



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

January 8, 2015 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Swearing-in:
 - Rosanne Foust (South County Representative)
 - Carole Groom (Board of Supervisors Representative)
 - Karyl Matsumoto (SamTrans Representative)
 - Terry Nagel (Central County Representative)
 - Mary Ann Nihart (Cities-at-Large Representative)
3. Call to Order/Roll Call
4. Election of 2015 Officers
5. Report of the Citizens Advisory Committee
6. Consent Calendar MOTION

Members of the public or Board may request that an item under the Consent Calendar be considered separately

 - a. Approval of Minutes of December 4, 2014
 - b. Acceptance of Statement of Revenues and Expenditures for November 2014
7. Public Comment
Public comment by each individual speaker shall be limited to one minute
8. Chairperson's Report
9. San Mateo County Transit District Liaison Report – Meeting of January 7, 2015 INFORMATIONAL
10. Joint Powers Board Report INFORMATIONAL
11. Report of the Executive Director INFORMATIONAL

12. Finance
 - a. Authorize Approval and Allocation of \$94,182 in New Measure A Local Shuttle Program Funds for Fiscal Years 2015 and 2016 to the Peninsula Traffic Congestion Relief Alliance for the Bayshore Technology Park Shuttle RESOLUTION
 - b. Authorize Execution of a Quitclaim Deed to Release TA's Interest of Property Located in Redwood City in Return for a Payment of \$1,795,000 RESOLUTION
 - c. Request by the City of South San Francisco for Measure A Funds for Caltrain Station Improvements INFORMATIONAL
13. Program
 - a. Program Report: Shuttle Program Status INFORMATIONAL
 - b. Update on State and Federal Legislative Program INFORMATIONAL
14. Requests from the Authority
15. Written Communications to the Authority
16. Report of Legal Counsel
17. Date/Time of Next Meeting: Thursday, February 5, 2015, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070
18. 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 DECEMBER 4, 2014

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

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

Chair Karyl Matsumoto called the meeting to order at 5:08 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of December 2, 2014 (see attached).

APPROVAL OF CONSENT CALENDAR

- a) Approval of Minutes of November 6, 2014
- b) Acceptance of Statement of Revenues and Expenditures for Fiscal Year Ending June 2014 (Unaudited)
- c) Acceptance of Statement of Revenues and Expenditures for October 2014

Motion/Second: Canepa/Horsley

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

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

Resolution of Appreciation for Legal Counsel David J. Miller

Motion/Second: Foust/Groom

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

The Board thanked Mr. Miller for his service and friendship.

Public Comment

Jim Bigelow, Redwood City-San Mateo County Chamber of Commerce, said he witnessed Mr. Miller's work in many venues, including the acquisition of the right of way, and many other difficult projects. He said the TA is blessed to have Mr. Miller. On behalf of the business community, he thanked Mr. Miller for all he has done.

Michael Scanlon, Executive Director, said a plaque will be installed at the Redwood City Caltrain Station in recognition of Mr. Miller's work, specifically for the acquisition of the right of way.

Mr. Miller said it has been a privilege to serve in this county and to serve the boards.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – KARYL MATSUMOTO

The report is in the Reading File.

JOINT POWERS BOARD (JPB) REPORT

Mr. Scanlon reported:

- Key Caltrain Performance Statistics October 2014 compared to October 2013
 - Monthly Performance Statistics:
 - Total Ridership was 1,699,129, an increase of 18.3 percent.
 - Average Weekday Ridership (AWR) was 61,673, an increase of 19.2 percent.
 - Total Revenue was \$7,649,147, an increase of 24.2 percent.
 - On-time Performance (OTP) was 89.8 percent, a decrease of 2.4 percent.
 - Caltrain Shuttle Ridership was 8,246, an increase of 21.2 percent. This percentage is artificially high due to miscounts last year.
 - Year-to-Date Performance Statistics:
 - Total Ridership was 6,520,585, an increase of 12.6 percent.
 - AWR was 60,591, an increase of 12.8 percent.
 - Total Revenue was \$29,194,566, an increase of 14 percent.
 - OTP was 91.6 percent, an increase of 0.5 percent.
 - Caltrain Shuttle Ridership was 8,901, an increase of 28.2 percent. This percentage is artificially high due to miscounts last year.
- Special Service
 - Upcoming Levi's Stadium events include the Pac-12 College Football Championship game December 5 and the Foster Farms College Bowl December 30.
 - The Holiday Train will be December 6 and 7.
 - A Sunday service will run Christmas Day.
 - Four extra trains will run New Year's Eve, leaving San Francisco every 30 minutes starting around 12:45 a.m.
 - The Freedom Train will run Martin Luther King Jr. Day, January 19.
- Work gets underway this month on the San Mateo Bridges Replacement Project.
- Staff is working with Santa Clara Valley Transportation Authority (VTA) on the light-rail expansion, which requires a major shift of the Caltrain main line.
- The Board:
 - Accepted the Statement of Revenues and Expenses for Fiscal Year (FY) Ending June 2014 (Unaudited)
 - Accepted the Statement of Revenues and Expenses for October 2014
 - Authorized Entering into a 10-Year Lease Agreement with Maverick Jack's, LLC for the Use of the Former Broadway Station Building at 1190 California Drive in Burlingame as a Restaurant
 - Authorized an Amendment to Citizens Advisory Committee Bylaws to Change How a Quorum is Defined
 - Presented a Resolution of Appreciation to Legal Counsel David J. Miller
 - Appointed a Nominating Committee for 2015 Officers
 - Received a Presentation on the Peninsula Corridor Electrification Project Final Environmental Impact Report (FEIR) Release

- Authorized the Adoption of the Disadvantaged Business Enterprise Goal of 5.2 Percent for the Peninsula Corridor Electrification Project
- Authorized Approval to Exercise Option 2 Phase 4 with Parsons Transportation Group for the Communications-based Overlay Signal System/Positive Train Control System Integration, Testing, Training Commissioning, Final System Acceptance and Warranty in the Amount of \$32,809,927
- Authorized Programming of \$5,398,033 in Federal Transit Administration Formula Funds for the Caltrain Modernization Program and Rolling Stock State of Good Repair Project and Commit \$1,349,509 in Local Matching Funds
- Authorized Amendment to Increase the FY2015 Caltrain Capital Budget in the Amount of \$10 Million for the Rail Car Capacity Expansion Project and Approval of the Asset Purchase Agreement, Storage Agreement and \$1 Million Deposit with Southern California Regional Rail Authority
- Authorize Award of Contract to Disney Construction, Inc. in the Total Amount of \$8,393,333 for the San Francisco Roadway Bridges Replacement Project
- Authorize Award of Contracts to PFM Asset Management LLC and U.S. Bank to Provide Investment Management and Custodial Services for a Three-Year Base Term
- Received the Capital Projects Quarterly Status Report – 1st Quarter FY2015

Rita Haskin, Executive Officer, Customer Service and Marketing, said planning is underway for the next generation of Clipper. The current contract with Cubic expires in 2019 and the system is already outdated. Transit agencies have been working to figure out what they want out of the system. Some people don't find Clipper convenient, and can't afford the monthly pass. A public input survey has been launched at futureofclipper.com. There will be a two-year procurement and two-year implementation. A much better system will go live in 2019.

Director Rosanne Foust asked if there is a 30-day window for any lawsuit that might be brought for the certification of the EIR. Mr. Miller said yes, there is a 30-day statute of limitations. He said there are legal defenses the JPB will use if there is a lawsuit. One is on the theory of Federal preemption; Caltrain is subject to the jurisdiction of the Surface Transportation Board (STB) as an interstate carrier. There is a growing body of case law and STB decisional law asserting that Federal law preempts State law, and as a consequence any compliance with California Environmental Quality Act be wholly voluntary and not compulsory.

Chair Matsumoto asked if people will go back to driving cars since gas is getting cheaper. Mr. Scanlon said if the electrification project goes through as planned, ridership will be doubled in 10 to 12 years. Millennials seem to prefer public transportation, and transit-oriented development is the only way communities will be sustainable.

Director David Canepa asked when the new cars are coming online. Mr. Scanlon said there is funding for 75 percent of the fleet to be replaced with Electric Multiple Units. He said a Request for Proposals (RFP) for new vehicles will go out in March.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The Highway 101 ramp metering began on the northbound side north of Route 92 on November 18. Ramp metering south of Route 92 has been operational since 2007. There are meters on 18 on-ramps. Metering is on during peak periods, defined as 6 a.m. to 10 a.m. and 3 p.m. to 8 p.m. The California State Department of Transportation will be monitoring the traffic conditions to make adjustments as necessary.
- The Highway 101/Woodside Interchange Program scoping period for the environmental document was launched November 20. Comments will be accepted through December 20. The TA allocated \$3.4 million for the environmental phase of the project, which is expected to be completed by early 2016.

FINANCE

Authorize Award of Contracts to PFM Asset Management LLC and U.S. Bank to Provide Investment Management and Custodial Services for a Three-Year Base Term

Gigi Harrington, Deputy CEO, said this was a competitive procurement. The custodial services portion is new and required by new Dodd-Frank rules. If there were no custodial services, an auditor would need to conduct a yearly review of the portfolio. The CAC submitted written questions about these contracts and staff will be meeting with the CAC to answer them. She said this procurement was highly competitive and the evaluation committee selected PFM. She said this is consistent with the existing procurement practices.

Director Foust asked what precipitated this change. Ms. Harrington said the five-year contract with Sun Trust expired and a staff went through a typical RFP process.

Director Foust asked who was on the ranking committee. Ms. Harrington said internal staff members: the manager of Budgets, the manager of Treasury, and one other manager.

Director Terry Nagel said a statement should be on the website stating how impartial the process is.

Chair Matsumoto suggested an expert from outside the agency should be on the evaluation committee. Ms. Harrington said frequently that is done, but this time staff was unable to find someone who was available in the time period of the evaluation.

Public Comment

Jim Whittemore, CAC member, said he asked to get a consolidated schedule of when contracts will be renewed or approved so the CAC would know when items were coming up, particularly on investment management. He said many deadlines are not being met. He said he was told the reason the TA continued with the current portfolio

manager in the past was because of his expertise. Mr. Whittemore said, he needed more information than what was in the staff report in order to feel comfortable supporting this contract and do his due diligence. He said the main thing he wanted to know was how much this cost.

Ms. Harrington said she will work with the CAC on any remaining questions.

Mr. Scanlon said when a contract expires, the agency is required by its own procurement policy and by Federal and other laws to conduct a competitive procurement. The incumbent investment manager did not win the contract.

Director Foust asked for an update on the staff meeting with the CAC on this topic at the next Board meeting.

Motion/Second: Foust/Nagel

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

Authorize Reallocation of \$500,000 Originally Allocated to the City of Menlo Park for the Environmental Phase of the Highway 101/Willow Interchange Project Be Reallocated to Project Support During Subsequent Phases of Work

Joe Hurley, Director, TA Program, said this Board allocated \$500,000 to the city of Menlo Park for the Environmental Phase of the Highway 101/Willow Interchange Project. The process was completed without the need for the \$500,000. Menlo Park is now asking to use that funding for subsequent phases of the project.

Public Comment

Jim Bigelow, Menlo Park Chamber of Commerce, said the community and businesses around Belle Haven were suffering, and the Menlo Park council picked an alternative that was environmentally cleared. The council is committed to this project because it minimizes the right of way impacts.

Motion/Second: Horsley/Canepa

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

PROGRAM

Authorize Approval of the Transportation Authority Strategic Plan 2014-2019

April Chan, Executive Officer, Planning and Development, presented:

- Purpose of the Strategic Plan (Plan) is to set policy framework and guiding principles for:
 - Funding prioritization and evaluation criteria used for the selection of projects
 - Procedures for sponsors to initiate and implement projects
- Plan development process:
 - June-August
 - Looked at past Plan accomplishments
 - Reviewed demographic and travel data
 - Assessed financial outlook for the next five years
 - Conducted stakeholder outreach

- October 2 – Draft Plan framework to the Board
- October 10 – Draft Plan released and 30-day public comment period began
- November – Plan finalized with public input
- December 4 – Board adoption of final Plan
- Comments and responses from the public outreach period:
 - Included all relevant stakeholders in efforts to solve transportation issues. The TA continues to coordinate with key stakeholders in countywide transportation planning efforts.
 - Support for inclusion of Complete Streets in project selection criteria, expanded to Local Street and Transportation Program (LSTP). Cities and the county are required by the State to plan for Complete Streets, and sponsors have discretion on LSTP project selection.
- Three percent of Measure A for Pedestrian/Bicycle Program is insufficient. The three percent share is governed by the Transportation Expenditure Plan. Sponsors can apply for other grants to supplement Measure A funds.
- Concerns expressed about the Calera Parkway Highway Project proceeding. Project specific concerns are outside the purview of the Plan.
- Next steps:
 - Continue the competitive program funding calls.
 - Better align the timing of Measure A calls based on external grant cycles and project needs.
 - Develop a Capital Improvement Plan for large competitive capital programs.
 - Coordinate with key stakeholders on countywide transportation planning efforts.
 - Include Complete Streets and Sustainability in project selection criteria.
 - Require sponsor coordination with the TA to determine entities best suited to deliver projects as part of the application process.
 - Debt financing to be considered when appropriate to advance projects.
 - Explore and develop metrics to determine if programs and projects meet Measure A goals.

Director Don Horsley asked how population growth is projected. Ms. Chan said a consultant worked with the Association of Bay Area Governments (ABAG) to collect the demographics data. She said this data was collected to see whether the job, population and transportation growth would require the project selection process to be changed.

Mr. Horsley asked why it accelerated from 7 percent growth in one period of time to 17 percent in another period. Director Foust said there are four or five factors, including birth rate and housing units that predict growth rates.

Director Nagel asked what traffic volumes increasing on highway segments will mean for the county. Ms. Chan said Measure A is for funding multiple modes, including highways, roadways and transit. The TA should look at what other things there are that will need funding based on the predicted demographics changes, but it still has to take care of the existing roadways.

Director Nagel said she hears about a need for east-west connections and that is not in the Plan. Ms. Chan said the TA can look at the countywide transportation efforts because they will reveal the types of projects that should be coming online when the Calls for Projects go out.

Motion/Second: Canepa/Horsley

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

Update on State and Federal Legislative Program

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

State Update

Assemblyman Kevin Mullin (D-San Mateo) has been named Speaker Pro Tem of the Assembly. Assemblyman Jim Frazier (D-Oakley) has been named chair of the Assembly Transportation Committee. Senator Jim Beall (D-San Jose) will chair the Senate Transportation Committee. Cap and Trade is primed for more movement as 60 percent of those funds have been organized into categories that will be ongoing through the life of the program, and 40 percent can be used to supplement programs that would benefit transportation and infrastructure improvements that are already set up. He said the fuels sector of Cap and Trade revenue will come online in the next fiscal year and it will be a huge bump because all of the oil producers and refineries will be buying credits to offset their emissions. Senator Fran Pavley (D-Agoura Hills) has introduced a bill to extend Cap and Trade permanently. The current bill expires in 2020.

Federal Update

None

Capital Projects Quarterly Status Report – 1st Quarter Fiscal Year 2015

Chair Matsumoto said some of the residents in Pacifica do not understand the TA's role in the Calera Parkway Project. Mark Simon, Executive Officer, Public Affairs, said the next step is for the Pacifica City Council to vote on whether they want to proceed with the project. There is a lawsuit pending against it so that has made the council reluctant to take a position. Until that happens, the TA has not been formally asked to fund the project. The TA is not advocating for the project, but is waiting for the city of Pacifica to tell the TA what they want to do.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

DATE AND PLACE OF NEXT MEETING

January 8, 2015 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

Director Carole Groom asked that the meeting be adjourned in memory of former TA CAC member Daniel Mensing. She said despite having multiple sclerosis for many years, Mr. Mensing worked hard, fought hard, was very creative and very smart, and had a loving family.

REPORT OF LEGAL COUNSEL

Mr. Miller said the Board will meet in closed session on a matter of existing litigation.

Meeting adjourned to closed session at 6:42 p.m.

Reconvened at 6:57 p.m.

Conference with Legal Counsel – Existing Litigation (Government Code §54956.9(a)):
San Mateo County v. Robert Wadell and Angela Bramble (San Mateo Superior Court
Case No. 522021)

Mr. Miller said the Board has approved a process by which this case will be disposed of through an independent appraisal process and the matter will come back to the Board at a future date.

The meeting was adjourned at 6:58 p.m. in memory of Daniel Mensing.

TA CAC Chair's Report

December 4, 2014

Good afternoon Madam Chair and Board members,

We began our CAC meeting this past Tuesday on a happy note, with a very pleasant surprise, by not only receiving warm holiday greetings, but also a big box of chocolates, as well, from TA Board Chair Karyl Matsumoto, with the request that they be used for dessert at our Holiday Dinner that was held later that evening.

The CAC appreciated both the holiday gift and the thoughtfulness of Chairperson Matsumoto in giving it to us and has asked me to extend their heartfelt thanks for that warm holiday gesture, and most importantly, that the candy was delicious!

As far as our order of business that evening, I have the following to report from the December 2nd meeting of the CAC:

(TA Item 4a) The CAC reviewed the TA Board's Minutes of November 6, 2014, without questions or comments.

(TA Item 4b) The CAC supported the Board's Acceptance of the Statement of Revenues and Expenditures for the period ending June 2014 (Unaudited).

(TA Item 4c) The CAC supported the Board's Acceptance of the Statement of Revenues and Expenditures for the period ending October 30, 2014, without questions or comments.

(TA Item 10a) On this particular item, the CAC had a number of questions, primarily focusing on what was perceived to be missing information that would be helpful if not necessary for the Board to make an informed decision on this item. Questions pertained to items such as: cost comparison between the current and proposed contract, the need to change the investment advisory, the procurement process and strategies to insure a smooth transition.

Due to this quandary, the CAC failed to support the Awarding of the Contract to PFM Asset Management LLC and US Bank to Provide Investment Management and Custodial Services. Staff noted the questions and concerns articulated by the CAC and committed to providing answers and additional information to allow for the Board to make a more informed decision.

This afternoon the TA CAC did receive supplemental information and responses to questions raised and I understand that these questions and answers are included in your reading file.

(TA Item 10b) The CAC supported the Authorization for the Reallocation of \$500,000 Originally Allocated for the Environmental Phase of the Highway 101/Willow Interchange Project to Project Support During Subsequent Phases of Work, without questions or comments.

(TA Item 11a) After receiving a "high level" review of the Strategic Plan by Joel Slavit, Manager, Programming and Monitoring, which was followed by a robust Q and A session, the CAC voted to support the Authorization for the Approval of the Transportation Authority's Strategic Plan for the new period 2014-2019.

(TA Item 11b) The CAC received a brief update on both State and Legislative news from Schweta Bhatnagar, Government Affairs Officer, focusing on the results of the recent November elections and the potential impact of legislative membership changes on matters pertaining to both public transportation and transit issues.

(TA Item 11c) Joe Hurley, TA Program Director, gave the CAC a brief overview of the current statuses of various projects in the Capital Projects Quarterly Status Report for the 1st Quarter Fiscal Year 2015. This was for informational purposes only. No action by the CAC was required.

In my own Chair's Report to the CAC, I advised the following:

1. I appointed a Nominating Committee for the Selection of next year's Chair of the CAC. The members of the Nominating Committee are CAC members April Vargas, Jim Bigelow and John Fox. All members of the CAC interested in running for leadership of the CAC have been advised to contact our CAC secretary, Josh Averill, who, in turn, will let the Nominating Committee know of their interest in running for either Chair or Vice Chair.

2. I reminded the CAC that comments on the MTC's recently released Draft 2015 Public Participation Program are due to be submitted to the MTC by 4pm on Monday, January 12, 2015. Comments can be either emailed to info@mtc.ca.gov or sent to Public Information, MTC, Metro Center, 101 8th Street, Oakland, CA 94607. The final Commission Action on Draft PPP is due to be accomplished by 2/25/2015, or in April 2015, if a second comment period is necessary.

3. The Caltrain Holiday Train, presented by the Silicon Valley Community Center, will be rolling down the tracks from San Francisco to Santa Clara this coming Saturday, December 5 and Sunday, December 6. It's due to visit nine Caltrain stations. Each stop will be for 20 minutes where Santa and Mrs. Claus and Frosty the Snowman will exit the train and people can join in singing with on-board carolers and a Salvation Army Brass Band. Prior to the arrival of the trains, families can enjoy live entertainment at

each of the Holiday Train station stops. Food trucks will be onsite in Menlo Park, Santa Clara, Mountain View and Sunnyvale.

4. This week the Caltrain board was scheduled to review at its meeting this morning the final Environmental Impact Report for electrification. The EIR is scheduled to be certified at the January board meeting. Additionally, the board was due to receive reports this morning on what efforts Caltrain and High Speed Rail are making regarding compatible platform heights, with the goal of more service to Transbay Terminal, which would, reportedly, mean more ridership overall.

5. On behalf of the CAC I expressed to Josh Averill, our CAC secretary, how much we appreciated his body of work for us throughout the year and thanked him for doing such a fine job. Additionally, the CAC also highly praised our staff liaison, Joe Hurley, for being the best staff liaison any committee could have. The CAC applauded both gentlemen for a job well done!

6. And, lastly on a very sad note, I advised the CAC that there will be a Memorial Service for our former CAC member, Daniel Mensing, who due to failing health, departed from our committee one year ago this month. The services will be held on Saturday, December 13 at 1pm at Bethany Lutheran Church, 1095 Cloud Ave, in Menlo Park. In lieu of flowers, it is requested that donations be made in Daniel's name to either Bethany Lutheran Church or the National Multiple Sclerosis Society. (We adjourned our meeting that evening in Daniel's honor.)

In Joe's report to the CAC, he advised us that there will be a meeting with the residents of the Pedro Point neighborhood in Pacifica this evening concerning the traffic issues involved with the San Pedro Creek Project. In concluding his report, Joe expressed his continuing appreciation for the due diligence that the CAC has displayed in their work for the San Mateo County Transportation Authority and how much he has enjoyed in working with us. .

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 NOVEMBER 30, 2014**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$32,998,661- line 7) is **better** than staff projections by \$2,945,261 or 9.8 percent. *Interest Income* (\$1,165,825 – line 2) is \$210,925 or 22.1 percent **better** than projections due to higher than budgeted returns.

Total Revenue (\$32,998,661 - line 7) is \$3,927,291 or 10.6 percent **worse** than prior year performance mainly due to an unbudgeted recovery payout from the Lehman Brothers bankruptcy received in the prior year. *Sales Tax* (\$31,334,600 - line 1) is \$2,580,367 or 9 percent **better**, offset by *Interest Income* (\$1,165,825 - line 2) which is \$141,196 or 10.8 percent **worse** than prior year and *Rental Income* (\$498,236- line 4) which is \$14,524 or 2.8 percent **worse**.

Expenditures: *Total Administrative Expenses* (\$463,994 - line 22) is **better** than staff projections by \$24,244 or 5 percent. Within total administrative expenses, *Staff Support* (\$239,032 - line 18) is \$61,397 or 20.4 percent **better** than staff projections. *Other Admin Expense* (\$224,962 – line 20) is **worse** than staff projections by \$40,128 or 21.7 percent due to additional insurance expense. Staff will come back mid-year and request an adjustment to this line item in the budget.

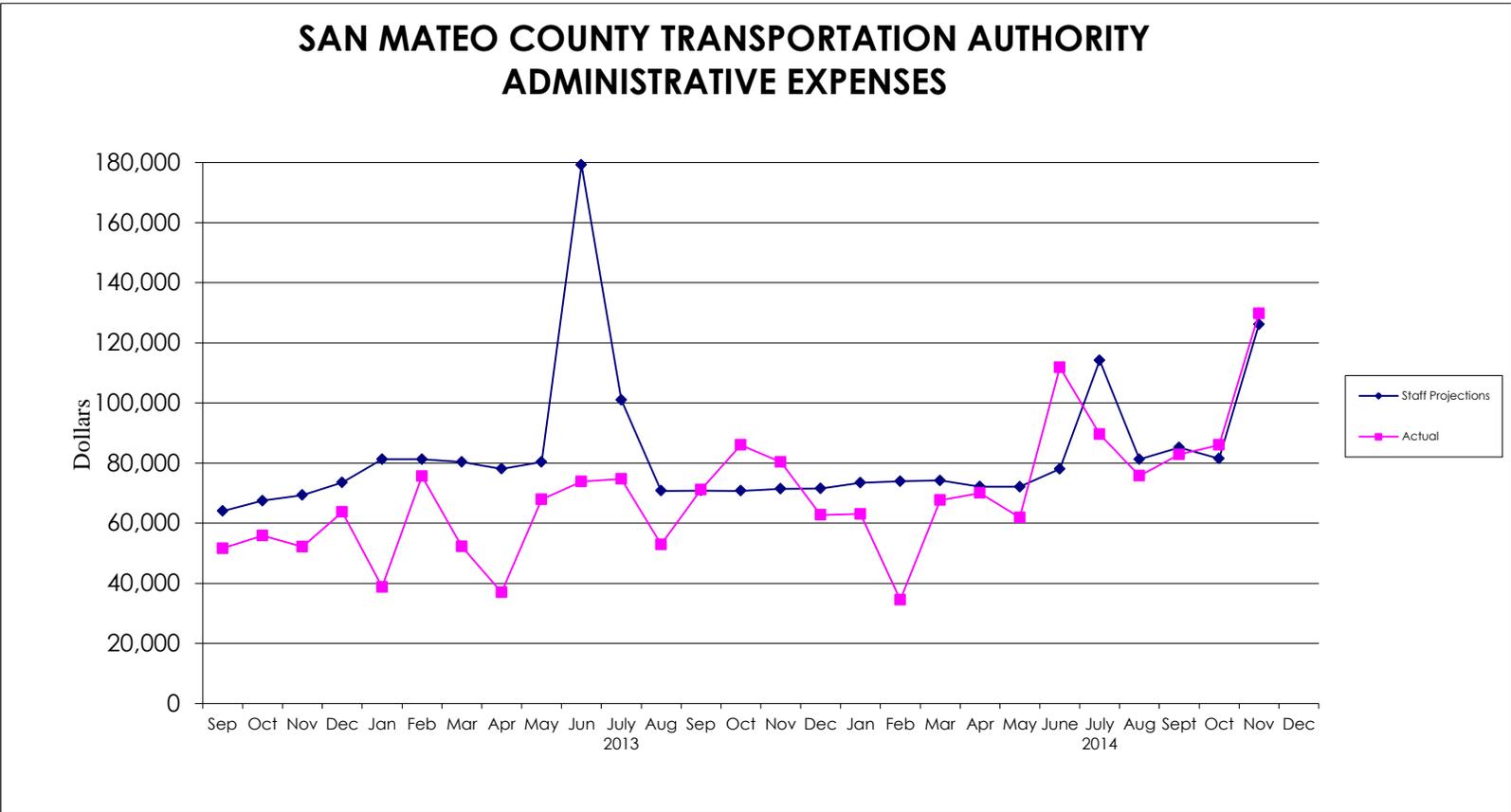
Budget Amendment: There are no budget revisions for the month of November 2014.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2015
November 2014

% OF YEAR ELAPSED: 41.7%

	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	6,918,800	28,754,233	31,334,600	28,600,000	109.6%	72,000,000	72,000,000	39.7%
2 Interest Income	266,262	1,307,021	1,165,825	954,900	122.1%	2,284,610	2,284,610	41.8%
3 Miscellaneous Income	0	6,319,505	0	0	0.0%	0	0	0.0%
4 Rental Income	100,276	512,760	498,236	498,500	99.9%	1,203,300	1,203,300	41.4%
5 Grant Proceeds	0	32,433	0	0	0.0%	0	0	0.0%
6								
7 TOTAL REVENUE	7,285,338	36,925,952	32,998,661	30,053,400	109.8%	75,487,910	75,487,910	43.7%
8								
9 EXPENDITURES:								
10								
11 Annual Allocations	2,525,362	10,495,295	11,437,129	10,439,000	109.6%	26,280,000	26,280,000	43.5%
12								
13 Program Expenditures	2,244,309	15,191,285	12,080,847	16,546,625	73.0%	39,712,000	39,712,000	30.4%
14								
15 Oversight	67,956	426,847	251,276	493,750	50.9%	1,185,000	1,185,000	21.2%
16								
17 Administrative								
18 Staff Support	55,856	237,658	239,032	300,429	79.6%	706,634	686,634	34.8%
19 Measure A Info-Others	-	143	-	2,975	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	73,862	127,442	224,962	184,834	121.7%	313,520	333,520	67.5%
21								
22 Total Administrative	129,718	365,244	463,994	488,238	95.0%	1,036,654	1,036,654	44.8%
23								
24 TOTAL EXPENDITURES	4,967,345	26,478,672	24,233,246 (1)	27,967,613	86.6%	68,213,654	68,213,654	35.5%
25								
26 EXCESS (DEFICIT)	2,317,993	10,447,281	8,765,415	2,085,787		7,274,256	7,274,256	
27								
28 BEGINNING FUND BALANCE	Not Applicable	445,209,646	459,220,186	401,849,379		401,849,379	401,849,379	
29								
30 ENDING FUND BALANCE	Not Applicable	455,656,927	467,985,601 (2)	403,935,166		409,123,635	409,123,635	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		278,993					286,900,375	
35 Current Committed Fund Balance		330,880,783 (3)					68,213,654	
36 Undesignated Cash & Net Receivable		136,825,825					(24,233,246) (1)	
37 Total		<u>467,985,601 (2)</u>					<u>330,880,783 (3)</u>	
38								
39								
40								
41 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
42 against the annual budget. When comparing it to the amounts shown in the								
43 "% of PROJ" 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, 2014.								
47 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
48								
49								
50								
51								
52								
53								
54								
55								

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Current Year Data

	Jul 14	Aug '14	Sep '14	Oct '14	Nov '14	Dec '14	Jan '15	Feb '15	Mar '15	Apr '15	May '15	Jun '15
MONTHLY EXPENSES												
Staff Projections	114,189	81,282	85,162	81,511	126,094							
Actual	89,611	75,787	82,854	86,024	129,718							
CUMULATIVE EXPENSES												
Staff Projections	114,189	195,471	280,633	362,144	488,238							
Actual	89,611	165,398	248,252	334,276	463,994							
Variance-F(U)	24,578	30,073	32,381	27,868	24,244							
Variance %	21.52%	15.38%	11.54%	7.70%	4.97%							



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF NOVEMBER 30, 2014

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.680%	\$ 256,155,118	\$ 256,155,118
Local Agency Investment Fund	**	Liquid Cash	0.261%	\$ 23,346,735	\$ 23,346,735
Investment Portfolio	***	Liquid Cash	0.583%	\$ 168,792,804	\$ 168,999,443
Other		Liquid Cash	0.000%	\$ 278,993	\$ 278,993
				<u>\$ 448,573,650</u>	<u>\$ 448,780,289</u>

Accrued Earnings for November, 2014	\$ 266,261.96
Cumulative Earnings FY2015	\$ 1,166,374.96

* County Pool average yield for the month ending November 30, 2014 was 0.800%. As of November, 2014 the amortized cost of the Total Pool was \$3,729,887,878.31 and the fair market value per San Mateo County Treasurer's Office was \$3,742,613,814.90.

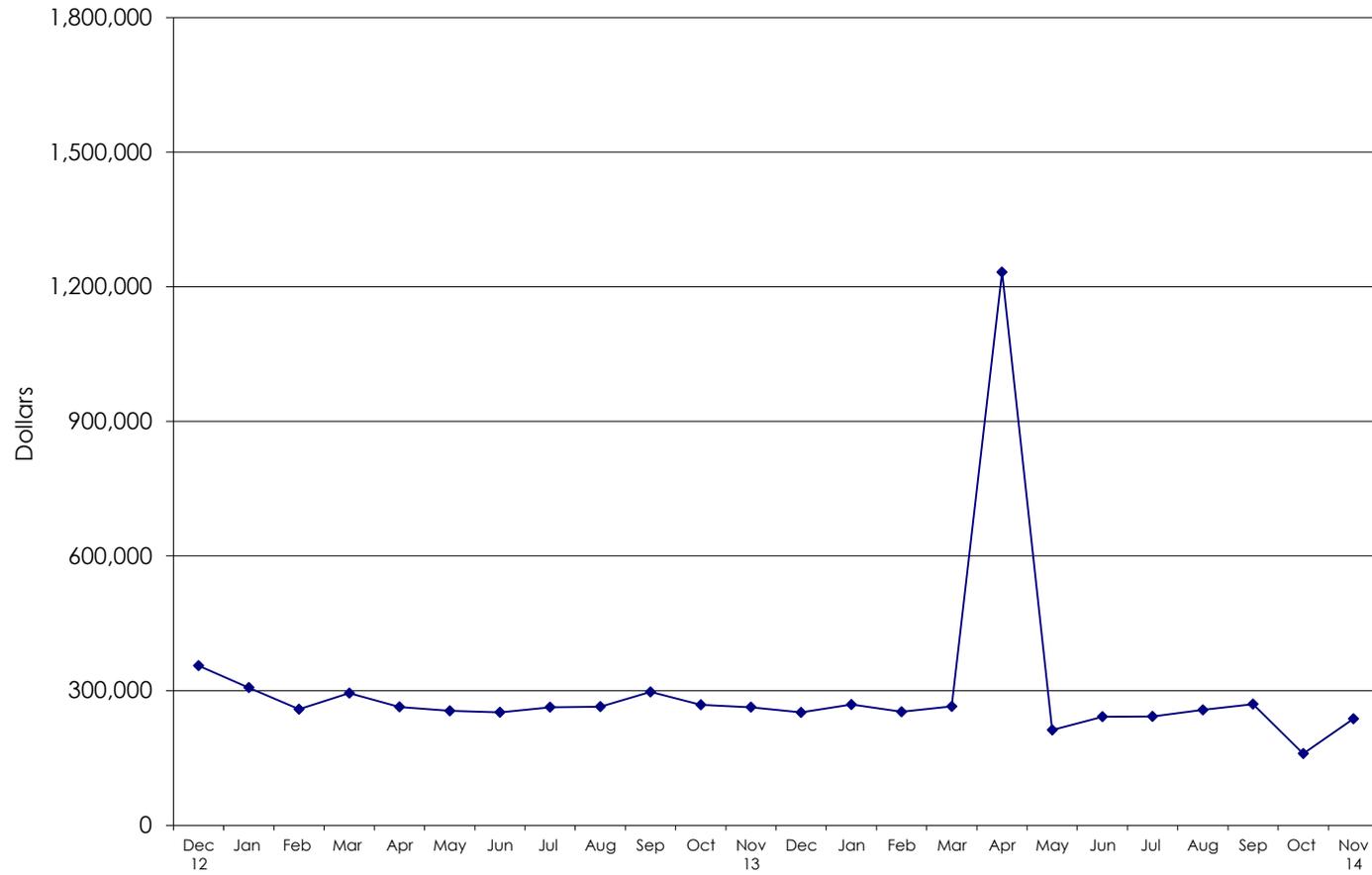
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

*** 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
NOVEMBER 2014**

FY2015	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	242,490.89	242,490.89
AUGUST	256,957.94	499,448.83
SEPTEMBER	270,061.65	769,510.48
OCTOBER	159,455.01	928,965.49
NOVEMBER	237,409.47	1,166,374.96
DECEMBER		1,166,374.96
JANUARY		1,166,374.96
FEBRUARY		1,166,374.96
MARCH		1,166,374.96
APRIL		1,166,374.96
MAY		1,166,374.96
JUNE		1,166,374.96

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
November 30, 2014

DESCRIPTION	TOTAL INVESTMENT 11-30-14	INTEREST RECEIVABLE 10-31-14	PREPAID INT RECEIVABLE 10-31-14	INTEREST EARNED 11-30-14	INTEREST RECEIVED 11-30-14	ADJ.	INTEREST RECEIVABLE 11-30-14
LAIF	23,346,735.16	3,098.97	0.00	5,175.30	0.00	(12,960.12)	(4,685.85)
COUNTY POOL	256,155,117.99	148,080.49	0.00	146,242.73		*	294,323.22
BANK OF AMERICA	264,932.33	0.00	0.00				0.00
WELLS FARGO	14,061.00	0.00	0.00				0.00
INVESTMENT PORTFOLIO	168,792,803.76	197,321.37	6,603.26	86,844.08	59,375.00	(852.68)	230,541.03
	<u>448,573,650.24</u>	<u>348,500.83</u>	<u>6,603.26</u>	<u>238,262.11</u>	<u>59,375.00</u>	<u>(13,812.80)</u>	<u>520,178.40</u>

NOVEMBER 2014 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	11/30/14	237,409.43
Add:		
Less:		
Management Fees		(7,460.82)
Amortized Premium/Discount		(12,444.91)
Capital Gain(Loss)		0.00
Total Interest & Capital Gain(Loss)		<u>217,503.70</u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,166,374.96
Add:	
Less:	
Management Fees	(36,708.16)
Amortized Premium/Discount	(61,910.97)
Capital Gain(Loss)	(550.04)
Total Interest	<u>1,067,205.79</u>

Balance Per Ledger as of	11/30/14	
Exp. Acct. 530011 - Amort Prem/Disc		(61,910.97)
Management Fees (530040)		(36,708.16)
Int Acct. 409100 - Co. Pool		704,142.57
Int Acct. 409100 - LAIF		20,068.29
Int Acct. 409101 - Portfolio Funds		442,164.10
Gain(Loss) Acct. 405210		(550.04)
		<u>1,067,205.79</u>

* Interest adjustment due to misunderstanding of instructions from San Mateo County regarding rate to be used. Pools combined from 3 (FY14) to 1 (FY15)

INVESTMENT PORTFOLIO
November 30, 2014

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	APPL DAY	APPL DAYS	INTEREST	PREPAID	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED	VALUE					REC'VBLE	INT REC'VBLE	EARNED			REC'VBLE	LESS PREPAID	
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	15,034,050.00	11-15-15	0.375%	156.2500	30	25,985.06		4,687.50	28,125.00	(61.37)	2,486.19	2,486.19	15,000,000
US TREASURY NOTE	912828VL1	12-19-13	25,057,734.38	20,025,000.00	25,121,000.00	07-15-16	0.625%	434.0278	30	46,280.57		13,020.83		(283.06)	59,018.34	59,018.34	25,000,000
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	12,042,240.00	10-15-16	0.625%	208.3333	31	3,502.75		6,458.33		(277.01)	9,684.07	9,684.07	12,000,000
US TREASURY NOTE	912828WX4	8/27/14	17,998,593.75		18,052,020.00	07-31-16	0.500%	250.0000	30	22,744.57	6,603.26	7,500.00		(163.05)	30,081.52	23,478.26	18,000,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	10,030,500.00	11-15-16	0.625%	173.6111	30	28,872.28		5,208.33	31,250.00	(68.18)	2,762.43	2,762.43	10,000,000
				(22,968.75)													35.25%
U.S. GOVERNMENT AGENCIES																	
FNMA	31398A4M1	09-13-13	10,221,000.00	10,244,600.00	10,125,700.00	10-26-15	1.625%	451.39	30	2,256.94		13,541.67			15,798.61	15,798.61	10,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,947,600.00	10,004,200.00	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	4,396,933.80	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	15,091,248.70	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	9,998,800.00	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	15,029,550.00	08-26-16	0.625%	260.4167	30	16,927.08		7,812.50			24,739.58	24,739.58	15,000,000
																	64.75%
COLLATERIZED MORTGAGE OBLIGATIONS																	
CASH INVESTMENT																	
TOTAL			<u>168,792,803.76</u>	<u>145,374,693.35</u>	<u>168,999,442.50</u>					<u>203,924.63</u>	<u>6,603.26</u>	<u>86,844.08</u>	<u>59,375.00</u>	<u>(852.68)</u>	<u>230,541.03</u>	<u>223,937.77</u>	<u>168,465,001.00</u>

16-Dec-14

Weighted Average Interest Rate 0.6171%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2014 & FY2015
 NOVEMBER 2014

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Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2014:						
1st Quarter	16,550,000	16,550,000	1st Quarter	19,083,485	2,533,485	19,083,485
2nd Quarter	17,525,000	17,525,000	2nd Quarter	20,600,946	3,075,946	20,600,946
3rd Quarter	17,380,000	19,252,500	3rd Quarter	18,013,666	(1,238,834)	18,013,666
4th Quarter	16,545,000	18,672,500	4th Quarter	19,927,668	1,255,168	19,927,668
FY2014 Total	68,000,000	72,000,000	FY2014 Total	77,625,765	5,625,765	77,625,765
FY2015:						
Jul. 14	5,250,000		Sep. 14	6,020,400	770,400	6,020,400 (1)
Aug. 14	5,250,000		Oct. 14	6,020,400	770,400	6,020,400 (1)
Sep. 14	6,650,000		Nov. 14	7,843,800	1,193,800	7,843,800 (1)
3 Months Total	17,150,000			19,884,600	2,734,600	19,884,600
Oct. 14	5,725,000		Dec. 14			5,725,000 (1)
Nov. 14	5,725,000		Jan. 15			5,725,000 (1)
Dec. 14	6,955,000		Feb. 15			6,955,000
6 Months Total	35,555,000			19,884,600	2,734,600	38,289,600
Jan. 15	5,400,000		Mar. 15			5,400,000
Feb. 15	5,400,000		Apr. 15			5,400,000
Mar. 15	6,700,000		May 15			6,700,000
9 Months Total	53,055,000			19,884,600	2,734,600	55,789,600
Apr. 15	6,115,000		Jun. 15			6,115,000
May 15	6,215,000		Jul. 15			6,215,000
Jun. 15	6,615,000		Aug. 15			6,615,000
FY2015 Total	72,000,000		FY2015 Total	19,884,600	2,734,600	74,734,600
	19,884,600		1st Quarter			
	11,450,000		2nd Quarter			
			3rd Quarter			
			4th Quarter			
	<u>31,334,600</u>		YTD Actual Per Statement of Revenue & Expenses			
			(1) Includes Accrual for Quarterly Adjustment			

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

	<u>11/30/2014</u>
Cash -- Bank of America Checking Account	264,932.33
Cash -- Wells Fargo Lockbox Account	14,061.00
LAIF	23,346,735.16
County Pool	256,155,117.99
Investment Portfolio	168,792,803.76
	<hr/>
Total	<u><u>448,573,650.24</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
November 2014

Unit	Ref	Name	Date	Amount	Method	Description
SMCTA	000970	MATSUMOTO, KARYL M.	11/10/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000971	GROOM, CAROLE	11/10/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000972	NAGEL, TERRY	11/10/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000973	HORSLEY, DONALD	11/10/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000974	CANEPA, DAVID	11/10/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000975	PENINSULA CORRIDOR JOINT POWERS BOARD	11/24/2014	1,273,003.77	WIR	Capital Programs ⁽¹⁾
SMCTA	003852	ATKINS NORTH AMERICA, INC	11/3/2014	23,795.92	CHK	Consultants
SMCTA	003853	DMJM HARRIS/MARK THOMAS JV	11/3/2014	34,885.09	CHK	Consultants
SMCTA	003854	ENVIRONMENTAL CHEMICAL CORPORATION	11/3/2014	63,099.09	CHK	Capital Programs ⁽²⁾
SMCTA	003855	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	11/3/2014	15,532.25	CHK	Legal Services
SMCTA	003856	JACOBS ENGINEERING GROUP INC.	11/3/2014	7,515.30	CHK	Consultants
SMCTA	003857	MILLER STARR REGALLIA	11/3/2014	7,748.75	CHK	Capital Programs ⁽²⁾
SMCTA	003858	PENINSULA TRAFFIC CONGESTION RELIEF	11/3/2014	212,500.00	CHK	Capital Programs ⁽³⁾
SMCTA	003859	SAN MATEO COUNTY TAX COLLECTOR	11/3/2014	385.08	CHK	Property Taxes
SMCTA	003859	SAN MATEO COUNTY TAX COLLECTOR	11/3/2014	3,830.00	CHK	Capital Programs ⁽²⁾
SMCTA	003860	URS CORPORATION	11/3/2014	9,365.67	CHK	Consultants
SMCTA	003861	CDM SMITH, INC.	11/10/2014	18,947.84	CHK	Consultants
SMCTA	003862	GREEN CARPET LANDSCAPING	11/10/2014	10,710.00	CHK	Capital Programs ⁽⁴⁾
SMCTA	003863	HARRIS ELECTRIC	11/10/2014	3,798.00	CHK	Capital Programs ⁽⁴⁾
SMCTA	003864	JACOBS ENGINEERING GROUP INC.	11/10/2014	253.00	CHK	Consultants
SMCTA	003865	KHOURI CONSULTING	11/10/2014	3,500.00	CHK	Legislative Advocate
SMCTA	003866	METROPOLITAN TRANSPORTATION COMMISSION	11/10/2014	3,128.60	CHK	Capital Programs ⁽⁴⁾
SMCTA	003867	PATRIDGE, NAOMI	11/10/2014	100.00	CHK	Board of Directors Compensation
SMCTA	003868	CITY OF PACIFICA	11/17/2014	553,441.76	CHK	Capital Programs ⁽⁵⁾
SMCTA	003869	URS CORPORATION	11/17/2014	12,077.05	CHK	Consultants
SMCTA	003870	HNTB CORPORATION	11/24/2014	7,053.38	CHK	Consultants
SMCTA	003871	TIETJEN, BRENT	11/24/2014	18.85	CHK	Miscellaneous
SMCTA	003872	URS CORPORATION	11/24/2014	27,475.98	CHK	Consultants

- (1) Grade Sep - San Bruno \$993,896.98; Downtown Extension \$4,054.63; CBOSS/PTC Project \$53,084.69; Caltrain Electrification \$173,075.45; Boarding Platform Impr-Atherton \$43,681.39; 25th Ave Grade Separation \$5,210.63.
- (2) 101 Interchange to Broadway
- (3) ACR Countywide TDM Prgm
- (4) Dumbarton Maintenance of Way
- (5) San Pedro Creek/Rte 1 Bridge Repair

**AGENDA ITEM # 9
JANUARY 8, 2015**

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TO: Transportation Authority

FROM: Karyl Matsumoto
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF JANUARY 7, 2015**

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

Prepared By: Josh Averill

650-508-6223

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

Gigi Harrington
Deputy CEO

SUBJECT: **APPROVAL OF THE PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE'S
BAYSHORE TECHNOLOGY PARK SHUTTLE APPLICATION AND PROGRAM
AND ALLOCATE NEW MEASURE A FUNDS FROM THE LOCAL SHUTTLE
PROGRAM FOR FISCAL YEARS 2015 AND 2016**

ACTION

Staff recommends the Board:

1. Approve the Peninsula Traffic Congestion Relief Alliance (Alliance) funding application for the Bayshore Technology Park Shuttle.
2. Program and allocate a total of \$94,182 in New Measure A Local Shuttle Program funds for Fiscal Years (FY) 2015 and 2016 for the shuttle.
3. Authorize the Executive Director or his designee to execute separate agreements with the Alliance and the City/County Association of Governments of San Mateo County (C/CAG), and any other necessary documents to allocate the subject funding.

SIGNIFICANCE

The San Mateo County Transportation Authority (TA) approved the programming and allocation of New Measure A Local Shuttle Program funds as part of the joint TA-C/CAG San Mateo County Shuttle Program Call for Projects (CFP) at its May 2014 meeting. The TA deferred taking action on the Alliance's Bayshore Technology Park shuttle (Redwood Shores) pending further coordination of the proposed service with the Caltrain Bridge Park shuttle to address concerns regarding service overlap. The required coordination has taken place and adjustments to both shuttle routes have been made. The addition of the Bayshore Technology Park shuttle at this time will also better accommodate demand as ridership has increased significantly on the Caltrain Bridge Park shuttle and it is now at capacity.

The Alliance has submitted a revised application for the programming and allocation of \$94,182 to help fund 18 months of shuttle service, from January 2015 through June 2016. The previous request, in the amount of \$125,218, was to help fund two years of shuttle

service. The revised application has been reviewed by shuttle evaluation panel staff and is now recommended for funding.

BUDGET IMPACT

The total cost of the Bayshore Technology Park shuttle is \$188,364. The Alliance's request for \$94,182 from the San Mateo County Shuttle Program is to be funded by the TA with New Measure A Local Shuttle Program funds, and matched with \$94,182 of private employer funds. The TA will also be entering into a funding agreement with C/CAG, so that the TA is reimbursed up to \$38,000 for C/CAG's share of funding from the San Mateo County Shuttle Program. There are sufficient Measure A funds budgeted in the FY2015 budget to accommodate this request.

BACKGROUND

The TA and C/CAG issued a joint Shuttle Program CFP in 2014, to allow for the coordinated award of up to \$7 million available for FY2015 and FY2016. The \$7 million is composed of \$6 million, or 85.71 percent, in Measure A funds and \$1 million, or 14.29 percent, in C/CAG's Local Congestion Relief Program funds. A joint evaluation process resulted in 32 shuttles recommended for \$6.6 million in total funding, which was approved by both the TA and C/CAG.

For purposes of efficiency, shuttle sponsors enter into funding agreements with either the TA or C/CAG, but not both agencies. The TA is contributing the larger share of funding for this project. The TA will be entering into a funding agreement with the Alliance to fund the Bayshore Technology Park Shuttle with New Measure A Local Shuttle Program funds. In order to maintain the proportionate fund contribution ratio between the TA and C/CAG for the shuttle program, the TA will need to enter into a separate funding agreement with C/CAG to facilitate C/CAG's reimbursement to the TA for C/CAG's remaining share of the program.

An updated list of shuttles funded from the joint shuttle CFP, including the proposed Bayshore Technology Shuttle, with amounts allocated from both the TA and C/CAG, is provided in Exhibit A. The remaining balance of unallocated New Measure A Local Shuttle Program funds will be rolled into the next shuttle CFP, to be held in 2016.

Prepared by: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

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

Sponsor	Shuttle Name	Primary Service Area	New or Existing	Service Type	Total Cost	Requested Allocation	Proposed Fund Source	Total Matching Funds	Percent Matching Funds	Private Sector Match
Alliance	North Foster City	Foster City	Existing	Commuter	\$429,318	\$160,994	Measure A	\$268,324	63%	yes, 25%
Alliance	South San Francisco BART	South San Francisco	Existing	Commuter	\$897,991	\$224,498	Measure A	\$673,493	75%	yes, 32%
Alliance	Seaport Centre Caltrain	Redwood City	Existing	Commuter	\$227,896	\$113,948	Measure A	\$113,948	50%	yes, 50%
Alliance	North Burlingame	Burlingame	Existing	Commuter	\$244,355	\$122,177	Measure A	\$122,178	50%	yes, 50%
Alliance	Brisbane/Crocker Park BART/Caltrain	Brisbane	Existing	Commuter/Community	\$775,335	\$465,201	Measure A	\$310,134	40%	yes, 20%
Alliance	Redwood City Midpoint Caltrain	Redwood City	Existing	Commuter	\$232,547	\$174,410	Measure A	\$58,137	25%	yes, 25%
Alliance	Centennial Towers	South San Francisco	Existing	Commuter	\$232,548	\$116,274	Measure A	\$116,274	50%	yes, 50%
Alliance	South San Francisco Caltrain	South San Francisco	Existing	Commuter	\$511,604	\$383,703	Measure A	\$127,901	25%	yes, 25%
Alliance	South San Francisco Ferry	South San Francisco	Existing	Commuter	\$429,319	\$279,057	Measure A	\$150,262	35%	yes, 10%
Alliance	Bayshore Technology Park	Redwood Shores	New	Commuter	\$188,364	\$94,182	Measure A	\$94,182	50%	yes, 50%
East Palo Alto	East Palo Alto Caltrain	East Palo Alto	New	Commuter/Community	\$662,760	\$489,268	Measure A	\$173,492	26%	no
Foster City	Foster City Mid-day	Foster City	New	Community	\$380,000	\$285,000	Measure A	\$95,000	25%	no
JPB	Sierra Point	South San Francisco	Existing	Commuter	\$309,000	\$46,300	Measure A	\$262,700	85%	yes, 68%
JPB	Genentech/Gateway - Main	South San Francisco	Existing	Commuter	\$510,800	\$92,000	Measure A	\$418,800	82%	yes, 82%
JPB	Bayside/Burlingame	Burlingame	Existing	Commuter	\$218,700	\$131,200	Measure A	\$87,500	40%	yes, 25%
JPB	Lincoln Centre	San Mateo/Foster City	Existing	Commuter	\$293,000	\$175,800	Measure A	\$117,200	40%	yes, 25%
JPB	Mariners Island	San Mateo/Foster City	Existing	Commuter	\$293,000	\$175,800	Measure A	\$117,200	40%	yes, 25%
JPB	Pacific Shores	Redwood City	Existing	Commuter	\$376,800	\$226,100	Measure A	\$150,700	40%	yes, 25%
JPB	Bridge Park	Redwood Shores	Existing	Commuter	\$293,000	\$175,800	Measure A	\$117,200	40%	yes, 25%
JPB	Broadway/Millbrae	Burlingame	Existing	Commuter	\$264,400	\$198,400	Measure A	\$66,000	25%	no
JPB	Electronic Arts	Redwood Shores	Existing	Commuter	\$309,900	\$124,000	Measure A	\$185,900	60%	yes, 50%
JPB	Campus Drive	San Mateo	Existing	Commuter	\$237,000	\$142,200	Measure A	\$94,800	40%	yes, 25%
JPB	Oracle	Redwood Shores	Existing	Commuter	\$376,800	\$226,100	Measure A	\$150,700	40%	yes, 25%
JPB	Clipper	Redwood Shores	Existing	Commuter	\$246,100	\$147,700	Measure A	\$98,400	40%	yes, 25%
JPB	Belmont/Hillsdale	Belmont	Existing	Commuter	\$218,700	\$164,100	Measure A	\$54,600	25%	no
JPB	Bayshore/Brisbane	Brisbane/Daly City	Existing	Commuter/Community	\$455,600	\$341,700	Measure A	\$113,900	25%	no
JPB	Norfolk	San Mateo	Existing	Commuter	\$237,000	\$142,200	Measure A	\$94,800	40%	yes, 25%
Menlo Park	Willow Road	Menlo Park	Existing	Commuter	\$339,505	\$254,112	C/CAG	\$85,393	25%	yes, 4%
Menlo Park	Marsh Road	Menlo Park	Existing	Commuter	\$330,846	\$248,001	C/CAG	\$82,845	25%	yes, 4%
Menlo Park	Mid-day	Menlo Park	Existing	Community	\$448,875	\$337,313	C/CAG	\$111,562	25%	yes, 8%
Menlo Park	Shoppers	Menlo Park	Existing	Community	\$111,795	\$83,840	C/CAG	\$27,955	25%	yes, 10%
Pacifica	Pacifica Weekend Community	Pacifica	Existing	Community	\$140,600	\$105,450	Measure A	\$35,150	25%	yes, 11%
South San Francisco	South San Francisco East-West Community	South San Francisco	New	Commuter/Community	\$376,045	\$282,034	Measure A	\$94,011	25%	no

Subtotals:	\$11,599,503	\$6,728,862	\$4,870,641	42%
TA Measure A Local Shuttle Program Allocation:		\$5,805,596		
C/CAG Local Transportation Services Shuttle Program Allocation:		\$923,266		
Total TA-C/CAG Shuttle Funding Allocation:		\$6,728,862		
Total Funding Available for FY2015 & 2016 shuttle Call for Projects:		\$7,000,000		

RESOLUTION NO. 2015 –

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

* * *

**APPROVING THE PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE'S SHUTTLE
FUNDING APPLICATION AND PROGRAMMING AND ALLOCATING
\$94,182 IN NEW MEASURE A FUNDS FROM THE
LOCAL SHUTTLE PROGRAM CATEGORY FOR FISCAL YEARS 2015 AND 2016**

WHEREAS, on June 7, 1988, 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 4 percent of the New Measure A revenues to fund Local Shuttle projects; and

WHEREAS, the TA and City/County Association of Governments of San Mateo County (C/CAG) issued a joint competitive call for projects to allow for the coordinated award of up to \$6 million from the TA and up to \$1 million from C/CAG for the San Mateo County Shuttle Program for Fiscal Years (FY) 2015 and 2016; and

WHEREAS, a total of 32 shuttles were funded and a deferred funding recommendation was made for the Peninsula Traffic Congestion Relief Alliance's (Alliance) Bayshore Technology Shuttle, pending further coordination of the route with the Caltrain Bridge Park Shuttle; and

WHEREAS, the Alliance has since submitted a revised application for the Bayshore Technology Park Shuttle; and

WHEREAS, the TA-C/CAG evaluation panel has reviewed the Alliance's revised application; and

WHEREAS, staff recommends that the Board of Directors approve the Alliance's revised application for funding for the Bayshore Technology Park Shuttle in Fiscal Years 2015 and 2016; and

WHEREAS, staff recommends that the Board authorize the programming and allocation of a total of \$94,182 in New Measure A Local Shuttle Program Category funds for FY2015 and FY2016 for the Alliance's Bayshore Technology Park Shuttle; and

WHEREAS, staff also recommends that the TA enter into an agreement with C/CAG to enable the TA to be reimbursed for C/CAG's remaining proportionate contribution toward the shuttle program.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby approves the Alliance's revised application for funding for the Bayshore Technology Park Shuttle; and

BE IT FURTHER RESOLVED that the Board of Directors hereby programs and allocates a total of \$94,182 in FY2015 and FY2016 from the Local Shuttle Program for the Bayshore Technology Park Shuttle; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to execute agreements with the Alliance and C/CAG and to take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 8th day of January, 2015 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: **AUTHORIZE EXECUTING A QUITCLAIM DEED IN FAVOR OF THE CITY OF REDWOOD CITY TO RELEASE THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY'S INTEREST IN REAL PROPERTY IN CONSIDERATION OF PAYMENT IN THE AMOUNT OF \$1.795 MILLION AND RETENTION OF ACCESS EASEMENT**

ACTION

Staff proposes the San Mateo County Transportation Authority (TA) authorize the Executive Director to execute a Quitclaim Deed to release the TA's interest in 11,968 square feet of property located in Redwood City, near Jefferson Avenue (Property), in return for a payment of \$1.795 million (less closing costs) to the TA.

SIGNIFICANCE

Release of the TA's interest in the Property will enable the development of a 175-unit housing project on the Property and other surrounding property, and will provide a fair market return to the TA, which participated in the original purchase of the Property. Staff has determined that the sale price is fair and equitable to the TA and within the range of fair market value for similar property.

BUDGET IMPACT

The funds received from the sale will be transferred to the TA, as required in the Development Agreement for the Jefferson Avenue Grade Separation Project (Agreement) and as more particularly described below.

BACKGROUND

As authorized by TA Resolution No. 1994-12, on July 29, 1994, the TA, the San Mateo County Transit District (District), and the city of Redwood City (City) entered into the Agreement. Under the terms of the Agreement, the City assumed responsibility for all components of the Jefferson Avenue Grade Separation Project (Project), including, but not limited to property acquisition, and the TA funded a portion of the Project's costs.

The Agreement identified the Property as land that was anticipated to be excess after construction of the Project. The Agreement also called for title to the Property to be held jointly by the District and the City and for any funds derived from the sale of the Property in the future to be split equally between the City and the TA.

The City is working with a developer on a transit-oriented development project for construction of approximately 175 residential units on the Property and on other surrounding property owned by the developer. Staff has worked with the District and the Peninsula Corridor Joint Powers Board (JPB) to determine that the Property is not needed to support any current or anticipated future transit needs, but recommends that the District obtain an easement over a portion of the Property for use by the JPB to support railroad maintenance and construction activities.

The City commissioned an appraisal of the Property, which valued the Property at \$3.59 million, half of which (less closing costs) will be paid to the TA as set forth in the Agreement.

The District approved the resale of its interest in the property at its November 2014 meeting. As part of the transaction, the District will be granted an access easement, which will allow the District and JPB access across a portion of the Property to support railroad maintenance and construction activities.

Prepared By: Brian Fitzpatrick, Manager, Real Estate and Property
Development

650.508.7781



EXHIBIT A

NOTE: FOR ILLUSTRATION PURPOSES ONLY, NOT TO SCALE

RESOLUTION NO. 2015 –

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

* * *

**AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A QUITCLAIM DEED
IN FAVOR OF THE CITY OF REDWOOD CITY TO RELEASE THE SAN MATEO COUNTY
TRANSPORTATION AUTHORITY'S INTEREST IN REAL PROPERTY IN CONSIDERATION
OF PAYMENT IN THE AMOUNT OF \$1.795 MILLION AND GRANT OF AN ACCESS EASEMENT**

WHEREAS, as authorized by San Mateo County Transportation Authority (TA) Resolution No. 1994-12, on July 29, 1994, the San Mateo County Transit District (District), the city of Redwood City (City) and the TA entered into a Development Agreement for the Jefferson Avenue Grade Separation Project (Agreement); and

WHEREAS, under the terms of the Agreement, the City assumed responsibility for all components of the Jefferson Avenue Grade Separation Project (Project), including, but not limited to property acquisition, partial funding for which was provided by the TA; and

WHEREAS, the Agreement identified certain property as likely being excess following construction of the Project (Property), called for title to the Property to be held jointly by the District and the City and required that any funds derived from the future sale of the Property be split equally between the City and the TA; and

WHEREAS, the City is working with a developer on a transit-oriented development project for construction of approximately 175 residential units on the Property and on other surrounding property owned by the developer; and

WHEREAS, staff has determined the Property is not needed to support any current or anticipated future transit needs, but recommends the District obtain an access

easement over a portion of the Property to support railroad maintenance and construction activities; and

WHEREAS, the City commissioned an appraisal of the Property, which valued the Property at \$3.59 million, half of which (after closing costs) will be paid to the TA as set forth in the Agreement; and

WHEREAS, staff recommends that the TA authorize the Executive Director to release its interest in the Property by executing a Quitclaim Deed in favor of the City, subject to above conditions.

NOW, THEREFORE, BE IT RESOLVED that the TA hereby authorizes the Executive Director to execute a Quitclaim Deed in favor of the city of Redwood City, pursuant to the terms and conditions set forth above, and to take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 8th day of January, 2015 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: **REQUEST BY THE CITY OF SOUTH SAN FRANCISCO FOR MEASURE A FUNDS
FOR CALTRAIN STATION IMPROVEMENTS**

ACTION

The item is for information only. At a later meeting, staff will seek Board action on a request for funds to improve the South San Francisco Caltrain Station, contingent on a formal commitment by the South San Francisco City Council to provide matching funds for the project.

SIGNIFICANCE

The city of South San Francisco (City) has submitted a request for \$49.1 million in Measure A funds for the South San Francisco Caltrain Station Improvement project (Project), a \$59 million project. The City proposes to provide \$5.9 million toward the Project. The City's request is included as Attachment A. The Project will improve station safety and disabled access and is supported by the Peninsula Corridor Joint Powers Board (JPB). It is included in the Caltrain Short-Range Transit Plan (SRTP).

The South San Francisco station is one of four remaining Caltrain stations (along with Atherton, Broadway, and College Park) that are subject to a safety precaution and operational constraint known as the "hold-out rule." This rule applies when platform configurations require passengers to cross train tracks to board their trains, such as with a center platform. Under the hold-out rule, when a train is in the station, another train is prohibited from entering the station. The San Mateo County Transportation Authority (TA) Board has previously allocated funds for design and engineering for the removal of the hold-out rule at the South San Francisco station.

Based on the final design, the South San Francisco Project would provide a new platform and track configuration to allow for elimination of the hold-out rule, allow for longer trains, and include the construction of a new pedestrian underpass connecting the west and east sides of the City, allowing for safe and convenient passage.

The Project is consistent with the City's Downtown Station Area plan, and the proposed improvements would support the City's planned economic development in the vicinity of the South San Francisco station.

Justification for the Special Circumstance Request

Staff has evaluated the above request in accordance with the Special Circumstance criteria for advancing funds, as provided for in the New Measure A Strategic Plan. The criteria include: 1) urgency and 2) impact to the Measure A Program.

The Project would meet the urgency criteria, including consideration for needed safety improvements, possible loss of funds, and significant cost savings.

Prior to Caltrain's issuance of the Peninsula Corridor Electrification Project (PCEP) Request for Proposals (RFP), scheduled for February 2015, coordination with other potential capital projects along the Caltrain right of way is necessary to ensure the PCEP infrastructure construction schedule would not be impacted. The City will need to assure Caltrain that its Project can be completed prior to the installation of the PCEP's Overhead Contact System (OCS). If that cannot be achieved, the OCS installed during the PCEP would have to be removed to accommodate the station improvements proposed in the South San Francisco Project, and then reinstalled at a later date, adding significant cost to the South San Francisco Project.

With its completed 100 percent design, the Project could proceed to construction contingent upon Union Pacific Railroad (UPRR) agreement to allow the relocation of certain freight tracks, and receipt of a Federal waiver on level boarding requirements. Staff will continue to work on resolving these issues. Caltrain would construct the Project under a separate contract, prior to installation of the PCEP OCS around the Project area and in close coordination with the Caltrain Modernization project team to ensure schedule adherence.

Staff reviewed the Project's impact to the Measure A program. This funding request would be allocated from the Caltrain category. In general, programming and allocation of funds from the Caltrain category are done during TA's annual budgeting process. The Caltrain category currently has a balance of \$50 million in Original and New Measure A funds, including approximately \$7 million in unexpended funds that had been previously budgeted for the South San Francisco Project. Accordingly, the funding request of \$49.1 million for the Project can be accommodated. With respect to funding impacts on other Caltrain capital projects, the Caltrain category generates approximately \$5.8 million annually for Caltrain capital projects, assuming \$72 million in total annual Measure A tax revenue receipts. Future Caltrain projects can be funded from future year revenues.

BUDGET IMPACT

There is no impact to the budget with this item at this time. The total estimated Project cost of \$59 million includes \$4 million already expended to complete 100 percent design. South San Francisco proposes to provide \$5.9 million in local matching funds for the Project, subject to City Council approval scheduled for January 2015.

BACKGROUND

The JPB will consider the certification of the Final Environmental Impact Report (FEIR) document for the PCEP at its January 2015 Board meeting. Once the FEIR is certified,

Caltrain will release the PCEP Design-Build RFP in February 2015. In order for the RFP to consider the schedules of other major capital projects to be constructed along the Caltrain right-of-way during the same time period of the PCEP, the schedules of these other projects should be confirmed prior to the release of the RFP, hence the urgency of South San Francisco's request at this time.

Prepared by: April Chan, Executive Officer, Planning & Development

650-508-6228



CITY COUNCIL 2014

RICHARD A. GARBARINO, MAYOR
MARK ADDIEGO, VICE MAYOR
PRADEEP GUPTA, PH.D., COUNCILMEMBER
KARYL MATSUMOTO, COUNCILMEMBER
LIZA NORMANDY, COUNCILMEMBER

MIKE FUTRELL, CITY MANAGER

OFFICE OF THE CITY MANAGER

December 11, 2014

Marian Lee
Peninsula Corridor Joint Powers Board
Executive Officer, Caltrain Modernization Program
1250 San Carlos Avenue
San Carlos, CA 94070-1306

April Chan
Executive Officer, Planning and Development
San Mateo County Transit District
SamTrans / Caltrain / TA
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Dear Ms. Lee and Ms. Chan:

On behalf of the City of South San Francisco, I write to request capital funding from the San Mateo County Transportation Authority (SMCTA) and the Peninsula Corridor Joint Powers Board (JPB) to implement the South San Francisco Caltrain Station Improvement Project. The urgent need for station improvements has been discussed for many years. It is a "hold out rule" station which greatly needs safety improvements and the station affords limited access and few amenities. It is imperative we improve the station to enhance safety and to support the City's downtown development initiatives, ensuring greater economic development.

Improvements to the Caltrain Station is South San Francisco's number one priority.

Over the past 18 months the City has conducted public meetings and hearings on its new Downtown Area Station Plan. The proposed improvements are the centerpiece of this plan. This sentiment has been echoed time and again at public meetings, validating a long-standing City position that South San Francisco Caltrain station improvements are important to the people who live and work here.

The South San Francisco Caltrain Station is in urgent need of safety improvements.

Public safety is job one for any team of City leaders. The current operation of the station is seriously impaired by poor platform and track design. In order to accommodate waiting passengers with opposing trains entering the station, users face an unsafe condition. This condition requires that Caltrain adhere to a "hold out rule" allowing only one train at a time to enter and dwell at the station for passenger boarding and alighting. There was a violation of the "hold out rule" at the South San Francisco station in late 2012 where grave bodily injury -- or even death -- might have resulted. Fortunately, no one was hurt. New operational procedures have been put in place to increase safety, but this is but a temporary solution. The situation must best be permanently remedied.

Ms. Marian Lee and Ms. April Chan
December 11, 2014
Page 2

The construction schedule of the Peninsula Corridor Electrification Project (PCEP) makes the South San Francisco Caltrain station improvements an immediate need.

The PCEP, scheduled for completion by 2020-21, will electrify and upgrade performance, increase operating efficiency, expand capacity, and ensure the safety and reliability of Caltrain's commuter rail service. We understand electrification construction will begin in 2016. Having the South San Francisco Caltrain station improvements in place prior to the installation of the overhead contact system (OCS) will minimize construction and operational disruptions, resulting in an undeniably prudent use of public dollars.

We greatly appreciate the support SMCTA and JPB have shown for the South San Francisco Caltrain Station Improvement Project. To date the City of South San Francisco, SMCTA and JPB have spent \$9.5 million to move the Caltrain Station Improvement Project forward. With the design and environmental work for the project nearly complete, providing the capital funding needed to implement the project now, in conjunction with the Peninsula Corridor Electrification Project (PCEP), is essential.

The latest Caltrain cost estimate to complete the South San Francisco station improvements is \$59 million. The South San Francisco City Council will consider at its January 14, 2015, meeting, funding 10% of this amount, or \$5.9 million, from City funds, and is requesting \$54.1 million from the SMCTA's Caltrain Program to complete the project. The City Council will also consider a pledge to endeavor raising an additional \$5.9 million from other sources, potentially reducing the amount needed from SMCTA.

Thank you for your immediate and serious consideration of our request. A capital funding commitment in hand will enable the City of South San Francisco to prepare the comprehensive design for bid, update the environmental review, obtain appropriate agency/row approvals, and issue the construction package. The JPB will construct the project and coordinate delivery in conjunction with the Peninsula Corridor Electrification Project.

We look forward to continuing our efforts with the SMCTA and the JPB to advance this important project. If you have any questions or need more information, please feel free to contact me at 650-676-0173 or Mike.Futrell@ssf.net.

Sincerely,



Mike Futrell, City Manager
South San Francisco, California

cc: South San Francisco City Council

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **PROGRAM REPORT: TRANSIT - SHUTTLES**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a presentation highlighting the status of the Transit – Local Shuttle Program, which will be presented via PowerPoint.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA's Local Shuttle Program provides operating funds for commuter shuttles connecting with transit stations, as well as community serving shuttles. Four percent of the New Measure A sales tax revenue is available to support the Local Shuttle Program. Project sponsors are required to submit quarterly and annual progress reports, which the TA uses to track the performance of individual projects as well as the overall program.

Prepared By: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: 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

On December 1, State lawmakers were sworn into office with 27 new members in the Assembly and ten new members in the Senate.

Assembly member Toni Atkins was selected to be the new Assembly Speaker and Assembly member Kevin Mullin was named Speaker Pro Tem, replacing Assembly member Nora Campos. Assembly member Jim Frazier will serve as the Chair of the Assembly Transportation Committee.

Senator Kevin de Leon has been selected to serve as Senate President Pro Tem and Senator Jim Beall will serve as Chair of the Senate Transportation and Housing Committee

Several bills have already been introduced prior to the Legislature reconvening on January 5, 2015. Most of the bills introduced so far bills recycled from last session that failed to win approval. Some bills of interest are:

Fuel Exemptions Under Cap and Trade

Assembly Bill (AB) 23 and Senate Bill (SB) 5 would exempt oil and gas from being included in the Cap and Trade program. As of January 1, producers of transportation fuels will be required to buy permits for the emissions they put into the air. These bills would keep oil and gas out of the program permanently. Both bills are backed by the Republican caucuses in each house.

Cap and Trade Extension

SB 32 would extend the cap and trade program past 2020 into 2050. The current cap and trade program requires greenhouse gas emissions levels to be reduced to the levels they were in 1990 by the year 2020. This bill would require further reductions to levels that are 80 percent below the 1990 level by 2050.

Transit and Intercity Rail Program Changes

SB 9 would prohibit the Transit and Intercity Rail Cap and Trade program from providing operational funds and instead would provide funds for large capital improvements with a total cost exceeding \$100 million.

FEDERAL ISSUES

Tax Extenders

In 2014, Congress let pre-tax commute benefits for transit riders fall from \$245 to \$130, even though the benefit for drivers remained at the higher level. Nearly a year later, Congress approved a tax extenders bill (H.R. 5771, The Tax Increase Prevention Act) that restores parity for transit riders, but that parity will expire again on January 1, 2015 unless another extension is approved.

The bill technically allows transit riders to retroactively collect the benefit at the higher level, but administrative and funding challenges may prevent the agencies responsible for managing the benefit to process retroactive claims.

Staff will continue to work with American Public Transportation Association and other organizations to advocate for the permanent restoration of mass transit commuter tax benefits that are on par with those that drivers receive.

Appropriations

On December 13, Congress approved an omnibus appropriations bill that avoids a government shutdown and funds most government programs through the end of September 2015. The bill funds formula transportation programs at the fully authorized amount and includes \$500 million for the TIGER multimodal discretionary grant program, which is \$100 million less than in 2014.

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

SMCTA Bill Matrix – December

Measure	Status	Bill Summary	Position
<p>AB 4 Linder R</p> <p>Truck Weight Fees: bond debt service</p>	<p>12/2/14 Introduced</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. These fees, which total \$800 to \$900 million annually, have been diverted to pay for General Obligation bond debt service associated with Proposition 1B. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill, notwithstanding these provisions or any other law, until January 1, 2020, would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.</p>	
<p>AB 21 Perea D</p> <p>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</p>	<p>12/2/14 Introduced</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board (CARB) as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires CARB 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 CARB to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. The act also requires CARB to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions.</p> <p>This bill would require CARB, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. The bill would also require CARB in preparing its scoping plan to consult with specified state agencies regarding matters involving energy efficiency and the facilitation of the electrification of the transportation sector.</p>	
<p>AB 28 Chu D</p> <p>Bicycle safety: rear lights</p>	<p>12/2/14 Introduced</p>	<p>Existing law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A violation of this requirement is an infraction.</p> <p>This bill would instead require that a bicycle operated under those circumstances be equipped with a white flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the white flashing light, reflective gear worn by the bicyclist.</p>	

SMCTA Bill Matrix – December

Measure	Status	Bill Summary	Position
<p>AB 33 Quirk D</p> <p>California Global Warming Solutions Act of 2006: scoping plan</p>	<p>12/2/14 Introduced</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, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information. The bill would provide that the specified information is intended to assist in establishing state policy and does not change any statute, regulation, or regulatory decision.</p>	
<p>SB 1 Gaines R & SB 5 Vidak R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption</p>	<p>12/2/14 Introduced</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open, public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015.</p> <p>This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025.</p>	

SMCTA Bill Matrix – December

Measure	Status	Bill Summary	Position
<p>SB 9 Beall D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program</p>	<p>12/2/14 Introduced</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund (Fund). The Fund provides 10% of the annual proceeds to the Transit and Intercity Rail Capital Program as a continuous appropriation for purposes of providing resources for capital improvements and operational investments to modernize California's rail systems to achieve certain policy objectives, including the reduction of greenhouse gas emissions and the expansion and integration of rail services.</p> <p>This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures.</p>	
<p>SB 18 Hill D</p> <p>Gas Corporations: fines and penalties</p>	<p>12/2/14 Introduced</p>	<p>The Public Utilities Act requires the commission to investigate the cause of all accidents occurring upon the property of any public utility or directly or indirectly arising from or connected with its maintenance or operation, resulting in loss of life or injury to person or property and requiring, in the judgment of the commission, investigation by it, and authorizes the commission to make any order or recommendation with respect to the investigation that it determines to be just and reasonable. The act provides that any public utility that violates any provision of the California Constitution or the act, or that fails or neglects to comply with any order, decision, decree, rule, direction, demand, or requirement of the commission, where a penalty has not otherwise been provided, is subject to a penalty of not less than \$500 and not more than \$50,000 for each offense. Existing law requires that any fine or penalty imposed by the commission and collected from a public utility be paid to the State Treasury to the credit of the General Fund. The act includes provisions that are specific to gas corporations that involve safety standards for pipeline facilities or the transportation of gas in the state.</p> <p>This bill would revise the provisions that are specific to gas corporations that involve safety standards for pipeline facilities or the transportation of gas in the state, to authorize the commission to order that all or a portion of a fine or penalty levied against a gas corporation in three specified proceedings be held in a separate account by the gas corporation to offset investments for pipeline replacement to be undertaken within the service territory of the corporation that would otherwise be recovered from the corporation's ratepayers. The bill would require that moneys ordered by the commission to be held in a separate account be used only for the purpose of offsetting investments by the gas corporation for pipeline replacement to be undertaken within the service territory of the corporation, and only if the investments would otherwise be recovered in rates from the utility's ratepayers. The bill would require that any moneys not used for these purposes be paid to the General Fund 5 years after the date of their deposit into the account. Revenue would be used to monitor pipeline safety.</p>	

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Measure	Status	Bill Summary	Position
<p>SB 39 Pavley D</p> <p>Vehicles: High-occupancy vehicle lanes</p>	<p>12/2/14 Introduced</p>	<p>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). Until January 1, 2015, existing law authorizes the DMV to issue no more than 55,000 of those identifiers. On and after January 1, 2015, existing law authorizes the DMV to issue no more than 70,000 of those identifiers.</p> <p>This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount.</p>	