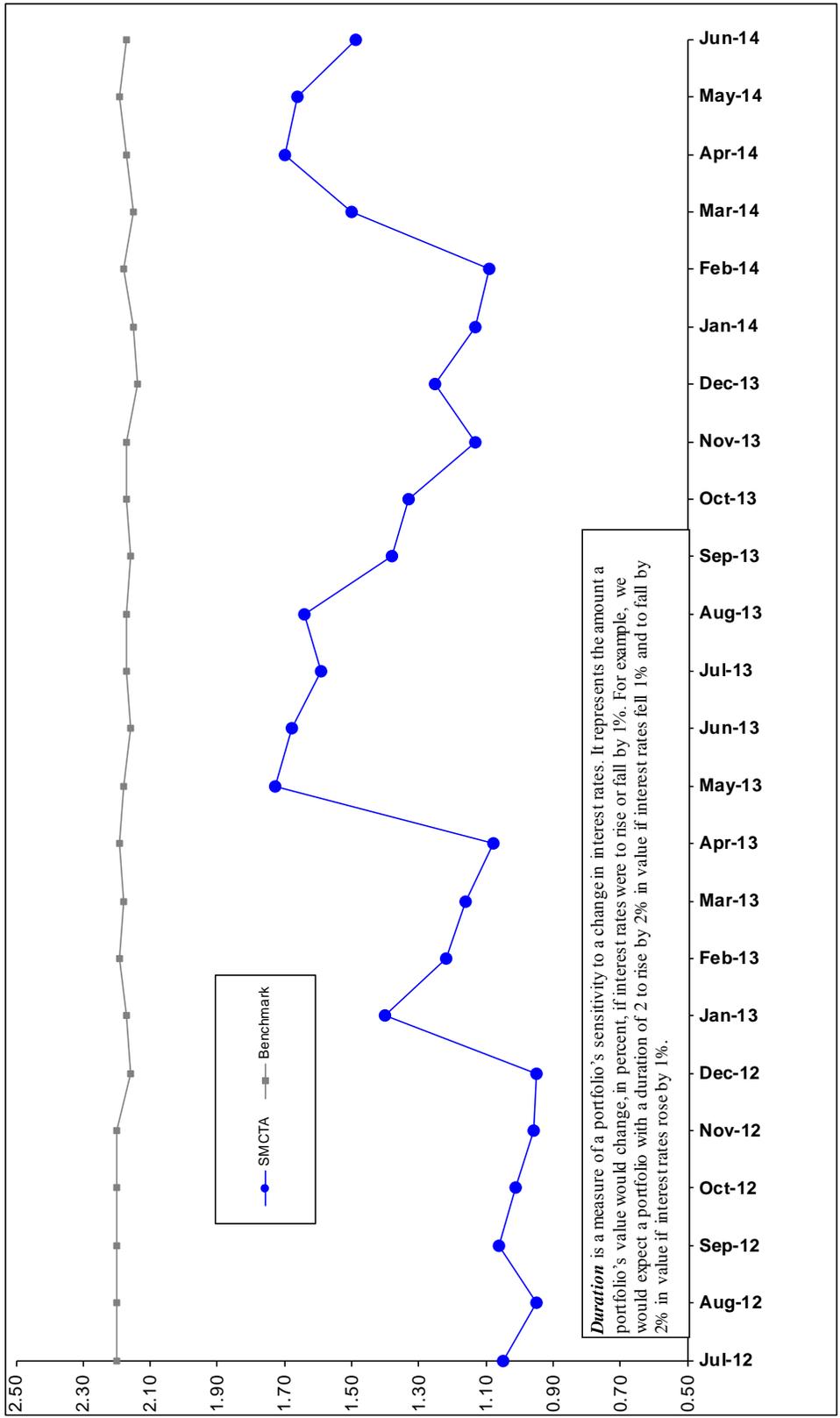
Growth of a Thousand Dollars

Rolling 24 Months



CSI Capital, a SunTrust Group

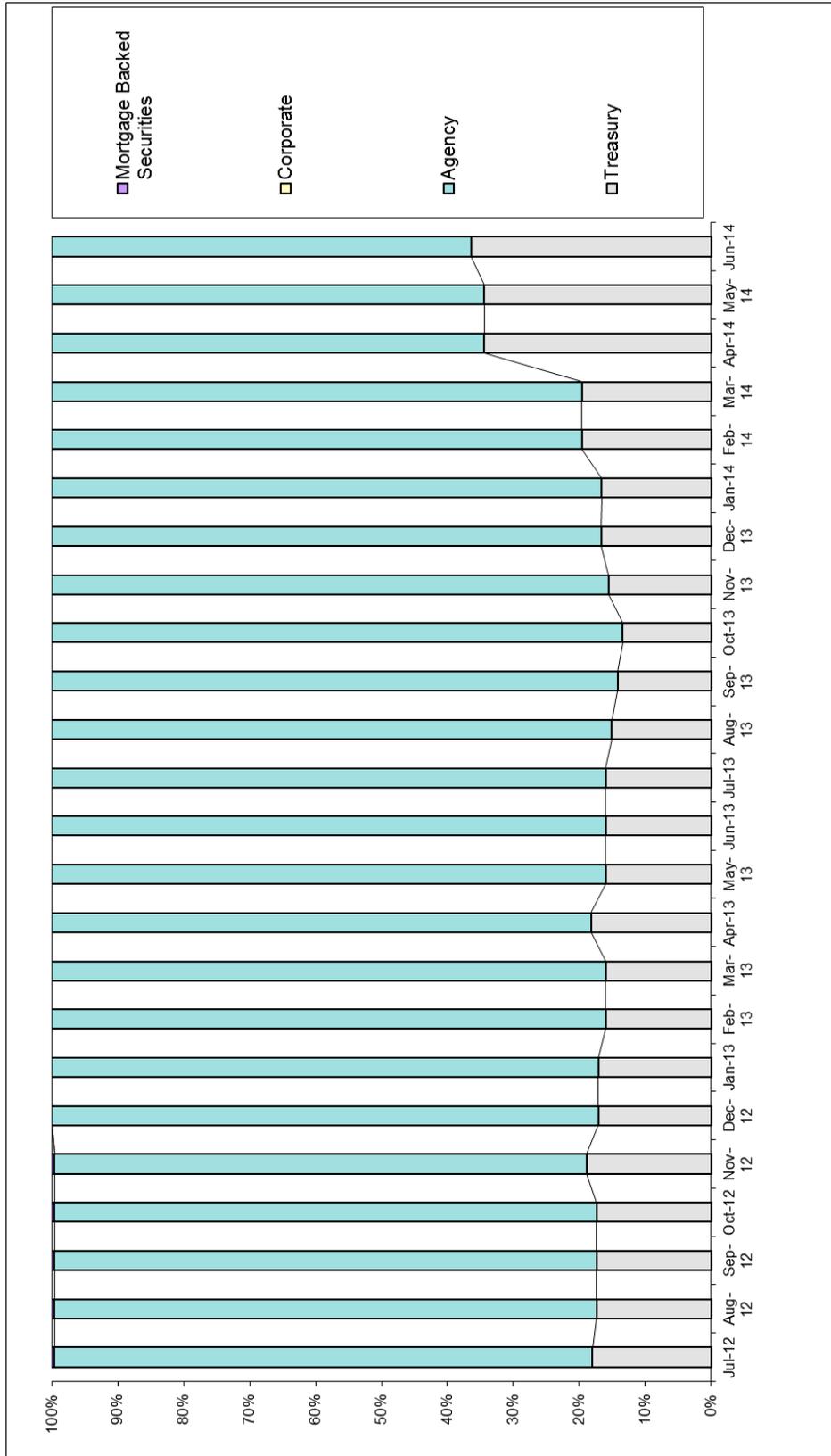
San Mateo County Transportation Authority Duration vs. Benchmark



Duration is a measure of a portfolio's sensitivity to a change in interest rates. It represents the amount a portfolio's value would change, in percent, if interest rates were to rise or fall by 1%. For example, we would expect a portfolio with a duration of 2 to rise by 2% in value if interest rates fell 1% and to fall by 2% in value if interest rates rose by 1%.

San Mateo County Transportation Authority

Percent of Assets Held by Type



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **APPROVAL AND RATIFICATION OF THE FISCAL YEAR (FY) 2015
TRANSPORTATION AUTHORITY INSURANCE PROGRAM AND INCREASE THE
FY2015 BUDGET BY \$204,394.**

ACTION

Staff recommends the Board approve and ratify the San Mateo County Transportation Authority's (TA) Insurance Program obtained through the TA's insurance broker, Wells Fargo Insurance Services, for FY2015, at a total premium cost of \$204,394 inclusive of:

- Purchase \$11 million combined single limit bodily injury and property damage of Commercial General Liability.
- Obtain Public Officials Liability insurance with policy limits of \$3 million.

SIGNIFICANCE

In the past, the TA has been insured under the San Mateo County Transit District's (District) insurance program. The \$1 million retention/deductible under the District's program is quite high for the TA. By obtaining separate liability policies, the TA is able to obtain much lower retentions and will have dedicated limits that are not shared with the District or any other operation.

<u>Principal Program</u>	<u>Conditions</u>	<u>FY2014 Premium</u>	<u>FY2015 Premium</u>
Excess Liability	\$11 million general liability	\$ N/A	\$165,480
Public Officials Liability	\$3 million limit	\$ N/A	<u>\$38,914</u>
Total			\$204,394

BUDGET IMPACT

The funds to underwrite the recommended program will be added to the FY2015 Budget, increasing expenses by \$204,394 for a new total of \$68,418,048.

BACKGROUND

Liability Program

Previously the TA's liability coverage has been included under the District's insurance program and has been subject to the District's \$1 million dollar retention (or deductible) applying to all claims. The TA also had to share policy limits with the District. Since the TA's operations differ significantly from the District's and the TA is starting to see claims activity, it is recommended that the TA obtain its own insurance, which is available with a much lower retention.

The lower retention is in recognition that the TA is primarily a planning and funding entity and has no transit passenger operations as does the District. The policy obtained for the TA has only a \$10,000 retention/deductible. The recommended Commercial General Liability program for the TA has a combined single limit for bodily injury and property damage of \$11 million. This figure is composed of a \$1 million primary Commercial General Liability insurance policy plus a \$10 million Excess Liability insurance policy. These limits are not shared with any other entity.

In past years, under the District's program the TA also had coverage under the District's Public Officials Liability insurance, which also had a \$1 million retention. By obtaining its own Public Officials Liability insurance policy the TA's retention is only \$50,000 and the dedicated limit for the TA is \$3 million.

Summary

With its own insurance program the TA can take advantage of much lower retentions and deductibles than if it continued as part of the District's program. In addition, coverage under the TA's insurance program is specifically designed to cover the TA's operations and is not shared with any other entity.

Prepared by: Gigi Harrington, Deputy CEO

650-508-7950

RESOLUTION NO. 2014 –

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

*** * ***

**APPROVING AND RATIFYING THE FISCAL YEAR 2015 INSURANCE PROGRAM
AND INCREASING THE FISCAL YEAR 2015 BUDGET BY \$204,394 TO \$68,418,048**

WHEREAS, in the past, the San Mateo County Transportation Authority (TA) was insured under the San Mateo County Transit District's insurance program. Staff determined that by obtaining separate liability policies, the TA can obtain much lower retentions/deductibles and will have dedicated limits which are not shared with the District or any other operation; and

WHEREAS, the General Manager/CEO of the TA has approved an insurance program obtained through the TA's insurance broker, Wells Fargo Insurance Services, at a total premium cost of \$204,394 for Fiscal Year (FY) 2015 based on the plan approved by the General Manager/CEO, with the following significant elements:

1. Purchase Commercial General Liability insurance with a total limit of \$11 million and a \$10,000 retention for an annual premium of \$165,480.
2. Obtain Public Officials Liability with a total policy limit of \$3 million and a \$50,000 retention for an annual premium of \$38,914; and

WHEREAS, staff recommends that the Board of Directors approve and ratify the TA's insurance program for FY2015, as delineated above; and

WHEREAS, staff recommends that the adopted FY2015 Budget be amended to include the premiums as a \$204,394 increase to total expenses, bringing the total FY2015 Budget to \$68,418,048.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transportation Authority hereby approves and ratifies the TA's insurance program for FY2015, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 7th day of August, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE AWARD OF CONTRACTS TO PROVIDE ON-CALL FINANCIAL CONSULTING SERVICES**

ACTION

Staff recommends the Board:

1. Award on-call contracts to the firms listed below for the provision of financial consulting services for five-year terms, in an aggregate, estimated not-to-exceed amount of \$2.2 million to be shared as a pool among the firms for authorized tasks.

Financial Advisory Services

- Public Financial Management, Inc.
- Ross Financial, LLC

Financial Analysis Services

- Nancy Whelan Consulting, LLC
- Ross Financial, LLC
- Public Financial Management, Inc.
- Ernst & Young Infrastructure

Financial Audit and Technical Analysis Services

- KPMG, LLP
- Williams, Adley & Company-CA, LLP

Performance Audit Services

- KPMG, LLP
- Macias Consulting Group, Inc.
- Williams, Adley & Company-CA, LLP

2. Authorize the Executive Director or designee to execute a contract with each of the above firms in full conformity with the terms and conditions of the solicitation documents and negotiated agreements.

SIGNIFICANCE

Approval of the above actions will avail the San Mateo County Transportation Authority (TA) with the pooled expertise of diverse financial services firms that possess in-depth knowledge of the specialized discipline of transportation finance and also manage burgeoning transportation practices. The TA's complex financial services requirements and strategic financial goals will benefit from being able to collaborate with a broad array of firms, each with a long and successful track record of delivering creative solutions for complex financial transactions.

The firms will be engaged on as-needed basis by issuing a work authorization (Work Directive) to perform specific financial tasks for the TA. Award of this contract will not obligate the TA to procure any specific level of service from any of the firms.

BUDGET IMPACT

Funding for these services will be available under approved and projected operating budgets.

BACKGROUND

Staff determined that a joint solicitation with the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board (JPB) was a cost-effective approach to procure the required financial consulting services. A joint Request for Proposals (RFP) to provide financial consulting services was issued detailing the scope of services. The solicitation was advertised in a newspaper of general circulation and on the TA's website. Solicitation notices also were sent to interested firms, Small Business Enterprises (SBEs) and Disadvantaged Business Enterprises (DBEs). The TA invited proposers to respond to one or more of four financial services functions described in the RFP. Staff received proposals from nine firms; additionally, staff noted a strong DBE and SBE participation as five of the proposers were either DBE or SBE firms.

An Evaluation Committee (Committee) composed of qualified staff reviewed and ranked proposals separately for each financial services category according to the following weighted criteria set forth in the RFP:

- Approach to Scope of Services 15 points
- Qualifications and Experience of Firm 30 points
- Qualifications and Experience of Management Team and Key Personnel 30 points
- Cost Proposal 25 points

After the initial evaluation and scoring, the Committee eliminated Decal Financial Management, a DBE firm, and Linwood Capital, LLC because they did not meet the minimum criteria required for advancing to the next phase of the solicitation process. Instead of oral interviews, the Committee determined that a written question and answer process would be a better instrument for the in-depth probing of complex financial concepts and procedures in the financial services categories selected by each firm. The Committee evaluated proposers' written responses, and performed due diligence by conducting reference checks. Following reference checks, the

Committee completed the final evaluation and consensus ranking. The final consensus ranking result is as listed above. Two DBE firms, Nancy Whelan Consulting, LLC, and Williams, Adley & Company-CA, LLP, and two SBE firms, Ross Financial, LLC and Macias Consulting Group, Inc. are among the awardees.

The firms will be collaborating with the TA in such areas as:

- Financial capacity tools and models development
- Development of strategic planning and analysis
- Analysis and recommendation for alternate financing approaches
- Advice on capital project financing, program priorities and implementation process

The current group of financial services consultants for the TA is composed of KPMG, LLP, Ross Financial, LLC, Public Financial Management, Inc. and AECOM Consult with an aggregate on-call pool total of \$1.5 million. The increased contract capacity being requested reflects the increasingly complex financial environment experienced and expected by the TA.

Contract Officer: Adwoa Oni
Project Manager: Rima Lobo, Director, Finance

650-508-6411
650-508-6274

RESOLUTION NO. 2014 –

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

* * *

**AUTHORIZING AWARD OF CONTRACTS TO PROVIDE ON-CALL FINANCIAL CONSULTING
SERVICES FOR AN ESTIMATED AGGREGATE, NOT-TO-EXCEED AMOUNT OF
\$2,200,000 FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transportation Authority (TA) jointly with the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transit District (District) solicited competitive proposals to provide on-call financial consulting services; and

WHEREAS, proposers were invited to respond to one or more of the four financial services functions described in the Request for Proposals (RFP): (1) financial advisory, (2) financial analysis, (3) financial audit and technical analysis, and (4) performance audit; and

WHEREAS, in response to the joint RFP, staff received proposals from nine firms; and

WHEREAS, an Evaluation Committee (Committee) composed of qualified staff reviewed and ranked proposals separately for each financial services category according to the weighted criteria set forth in the RFP; and

WHEREAS, the Committee determined that a written question and answer process would be more probing than oral interviews due to the complexity of the financial concepts and procedures entailed in the specialized financial services functions; and

WHEREAS, the Committee evaluated the written responses received from firms, and performed due diligence by conducting reference checks; and

WHEREAS, following reference checks, the Committee completed the final evaluation and consensus ranking, which is summarized below:

Financial Advisory Services

- Public Financial Management, LLC
- Ross Financial, LLC

Financial Analysis Services

- Nancy Whelan Consulting
- Ross Financial, LLC
- Public Financial Management, LLC
- Ernst & Young Infrastructure Advisors, LLC

Financial Audit and Technical Analysis Services

- KPMG, LLP
- Williams, Adley & Company-CA, LLP

Performance Audit Services

- KPMG, LLP
- Macias Consulting Group, Inc.
- Williams, Adley & Company; and

WHEREAS, the Committee determined that the diversity of background and expertise of the financial services consulting firms in this pool offer the requisite depth of knowledge and experience in the four financial services categories to successfully support the TA's financial support services needs, including complete financial system development, requirements, processes, procedures and controls; and

WHEREAS, staff and legal counsel have reviewed the proposals and determined that they comply with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that a five-year contract for on-call financial consulting services be awarded to each firm in the pool covering their respective area(s) of expertise for an estimated aggregate, not-to-exceed amount of \$2.2 million.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors (Board) of the San Mateo County Transportation Authority hereby awards contracts for on-call

financial advisory services to Public Financial Management, Inc. of San Francisco, CA and Ross Financial, LLC of San Francisco, CA; and on-call financial analysis services to Nancy Whelan Consulting, LLC of San Francisco, CA, Ross Financial, LLC of San Francisco, CA, Public Financial Management, Inc., of San Francisco, CA and Ernst & Young Infrastructure Advisors, LLC of San Francisco, CA; and on-call financial audit and technical analysis services to KPMG, LLP of Sacramento, CA and Williams, Adley & Company-CA, LLP of Oakland, CA; and on-call performance audit services to KPMG, LLP of Sacramento, CA, Macias Consulting Group, Inc. of Sacramento, CA and Williams, Adley & Company-CA, LLP of Oakland, CA for a five-year term for an estimated aggregate, not-to-exceed amount of \$2.2 million in full conformity with all the terms and conditions of the RFP and negotiated agreements; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director or his designee to execute contracts on behalf of the Authority with the firms named above for on-call financial services.

Regularly passed and adopted this 7th day of August, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE ALLOCATION OF \$12,140,000 IN NEW MEASURE A FUNDS AND \$7,500,000 IN ORIGINAL MEASURE A FUNDS TO THE SAN MATEO COUNTY TRANSIT DISTRICT AND \$9,233,000 IN ORIGINAL MEASURE A FUNDS TO THE PENINSULA CORRIDOR JOINT POWERS BOARD**

ACTION

Staff recommends the Board:

1. Allocate \$3.5 million in New Measure A funds from the Caltrain Program category to the San Mateo County Transit District (District) for San Mateo County's share of local match for Caltrain's Fiscal Year (FY) 2015 Capital Budget;
2. Allocate \$5,760,000 in New Measure A funds from the Caltrain Program category to the District for a portion of San Mateo County's share of Caltrain's FY2015 Operating Budget;
3. Allocate \$2,880,000 in New Measure A funds from the Paratransit Program category to the District for its Paratransit Program in FY2015;
4. Allocate \$7.5 million in Original Measure A funds from the Caltrain Program category to the District for a portion of San Mateo County's share of the Caltrain Modernization Program's Early Investment Program, including electrification;
5. Allocate \$8 million in Original Measure A funds from the Caltrain Program category to the Peninsula Corridor Joint Powers Board (JPB) for the San Mateo Bridges Improvement Project;
6. Allocate \$1,233,000 in Original Measure A funds from the Station Relocation & Four Track Improvements line item (San Mateo County Transportation Authority (TA) Project #707) in the Caltrain Program category to the JPB associated with the South San Francisco Station Project; and

7. Authorize the Executive Director or his designee to execute any necessary documents or agreements to encumber the subject funding.

SIGNIFICANCE

The total local match required for Caltrain's Capital Program in FY2015 is \$10.5 million, of which San Mateo County's share is \$3.5 million. Responsibility for the local match needed for Caltrain's FY2015 Capital Budget is equally shared by the three JPB member agencies. The proposed allocation of New Measure A funds, combined with San Francisco and Santa Clara counties' shares of local match, will be used to leverage Federal and State grants to fund capital improvements necessary to rebuild and upgrade Caltrain, and make other system-wide infrastructure improvements.

San Mateo County's contribution towards Caltrain's FY2015 Operating Budget includes \$5,760,000 in New Measure A funds. In accordance with the 2004 Transportation Expenditure Plan (2004 TEP), up to one-half of the available funding in the Caltrain Program category, or 8 percent of the annual sales tax revenues, may be utilized by the District to support Caltrain operating costs; \$5,760,000 represents the 8 percent estimated for FY2015.

The 2004 TEP also provides that 4 percent of sales tax revenues, or \$2,880,000 in FY2015, will be allocated to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in the county. SamTrans will be using the \$2,880,000 to provide paratransit service for eligible seniors and people with disabilities through Redi-Wheels and other accessible services.

In coordination with the Caltrain Modernization Program, the TA is a signatory to the High-speed Rail (HSR) Early Investment Strategy for a Blended System in the San Francisco to San Jose Segment known as the Peninsula Corridor of the Statewide High-speed Rail System Memorandum of Understanding (MOU). As part of the funding plan that was included in the MOU, the three JPB member agencies are to provide a total of \$180 million in future funding contribution towards the program, or \$60 million per partner. Each agency's contribution is contingent upon the \$60 million contributions from each of the other two JPB partner agencies. The proposed allocation of \$7.5 million in Original Measure A funds from the Caltrain Program category for Early Investment Program improvements, including electrification, represents a portion of San Mateo County's \$60 million commitment.

The San Mateo Bridges Project will replace four railroad bridges in the city of San Mateo at Poplar, Santa Inez, Monte Diablo and Tilton avenues. The project will bring the bridges up to current codes and standards, as well as raise the profile of the bridges, where possible, to allow for better roadway clearance below the bridges.

The South San Francisco Station project will build a centerboard platform connecting to a new pedestrian underpass, which will eliminate the hold-out rule and provide connectivity along Grand Avenue for the city of South San Francisco. The proposed allocation will fund final design work on the project.

BUDGET IMPACT

The proposed allocation to the District for San Mateo County's share of local matching funds of \$3.5 million is included in the TA's FY2015 Adopted Budget as the San Mateo Local Share JPB Capital Improvement Program (CIP) project (TA Project #605) under the Caltrain Program category.

The proposed allocations to the District of \$5,760,000 for the Caltrain Operating Budget for San Mateo County's share of local funds, and \$2,880,000 for the Paratransit Program, are included in the TA's FY2015 Adopted Budget under the Expenditures category under Annual Allocations.

The proposed allocation of \$7.5 million for San Mateo County's share of costs for the Caltrain Modernization improvement projects was included in prior years' capital budgets.

The proposed allocation of \$8 million for the San Mateo Bridges Improvement Project is included in the TA's FY2015 Adopted Budget under the Caltrain Program category.

The proposed allocation of \$1,233,000 for the South San Francisco Station Project was included in prior years' capital budgets.

BACKGROUND

The TA's 2004 TEP sets the program categories and percentage split of the sales tax revenues for each of six categories: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief. Within the Transit Program, funding is provided for multiple modes of transit including Caltrain, Local Shuttles, Accessible Services, Ferry, the Dumbarton Corridor and Bay Area Rapid Transit. The 2004 TEP also provides for allocation of funds remaining in the Original Measure A Program for projects outlined in the 1988 Measure A Transportation Expenditure Plan, including Caltrain improvements. A Strategic Plan was approved by the Board to provide a policy framework for guiding programming and allocation decisions within the structure established by the 2004 TEP. The proposed allocations for Caltrain and SamTrans are consistent with the Strategic Plan.

Prepared By: Leslie Fong, Senior Budgets Analyst
Éva Goode, Manager, Budgets

650-508-6332
650-508-7914

RESOLUTION NO. 2014 –

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

*** * ***

ALLOCATING A TOTAL OF \$28,873,000 CONSISTING OF \$12,140,000 IN NEW MEASURE A FUNDS TO THE SAN MATEO COUNTY TRANSIT DISTRICT FOR APPLICATION TOWARD ITS SHARE OF CALTRAIN'S FISCAL YEAR 2015 CAPITAL AND OPERATING BUDGETS AND TO SUPPORT ITS FISCAL YEAR 2015 PARATRANSIT PROGRAM, \$7,500,000 IN ORIGINAL MEASURE A FUNDS TO THE DISTRICT FOR THE CALTRAIN MODERNIZATION PROGRAM, AND ALLOCATING \$9,233,000 IN ORIGINAL MEASURE A FUNDS TO THE PENINSULA CORRIDOR JOINT POWERS BOARD FOR TWO CALTRAIN CAPITAL PROJECTS

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

WHEREAS, the 2004 TEP approved by the voters of San Mateo County provides for New Measure A funding for various program categories and percentage split of the sales tax revenue for these program categories; and

WHEREAS, the TA designates New Measure A revenues to fund the San Mateo County Transit District's (District) share of the annual Caltrain Capital Improvement Program, which, when combined with San Francisco and Santa Clara counties' equal shares, provides a portion of the annual Caltrain Capital Program, which is then leveraged to attain other Federal and State financial support; and

WHEREAS, the TA designates up to 8 percent of New Measure A revenues for Caltrain to support the operating costs for which the District is responsible; and

WHEREAS, the TA designates 4 percent of New Measure A revenues to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in San Mateo County; and

WHEREAS, the TA can designate funds remaining in the Caltrain Improvements category from the Original Measure A approved by the voters of San Mateo County in 1988 to complete projects which were commenced during that program; and

WHEREAS, the Executive Director proposes that the TA allocate a total of \$28,873,000, consisting of \$12,140,000 in New Measure A funds and \$16,733,000 in Original Measure A funds, as follows:

1. \$3.5 million in New Measure A funds from the Caltrain Program category to the District for San Mateo County's share of local match for Caltrain's Fiscal Year (FY) 2015 Capital Budget;
2. \$5,760,000 in New Measure A funds from the Caltrain Program category to the District to fund a portion of San Mateo County's share of Caltrain's FY2015 Operating Budget;
3. \$2,880,000 in New Measure A funds from the Paratransit Program category to the District for its Paratransit Program in FY2015;
4. \$7.5 million from the balance of Original Measure A funds from the Caltrain Program category to the District for its share of the Caltrain Modernization Program's Early Investment Program, including electrification, as contemplated under the High-speed Rail Early Investment Strategy for a Blended System in the San Francisco to San Jose Segment known as the Peninsula Corridor of the Statewide High-speed Rail System Memorandum of Understanding;

5. \$8 million in Original Measure A funds from the Caltrain Program category to the Peninsula Corridor Joint Powers Board (JPB) for the San Mateo Bridges Improvement Project; and
6. \$1,233,000 in Original Measure A funds from the Station Relocation and Four Track Improvements line item (TA project #707) in the Caltrain Program category to the JPB for the South San Francisco Station Project, which will fund final design work on the project.

WHEREAS, the proposed allocations are consistent with amounts approved in current and prior year budgets and meet the intent of the 2004 TEP.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes a total allocation of \$28,873,000, consisting of \$12,140,000 in New Measure A funds and \$16,733,000 in Original Measure A funds, to the San Mateo County Transit District and Peninsula Corridor Joint Powers Board as detailed above.

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute any necessary documents or agreements to encumber the subject funding.

Regularly passed and adopted this 7th day of August, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning & Development

C.H. (Chuck Harvey)
Deputy CEO

SUBJECT: **ALLOCATION OF ORIGINAL MEASURE A HIGHWAY PROGRAM FUNDS FOR
THE STATE ROUTE 92/EL CAMINO REAL INTERCHANGE PROJECT**

ACTION

Staff recommends the Board:

- Allocate \$1.6 million in Original Measure A Highway Program funds for the plans, specifications and estimates (PS&E) phase of the State Route 92/ El Camino Real Interchange Project to the city of San Mateo.
- Authorize the Executive Director or his designee to execute any necessary documents or agreements to give effect to the above-referenced action.

SIGNIFICANCE

The city of San Mateo has requested \$1.6 million to complete the PS&E phase of the State Route 92/El Camino Real Interchange Project. During the 2012 Measure A Highway Call for Projects (CFP), Original Measure A funding for the PS&E phase was programmed by the Board, but the allocation of funds was subject to the completion of the Project Approval and Environmental Document (PA&ED) phase of work. On May 6, 2014, the California State Department of Transportation approved the project report and associated environmental document, fulfilling the condition for allocation of funds for the PS&E phase. Staff recommends the Board allocate the programmed funds to the project.

BUDGET

The requested funds are included in the Fiscal Year 2015 budget and were programmed by the Board in October 2012.

BACKGROUND

At its October 4, 2012 meeting, the Board approved the programming of \$82.71 million and the allocation of \$57.6 million to fund 23 projects that were selected through the first Measure A Highway Program CFP. For some projects, the Board programmed and allocated funding in a single combined action. For other projects, such as for the State Route 92/El Camino Real Interchange Project, the Board programmed funds as a

commitment to the project without allocating the full amount of the programmed funds. A total of \$2.2 million was programmed for the environmental and PS&E phases of the State Route 92/El Camino Real Interchange Project but funding was only allocated for the environmental phase in the amount of \$600,000. A Board allocation for the remaining \$1.6 million in programmed funds was predicated on the sponsor demonstrating that the environmental clearance for the project had been completed.

Prepared By: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

RESOLUTION NO. 2014 –

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

*** * ***

**ALLOCATING \$1.6 MILLION TO THE STATE ROUTE 92/EL CAMINO REAL
INTERCHANGE PROJECT IN ORIGINAL MEASURE A FUNDS
FROM THE HIGHWAY PROGRAM CATEGORY**

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as “Measure A” which increased the local sales tax in San Mateo County by ½ percent with the new tax revenue to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan (Expenditure Plan) presented to the voters; and

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

WHEREAS, the TA issued a Call for Projects in May 2012 for the Highway Program Category, which was funded from both Original and New Measure A revenues; and

WHEREAS, the city of San Mateo (City) submitted an application which included \$1.6 million for the Plans, Specifications and Estimates (PS&E) phase for the State Route 92/El Camino Real Interchange Project; and

WHEREAS, on October 4, 2012, by Resolution No. 2012-17, the TA Board of Directors authorized the programming of \$1.6 million in Original Measure A funding from the Highway Program for the PS&E phase for the State Route 92/El Camino Real Interchange Project, with allocation of such funds conditioned on California

Department of Transportation (Caltrans) approval of the environmental document for the project; and

WHEREAS, on May 6, 2014, the City secured Caltrans approval of the required environmental document, fulfilling the TA's condition for allocation of Original Measure A funds for the PS&E phase of the project.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby approves the allocation of the previously programmed \$1.6 million in Original Measure A funding from the Highway Program for the PS&E phase for the State Route 92/El Camino Real Interchange Project; and

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

Regularly passed and adopted this 7th day of August, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **RE-ALLOCATION OF MEASURE A FUNDS TO THE SAN MATEO COUNTY
TRANSIT DISTRICT FOR SHUTTLES PLANNING IN THE SAMTRANS MOBILITY
MANAGEMENT PLAN**

ACTION

Staff recommends the Board:

1. Re-allocate \$90,000 in New Measure A Program Management and Planning funds that were previously allocated to the San Mateo County Transit District (District) for shuttle technical assistance; the funds would instead be used by the District to assist it with shuttles planning as part of its upcoming Mobility Management Plan (MMP).
2. Authorize the Executive Director, or his designee, to execute any agreements and take other actions necessary to encumber the subject funding.

SIGNIFICANCE

Staff recommends that a balance of \$90,000 from a \$100,000 September 2013 Board allocation made to the District be re-allocated to help underwrite the shuttles planning portion of the SamTrans MMP. This funding was previously allocated to the District to provide technical assistance to entities seeking funds to operate new or existing shuttles as part of the Fiscal Year (FY) 2015 and 2016 San Mateo County Shuttle Program Call for Projects (CFP) process, which has since been completed. Approximately \$4,000 was expended; staff proposes to reallocate \$90,000.

The SamTrans MMP will build on the 2013 SamTrans Service Plan (SSP). The SSP was developed to improve performance of SamTrans fixed-route bus service and the MMP would seek to improve delivery of non-fixed route bus services, including the operations of shuttles in San Mateo County.

San Mateo County Transportation Authority (TA) Measure A funds would be used specifically for the SamTrans MMP component that will better define how community and commuter shuttle services should be planned and implemented in the County. The District, in partnership with the TA, the City/County Association of Governments of

San Mateo County and the Peninsula Traffic Congestion Relief Alliance, will comprehensively evaluate existing inefficiencies and provide recommendations to define new partnerships or service delivery arrangements that can benefit the District and other governmental and private entities currently delivering or considering the start of new shuttle service, and to update existing shuttle benchmarks to improve the cost effectiveness of the San Mateo County Shuttle Program.

BUDGET IMPACT

There is no impact to the budget. Funds are available from previously allocated and unspent funding originally programmed for the shuttle technical assistance program. TA Measure A funds in the amount of \$90,000 will be used in conjunction with \$160,000 of SamTrans sales tax funds for a total project cost of \$250,000 in FY2015.

BACKGROUND

Shuttles historically have played an important role in the transportation network in San Mateo County. More than 40 shuttles operate in the county, accommodating approximately 8,000 average weekday trips. These shuttles include both commuter and community shuttles, and provide important first/last mile connections, and enhance lifeline mobility options for county residents and workers.

While much progress has been made with the implementation of strategies to improve the delivery of shuttle services from the preparation of the San Mateo County Shuttle Business Practices Guidebook, there is room for improvement. The SamTrans MMP will further implement many of the Guidebook's policy goals, including efforts to better: support market-based, coordinated shuttle planning efforts; define the process of addressing under-performing routes; update performance criteria; and explore opportunities to further consolidate responsibilities.

Prepared by: Joel Slavitt, Manager, Programming and Monitoring

650-508-6476

RESOLUTION NO. 2014 –

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

*** * ***

**RE-ALLOCATING \$90,000 IN NEW MEASURE A FUNDS TO THE
SAN MATEO COUNTY TRANSIT DISTRICT FOR THE MOBILITY MANAGEMENT PLAN**

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

WHEREAS, the 2004 Transportation Expenditure Plan designates four percent of the New Measure A revenues to fund Local Shuttle projects; and

WHEREAS, the TA, at its September 2013 meeting, allocated \$100,000 of Program Management and Planning funds to the San Mateo County Transit District (District) to support the provision of a shuttle technical assistance program for entities seeking funds to operate new or existing shuttles as part of the Fiscal Years (FY) 2015 and 2016 San Mateo County Shuttle Program Call for Projects (CFP) process, which is now closed; and

WHEREAS, SamTrans is preparing the Mobility Management Plan (MMP) to improve the delivery of non-fixed route services that are intended to complement SamTrans fixed-route bus service, including community and commuter shuttles, in partnership with the TA, the City/County Association of Governments of San Mateo County and the Peninsula Traffic Congestion Relief Alliance; and

WHEREAS, the Executive Director recommends the TA re-allocate an unspent balance of \$90,000 in Program Management and Planning funds from the SamTrans

shuttle technical assistance program to help underwrite the cost of a component of the SamTrans Mobility Management Plan (MMP) addressing how community and commuter shuttle services should be planned and implemented in the county, which is consistent with and further implements the policy goals of the San Mateo County Shuttle Business Practices Guidebook.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby re-allocates a total of \$90,000 of Program Management and Planning funds in FY2015 to the San Mateo County Transit District from the shuttle technical assistance program for the preparation of a component of the SamTrans Mobility Management Plan addressing how community and commuter shuttle services should be planned and implemented in the county; and

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

Regularly passed and adopted this 7th day of August, 2014, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: 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

Strategic Growth Council

On July 10th the Strategic Growth Council provided an overview of the Affordable Housing and Sustainable Communities (AHSC) Program which will receive \$130 million in the Fiscal Year (FY) 2014-15 budget cycle, and will annually receive 20 percent of Cap and Trade revenues beginning in FY2015-16. Half of the 20 percent will go towards affordable housing.

Projects eligible for funding under the AHSC program include intermodal affordable housing projects that support infill and compact development, transit-oriented developments, complete streets and active transportation projects, agriculture land protection strategies, and Sustainable Community Strategies implementation plans.

The program development timeline is as follows:

- August 2014 – Three public workshops on guideline development
- Early October 2014 – Draft guidelines presented to the Council
- October 2014 – Three public workshops on draft guidelines
- December 2014 – Final guidelines presented to Council for Approval
- January 2015 – Funding solicitation released
- April 2015 – Applications due
- June 2015 – Awards announced

Citing limited expertise in administering grant programs and staff constraints, the Council delegated the housing, transportation and infrastructure components of the program to the Department of Housing and Community Development and the

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
AB 26 Bonilla D Construction: Prevailing Wage	7/3/14 SEN Floor	This bill would revise the definition of "construction" to also include work performed during the post-construction phases of construction, including, but not limited to, all cleanup work at the jobsite. Last amended 6/16/14	
AB 194 Campos D Open meetings: actions for violations	7/3/14 SEN Floor	This bill amends the Ralph M. Brown Act (Brown Act) on the right to give public comment during open meetings, and clarifies that the legislative body of a local agency shall not prevent public criticism or comments, as defined. Last amended 7/1/2014	
AB 418 Mullin D Local Government: Special Taxes & Fees	7/3/14 ASM Floor- Inactive File	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. Last amended 2/10/14	
AB 515 Dickinson D Environmental quality: California Environmental Quality Act: writ of mandate	6/15/14 SEN E.Q.	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. This bill would require the peremptory writ of mandate to specify the time by which the public agency is to make an initial return of the peremptory writ of mandate containing specified information. Because a public agency would be required to file an initial return of the peremptory writ of mandate, this bill would impose a state-mandated local program. The bill would require the trial court, to the extent feasible, to issue a determination indicating whether the actions specified in the initial return and any subsequent return are adequate to comply with the peremptory writ of mandate within 30 days of the filing of the return. Last amended 3/17/2014	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 1193 Ting D</p> <p>Bikeways</p>	<p>SEN Approps Set for Hearing on 8/4/14</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. 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 revise these provisions to require the department, in cooperation with local agencies, to establish minimum safety design criteria for each type of bikeway with consideration for the safety of vulnerable populations, as specified, and would require the department to publish the new criteria by January 1, 2016. The bill would authorize a local agency to utilize other minimum safety criteria if adopted by resolution at a public meeting, as specified. Last amended 7/1/2014</p>	
<p>AB 1447 Waldron R</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: traffic synchronization</p>	<p>SEN Approps Set for Hearing on 8/4/14</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. Last amended 7/1/2014</p>	<p>Support</p>
<p>AB 1720 Bloom D</p> <p>Vehicles: bus gross weight</p>	<p>7/3/14 Assembly Floor- Concurren e in Senate amends</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 and would also, until January 1, 2016, authorize a transit system to procure a transit bus that exceeds 20,500 pounds if it is incorporating a new fleet class expansion. Last amended 6/10/14</p>	<p>Support</p>

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 2013 Muratsuchi D</p> <p>Vehicles: high-occupancy vehicle lanes</p>	<p>7/3/2014 SEN Floor</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 70,000.</p> <p>Last amended 6/12/2014</p>	
<p>AB 2021 Gordon D</p> <p>San Mateo County Transit District</p>	<p>6/30/14 SEN Approps</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, if it has not contracted with a 3rd party to conduct its labor compliance program and requests and receives approval of the Department of Industrial Relations, as specified. Last amended 3/17/14</p>	<p>Support</p>
<p>AB 2046 Gomez D</p> <p>JPA Financing</p>	<p>SEN Approps Set for Hearing on 8/4/14</p>	<p>Authorizes California joint powers authorities (JPAs), until 2021, to issue bonds and enter into loan agreements to finance or refinance private projects located outside this state. Last amended 7/1/14</p>	

SMCTA Bill Matrix – August

Measure	Status	Bill Summary	Position
<p>AB 2050 Quirk D</p> <p>California Global Warming Solutions Act of 2006: scoping plan: advisory panel</p>	<p>SEN Approps Set for Hearing on 8/4/14</p>	<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, 2019, 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, 2019, 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, 2019, would establish the Scoping Plan Advisory Committee, 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. Last amended 6/30/2014</p>	
<p>AB 2090 Fong D</p> <p>High-occupancy toll lanes: Santa Clara County</p>	<p>7/3/14 SEN Floor</p>	<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. Last amended on 3/27/2014</p>	<p>Support</p>
<p>AB 2119 Stone D</p> <p>Local taxes: transactions and use taxes</p>	<p>7/9/14 Enrolled to the Governor</p>	<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. Last amended on 5/14/14</p>	

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Measure	Status	Bill Summary	Position
AB 2170 Mullin D JPA: common powers	7/3/14 SEN Floor	<p>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.</p> <p>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, assessment or tax, as specified.</p> <p>Last amended on 6/17/14</p>	
AB 2197 Mullin D Vehicles: temporary license plates	5/23/14 ASM Approps- Held in committee	<p>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. Last amended 4/23/14</p>	
AB 2250 Daly D Toll facilities: revenues	SEN Approps Set for Hearing on 8/4/14	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Existing law, in certain cases, provides for the toll facilities to be administered by local agencies.</p> <p>This bill would require that any tolls generated from a managed lane on the state highway system that is administered by a local agency to be expended only within the respective corridor in which the managed lane is located. The bill would define "managed lane" for these purposes. Last amended 6/26/14</p>	
AB 2355 Levine D Local agencies: streets and highways: recycled materials.	6/30/14 SEN Approps- Suspense File	<p>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. Last amended 6/11/14</p>	

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Measure	Status	Bill Summary	Position
<p>AB 2389 Campos D</p> <p>Safe routes to school</p>	<p>Chaptered by the Secretary of State, Chapter 116, Statutes of 2014</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. Last amended on 7/2/14</p>	
<p>AB 2445 Chau D</p> <p>Community colleges: transportation fees</p>	<p>Chaptered by the Secretary of State, Chapter 63, Statutes of 2014</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>Support</p>
<p>AB 2471 Frazier D</p> <p>Public contracts: change orders</p>	<p>SEN Approps Set for Hearing on 8/4/14</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 to the work in a public works contract awarded to the lowest bidder, to issue a change order promptly, and no later than 60 days after the extra work is complete and a specified agreement is reached. The bill would, if this requirement is not met, make the public entity liable to the original contractor for the completed extra work in accordance with any provisions for change order work that may be contained in the public works contract.</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. Last amended 6/30/14</p>	<p>Oppose</p>

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Measure	Status	Bill Summary	Position
<p>AB 2707 Chau D</p> <p>Bike Racks</p>	<p>7/3/14 ASM Floor- Concurren e in Senate amends</p>	<p>Authorizes transit buses of no more than 40 feet in length to be equipped with a front-mounted bicycle rack that extends up to 40 inches from the front body of the bus when fully deployed rather than the 36 inches allowed under current law, and limits the handlebars of a bicycle that is being transported on such a rack from extending more than 46 inches from the front of the bus rather than the 42 inches allowed under current law. Last amended 5/22/14</p>	
<p>AB 2720 Ting D</p> <p>State agencies: meetings: record of action taken</p>	<p>6/10/14 SEN 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. Last amended 4/2/14</p>	
<p>SB 674 Corbett D</p> <p>CEQA: residential infill projects</p>	<p>6/25/14 ASM Local Govt</p>	<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. Last amended 1/6/14</p>	
<p>SB 785 Wolk D</p> <p>Design-build</p>	<p>7/3/14 SEN Approps</p>	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined; to use the design-build procurement process for specified public works. The bill would authorize the Marin Healthcare District to use the design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at the Marin General Hospital.</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>	<p>Support if amended</p>

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Measure	Status	Bill Summary	Position
SB 792 DeSaulnier D Regional Entities: Bay Area	7/2/14 ASM Floor	This bill requires the San Francisco Bay Areas joint policy committee to complete an analysis of common functions and identify opportunities to save costs, reduce redundancies, and further the goals of the member agencies of the Metropolitan Transportation Commission (MTC). It also requires MTC 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. Last amended 5/19/14	
SB 962 Leno D Advanced Mobile Communicatio n Devices	7/3/14 ASM Floor	Requires smartphones manufactured after July 1, 2015, and sold in California to contain a technological solution at the time of sale that will render the essential features of the smartphone inoperable when not in the possession of the authorized user, and also provides a civil penalty for violations and limits retail liability if the solution is circumvented. Last amended on 7/1/14	Support
SB 969 DeSaulnier D Public works	7/2/14- ASM Approps- Suspense File	This bill would require an agency that administers a transportation project with costs exceeding \$1 billion to establish a peer review group and comprehensive risk management plan, as specified. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$2,500,000,000. 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. The bill would require the agency administering a megaproject to make available to the public via its Internet Web site a list of all engineers in responsible charge of work related to the megaproject, and their qualifications. Last amended 6/11/14	Oppose
SB 1064 Hill D PUC: railroads & natural gas pipelines	5/12/14 ASM U & C	<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. Last amended 4/8/14</p>	

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Measure	Status	Bill Summary	Position
SB 1077 DeSaulnier D Vehicles: vehicle-miles- traveled charges	6/25/14 ASM Approps	This bill would establish a Mileage-Based Fee (MBF) Task Force within the California Transportation Commission, as specified. The bill would require the task force to study MBF alternatives to the gas tax and to make recommendations to the Department of Transportation and the commission on the design of a pilot program, as specified. The bill would also authorize the task force to make recommendations on the criteria to be used to evaluate the pilot program. The bill would require the task force to consult with specified entities and to consider certain factors in carrying out its duties. The bill would require the Transportation Agency, based on the recommendations of the task force, to develop and implement a pilot program by January 1, 2016, to identify and evaluate issues related to the potential implementation of a MBF program in California. The bill would require the agency to prepare and submit a report of its findings to the task force, the commission, and the appropriate fiscal and policy committees of the Legislature by no later than June 30, 2017, as specified. The bill would also require the commission to include its recommendations regarding the pilot program in its annual report to the Legislature, as specified. The bill would repeal these provisions on January 1, 2018. Last amended 6/25/14	Support
SB 1151 Cannella R School Zone Fines	6/23/14 ASM Approps	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. Last amended 6/23/14	Support
SB 1183 DeSaulnier D Bicycle tax	6/25/14 ASM Approps	This bill would authorize a city, county, or regional park district to impose and collect a vehicle registration surcharge of up to \$5 on vehicles registered in its jurisdiction to fund local bicycle infrastructure and maintenance. The bill would limit to 5% the amount of net revenues that may be used by the local agency for its administrative expenses in implementing these provisions. The bill would require a local agency that imposes the \$5 surcharge to submit an annual fiscal year-end report to the Legislature that includes, among other things, the total net revenues received and expended during the previous fiscal year and a summary of the infrastructure and projects funded by the surcharge. Last amended 6/25/2014	Support
SB 1204 Lara D California Clean Truck Bus, & Off-Road Vehicle Program	6/18/14 ASM Approps	Creates a new program to be administered by the California Air Resources Board (ARB) and funded with cap and trade revenues to develop zero- and near-zero emission truck, bus, and off-road vehicle and equipment technologies and related projects. Last amended 6/18/14	

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Measure	Status	Bill Summary	Position
SB 1298 Hernandez D High-occupancy toll lanes	6/24/14 ASM Approps	This bill would remove specified limitations on the state high-occupancy toll (HOT) lane program, thereby authorizing any regional transportation agency to apply to the California Transportation Commission (CTC) to develop and operate HOT lanes. The bill would also delete the January 15, 2015 sunset on the authority for the Los Angeles County Metropolitan Transportation Authority (MTA) to operate HOT lanes on State Highway Routes (SR) 10 and 110 in Los Angeles County, and revise and recast those provisions. Last amended 6/17/14	
SB 1350 Lara D Baby Diaper Changing Stations	6/24/14 ASM Approps	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. Last amended 5/5/14	
SB 1368 Wolk D State highways: relinquishment	6/24/14 ASM Approps	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. This bill would also authorize the CTC to relinquish a park-and-ride lot to a transit district or joint powers authority formed for purposes of providing transportation services in the manner described above. Last amended 6/16/14	Support
SB 1433 Hill D Transit design-build contracts	6/24/14 ASM Approps	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.	Support
SCA 4 Liu D Sales Tax Measure Thresholds	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. Last amended 8/28/13	Support if amended

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Measure	Status	Bill Summary	Position
SCA 8 Corbett D 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. Last amended 5/21/13	Support
SCA 9 Corbett D 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. Last amended 5/21/13	
SCA 11 Hancock D 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. Last amended 5/21/13	