



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

March 5, 2015 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report of the Citizens Advisory Committee
4. Consent Calendar MOTION
 Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a. Approval of Minutes of February 5, 2015
 - b. Acceptance of Statement of Revenues and Expenditures for January 2015
 - c. Receive and File Measure A Program Status Report
5. Public Comment
 Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report RESOLUTION
 - a. Resolution of Appreciation for Executive Director Michael J. Scanlon
7. Joint Powers Board Report INFORMATIONAL
8. Report of the Executive Director INFORMATIONAL
9. Program
 - a. Program Report: Pedestrian and Bicycle Program INFORMATIONAL
 - b. Solicitation of Letters of Interest for Highway Projects INFORMATIONAL
 - c. Update on State and Federal Legislative Program INFORMATIONAL
 - d. Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2015 INFORMATIONAL
10. Requests from the Authority
11. Written Communications to the Authority

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

12. Report of Legal Counsel

13. Date/Time of Next Meeting: Thursday, April 2, 2015, 5 p.m. at
San Mateo County Transit District Administrative Building,
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue,
San Carlos, CA 94070

14. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

MINUTES OF FEBRUARY 5, 2015

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

MEMBERS ABSENT: D. Canepa

STAFF PRESENT: J. Averill, J. Cassman, G. Harrington, C. Harvey, A. Ly, N. McKenna,
M. Scanlon, M. Simon, J. Slavitt, S. van Hoffen

Chair Karyl Matsumoto called the meeting to order at 5:03 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of February 3, 2015 (see attached).

APPROVAL OF CONSENT CALENDAR

- a) Approval of Minutes of January 8, 2015
- b) Acceptance of Statement of Revenues and Expenditures for December 2014
- c) Authorize Allocation of \$50,000 in Original Measure A Funds for the City/County Association of Governments Countywide Transportation Plan

Motion/Second: Nagel/Nihart

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

Absent: Canepa

PUBLIC COMMENT

Greg Conlon, Atherton, said he is concerned about the safety at the Caltrain holdout stations. He said the platforms at Burlingame and Atherton have the same problems that South San Francisco has and users of those stations deserve the same concern. He said if Atherton's station was fixed it would help with electrification because the center platform could be removed and posts could be put in the center making the wires less restrictive. He said he encourages the Board to get funding for Atherton and the project would cost \$23 million. He said the city would help with the funding if it was required.

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

Chair Matsumoto asked the Board to adjourn the meeting in memory of Teresa Hurley, mother of Joe Hurley, Director, TA Program.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – KARYL MATSUMOTO

The report is in the reading file.

JOINT POWERS BOARD (JPB) REPORT

Michael Scanlon, Executive Director, reported:

- There were two fatalities in December, but there were six saves where Transit Police got people off the right of way and to a hospital.
- Key Caltrain Performance Statistics December 2014 compared to December 2013
 - Year-to-Date Performance Statistics:
 - Total Ridership was 9,340,901, an increase of 10.8 percent.
 - Average weekday ridership was 58,472, an increase of 11.2 percent.
 - Total Revenue was \$41,866,265, an increase of 13.5 percent.
 - On-time performance was 91.9 percent, a decrease of 0.4 percent.
 - Caltrain Shuttle Ridership was 8,351, an increase of 14.1 percent. This may be due to counting problems related to the Marguerite shuttle.
- The annual onboard passenger count is underway. Results will be presented in the spring.
- The Quint Street Bridge Repair Project bid package will be completed later this month. Construction is scheduled to begin this summer. There are speed restrictions due to the condition of the bridge. The most recent inspection showed no new or worsening conditions.
- Construction work has begun on the San Mateo Bridges Replacement Project. Fabrication of the steels is underway.
- A Limited Notice to Proceed on the San Francisco Highway Bridges Project was issued to Disney Construction to replace bridges at 22nd, 23rd, and Paul avenues. Construction is scheduled to start in spring.
- Special Service
 - The 30th Annual Freedom Train, operated on the Martin Luther King Junior holiday in cooperation with the Dr. Martin Luther King Junior Association of Santa Clara Valley, attracted 1,640 riders, a 73.5 percent increase over last year. Prior to the event, the association announced it would be the last year due to lack of ridership and sponsors. JPB staff will consider options to help keep the Freedom Train going.
 - San Jose Sharks year-to-date additional ridership is about 8,700, a 4 percent decrease over last year.
 - The Giants FanFest is on February 7. Staff is prepared for a large number of riders.
 - A modified Saturday schedule will be run on Presidents Day including one round trip to Gilroy and some extra Baby Bullet trains.
 - An outdoor hockey game will take place at Levi's Stadium on February 21. Additional service will be provided.
- The Board:
 - Passed a Resolution of Appreciation for past chair Tom Nolan.
 - Received an update on Caltrain Modernization (CalMod) regarding the fiber installation, the onboard equipment for the Communications-based Overlay Signal System, and results of a survey concerning input on the next generation of vehicles.

- Approved the release of the Request for Proposals (RFP) for the Peninsula Corridor Electrification Project Design Build Project.
- Authorized an amendment to the Fiscal Year (FY) 2015 Operating Budget to increase total revenues to \$130,736,026 and total expenses to \$127,526,026.
- Authorized the rejection of the single bid from Alstom Transportation Inc. and negotiation and execution of a contract on the open market at a not-to-exceed cost of \$7,058,352 for bi-level car limited overhaul services.
- Authorized the award of contract to MV Transportation, Inc. to provide contracted shuttle bus services for a base term of five years and four months at an estimated price of \$14,716,754. The incumbent protested, but the award was approved to a new provider.
- Approved the 2015 Legislative Program.
- Received a legislative update.
- Received a presentation on the Caltrain Short-Range Transit Plan.

Director Rosanne Foust said when the Board decides what to use Measure A money for, it goes through a Call for Projects (CFP). She asked if the TA could accept funding from a community such as Atherton that wanted to finance a project such as installing quad gates at the Caltrain station. Mr. Scanlon said if the community of Atherton has the money and wanted to fund installing quad gates, they would not need to come through the TA. They would just go to the JPB and the JPB could build it if it was consistent with the JPB's plan and regulatory agencies approved it.

Director Foust said there are a number of letters from corporations in South San Francisco that use the Caltrain station. She said in weighing priorities, if a community wanted to fund a project on its own, the TA does not have to be involved. Mr. Scanlon said these are Caltrain expenditures, and those have to be prioritized and must be consistent with the plans of the JPB.

Public Comment

Greg Conlon, Atherton, said Atherton only has \$3 million in reserves, so for them to fund anything is not practical. He said this is a railroad issue and the railroad needs to correct a safety situation that relates to the whole railroad. He said if there were fatalities and injuries during the close call at the South San Francisco Caltrain Station, the railroad would have corrected the station overnight because of the safety concern. He said the fact that it could have happened should not be overlooked, the situation was caused by human error, and people shouldn't have to take that risk. He said Atherton pays \$500,000 per year in sales tax. He said Atherton residents are entitled to some spending of the Measure A money. He said maybe Atherton is at fault for not applying for the money.

Mr. Scanlon said even if Atherton applied for the money, the project would have to be placed on a priority list. He said the safety concern is legitimate, but in the case of South San Francisco, there is a property owner, Union Pacific Railroad (UPRR), who has to be dealt with, and there's a regulatory agency to deal with. Safety improvements will be made this year. He said there will be a positive train control (PTC) system on the line by the end of this year, so if an operator violates a signal, the train will stop

automatically. He said there must be threshold numbers that justify the capital expenditure for building platforms and access. He said Atherton and Broadway stations are on the list to be restored under the electrification project, but Atherton is suing the JPB over the project.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The Route 92/El Camino Real Interchange Project is in the design phase. The city of San Mateo is the sponsor of the project. The 65 percent design will be complete next month and the final design will be complete by January 2016. San Mateo likely will request project funds in the next project cycle. The TA allocated \$600,000 for the environmental phase and \$1.6 million for the design phase.
- The U.S. Highway 101/Willow Road Interchange Reconstruction Project is sponsored by the cities of Menlo Park and East Palo Alto, and the California State Department of Transportation is the implementing agency. The project is in the design phase and is funded with State Transportation Improvement Program money. The final design is expected to be complete this December. The sponsors will also be requesting funds at the next CFP.

FINANCE

Authorize Allocation and Programming of \$49.1 Million in Original Measure A Funds to the City of South San Francisco for Caltrain Station Improvements

Chuck Harvey, Deputy CEO, said the funding request is outside budget cycle and a determination has to be made whether the project meets the special circumstances established in the Measure A Strategic Plan.

- Project Scope - \$59 million total project cost
- Renderings of the project were shown.
 - Remodeling the station requires negotiation with UPRR to relocate their tracks and loading dock. Then tracks can be reconfigured.
 - Platform limitations exist due to the roadway configuration.
 - The safety improvement would be to replace the narrow center platform with a wider center platform with underground access.
 - The east side will have a shuttle drop-off zone and will connect to the business park communities.
 - Skylights, lighting, and cameras will be installed for safety.
 - The city of South San Francisco has acquired property on each side to enable the design to have the two portals.
- Key Project Issues
 - UPRR right of way negotiations
 - Federal approval of alternative means for reaching level boarding service standards
- Funding Plan
 - Measure A request: \$49.1 million
 - JPB expended funds: \$4 million
 - South San Francisco match: \$5.9 million

- Pursuing the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program and Federal Transit Administration State of Good Repair funds
- Special circumstances
 - Urgency
 - Safety – This is a holdout-rule station and is on the Caltrain Strategic Plan to be improved. This is a more urgent safety case because there is more service, more stops and a higher level of people at this station.
 - Funding – There are leveraged funds coming into the project and there is potential to lose those funds.
 - Savings – The project cost is escalating because of the market.
 - Impact to Measure A Program – Adequate money is in the Caltrain line item, and most of it will be used.

Director Terry Nagel asked if spending this amount on one grade separation would mean the other holdout stations would have to wait. Mr. Harvey said that would be two separate pots of money because this comes out of the Caltrain Capital Improvement Program fund. Grade separation money cannot be spent on this improvement.

Public Comment

Drew Hudacek, Sares-Regis Group, said he supports the allocation of funds to this project. This is where money should be invested. Safety, connectivity, vehicular traffic, and increased ridership will improve and will be a catalyst for the Caltrain station, the ridership and the greater downtown South San Francisco area. Other developers are poised to spend hundreds of millions of dollars around the station.

Bruce Wright, South San Francisco Rotary, said he is an owner of a business on Grand Avenue and is currently working with South San Francisco to build 94 affordable housing units for seniors in downtown, and has committed \$10 million to the project. The Caltrain station helps him to get financing and tax credit money for his project. Most of the seniors will not have cars and rely on public transportation. He said he is on the Board of the Boys and Girls Club and takes kids on field trips, and this improvement will make it safer.

Rich Garbarino, Mayor, South San Francisco, thanked the Board for their support for funding this station. Improving the station for safety, the condition, and to encourage use is enough to justify the support. The station is also the centerpiece of the downtown revitalization. The South San Francisco Downtown Area Station Plan paves the way for mixed-use transit-oriented development (TOD) centered on the relocation of the Caltrain station. He said relocating the station is the number one infrastructure project in the city.

Emma Shlaes, Silicon Valley Bicycle Coalition, said she strongly supports the request for funding. Relocation of the station and the underpass is crucial to the downtown plan. The current configuration is a barrier of access to the station and to the east side of the city.

Ariane Hogan, Genentech, said Genentech supports the allocation of funds to the station. She said the station serves the nation's largest biotechnology center, and 11,000 people commute to Genentech. The existing station is not easily or safely accessible. Improving access and safety will encourage more commuters to use Caltrain and will ease congestion on the highways.

Al Meckler, South San Francisco Bicycle/Pedestrian Advisory Committee, said his committee supports the improved access. He said this is a logical portal to cross Highway 101; it is a central and primary placement for it.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said he has been involved with this project since the Original Measure A. This is an opportunity to clean and spruce up the station and make it accommodating for the users. He said the findings should make it easy to decide to move this project forward.

Alan Katz, Brookwood Group, said he has been working in South San Francisco for five years in real estate development. He said it is obvious that moving the station is key to revitalize the downtown. This makes it a perfect place for investment. People now understand TOD, and investors now understand the ecological benefits of less traffic and less parking. This project adds a significant improvement for cost per unit. This will bring higher density and will bring a higher capital infusion.

Director Nagel said there is a sense of urgency and there are safety conditions that need to be addressed. This is a vast improvement that will improve transportation and connection with the businesses nearby and will result in significant cost savings if it is built before electrification.

Director Mary Ann Nihart said this is one of the projects that exemplifies the TA Strategic Plan and these types of projects help the entire county.

Motion/Second: Groom/Nihart

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

Absent: Canepa

Authorize Amendment of FY2015 Budget to Increase Budget Expenditures by \$44,441,356 for a New Total of \$112,859,404

Aandy Ly, Manager, Budgets, said staff is proposing to amend the budget to increase expenditures, primarily due to funding for the South San Francisco Caltrain Station Project. Sales tax revenues are trending \$4 million higher than expended, which triggers corresponding increases in annual allocations and program expenditures consistent with percentage share structuring of the 2004 Transportation Expenditure Plan.

Motion/Second: Horsley/Nihart

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

Absent: Canepa

Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2014

Bill Osher, CSI Sun Trust, said the portfolio did fine over the quarter and is super safe. It was an interesting quarter because what happened overseas in the global financial markets took precedent over what is happening in the United States. The United States has the highest interest rates among all the developed nations and a rising currency, and that created a flood of outside money that came in and drove the rates down. He said the market's perception of when the Federal Reserve was likely to raise interest rates moved to later in the year.

Motion/Second: Horsley/Nihart

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

Absent: Canepa

FY2014 Comprehensive Annual Financial Report (CAFR)

Gigi Harrington, Deputy CEO, said staff received a clean opinion from the auditors. The CAFR wins awards from Government Finance Officers Association. She said a lot of the history of the TA is in the footnotes.

Director Nagel asked if the TA is reprogramming the Dumbarton money.

Joan Cassman, Legal Counsel, said the money is in the Caltrain Improvements line item from the Original Measure A and it has not been reprogrammed.

Director Nagel said the report includes a Lehman Brothers refund. She said she hopes this will help the TA make progress on more transportation projects.

PROGRAM

Approval of the 2015 Legislative Program

Mark Simon, Executive Officer, Public Affairs, said this program guides the TA's regional, State and Federal advocacy efforts. It is detailed enough to cover specific policy goals, but broad enough so staff can move quickly when an action on a legislative priority comes up. It focuses on three key objectives: maintain and enhance funding opportunities to support the TA's programs, seek a regulatory environment that streamlines project delivery and maximizes the TA's authority to meet public transportation service demands, and reinforce and expand programs that build and incentivize public transportation ridership.

Mr. Simon said these apply to State and regional issues including the State budget, transportation funding opportunities, CalMod capacity improvements and high-speed rail (HSR), transportation operations, administration planning, and project delivery regulation.

Mr. Simon said these apply to Federal issues including surface transportation and rail authorization, regulatory issues, and FY2016 appropriations and tax extenders. He said the strategies and tactics have been updated to reflect progress on issues that are carried over from prior year.

Gus Khouri, Khouri Consultants, said the governor released his State budget, and acknowledges there is a problem with funding transportation and no solution has been offered. There is a Road User Charge Advisory Task Force to explore transportation funding.

Mr. Khouri said Cap and Trade is an alternative funding plan that gives transit funding by formula; 60 percent is appropriated to transportation, and 40 percent is discretionary and goes to natural resources programs. There is only \$100 million statewide for commuter and intercity rail. He said he is working with the Administration to try to augment the money.

Mr. Khouri said a high-occupancy toll (HOT) lane is one of the few opportunities available to acquire State funding or resources to manage local infrastructure needs on U.S. Highway 101.

Mr. Khouri said there are several counties in the State that want to pursue a local sales tax measure, and there has been discussion about lowering the vote threshold from two-thirds to a majority. He said if San Mateo County wanted to pursue a local sales tax measure, some cities are already at their threshold of 2 percent above the State cap including Half Moon Bay and San Mateo, which are at 9.25 percent. The State cap is 7.5 percent.

Mr. Simon said staff is in the earliest stages of figuring out whether something needs to be put on the ballot for 2016 to support a range of transit-related activities in San Mateo County. A decision has not been made yet, no internal discussions have been had, and extensive public outreach would need to be done to build support and to develop anything to be put on the ballot. He said this is something to be reviewed through the Legislative Program over the year.

Mr. Simon said a group has been formed called the Caltrain Commuter Coalition and it will be meeting soon to support funding for Caltrain and possibly advocating for transit in general. This group will likely be an effective resource to lobby at the State and Federal level.

Director Foust said there is only \$100 million Statewide from the Cap and Trade funds, and the Board just approved a \$50 million project. Mr. Khouri said the State has an auction every quarter and allocates the revenue that comes in. The State is estimating \$1 billion will come in from this program and the funding is allocated by formula; HSR gets 25 percent, low-carbon transportation gets 10 to 15 percent, and so on. He said \$100 million gets set aside for the passenger rail pot. That is why he is working with the Administration to try to augment the money.

Director Don Horsley asked how Cap and Trade funding is allocated. Mr. Khouri said counties get a percentage of the low-carbon transportation operations pot of funding based on the State Transit Assistance Fund formula. The HSR pot is discretionary. The passenger rail pot is competitive and depends on the application that the agency submits.

Director Horsley asked who makes the decision on who gets the funding. Mr. Khouri said the California Transportation Commission makes the decision on the passenger rail pot, but the California State Transit Assistance Agency makes the decision on others.

Mr. Scanlon asked about the portion of funds set aside for economically challenged communities. Mr. Khouri said Senate Bill 535 requires that 25 percent of all available funding has to be spent in disadvantaged communities.

Mr. Simon said there are some areas in the county that would qualify for this funding under the formula. Much of the Cap and Trade funds are allocated for specific purposes, but staff feels the agency can be competitive in some areas, such as the economically challenged area.

Mr. Scanlon said public transit is available within a mile of 70 percent of the people in the nation, but public transit to a job is only available to 30 percent of people. He said to help economically depressed people, they need help getting to a job or their communities should be revitalized.

Director Nihart said she appreciates the Caltrain and U.S. Highway 101 corridors, but there is also the Interstate 280 corridor, the coast, and the connections cross county. She said those are hard things to get money for and to make a case for in this environment. She said public transportation is impossible to use in some areas because it is not accessible.

Mr. Scanlon said he does not expect staff will be ready to advocate for any kind of tax in the foreseeable future. He said the JPB and San Mateo County Transit District are getting close to being stabilized, but that does not allow them to expand, and the vision may be to rapidly expand. He said years have been spent getting the indebtedness under control, but if the communities say they want more, something will have to be done.

Director Horsley said reducing the sales tax and extending it to services would be a great benefit to the TA. He asked what the proposal would be to raise the sales tax ceiling. Mr. Simon said up to 3 percent more than the State cap.

Motion/Second: Foust/Groom

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

Absent: Canepa

Update on State and Federal Legislative Program

State Update

Mr. Khouri said Assembly Bill 194 was introduced to monetize the highway lanes to get resources to address needs and maintenance. The question is who will have the authority to implement HOT lanes. The TA would have to coordinate with the Metropolitan Transportation Commission to figure out how the funds would be expended. Study findings should be available in April or May to establish the feasibility of extending the high-occupancy vehicle lane from Whipple Avenue to Interstate 380. This has to be done before converting to HOT lanes.

Mr. Khouri said the State has been collecting commercial truck weight fees as a way to pay down bond debt service. When the State ran out of money, the State took that funding and made transportation pay for the bond debt service. That funding should be recaptured and redistributed back to transportation. He said the focus may be on maintenance for highways and local streets. There may also be an increase in the vehicle registration fee by about \$52 per year per car, and there may be a higher fee for trucks.

Federal Update

Mr. Simon said the president's budget request, a six-year Grow America Authorization proposal, included \$1.52 billion per year for TIGER, \$28.6 billion for rail, PTC and HSR, a 76 percent increase in transit formula funding and new starts, and \$1 billion a year for the Transportation Infrastructure Finance and Innovation Act Loan Program. The question is whether Congress will pass it.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

In the reading file.

REPORT OF LEGAL COUNSEL

None

DATE AND PLACE OF NEXT MEETING

March 5, 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

The meeting adjourned at 6:54 p.m. in memory of Teresa Hurley.

TA CAC CHAIR'S REPORT

FEBRUARY 5, 2015

Good afternoon Madam Chair and Board members.

On Tuesday evening, our CAC was pleased to have both the honor and pleasure of having TA Chair Karyl Matsumoto join us as a member of our audience, primarily due to an item on our agenda pertaining to South San Francisco's new Caltrain station project. Once again Chair Matsumoto stayed for the entire meeting and witnessed the lengthy deliberations and due diligence that the TA CAC performs in the carrying out of its duties on behalf of the TA Executive Board.

In regards to those discussions that evening, I have the following to report from the February 3, 2015 meeting of the TA CAC.

(TA Item 4a) The CAC reviewed the TA Board's Minutes of January 8, 2015, 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 December 2014, without questions or comments.

(TA Item 4c) After a robust Q and A session with Joel Slavit, Manager, Programming and Monitoring, the CAC voted to support the Allocation of \$50,000 in Original Measure A Funds for the City/County Association of Governments Countywide Transportation Plan.

(TA Item 10a) Following an in-depth presentation, with input from South San Francisco officials, and a Q and A session with Joel Slavit, the CAC voted to support the Allocation and Programming of \$49.1 million in Original Measure A Funds to the City of South San Francisco for its Caltrain Station Improvements. However, subsequent to the vote, the CAC has also asked that I convey to the Executive Board the CAC's request for the strong encouragement of public/private partnerships to be developed, if at all possible, to help reduce the overall costs of our capital projects moving forward.

(TA Item 10b) The CAC supported the Amendment of Fiscal Year 2015 Budget to Increase Budget Expenditures by \$44,441,356 for a New Total of \$112,859,404.

(TA Item 10c) The CAC supported the Acceptance of the Quarterly Investment Report and Fixed Market Review and Outlook for the Quarter Ended December 31, 2014.

(TA Item 10d) The CAC received the Fiscal Year 2014 Comprehensive Annual Financial Report with only a few questions, which were immediately clarified by Kathryn Watson, Treasury Manager. The CAC was, overall, pleased with the report.

(TA Item 11a) After a brief, but highly informative presentation by Schweta Bhatnagar from Government Affairs, the CAC voted to support the Approval of the 2015 Legislative Program.

(TA Item 11b) District Consultant Gus Khouri delivered a very comprehensive update on Legislative programs. The CAC was both pleased and impressed with his presentation.

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

1. During this past January, Caltrain has conducted its annual count of riders, both seated and standing, along with the number of bike boardings, as well as the number of bike riders not able to board the trains due to overcrowding.

Average weekday ridership has more than doubled since 1997, when it was 24,597, in comparison to 2014, when it grew to 52,611. Over the past year, the heaviest ridership has been in the summer and fall with ridership data breaking 60,000 weekday riders.

The data derived from this annual count will help the agency to make projections for 2016. After the new data has been analyzed, it will be released to the public and posted on the Caltrain website.

2. There is a new website that lets residents monitor Bay Area Vital Signs. On January 28, 2015 the Metropolitan Transportation Commission (MTC) unveiled its new *Vital Signs* website (vitalsigns.mtc.ca.gov), an interactive tool that Bay Area residents can use to track the region's progress toward reaching key transportation, land use, environmental and economic policy goals. Residents can also consult the website to learn more about historical trends, differences and similarities among the Bay Area's many communities.

The first phase of the initiative examines 14 different indicators by which the health of the Bay Area's transportation systems can be monitored. These include several measures of Bay Area Transit Agencies performance; a detailed look at pavement conditions on state highways, city streets and county roads and a rank-ordered list of 139 most congested freeway segments in the region.

3. California is considering replacing the gas tax with a per-mile charge. State officials have begun to seriously study a plan to replace California's gas tax with a fee for each mile driven. Governor Brown, noting that California has a \$59 billion backlog of maintenance needs on state highways and bridges, signed a law last fall that set up a commission to study road usage charges and establish a pilot program by January 1, 2017. The 15 member commission had its first meeting on Friday, January 23, 2015. The 15 members on it were chosen by Carl Guardino, CEO of the Silicon Valley Leadership Group and Chairman of the California Transportation Commission.

4. Due to the recent resignation of our CAC member John Baker, the CAC now has a new opening to be filled. John, who came to us originally from the Sam Trans CAC has accepted an appointment back on the Sam Trans CAC and originally thought he had time to perform on both CACs, but now has found that he must restrict his time commitment to only one CAC, and since his main interest has always been bus transportation in this county, he has chosen the Sam Trans CAC.

Recruitment for this new opening will begin next month.

Joe Hurley, TA Program Manager, in his report to the CAC, advised us about a short-term project delay on the Broadway/Hwy 101 Interchange Capital Project, due to the heavy rains of a month or so ago. Apparently the rain's impact has heavily saturated the soil and set the project back approximately six weeks. However, the project is still expected to be completed by May 2017.

Respectfully submitted,

BARBARA ARIETTA

Chair, San Mateo County Transportation Authority, CAC

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING JANUARY 31, 2015**

ACTION

Staff proposes the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of January 2015 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$48,788,162- line 7) is **better** than staff projections by \$5,798,062 or 13.5 percent. *Interest Income* (\$1,688,868 – line 2) is \$353,328 or 26.5 percent **better** than projections due to higher than budgeted returns.

Total Revenue (\$48,788,162 - line 7) is \$5,105,407 or 9.5 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* (\$46,396,901 - line 1) is \$2,043,116 or 4.6 percent **better**, slightly offset by *Interest Income* (\$1,688,868 - line 2) which is \$121,851 or 6.7 percent **worse** than prior year and *Rental Income* (\$702,393- line 4) which is \$5,655 or 0.8 percent **worse**.

Expenditures: *Total Administrative Expenses* (\$724,669 - line 22) is **better** than staff projections by \$16,545 or 2.2 percent. Within total administrative expenses, *Staff Support* (\$312,704 - line 18) is \$81,465 or 20.7 percent **better** than staff projections. *Other Admin Expense* (\$411,965 – line 20) is **worse** than staff projections by \$70,645 or 20.7 percent.

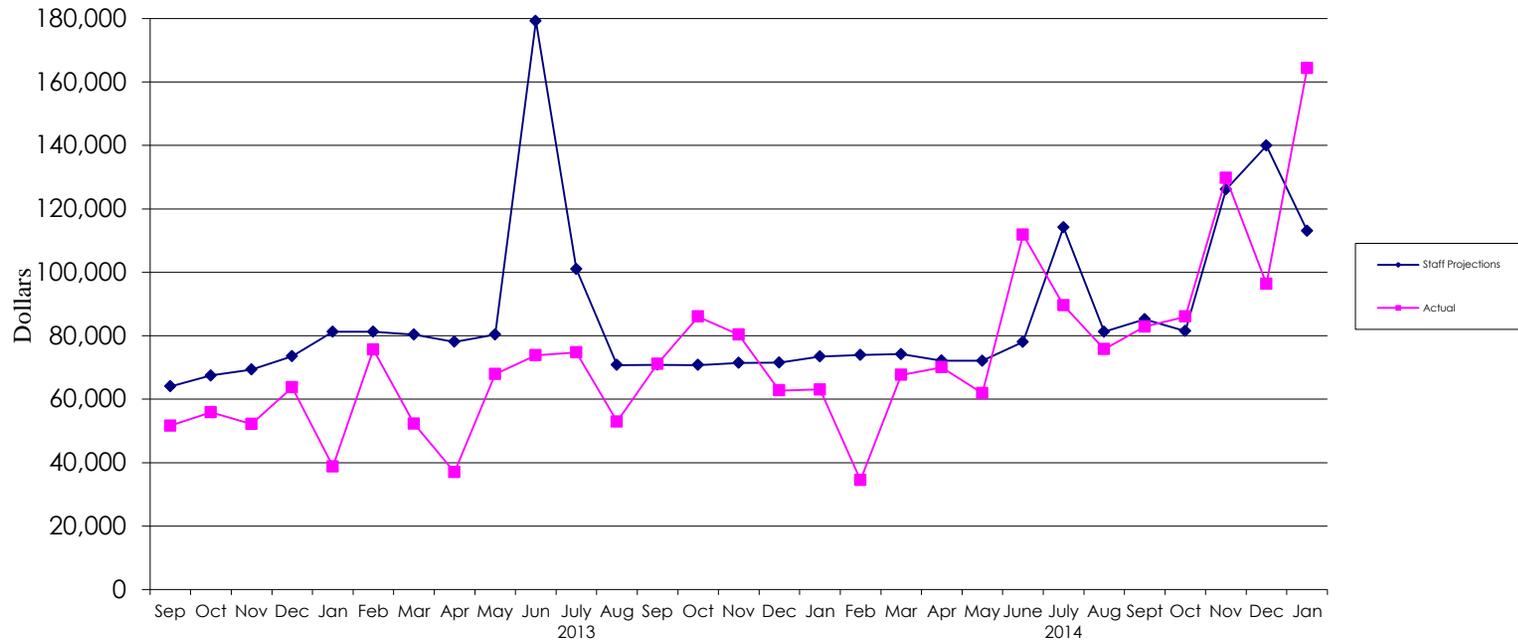
Budget Amendment: There are no budget revisions for the month of January 2015.

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

% OF YEAR ELAPSED: **58.3%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	6,185,300	44,353,785	46,396,901	40,955,000	113.3%	72,000,000	72,000,000	56.9%
2 Interest Income	281,855	1,810,719	1,688,868	1,335,540	126.5%	2,284,610	2,284,610	58.5%
3 Miscellaneous Income	0	6,982,901	0	0	0.0%	0	0	0.0%
4 Rental Income	102,141	708,048	702,393	699,560	100.4%	1,203,300	1,203,300	58.4%
5 Grant Proceeds	0	38,115	0	0	0.0%	0	0	0.0%
6								
7 TOTAL REVENUE	6,569,297	53,893,569	48,788,162	42,990,100	113.5%	75,487,910	75,487,910	64.6%
8								
9 EXPENDITURES:								
10								
11 Annual Allocations	2,257,635	16,189,132	16,934,869	14,948,575	113.3%	26,280,000	26,280,000	64.4%
12								
13 Program Expenditures	7,592,425	20,528,464	21,157,813	23,165,275	91.3%	39,712,000	39,712,000	53.3%
14								
15 Oversight	83,340	718,342	380,734	592,500	64.3%	1,185,000	1,185,000	32.1%
16								
17 Administrative								
18 Staff Support	26,163	321,531	312,704	320,169	97.7%	706,634	530,914	58.9%
19 Measure A Info-Others	-	2,743	-	5,725	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	138,192	166,756	411,965	415,320	99.2%	313,520	693,634	59.4%
21								
22 Total Administrative	164,355	491,030	724,669	741,214	97.8%	1,036,654	1,241,048	58.4%
23								
24 TOTAL EXPENDITURES	10,097,755	37,926,967	39,198,085 (1)	39,447,564	99.4%	68,213,654	68,418,048	57.3%
25								
26 EXCESS (DEFICIT)	(3,528,458)	15,966,602	9,590,078	3,542,536		7,274,256	7,069,862	
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	461,176,248	468,810,264 (2)	405,391,915		409,123,635	408,919,241	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		18,925,810		FY 2014 Carryover of Commitments (Audited)			286,900,375	
35 Current Committed Fund Balance		316,120,339 (3)		FY 2015 Additional Commitments (Budgeted)			68,213,654	
36 Undesignated Cash & Net Receivable		<u>133,764,115</u>		Reso #2014-14			204,394	
37 Total		<u>468,810,264 (2)</u>		Less: Current YTD expenditures			<u>(39,198,085) (1)</u>	
38				Current Committed Fund Balance			<u>316,120,339 (3)</u>	
39								
40								
41								
42 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
43 against the annual budget. When comparing it to the amounts shown in the								
44 "% of PROJ" column, please note that individual line items reflect variations								
45 due to seasonal activities during the year.								
46								
47 * The TA Adopted Budget is the Board adopted budget effective June 5, 2014.								
48 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
49								
50								
51								
52								
53								
54								
55								
56								

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



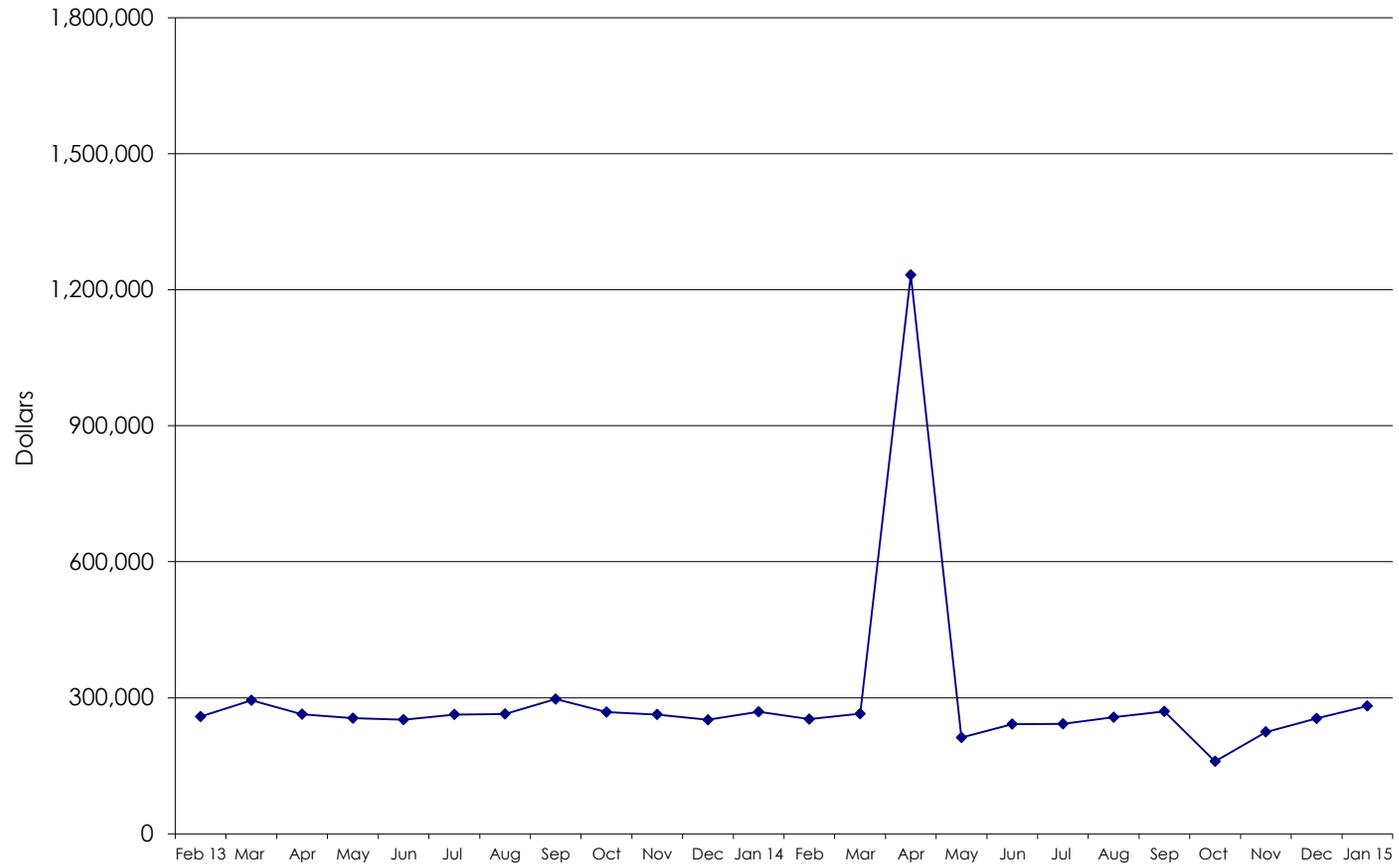
Current Year Data

	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	139,911	113,065					
Actual	89,611	75,787	82,854	86,024	129,718	96,320	164,355					
CUMULATIVE EXPENSES												
Staff Projections	114,189	195,471	280,633	362,144	488,238	628,149	741,214					
Actual	89,611	165,398	248,252	334,276	463,994	560,314	724,669					
Variance-F(U)	24,578	30,073	32,381	27,868	24,244	67,835	16,545					
Variance %	21.52%	15.38%	11.54%	7.70%	4.97%	10.80%	2.23%					

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
JANUARY 2015**

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	224,449.31	1,153,414.80
DECEMBER	254,147.71	1,407,562.51
JANUARY	281,855.13	1,689,417.64
FEBRUARY		1,689,417.64
MARCH		1,689,417.64
APRIL		1,689,417.64
MAY		1,689,417.64
JUNE		1,689,417.64

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
January 31, 2015**

DESCRIPTION	TOTAL INVESTMENT 01-31-15	INTEREST RECEIVABLE 12-31-14	PREPAID INT RECEIVABLE 12-31-14	INTEREST EARNED 01-31-15	INTEREST RECEIVED 01-31-15	ADJ.	INTEREST RECEIVABLE 01-31-15
LAIF	32,359,674.95	13,338.58 note 1	0.00	5,324.06	12,939.79	48.32	5,771.17
COUNTY POOL	259,590,407.38	443,113.90	0.00	188,093.02	444,527.08	1,413.18	188,093.02
BANK OF AMERICA	1,885,362.09	-	0.00				0.00
WELLS FARGO	7,219.00	-	0.00				0.00
INVESTMENT PORTFOLIO	158,794,303.76	311,207.31	6,603.26	87,191.30	121,875.00	(214.75)	282,912.12
	<u>452,636,967.18</u>	<u>767,659.79</u>	<u>6,603.26</u>	<u>280,608.38</u>	<u>579,341.87</u>	<u>1,246.75</u>	<u>476,776.31</u>

JANUARY 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	01/31/15	281,855.13
Add:		
Less:		
Management Fees		(7,045.64)
Amortized Premium/Discount		(12,016.42)
Capital Gain(Loss)		0.00
Total Interest & Capital Gain(Loss)		<u>262,793.07</u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,689,417.64
Add:	
Less:	
Management Fees	(50,819.81)
Amortized Premium/Discount	(86,372.30)
Capital Gain(Loss)	(550.04)
Total Interest	<u>1,551,675.49</u>
Balance Per Ledger as of	01/31/15
Exp. Acct. 530011 - Amort Prem/Disc	(86,372.30)
Management Fees (530040)	(50,819.81)
Int Acct. 409100 - Co. Pool	1,042,439.45
Int Acct. 409100 - LAIF	30,568.00
Int Acct. 409101 - Portfolio Funds	616,410.19
Gain(Loss) Acct. 405210	(550.04)
	<u>1,551,675.49</u>

Extraordinary one time items:

INVESTMENT PORTFOLIO
January 31, 2015

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
			PURCHASE PRICE	ADJUSTED	VALUE					REC'VBLE	INT REC'VBLE	EARNED			REC'VBLE	LESS PREPAID	VALUE
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	15,023,400.00	11-15-15	0.375%	156.2500	31	7,303.18		4,843.75		(26.76)	12,120.17	12,120.17	15,000,000
US TREASURY NOTE	912828VL1	12-19-13	25,057,734.38	20,025,000.00	25,109,500.00	07-15-16	0.625%	434.0278	31	72,180.71		13,454.86	78,125.00	(172.86)	7,337.71	7,337.71	25,000,000
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	12,044,040.00	10-15-16	0.625%	208.3333	31	16,071.43		6,458.33		(70.97)	22,458.79	22,458.79	12,000,000
US TREASURY NOTE	912828WX4	8/27/14	17,998,593.75	18,047,880.00	18,047,880.00	07-31-16	0.500%	250.0000	30	37,663.04	6,603.26	7,500.00		85.58	45,248.62	38,645.36	18,000,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	10,036,700.00	11-15-16	0.625%	173.6111	31	8,114.64		5,381.94		(29.73)	13,466.85	13,466.85	10,000,000
																	35.25%
U.S. GOVERNMENT AGENCIES																	
FNMA	31398A4M1	09-13-13	10,221,000.00	10,244,600.00	10,104,200.00	10-26-15	1.625%	451.39	30	29,340.28		13,541.67		(0.01)	42,881.94	42,881.94	10,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,947,600.00	10,001,900.00	01-28-16	0.500%	138.8889	27	21,250.00		3,750.00	25,000.00		0.00	0.00	10,000,000
FNMA	3135G0UM3	05-29-13	4,394,560.50	4,374,255.60	4,395,571.35	02-26-16	0.520%	63.4833	30	7,935.42		1,904.50			9,839.92	9,839.92	4,395,000
FNMA	3135G0VH3	05-30-13	15,149,117.50	15,099,386.50	15,077,836.40	03-04-16	0.750%	313.9583	30	36,733.13		9,418.75			46,151.88	46,151.88	15,070,000
FNMA	3135G0VA8	05-13-13	24,041,832.00	23,865,600.00	24,066,960.00	03-30-16	0.500%	333.3333	30	30,333.33		10,000.00			40,333.33	40,333.33	24,000,000
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	10,001,900.00	07-05-16	0.375%	104.1667	30	18,333.33		3,125.00	18,750.00		2,708.33	2,708.33	10,000,000
FNMA	3135 G0YE7	03-07-14	15,029,400.00	14,991,150.00	15,048,600.00	08-26-16	0.625%	260.4167	30	32,552.08		7,812.50			40,364.58	40,364.58	15,000,000
																	64.75%
COLLATERIZED MORTGAGE OBLIGATIONS																	
CASH INVESTMENT																	
MATURED/CALLED																	
FHLMC	3134G34B3	01-30-13	(9,998,500.00)	(9,947,600.00)	(10,001,900.00)												
TOTAL			158,794,303.76	135,427,093.35	158,956,587.75					317,810.57	6,603.26	87,191.30	121,875.00	(214.75)	282,912.12	276,308.86	168,465,001.00

24-Feb-15 Weighted Average Interest Rate 0.6171%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2014 & FY2015
 JANUARY 2015

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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
Aug. 14	5,250,000		Oct. 14	6,020,400	770,400	6,020,400
Sep. 14	6,650,000		Nov. 14	7,843,800	1,193,800	7,843,800
3 Months Total	17,150,000			19,884,600	2,734,600	19,884,600
Oct. 14	5,725,000		Dec. 14	7,647,001	1,922,001	7,647,001 (1)
Nov. 14	5,725,000		Jan. 15	6,510,300	785,300	6,510,300 (1)
Dec. 14	6,955,000		Feb. 15			6,955,000 (1)
6 Months Total	35,555,000			34,041,901	5,441,901	40,996,901
Jan. 15	5,400,000		Mar. 15			5,400,000 (1)
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			34,041,901	5,441,901	58,496,901
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	34,041,901	5,441,901	77,441,901
	19,884,600		1st Quarter			
	21,112,301		2nd Quarter			
	5,400,000		3rd Quarter			
	<u>46,396,901</u>		4th Quarter			
			YTD Actual Per Statement of Revenue & Expenses			

(1) Includes Accrual for Quarterly Adjustment

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JANUARY 31, 2015

	<u>1/31/2015</u>
Cash -- Bank of America Checking Account	1,885,362.09
Cash -- Wells Fargo Lockbox Account	7,219.00
LAIF	32,359,674.95
County Pool	259,590,407.38
Investment Portfolio	158,794,303.76
	<hr/>
Total	<u><u>452,636,967.18</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
January 2015

Unit	Ref	Name	Date	Amount	Method	Description
SMCTA	000983	SAN MATEO COUNTY TRANSIT DISTRICT	1/5/2015	1,042,507.31	WIR	Wages, Fringe, OH, AP, Caltrain, RW, etc
SMCTA	000984	PENINSULA CORRIDOR JOINT POWERS BOARD	1/12/2015	466,562.68	WIR	Capital Programs ⁽¹⁾
SMCTA	000985	SAN MATEO COUNTY TRANSIT DISTRICT	1/12/2015	13,833.16	WIR	Capital Programs ⁽²⁾
SMCTA	000986	MATSUMOTO, KARYL M.	1/12/2015	100.00	WIR	Board of Directors Compensation
SMCTA	000987	GROOM, CAROLE	1/12/2015	100.00	WIR	Board of Directors Compensation
SMCTA	000988	NAGEL, TERRY	1/12/2015	100.00	WIR	Board of Directors Compensation
SMCTA	000989	CANEPA, DAVID	1/12/2015	100.00	WIR	Board of Directors Compensation
SMCTA	003895	HOFBRAU CATERING	1/5/2015	385.59	CHK	Miscellaneous - CAC Appreciation
SMCTA	003896	HURLEY, JOSEPH	1/5/2015	635.00	CHK	Business Travel & Meeting
SMCTA	003897	URS CORPORATION	1/5/2015	13,936.33	CHK	Consultants
SMCTA	003898	ATKINS NORTH AMERICA, INC	1/12/2015	37,696.91	CHK	Capital Programs ⁽³⁾
SMCTA	003899	CDM SMITH, INC.	1/12/2015	10,942.25	CHK	Consultants
SMCTA	003900	FOUST, ROSANNE	1/12/2015	100.00	CHK	Board of Directors Compensation
SMCTA	003901	HNTB CORPORATION	1/12/2015	2,980.71	CHK	Consultants
SMCTA	003902	KHOURI CONSULTING	1/12/2015	3,500.00	CHK	Legislative Advocate
SMCTA	003903	OFFICEMAX	1/12/2015	301.10	CHK	Office Supplies
SMCTA	003904	REDWOOD CITY, CITY OF	1/12/2015	28,931.66	CHK	Capital Programs ⁽⁴⁾
SMCTA	003905	TOWN OF COLMA	1/12/2015	77,554.26	CHK	Capital Programs ⁽⁵⁾
SMCTA	003906	URS CORPORATION	1/12/2015	28,975.64	CHK	Consultants
SMCTA	003907	BKF ENGINEERS	1/20/2015	95,673.33	CHK	Consultants
SMCTA	003908	BURCHARD & RINEHART	1/20/2015	3,000.00	CHK	Capital Programs ⁽⁶⁾
SMCTA	003909	GREEN CARPET LANDSCAPING	1/20/2015	625.00	CHK	Capital Programs ⁽⁷⁾
SMCTA	003910	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	1/20/2015	64,805.27	CHK	Legal Services
SMCTA	003911	OFFICEMAX	1/20/2015	12.75	CHK	Office Supplies
SMCTA	003912	RASMUSSEN, PETE	1/20/2015	795.00	CHK	Seminar & Training
SMCTA	003913	URS CORPORATION	1/20/2015	77,868.83	CHK	Consultants
SMCTA	003914	CITY OF DALY CITY	1/26/2015	13,633.45	CHK	Capital Programs ⁽⁴⁾
SMCTA	003915	CITY OF PACIFICA	1/26/2015	535,344.12	CHK	Capital Programs ⁽⁸⁾
SMCTA	003916	DMJM HARRIS/MARK THOMAS JV	1/26/2015	33,124.29	CHK	Consultants
SMCTA	003917	EAST PALO ALTO, CITY OF	1/26/2015	205,910.12	CHK	Capital Programs ⁽⁴⁾
SMCTA	003918	SAN MATEO, COUNTY OF	1/26/2015	5,000.00	CHK	Sales Tax Admin Fee
				<u>2,765,034.76</u>		

- (1) Downtown Extension \$5,074; Caltrain Electrification \$243,633.20; Grade Sep - San Bruno \$26,010.47; Boarding Platform Impr-Atherton \$1,667.18; CBOSS/PTC Project \$45,602.26; 25th Ave Grade Separation \$30,193.09; SM Bridges Improvement Proj \$114,382.48
- (2) Last Mile Connection Pilot
- (3) Hwy 1 Grey Whale Cove-Miramar \$3,050.45; 101 Peninsula Ave/Poplar I/C \$4,563.53; Highway Oversight \$22,531.65; 101 HOV Ln Whipple - San Bruno \$3,621.74
- (4) FY14 Call for Prj Local Shuttle
- (5) Call for Proj-Ped&Bike FY14/15
- (6) 101 Interchange to Broadway
- (7) Dumbarton Maintenance of Way
- (8) San Pedro Creek/Rte 1 Bridge Replacement

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

Gigi Harrington
Deputy CEO

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

ACTION

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

SIGNIFICANCE

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

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

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

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



SAN MATEO COUNTY
***Transportation
Authority***

Measure A Program Status Report

Semi-Annual Report

(As of December 31, 2014)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of December 31, 2014)

Program	Exp. Plan %	General Status	In Thousands of \$ (\$1,000)		
			Total Funds Collected (1989-2008) ³	Budgeted/ Expended Funds ⁴	Available Funding ⁵
1. Caltrain ¹	N/A	- Available funding for Caltrain systemwide and county specific improvements - Projects with budgeted funds in progress - Budgeted funding includes the San Mateo County share commitment to the Caltrain Modernization Program	\$ 283,352	\$ 250,198	\$ 33,154
2. Paratransit	N/A	- Program completed	56,113	56,113	-
3. Dumbarton Rail ²	N/A	- Project on hold in environmental/conceptual engineering phase - Additional funding decisions on hold	74,486	25,036	49,450
4. Highway	N/A	- Projects with budgeted funds in progress - Reconstruction of the U.S. 101/Broadway Interchange started in September 2014 - \$1.6 million of programmed funds were allocated in August 2014 for the Plans, Specifications, and Estimates (PS&E) phase for the State Route 92/El Camino Real Interchange Project (Resolution 2014-17) - \$0.5 million re-allocated in December 2014 for project support associated with post-environmental phases of the U.S. 101/Willow Road Interchange Project (Resolution 2014-24)	357,568	355,731	1,837
5. Local Streets and Roads	20%	- Program completed	203,264	203,264	-
6. Caltrain Grade Separation	N/A	- Construction of the San Bruno Grade Separation project was completed in July 2014, final close-out pending.	234,927	234,927	-
7. Bicycle Transportation	N/A	- Program completed	120	120	-
8. Transportation System Management	N/A	- Program completed	7,121	7,121	-
Total:			\$ 1,216,951	\$ 1,132,510	\$ 84,441

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

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

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

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

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

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of December 31, 2014)

Program	Exp. Plan %	Implementation Process ¹	General Status	In Thousands of \$ (\$1,000)		
				Total Estimated Revenue (2009-2033) ²	Funds Collected to date ³	Budgeted/ Expended Funds ⁴
1. Transit						
<i>Caltrain</i>	16%	Plan-Based	- Annual allocation of 50% for operations and 50% for capital projects - Capital projects in process per JPB's Local Share and County specific Project Work Program	\$ 240,000	\$ 64,910	\$ 54,353
<i>Local Shuttle</i>	4%	Call for Projects	- 28 Measure A funded shuttles in operation as of December 2014; the South San Francisco East-West Community Shuttle started service November 2014.	60,000	16,277	13,951
<i>Accessible Services</i>	4%	TBD	- Annual distribution to Samtrans for paratransit services - Expanding program to include other complementary services is on hold	60,000	16,277	16,277
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- South San Francisco ferry terminal construction previously reported as complete. The reduction of approx. \$6.9 million in budgeted/expended funds from the June 30, 2014 report accounts for the close-out of this project.	30,000	8,114	8,091
<i>San Mateo County/ SFO BART Extension</i>	2%	Agreement-Based	- Annual distribution to BART for BART to SFO segment expenses	30,000	8,114	8,114
<i>Dumbarton Rail Corridor</i>	2%	TBD	- Project on hold in environmental/conceptual engineering phase - Funding decisions on hold	30,000	8,114	4
2. Highway	27.5%	Call for Projects	- Projects with budgeted funds in progress	413,000	111,565	96,937
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements	338,000	91,280	91,280
4. Grade Separation	15%	TBD	- Construction of the San Bruno Grade Separation project was completed in July 2014.	225,000	60,853	53,253
5. Pedestrian and Bicycle	3%	Call for Projects	- Projects with allocated funds from the FY2012 & 2013 and FY2014 & 2015 Calls for Projects in progress	45,000	12,170	11,651
6. Alternative Congestion Relief	1%	Plan-Based	- Alliance TDM work programs ongoing - Plan to be prepared to guide future project evaluation and selection process	15,000	4,057	3,049
Total:				\$ 1,486,000	\$ 401,731	\$ 356,960

¹ Based on TA Board adopted Implementation Plan (2009)

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

³ Collection of funds began on January 1, 2009. The total represents audited actuals through June 2014.

⁴ Budgeted and expended funds represents all prior commitments.

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

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 New Measure A Pedestrian and Bicycle Program.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA's Pedestrian and Bicycle Program provides funding for the development and construction of bicycle and pedestrian facilities to encourage and improve walking and bicycling. Three percent of the New Measure A sales tax revenue is available to support the Pedestrian and Bicycle Program. Project sponsors are required to submit quarterly progress reports, which the TA uses to track the performance of individual projects as well as the overall program.

This month's presentation will be presented via PowerPoint.

**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: **HIGHWAY PROGRAM – SOLICITATION OF LETTERS OF INTEREST FOR
POTENTIAL PROJECTS**

ACTION

No action is required. This item is to inform the Board that staff will be issuing a solicitation of Letters of Interest from eligible Measure A program applicants to assist with the development of a Capital Improvement Program (CIP) for highway projects and to help inform the next Highway Call for Projects (CFP).

SIGNIFICANCE

Staff will be initiating work on the development of a Highway CIP to better manage funding needs with projected revenues and to help determine the level of interest for potential projects in the next Highway CFP, which is anticipated to be released in May 2015 pending Board approval.

The solicitation will seek, but not be limited to, the following information from eligible applicants:

- Potential projects, including those listed as eligible in the Measure A Expenditure Plan but not yet submitted for funding requests, and new proposals that are eligible for funding in the Highway category;
- Scope, projected cost by phase of work and schedule for each project; and
- Discussion of other funding sources committed or that can be secured for the project.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

Key elements in the implementation of the Measure A 2014-2019 Strategic Plan include the development of CIPs and the continuation with the CFPs processes for the competitive Measure A programs. The Short-Range Highway Plan states that the

Measure A Highway Program is over-subscribed and the rough estimated cost to fund the program contained in the 2004 Transportation Expenditure Plan (TEP) is \$1.8 billion, compared to forecasted Measure A revenues of \$446 million. The Short-Range Highway Plan also calls for the development of a CIP, which will be a useful tool for leveraging funds for the highway program. Development of the Highway CIP will dovetail with the solicitation of projects for the next Highway CFP, and with the City/County Association of Government's preparation of the 2016 State Transportation Improvement Program, which is the largest source of known external funding available for highway projects.

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

Legislation

The deadline to introduce legislation for consideration in the first half of the 2015-16 Legislative Session is February 27. Staff is monitoring several bills that have already been introduced including:

Assembly Bill (AB) 194 (Frazier)

This bill would expand the authority of regional transportation agencies to apply for the conversion of high-occupancy vehicle lanes to high-occupancy toll (HOT) lanes. The revenue generated by HOT lanes is eligible to be spent on transit operations and improvements.

AB 318 (Chau)

This bill would change the amount of time that a transit agency is required to hold lost property from 90 days to 30 days. After that time, it would allow the agency to donate the property to a charitable organization.

AB 378 (Mullin)

This bill is a spot bill that declares the intent of the Legislature to pass legislation to address growing congestion on the Highway 101 corridor.

AB 464 (Mullin)

This bill would increase the maximum sales tax rate that cities and counties are permitted to levy from 2 percent to 3 percent.

Senate Bill (SB) 9 (Beall)

This bill would modify the State's plan to award funds from the Cap and Trade Program. It would limit grants from the Transit and Intercity Rail Capital Program to projects with a total cost over \$100 million. The bill would also authorize the State to enter into multiyear funding agreements for projects funded through this program.

SB 32 (Pavley)

This bill would establish new statewide greenhouse gas limits beyond the existing 2020 emissions reduction requirements. The new limits would reduce emissions to 80 percent below 1990 levels by 2050.

SB 321 (Beall)

This bill would allow the State Board of Equalization to spread required fuel tax adjustments over three consecutive years.

FEDERAL ISSUES

Nothing to report.

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

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>AB 4 Linder R</p> <p>Truck Weight Fees: bond debt service</p>	<p>1/16/15</p> <p>Referred to Assembly Transportation Committee</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>1/16/15</p> <p>Referred to Assembly Natural Resources Committee</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>2/12/15</p> <p>Referred to Assembly Transportation Committee</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> <p>Last amended on 2/12/15</p>	

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>AB 33 Quirk D</p> <p>California Global Warming Solutions Act of 2006: scoping plan</p>	<p>1/22/15</p> <p>Referred to Assembly Natural Resources Committee</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>AB 156 Perea D</p> <p>California Global Warming Solutions Act of 2006: investment plan.</p>	<p>2/2/15</p> <p>Referred to Assembly Natural Resources Committee</p>	<p>Existing law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would require the department to include in the 3-year investment plan an allocation to provide technical assistance to disadvantaged communities to assist them in proposing specified projects for inclusion in the 3-year investment plan.</p>	
<p>AB 194 Frazier D</p> <p>HOT Lanes</p>	<p>2/9/15</p> <p>Referred to Assembly Transportation Committee</p>	<p>Existing law authorizes a regional transportation agency, as defined, in cooperation with the department to apply to the California Transportation Commission (CTC) to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit, consistent with established standards, requirements, and limitations that apply to specified facilities. Existing law limits the number of approved facilities to not more than 4, 2 in northern California and 2 in southern California, and provides that no applications may be approved on or after January 1, 2012.</p> <p>This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the CTC to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. It would provide that these provisions do not authorize the conversion of any existing non-toll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions.</p> <p>This bill would additionally authorize the department to apply to the commission to develop and operate HOT lanes and associated facilities pursuant to similar provisions.</p>	

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>AB 227 Alejo D</p> <p>Transportation Funding</p>	<p>2/17/15</p> <p>Referred to Assembly Transportation & Budget Committees</p>	<p>Current law provides for loans of revenues from various transportation funds and accounts, including commercial truck weight fees, to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.</p>	
<p>AB 323 Olsen D</p> <p>CEQA Exemption: Roadway improvement</p>	<p>2/13/15</p> <p>Introduced</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would extend the above exemption indefinitely.</p>	
<p>AB 378 Mullin D</p> <p>State Highway 101 Corridor</p>	<p>2/18/15</p> <p>Introduced</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system.</p> <p>This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.</p>	
<p>AB 400 Alejo D</p> <p>Changeable Message Signs</p>	<p>2/19/15</p> <p>Introduced</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law, the Outdoor Advertising Act, provides for the regulation by the department of advertising displays, as defined, within view of public highways. Existing law also authorizes the department to install and maintain information signs along state highways.</p> <p>This bill would require the department, by June 30, 2016, to update its internal policies to allow displays of safety, transportation-related, and voting-relating messages on changeable message signs, as defined.</p>	
<p>AB 464 Mullin D</p> <p>Local Sales Tax Cap</p>	<p>2/23/15</p> <p>Introduced</p>	<p>Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%.</p> <p>This bill would increase the maximum combined rate to 3%.</p>	

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<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>1/15/15</p> <p>Referred to Senate Environmental Quality Committee</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>	
<p>SB 9 Beall D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program</p>	<p>1/15/15</p> <p>Referred to Senate Environmental Quality Committee</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>	

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>SB 18 Hill D</p> <p>Gas and Electrical Corporations: fines and penalties: underground utility facilities</p>	<p>2/4/15</p> <p>Referred to Senate Energy, Utilities & Comm. Committee</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 Public Utilities 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.</p> <p>The bill would establish the California Underground Facilities Safe Excavation Authority. The bill would create the Safe Energy Infrastructure and Excavation Fund in the State Treasury and would provide that moneys deposited into the fund are to be used to cover the administrative expenses of the authority, upon appropriation by the Legislature. The bill would authorize the commission to use excess moneys in the fund for specified purposes relating to the safety of underground utilities, upon appropriation by the Legislature.</p> <p>This bill would require that moneys collected as a result of the issuance of citations to gas corporations and electrical corporations pursuant to the above-described law be deposited in the Safe Energy Infrastructure and Excavation Fund.</p> <p>Last amended on 2/2/15</p>	
<p>SB 39 Pavley D</p> <p>Vehicles: High-occupancy vehicle lanes</p>	<p>1/15/15</p> <p>Referred to Senate Trans & Housing Committee</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>	

SMCTA Bill Matrix – February

Measure	Status	Bill Summary	Position
<p>SB 122 Jackson D</p> <p>CEQA: Record of Proceedings</p>	<p>1/15/15</p> <p>Introduced</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects.</p> <p>The bill would state the intent of the Legislature to enact legislation establishing an electronic database clearinghouse of notices and environmental document prepared pursuant to CEQA, establishing a public review period for a final environmental impact report, and relating to the record of proceedings for a project for which an environmental impact report is prepared pursuant to CEQA.</p>	

