



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

April 2, 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 March 5, 2015
 - b. Acceptance of Statement of Revenues and Expenditures for February 2015
5. Public Comment
 Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report RESOLUTION
 - a. Resolution of Appreciation to Director Rosanne Foust
7. San Mateo County Transit District Liaison Report INFORMATIONAL
 - a. Meeting of March 11, 2015
 - b. Meeting of April 1, 2015
8. Joint Powers Board Report INFORMATIONAL
9. Report of the Executive Director INFORMATIONAL
 - a. Proclamation Declaring April 9, 2015 Stand Up for Transportation Day PROCLAMATION
10. Program
 - a. Program Report: Transit Ferry Program – South San Francisco INFORMATIONAL
 - b. Update on State and Federal Legislative Program INFORMATIONAL
11. Requests from the Authority
12. 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.

13. Date/Time of Next Meeting: Thursday, May 7, 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. Report of Legal Counsel
Closed Session: Conference with Legal Counsel – Existing
Litigation Pursuant to Government Code Section 54956.9(a):
Pacifigans for a Scenic Coast vs. California Department of
Transportation, Respondents and Defendants, and San Mateo
County Transportation Authority and City of Pacifica, Real Parties
in Interest and Defendants

15. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

MINUTES OF MARCH 5, 2015

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

STAFF PRESENT: J. Averill, J. Cassman, A. Chan, G. Harrington, C. Harvey, R. Haskin,
J. Hurley, N. McKenna, M. Scanlon, M. Simon, J. Slavitt,
S. van Hoften

Chair Karyl Matsumoto called the meeting to order at 5:06 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

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

APPROVAL OF CONSENT CALENDAR

- 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

Motion/Second: Canepa/Nagel

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

PUBLIC COMMENT

Carol Dutra-Vernaci, Mayor, Union City, Chair, Dumbarton Rail Corridor Policy Advisory Committee (PAC), said last year the Metropolitan Transportation Commission (MTC) reprogrammed the existing funding for the Dumbarton Rail Project. The PAC is committed to an east/west transportation solution. The Alameda County Transportation Commission (Alameda CTC) has committed to splitting staffing costs with the TA. She is hoping the San Mateo County Transit District (District), MTC, TA, and Alameda CTC will meet and work out a funding mechanism before the PAC meets again.

Kirsten Keith, City Council, Menlo Park, asked the TA not to take any more money from the Dumbarton Rail Project. She said the PAC needs eight months to drum up private money. She said the PAC is working with Stanford, Facebook, and other private employers to get the project moving. She suggested phasing the project beginning with Menlo Park to the Caltrain station in Redwood City to show it is a viable solution for traffic calming. She is looking at how to release the California Environmental Quality Act document. Once it is released, the PAC would like about \$15,000 to update the ridership study.

Adina Levin, Friends of Caltrain, said she supports Caltrain and the Caltrain Modernization (CalMod) Program as an interconnected network, and Dumbarton is a key component.

Andy Chow, Bay Rail Alliance, said he encourages the Board to support the Dumbarton Corridor and to set up a joint powers board to oversee the future investment in the corridor.

Greg Conlon, Atherton, said the Atherton Caltrain Station needs to be given the highest priority because of the holdout rule. The town of Atherton is willing to put up the appropriate share.

Lisa Gauthier, Mayor, East Palo Alto, said there is heavy congestion going through the communities down Willow Road and University Avenue. She is looking for assistance to figure out how to deal with this congestion. Residents are severely impacted, and she asked the Board to consider Dumbarton Rail.

Director Rosanne Foust asked for an overview of the history of the project. Michael Scanlon, Executive Director, said the Dumbarton Corridor is a worthy project that should be pursued. The project has fallen off the regional priority list. The Dumbarton Bridge will probably not come in the near term as a full bay crossing. He said there will not be a traditional funding partnership with public participation. The State highway and transit accounts are decreasing, and the State is going to cut the excise tax in July, which will take another billion dollars away. Public/private partnerships are generally driven because of the promise of some flow of revenue that would defray the initial investment the private entity makes into the partnership. He said he doesn't foresee any way to get a positive cash flow out of this project. Private companies would not take an ownership interest in something that loses money. The Federal government stated that unless there is a reasonably sound financing plan, they did not want to receive the National Environmental Policy Act document. He said there is no sound financing plan, and he doesn't see a path of getting there. A discussion on potential modest improvements should be agendaized for a full discussion in the future.

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

Chair Matsumoto said the TA is recruiting for five TA CAC members. Applications are due April 3. She appointed Directors Don Horsley and David Canepa to the nominating committee. The Board will appoint new members at the May 7 Board meeting.

Resolution of Appreciation for Executive Director Michael J. Scanlon

Chair Matsumoto presented a resolution of appreciation to Mr. Scanlon for his 47 years of work in the industry and 15 years of work for the TA, the Peninsula Corridor Joint Powers Board (JPB), and the San Mateo County Transit District.

Public Comment

Jim Bigelow, Redwood City/San Mateo and Menlo Park Chambers of Commerce, said things have changed a lot in the 15 years Mr. Scanlon has been with the TA, JPB and District. There have been many projects, clearances and coordination. He said it takes a lot of work and coalition building to do this work. He thanked Mr. Scanlon for his contributions and wished him the best.

Adina Levin, Friends of Caltrain, thanked Mr. Scanlon for keeping the trains and buses going, and for getting roads, bicycle and pedestrian improvements approved and funded.

Rich Hedges, San Mateo, said Mr. Scanlon is fair and understands what is important.

Andy Chow, Redwood City, congratulated Mr. Scanlon on his retirement and for his hard work over the years.

Motion/Second: Foust/Groom

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

Mr. Scanlon said he is touched by all the remarks. He said he is just one member of the team.

JPB REPORT

Mr. Scanlon reported:

- A vast majority of the fatalities have been suicides. The Board requested a discussion be agendized on the outreach concerning suicide prevention and accidents on the railway.
- Key Caltrain Performance Statistics January 2015 compared to January 2014
 - Monthly Performance Statistics:
 - Total Ridership was 1,361,938, an increase of 0.9 percent.
 - Average Weekday Ridership (AWR) was 51,014, an increase of 3.3 percent.
 - Total Revenue was \$6,442,147, an increase of 11.3 percent.
 - On-time Performance (OTP) was 91.6 percent, a decrease of 1.2 percent.
 - Caltrain Shuttle Ridership was 8,493, a decrease of 6.8 percent.
 - Year-to-Date Performance Statistics:
 - Total Ridership was 10,702,839, an increase of 9.5 percent.
 - AWR was 57,407, an increase of 10.1 percent.
 - Total Revenue was \$48,307,862, an increase of 13.2 percent.
 - OTP was 91.9 percent, a decrease of 0.5 percent.
 - Caltrain Shuttle Ridership was 8,372, an increase of 10.5 percent.
- The Board:
 - Authorized the ratification of the award of an emergency contract to Granite Construction Company in an amount not to exceed \$60,000 for repair of the embankment north of the Guadalupe River Main Track 1 Bridge.
 - Approved and presented a resolution of appreciation for Mr. Scanlon.
 - Received an update on the CalMod Program and testing of Positive Train Control.
 - Received a presentation on the Disparity Study and JPB efforts to increase the pool of Disadvantaged Business Enterprises.
 - Declared the intent to use proceeds from indebtedness to reimburse expenditures.
 - Received a presentation on Caltrain sustainability efforts.

- Received a legislative update.

Director Mary Ann Nihart said with regards to mental health, it would be helpful if the media made people feel comfortable seeking and getting treatment, and to recognize symptoms earlier. This would help reduce stigma.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- Pile driving for the U.S. Highway 101/Broadway Interchange Project began February 17 and will continue through mid-April. This is necessary to complete the foundation for the structure that will cross over the highway. The California Department of Transportation and the city of Burlingame conducted extensive outreach to the surrounding businesses and residents, and no complaints have been received. The project is set for completion in fall 2017.
- A draft Preliminary Planning Study has been prepared to study congestion and safety on California Highway 1, from Miramar to Devil's Slide. San Mateo County is the sponsor and will be conducting a community workshop to get comments on alternatives.

PROGRAM

Program Report: Pedestrian and Bicycle Program

Joel Slavit, Manager, Programming and Monitoring, presented:

- Program Overview
 - Three percent of the Measure A Program is set aside for the program.
 - The 2004 Transportation Expenditure Plan includes a list of proposed bikeways and overcrossings, but other projects can be considered.
- In the project selection process, the TA Strategic Plan requires:
 - Funding considerations be made through a Call for Projects (CFP)
 - Projects be reviewed based on a set of evaluation criteria
 - Funding recommendations be anchored to the evaluation criteria
 - Board to approve the programming and allocation of funds
- Measure A Programming and Allocating History
 - First cycle, July 2011 - \$4.5 million
 - Second cycle, April 2014 - \$5.8 million
 - Special circumstances - \$700,000
- Program Information
 - Measure A Funded Projects
 - First cycle – 16 projects
 - Second cycle – 11 projects
 - Special circumstances – two projects
 - Project Status
 - Scope of work completed – nine projects
 - Ongoing – 20 projects
 - Completed by June 30, 2015 – six projects
 - Project type
 - Pedestrian and bicycle – 22 projects
 - Bicycle only – five projects
 - Pedestrian only – two projects

- Measure A funded phase of work
 - Preconstruction only – seven projects
 - Full implementation – 22 projects
- Maps of the project locations were shown.
- Funded Projects Types
 - Pedestrian/bicycle trails
 - Bicycle striping/signing
 - Traffic calming/crossing upgrades
 - Pedestrian/bicycle overcrossings
- External Funding Sources to Supplement Measure A Funds
 - Active Transportation Program
 - Transportation Development Act funds
 - One Bay Area grants
 - Cap and Trade
- Next Steps from Strategic Plan
 - Align Measure A funding calls to coincide with regional, State and Federal funding programs.
 - Develop a Capital Improvement Plan (CIP) for long-term planning of large, complex capital projects.
 - Explore and develop performance metrics to determine if the program and projects are meeting Measure A goals.

Director Carole Groom asked how Cap and Trade funding works. Gus Khouri, Khouri Consulting, said 60 percent of the money is dedicated to transportation and 40 percent is for alternative purposes and the environmental sector. The California Transportation Commission handles the recommendations for the Alternative Transportation Program. He said the California State Transit Assistance handles commuter and intercity rail, transit operations, and high-speed rail. He said he could provide a breakdown to the Board.

Director Terry Nagel asked for a summary of places to look for additional funding.

Director Nagel said Europe has crystals in the road striping paint to make it glow at night. She asked if there is new technology that the TA could investigate. Mr. Slavitt said staff regularly participates in webinars to learn about the latest methods.

Public Comment

Rich Hedges, San Mateo, said every other State besides California has a fuel extraction tax, which is an element to raise money. He said he is trying to get MTC interested.

Solicitation of Letters of Interest for Highway Projects

April Chan, Executive Officer, Planning and Development, said staff will be sending letters of interest to cities to solicit information on highway projects for which they will be requesting Measure A funding in anticipation of another highways CFP. She said the City/County Association of Governments will be putting together a recommendation for the State Transportation Improvement Program. Staff will be putting together a CIP to get an understanding of the funding needs over the next 10 years and to match the needs with projected revenues.

Update on State and Federal Legislative Program

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

State

If it wasn't for the high-speed rail project, CalMod would have the same funding problem the Dumbarton Rail Project has. The only program at the State or Federal level to move a project like that forward is the Transit Capital Grants Program, but that program has a backlog because of the reduced buying power of the gas tax.

Mr. Khouri said transportation has been highlighted as a must this year behind the scenes at the State Capitol. It is too early to predict anything. He and his staff will continue to work on the bills mentioned in the bill matrix.

Federal

No report.

Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2015

Joe Hurley, Director, TA Program, said this report is in the Board packet and to contact him if there are questions.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None

REPORT OF LEGAL COUNSEL

None

DATE AND PLACE OF NEXT MEETING

April 2, 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 6:36 p.m.

TA CAC Chair's Report

March 5, 2015

Good Afternoon Madam Chair and Board members,

Here is my report from the TA/CAC meeting of March 3, 2015:

(TA Item 4a) The CAC reviewed the TA Board's Minutes of February 5, 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 January 2015.

(TA Item 4c) In reference to the Executive Board's receipt and filing of the Measure A Program Status Report, the CAC has made a suggestion to add one more column to the report in the future, which would indicate the "Available Funding" for each program.

TA Item 6) Although the CAC did not have this particular item on its Agenda Tuesday evening, the CAC overwhelmingly asked that I report to the Board tonight its appreciation for the tremendous job that our Executive Director, Michael J. Scanlon, has done in his tenure as head of the San Mateo County Transit District for these past several years. High praise was given by the CAC members for Mr. Scanlon's many, many years of dedicated service to the three agencies under his leadership. His national recognition as both a transit professional and a leader in the transportation field, along with the knowledge and experience that he has gained from such associations, have made this District an extraordinarily better, more powerful entity. It is to Mr. Scanlon's credit that the San Mateo County Transit District is an unusually well-functioning government agency, which is untypical for many government agencies.

And because of this, the CAC, wholeheartedly, supports tonight's Board Resolution of Appreciation for Executive Director Michael J. Scanlon. We hate to see him go. Although it is true that he will be succeeded, he will never be replaced. Congratulations, Mr. Scanlon, for a job well done!

(TA Item 9a) Joel Slavit, Manager, Programming and Monitoring, gave the CAC an excellent update on the Measure A Pedestrian & Bicycle Program Status, which included a general program overview, the project selection process, Measure A's programming history and the type and distribution of funded

projects throughout the county, along with information on the external funding sources to supplement Measure A Funds, as well as the next steps to be taken from the Strategic Plan. The CAC was, overall, pleased with the report.

(TA Item 9b) As an information item only, April Chan, Executive Officer, Planning and Development, informed the CAC 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). The CAC agreed that the development of a Highway CIP can be used to better manage funding needs with projected revenues and that it will also help determine the level of interest for candidate projects in the next Highway CFP, which is anticipated to be released in May 2015 pending Board approval.

(TA Item 9c) The CAC was very pleased to once again receive a Legislative update from our State Legislative Consultant, Gus Khouri, who delivered a comprehensive update on several bills in the State's Legislature that have already been introduced for consideration in the first half of the 2015-16 Legislative Session, pointing out a particular interest for San Mateo County in Assembly Speak pro Tem Kevin Mullin's bills, AB 378 that declares the intent of the Legislature to pass legislation to address growing congestion on the Highway 101 corridor, as well as Mullin's AB 464 bill, which would increase the maximum sales tax rate that cities and counties are permitted to levy from 2 percent to 3 percent.

(TA Item 9d) Joe Hurley, TA Program Manager, delivered a brief update on the Quarterly Status Report for the 2nd Quarter, FY 2015, for the period October 1 - December 31, 2014, with only small points of clarification on various project's information contained within the report. The CAC was pleased with the report.

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

1. On February 25, 2015 the Metropolitan Transportation Commission (MTC) unanimously elected Santa Clara County Board of Supervisors President and long-time MTC Commissioner, Dave Cortese, as the new Chair of the MTC for the two year officer term running through February 2017.

A large majority of last term's Commissioners are returning for the new four year MTC Commission term, including Redwood City Councilperson, Alicia Aguirre, representing the cities of San Mateo County and San Mateo County Supervisor, Adrienne Tissier, representing the County of San Mateo.

2. The MTC is planning to convert the High Occupancy Vehicle (HOV) lane on SR92 on the San Mateo Bridge westbound into an Express Lane by 2017, as part of a 550 mile network of Bay Area Express Lanes that will be completed by 2035. The MTC will convert 150 miles of existing HOV lanes to Express Lanes and add 120 miles of new lanes to close the network gaps.

The reason for all of this is the Bay Area is forecast to add 2.1 million more people and 1.1 million more jobs by 2040, but just 5% of the region's transportation dollars are available to fund new roads or to add more transit. Bottom line is that there is often not enough money to build enough capacity to keep up with the growth, as well as not enough room to widen the highways in order to add more lanes in many areas.

3. Assemblyman Mullin's new bill AB378 is considered to be a "placeholder bill" with the goals of relieving congestion on the Highway 101 corridor. While the text of the bill hasn't been posted, as yet, it has been reported that Mullin's staff has reported that the text of the bill's introduction says that it is a "coordinated agency response that integrates carpool or express lane development and operations, adaptive ramp metering technology and operations, and ridesharing which can deliver meaningful commuter relief within a five year period and serve as a model that other highway corridors in the state can emulate.

Mullin expects that it will take more than one legislative session to flesh out the details of a bill to achieve the goals.

4. At the February 27th Dumbarton Policy Advisory Committee meeting, held at the Union City Council, the group of elected officials took steps toward restarting the stalled project, starting with the potential for service between Redwood City and Menlo Park. Unlike the Federal Government's requirements for additional funding, California doesn't have the same environmental review process conditions for seeking more money.

The PAC felt it would be possible to approve a smaller sub segment in an environmental review, and therefore the project could use available funding to restart a smaller initial project. The motion to move ahead was supported by all, but one of the policy committee members. The Fremont representative opposed it. However, supporters included the BART board member, which is significant because most of the funding, which was moved from the Dumbarton project, went to the BART Silicon Valley project.

5. The San Mateo County Transportation Authority is currently soliciting applications for its Citizen's Advisory Committee (CAC) to fill five positions, one position that has recently been vacated and four other positions that are expiring May 31, 2015.

As there are no term limits on the CAC, all current members have been advised that they are both welcome and encouraged to re-apply. Applications are due by April 3, 2015.

6. Menlo Park has recently hosted an informal community session on what to do about the safety problems at the Ravenswood/Caltrain crossing. Menlo Park has commissioned an updated study for a grade separation.

7. On Saturday, March 7, 2015, Transform will host its annual **Let's Get Moving Summit**. A hot topic will include discussions on how to improve the Bay Area's fragmented transit system. The Summit will be held from 9am - 4pm at De Anza College in Cupertino.

In Joe's report to the CAC, he advised that there are a series of meetings planned, with representatives from several agencies, in reference to the Highway 101 congestion. The goal is to develop and expedite an implementation strategy that will result in an effective and sustainable solution. He added that Mullin's bill focuses on the 48 mile stretch between San Jose and San Francisco of which more than half or 26 miles is in San Mateo County. He reminded the CAC that there is a lot of work ongoing within this stretch which includes 10 interchange reconstruction projects at various stages as well as an HOV and auxiliary lane project,

Respectfully submitted,

BARBARA ARIETTA

Chair, San Mateo County Transportation Authority, CAC

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING FEBRUARY 28, 2015**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$56,589,471- line 7) is **better** than staff projections by \$4,908,591 or 9.5 percent. *Interest Income* (\$1,949,410 – line 2) is \$423,850 or 27.8 percent **better** than projections due to higher than budgeted returns.

Total Revenue (\$56,589,471 - line 7) is \$4,752,606 or 7.7 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* (\$53,836,001 - line 1) is \$2,571,716 or 5 percent **better**, slightly offset by *Interest Income* (\$1,949,410 - line 2) which is \$106,078 or 5.2 percent **worse** than prior year and *Rental Income* (\$804,061- line 4) which is \$7,283 or 0.9 percent **worse**.

Expenditures: *Total Administrative Expenses* (\$816,968 - line 22) is **better** than staff projections by \$29,920 or 3.5 percent. Within total administrative expenses, *Staff Support* (\$354,171 - line 18) is \$12,868 or 3.5 percent **better** than staff projections. *Other Admin Expense* (\$462,797 – line 20) is **better** than staff projections by \$9,952 or 2.1 percent.

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

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

% OF YEAR ELAPSED: **66.7%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	7,439,100	51,264,285	53,836,001	49,355,000	109.1%	72,000,000	75,000,000	65.8%
2 Interest Income	260,542	2,055,488	1,949,410	1,525,560	127.8%	2,284,610	2,284,610	66.8%
3 Miscellaneous Income	0	7,171,994	0	0	0.0%	0	0	0.0%
4 Rental Income	101,667	811,344	804,061	800,320	100.5%	1,203,300	1,203,300	66.8%
5 Grant Proceeds	0	38,965	0	0	0.0%	0	0	0.0%
TOTAL REVENUE	7,801,309	61,342,077	56,589,471	51,680,880	109.5%	75,487,910	78,487,910	72.1%
EXPENDITURES:								
11 Annual Allocations	2,715,272	18,711,464	19,650,140	18,014,575	109.1%	26,280,000	27,375,000	71.8%
13 Program Expenditures	4,434,489	23,232,332	25,592,302	27,779,600	92.1%	39,712,000	41,017,000	62.4%
15 Oversight	99,439	853,232	480,173	691,250	69.5%	1,185,000	1,185,000	40.5%
17 Administrative								
18 Staff Support	41,467	359,810	354,171	367,039	96.5%	706,634	530,914	66.7%
19 Measure A Info-Others	-	3,423	-	7,100	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	50,832	155,014	462,797	472,749	97.9%	313,520	693,634	66.7%
Total Administrative	92,299	518,246	816,968	846,888	96.5%	1,036,654	1,241,048	65.8%
TOTAL EXPENDITURES	7,341,499	43,315,275	46,539,584 (1)	47,332,313	98.3%	68,213,654	70,818,048	65.7%
EXCESS (DEFICIT)	459,810	18,026,802	10,049,888	4,348,567		7,274,256	7,669,862	
BEGINNING FUND BALANCE	Not Applicable	445,209,646	459,220,186	401,849,379		401,849,379	401,849,379	
ENDING FUND BALANCE	Not Applicable	463,236,448	469,270,074 (2)	406,197,946		409,123,635	409,519,241	
Includes the following balances:								
Cash and Liquid Investments		1,892,581					286,900,375	
Current Committed Fund Balance		308,778,840 (3)					68,213,654	
Undesignated Cash & Net Receivable		158,598,653					204,394	
Total		469,270,074 (2)					409,519,241 (3)	

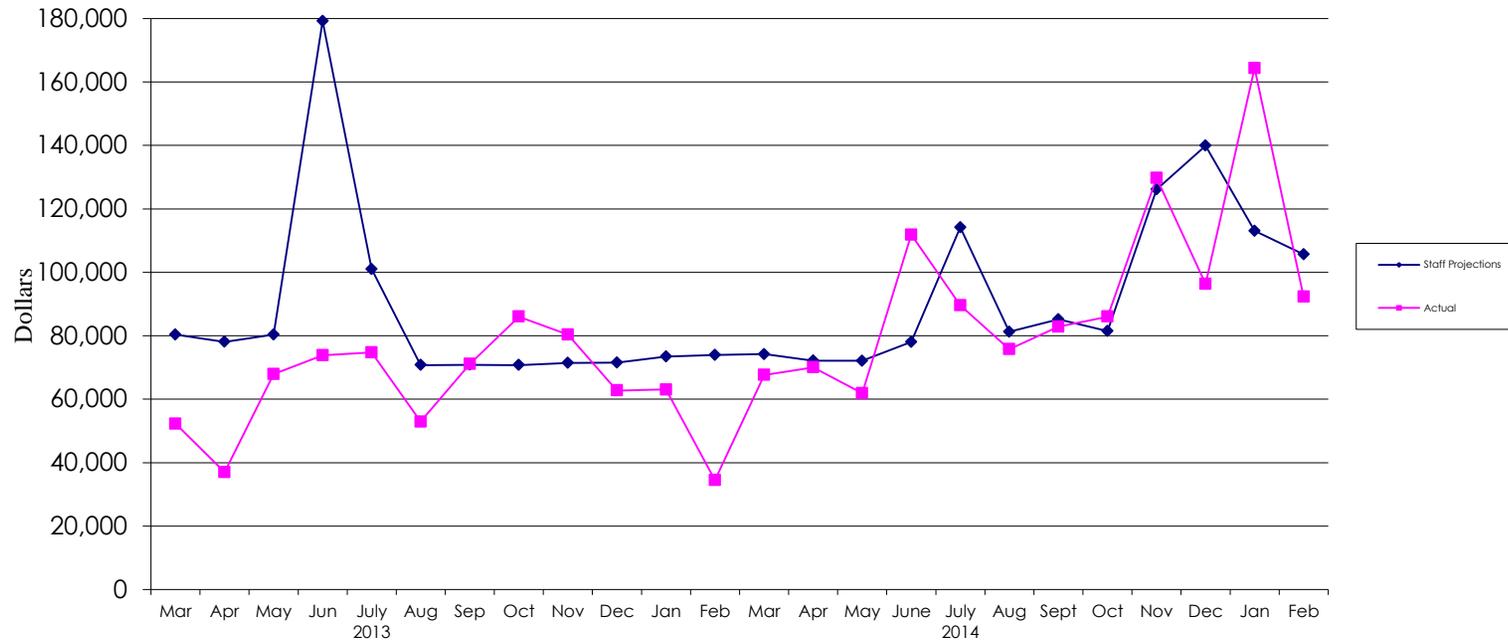
"% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% of PROJ" column, please note that individual line items reflect variations due to seasonal activities during the year.

* The TA Adopted Budget is the Board adopted budget effective June 5, 2014.

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

03/23/2015

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	105,674				
Actual	89,611	75,787	82,854	86,024	129,718	96,320	164,355	92,299				
CUMULATIVE EXPENSES												
Staff Projections	114,189	195,471	280,633	362,144	488,238	628,149	741,214	846,888				
Actual	89,611	165,398	248,252	334,276	463,994	560,314	724,669	816,968				
Variance-F(U)	24,578	30,073	32,381	27,868	24,244	67,835	16,545	29,920				
Variance %	21.52%	15.38%	11.54%	7.70%	4.97%	10.80%	2.23%	3.53%				



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF FEBRUARY 28, 2015

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.875%	\$ 262,799,953	\$ 262,799,953
Local Agency Investment Fund	**	Liquid Cash	0.266%	\$ 32,359,675	\$ 32,359,675
Investment Portfolio	***	Liquid Cash	0.625%	\$ 154,399,743	\$ 154,362,952
Other		Liquid Cash	0.000%	\$ 3,947,732	\$ 3,947,732
				<u>\$ 453,507,103</u>	<u>\$ 453,470,312</u>

Accrued Earnings for January, 2015 \$ 260,377.14
Cumulative Earnings FY2015 \$ 1,949,794.78

* County Pool average yield for the month ending February 28, 2015 was 0.875%. As of January, 2015 the amortized cost of the Total Pool was \$4,006,610,324.67 and the fair market value per San Mateo County Treasurer's Office was \$4,014,137,938.14.

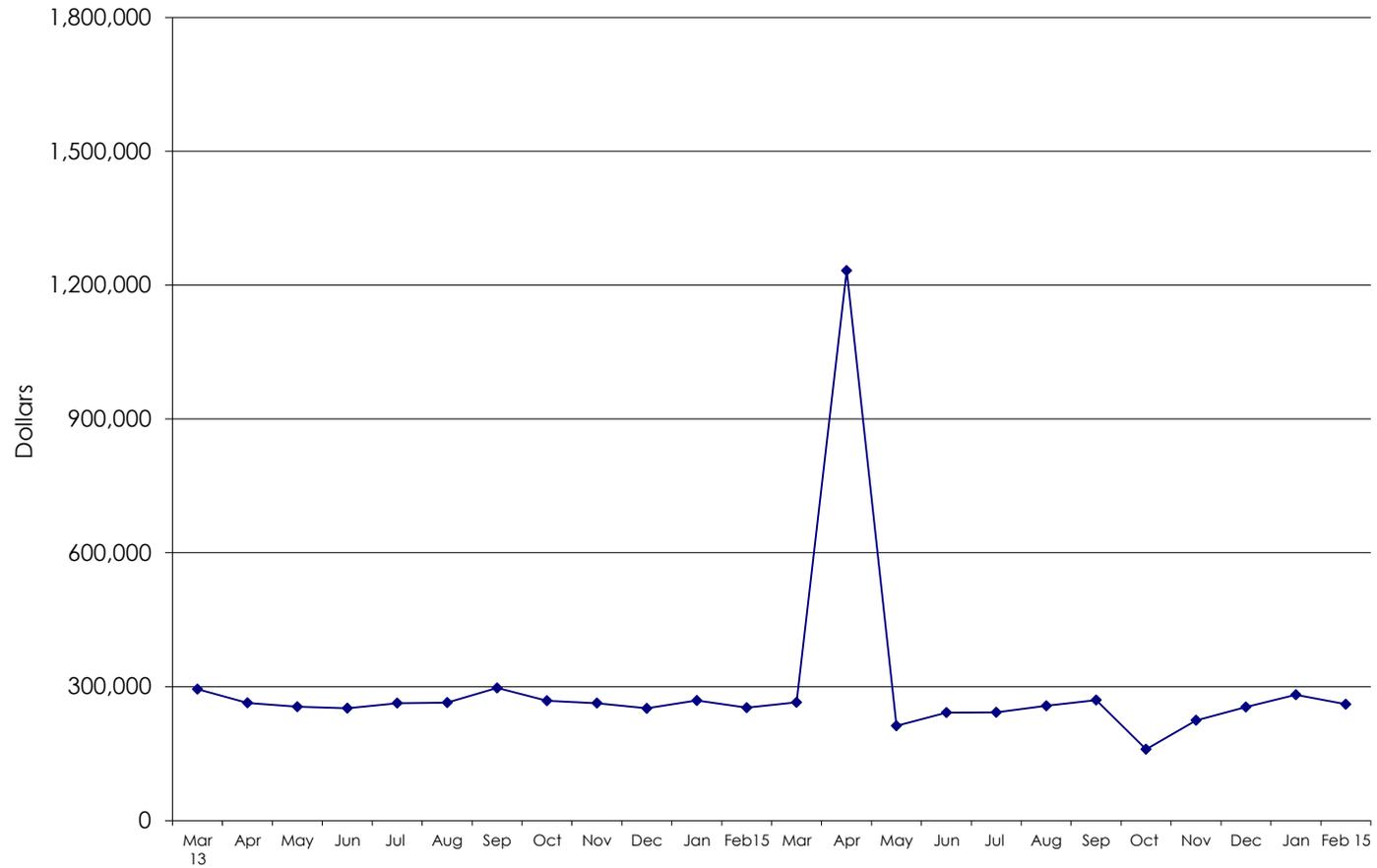
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
FEBRUARY 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	260,377.14	1,949,794.78
MARCH		1,949,794.78
APRIL		1,949,794.78
MAY		1,949,794.78
JUNE		1,949,794.78

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
February 28, 2015

DESCRIPTION	TOTAL INVESTMENT 02-28-15	INTEREST RECEIVABLE 01-31-15	PREPAID INT RECEIVABLE 01-31-15	INTEREST EARNED 02-28-15	INTEREST RECEIVED 02-28-15	ADJ.	INTEREST RECEIVABLE 02-28-15
LAIF	32,359,674.95	5,771.17	0.00	6,603.15			12,374.32
COUNTY POOL	262,799,952.53	188,093.02	0.00	174,287.74			362,380.76
BANK OF AMERICA	3,947,732.10	-	0.00				0.00
WELLS FARGO	0.00	-	0.00				0.00
INVESTMENT PORTFOLIO	154,399,743.26	282,912.12	0.00	80,024.64	103,302.00	(538.39)	259,096.37
	<u>453,507,102.84</u>	<u>476,776.31</u>	<u>0.00</u>	<u>260,915.53</u>	<u>103,302.00</u>	<u>(538.39)</u>	<u>633,851.45</u>

FEBRUARY 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report	02/28/15	260,377.14
Add:		
Less:		
Management Fees		(7,045.64)
Amortized Premium/Discount		(12,501.50)
Capital Gain(Loss)		<u>164.90</u>
Total Interest & Capital Gain(Loss)		<u><u>240,994.90</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,949,794.78
Add:	
Less:	
Management Fees	(57,865.45)
Amortized Premium/Discount	(98,873.80)
Capital Gain(Loss)	<u>(385.14)</u>
Total Interest	<u><u>1,792,670.39</u></u>

Balance Per Ledger as of	02/28/15	
Exp. Acct. 530011 - Amort Prem/Disc		(98,873.80)
Management Fees (530040)		(57,865.45)
Int Acct. 409100 - Co. Pool		1,216,727.19
Int Acct. 409100 - LAIF		37,171.15
Int Acct. 409101 - Portfolio Funds		695,896.44
Gain(Loss) Acct. 405210		<u>(385.14)</u>
		<u><u>1,792,670.39</u></u>

Extraordinary one time items:

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

3/16/15 4:34 PM

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	8,472,100	1,517,100	8,472,100 (1)
6 Months Total	35,555,000			42,514,001	6,959,001	42,514,001
Jan. 15	5,400,000		Mar. 15			5,400,000 (1)
Feb. 15	5,922,000		Apr. 15			5,922,000 (1)
Mar. 15	7,347,000		May 15			7,347,000
9 Months Total	54,224,000			42,514,001	6,959,001	61,183,001
Apr. 15	6,706,000		Jun. 15			6,706,000
May 15	6,816,000		Jul. 15			6,816,000
Jun. 15	7,254,000		Aug. 15			7,254,000
FY2015 Total	75,000,000		FY2015 Total	42,514,001	6,959,001	81,959,001
	19,884,600		1st Quarter			
	22,629,401		2nd Quarter			
	11,322,000		3rd Quarter			
	<u>53,836,001</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 FEBRUARY 28, 20152/28/2015

Cash -- Bank of America Checking Account	3,947,732.10
Cash -- Wells Fargo Lockbox Account	0.00
LAIF	32,359,674.95
County Pool	262,799,952.53
Investment Portfolio	154,399,743.26
Total	<u>453,507,102.84</u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
February 2015

Unit	Ref	Name	Date	Amount	Method	Description
SMCTA	000990	DEPARTMENT OF TRANSPORTATION	2/2/2015	2,838,064.77	WIR	Capital Programs ⁽¹⁾
SMCTA	000991	PENINSULA CORRIDOR JOINT POWERS BOARD	2/2/2015	399,430.95	WIR	Capital Programs ⁽²⁾
SMCTA	000992	PENINSULA CORRIDOR JOINT POWERS BOARD	2/9/2015	2,137,215.28	WIR	Capital Programs ⁽³⁾
SMCTA	000993	PENINSULA CORRIDOR JOINT POWERS BOARD	2/17/2015	77,995.04	WIR	Capital Programs ⁽²⁾
SMCTA	000994	MATSUMOTO, KARYL M.	2/17/2015	100.00	WIR	Board of Directors Compensation
SMCTA	000995	GROOM, CAROLE	2/17/2015	100.00	WIR	Board of Directors Compensation
SMCTA	000996	NAGEL, TERRY	2/17/2015	100.00	WIR	Board of Directors Compensation
SMCTA	000997	HORSLEY, DONALD	2/17/2015	100.00	WIR	Board of Directors Compensation
SMCTA	000998	SAN MATEO COUNTY TRANSIT DISTRICT	2/23/2015	1,202,663.13	WIR	Staff costs, Caltrain, Redi-Wheels, etc.
SMCTA	003919	DMJM HARRIS/MARK THOMAS JV	2/2/2015	29,233.90	CHK	Consultants
SMCTA	003920	RAIL SURVEYORS AND ENGINEERS, INC.	2/2/2015	2,449.35	CHK	Capital Programs ⁽⁵⁾
SMCTA	003921	SAN CARLOS, CITY OF	2/2/2015	18,451.00	CHK	Capital Programs ⁽⁶⁾
SMCTA	003922	URS CORPORATION	2/2/2015	10,206.19	CHK	Consultants
SMCTA	003923	FOUST, ROSANNE	2/9/2015	100.00	CHK	Board of Directors Compensation
SMCTA	003924	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2/9/2015	55,900.84	CHK	Legal Services
SMCTA	003925	NIHART, MARY ANN	2/9/2015	100.00	CHK	Board of Directors Compensation
SMCTA	003926	NIHART, MARY ANN	2/9/2015	100.00	CHK	Board of Directors Compensation
SMCTA	003927	PENINSULA TRAFFIC CONGESTION RELIEF	2/9/2015	212,500.00	CHK	Capital Programs ⁽⁷⁾
SMCTA	003928	SUNTRUST BANK	2/9/2015	21,136.93	CHK	Management Fees
SMCTA	003929	ATKINS NORTH AMERICA, INC	2/17/2015	67,375.94	CHK	Capital Programs ⁽⁸⁾
SMCTA	003930	CITY OF PACIFICA	2/17/2015	924,020.30	CHK	Capital Programs ⁽⁹⁾
SMCTA	003931	ESSENCE PRINTING, INC.	2/17/2015	3,010.25	CHK	Capital Programs ⁽¹⁰⁾
SMCTA	003932	ROSS FINANCIAL	2/17/2015	1,718.75	CHK	Capital Programs ⁽¹⁰⁾
SMCTA	003933	SAN CARLOS, CITY OF	2/17/2015	39,539.00	CHK	Capital Programs ⁽⁴⁾
SMCTA	003934	URS CORPORATION	2/17/2015	33,090.95	CHK	Consultants
SMCTA	003935	CDM SMITH, INC.	2/23/2015	7,401.42	CHK	Consultants
SMCTA	003936	GOVERNMENT FINANCE OFFICERS ASSN	2/23/2015	160.00	CHK	Dues & Subscriptions
SMCTA	003937	HNTB CORPORATION	2/23/2015	1,671.32	CHK	Consultants
SMCTA	003938	KHOURI CONSULTING	2/23/2015	3,500.00	CHK	Legislative Advocate
SMCTA	003939	SAN FRANCISCO PLANNING & URBAN RESEARCH	2/23/2015	1,666.66	CHK	Dues & Subscriptions
				<u>8,089,101.97</u>		

- (1) 101 Interchange to Broadway \$2,747,575.29; 101 Peninsula Ave/Poplar I/C \$11,149.79; 101 HOV Ln Whipple - San Bruno \$21,095.74; Marsh to SM/SC line \$58,243.95
- (2) FY15/16 Shuttles Call for Proj
- (3) Grade Sep - San Bruno \$37,312.56; Downtown Extension - \$6,404.18; CBOSS/PTC Project - \$1,251,834.19; Caltrain Electrification - \$677,524.40; Boarding Platfrm Impr-Atherton \$3,576.87; 25th Ave Grade Separation \$6,420.97; SM Bridges Improvement Proj \$154,142.11
- (4) 101 Holly St Interchange
- (5) Dumbarton Maintenance of Way
- (6) Call for Proj-Ped&Bike FY12/13
- (7) ACR Countywide TDM Prgm
- (8) Hwy 1 Grey Whale Cove-Miramar \$29,635.75; SR92 HMB to Pilacritos Creek \$37,740.19
- (9) San Pedro Creek/Rte 1 Bridge R
- (10) Strategic Plan Update

The Community Relations Committee and Board

Tina Dubost, Manager, Accessible Transit Services, said the *San Mateo County Paratransit Rider's Guide* was recently reprinted. The cover now includes the swoosh that is on the paratransit vehicles, and the readability of the map has been improved.

Mike Levinson, Paratransit Coordinating Council (PCC) Chair, said an Appreciation Party has been planned for First Transit on April 14 at the Daly City Library. A date has not been set for the Coastside event. A report was distributed on the seven presentations given by the PCC.

Committee Chair Zoe Kersteen-Tucker announced the Citizens Advisory Committee (CAC) recruitment opens on February 6 for five seats on the committee. Applications were due March 6. The Board will make appointments at their April 1 meeting.

Kathy Gilbert, Vice Chair, CAC, congratulated the Board on the appointment of Director Ratto. She said it is the CAC's loss, but the Board's gain. Ms. Gilbert said Margaret Pye was elected chair and the CAC received a presentation on the Short-Range Transit Plan.

Chuck Harvey, Deputy CEO, presented the Mobility Management Report: Shuttles (attached).

Average Weekday Ridership – January 2015 Compared to January 2014
Bus: 42,010, an increase of 1.9 percent
All modes: 105,800, an increase of 1.8 percent

The Finance Committee and Board

- Accepted the Statement of Revenues and Expenses for January 2015.
- Authorized Approval of Debt Refinancing Structure and Financing Documents and Post-issuance Tax Compliance Procedures.
- Authorized Entering into a Memorandum of Understanding with the Peninsula Jewish Community Center to Pass Through \$52,000 of Federal Transit Administration New Freedom Funds.
- Authorized the Disposition of 74 Surplus Rolling Stock, which includes 14 minivans, 19 cutaways, two 35-foot buses, and 39 40-foot buses.
- Authorized Award of Contract to Kimball Midwest for Furnishing and Servicing Bolts, Nuts, Fasteners and Related Items for a Total Estimated Cost of \$141,799 for a Five-Year Term.

The Legislative Committee and Board

The deadline for introducing legislation was February 27. Staff is in support of a bill that would give transit agencies more flexibility for disposal of lost and found items that are unclaimed after 30 days. Staff is in support to extend and approve new goals associated with the State's greenhouse gas reduction efforts. Assembly Member

Summary of San Mateo County Transit District's (District) Liaison Report – Meeting of March 11, 2015

Kevin Mullin has a spot bill to start a conversation on how to address congestion on Highway 101.

The Legislative Program approved at the February meeting focuses on using coalition outreach and advocacy as a strategy for accomplishing legislative goals. Staff has been working hard to build relationships with organizations that are like-minded at the State, Federal and local levels to advance these priorities.

Directors Zoe Kersteen-Tucker and Karyl Matsumoto attended the American Public Transportation Association Legislative Conference in Washington, D.C. on March 8 through 10 and spoke with the District's delegation about the need for long-term surface transportation reauthorization and the need to reestablish a discretionary program for bus projects and state of good repair. Chair Shirley Harris will be in Washington, D.C., with a delegation from the Metropolitan Transportation Commission and the Silicon Valley Leadership Group the week of March 16.

The Planning, Development and Sustainability Committee

- Received an update on the SamTrans Service Plan (SSP) Performance Metrics. For the complete year the SSP total ridership is up 2.8 percent and average weekday ridership is up 2.4 percent. Routes with 15-minute service account for 2,100 new riders each weekday. Pacifica Route FLX is very successful with 16 passengers per hour, but San Carlos FLX is struggling with only 1.7 passengers per hour.
- Received the Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2015.

The Board of Directors

- Peter Ratto representing the Board of Supervisors – Transit Expert was sworn in.
- Presented a Resolution of Appreciation to General Manager/CEO, Michael Scanlon.
- Appointed Jim Hartnett as the new General Manager/CEO.

Mr. Scanlon reported:

- Congratulated Director Peter Ratto on his appointment to the Board.
- Harish Reddy was recognized as Bus Operator of the Year.
- Ashok Singh was recognized as Maintenance Employee of the Year.
- Karambir Cheema, Superintendent, Bus Transportation, accepted the Operations Base Safety Award for North Base bus operators who averaged more than 117,000 miles between accidents.
- Elliott Rivas, Superintendent, Maintenance, accepted the Maintenance Base Safety Award for South Base employees who worked 61,000 hours with one lost-time injury.
- Commended Gigi Harrington, Deputy CEO, and her staff on achieving the high bond ratings.

**Summary of San Mateo County Transit District's (District)
Liaison Report – Meeting of March 11, 2015**

- In January fixed-routes averaged over 26,500 miles between service calls and Redi-Wheels only had one service call in 162,000 miles.
- Human capital investment continued with 2,300 hours of training in January.
- Seven District employees are participating in the University of the Pacific's Transit and Paratransit Management Certificate Program being hosted by the Santa Clara Valley Transportation Authority on nine Fridays through May.
- Staff will be releasing Requests for Proposals for travel training for the visually impaired and for people with cognitive developmental issues.
- Redi-Wheels service contract transition continues to go smoothly. The February on-time performance was above 90 percent for the second consecutive month.
- Staff is preparing for the shuttle services contract transition in July.
- The passenger count reporting in the National Transit Database has been converted from a manual to automated system.
- Staff will be launching a two-month Clipper campaign to help create awareness of Clipper on SamTrans.

Legal Counsel reported that there was no action taken on the matter of Ling La.

The next meeting of the Board is scheduled for Wednesday, April 1, 2015 at 2 p.m.

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. Below the text are three horizontal bars: a red bar on top, a white bar in the middle, and a blue bar on the bottom. The logo is enclosed in a white rectangular border.

samTrans

Mobility Management – Shuttle Performance

Community Relations Committee
March 11, 2015
Agenda Item 8

Shuttles Program

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. Below the text are three horizontal bars: a red bar on top, a white bar in the middle, and a blue bar on the bottom. The logo is enclosed in a white rectangular border.

samTrans

- **Shuttles by Mode**
- **Business & Public Partners**
- **FY2015 Shuttle Operations & Funding**
- **Sponsor Support**
- **Ridership**
- **Operational Flexibility**
- **Current Activities**
- **Summary**

Shuttles by Mode



Caltrain – 31 routes

- Operates in 3 counties
- Serves 16 stations

SamTrans – 8 routes

- Serves 6 stations

TA – 12 routes

- 2 serve SSF Ferry Terminal

Anybody may ride

- 3.0 million annual trips
- 8.8 million passenger “last mile”
- 50 million miles on Caltrain & BART

3

Business Partners



More than 400 businesses participate in the “last-mile” Shuttles program.

Some of the business partners:

- Permanente Medical Group
- Genentech
- Oracle
- AMD
- Gilead Sciences
- Intel
- Hewlett Packard
- Google

4

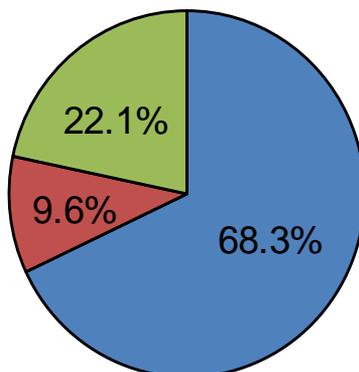
Public Partners



- BAAQMD (TFCA funding)
- C/CAG (Grant Program and TFCA funding)
- Peninsula Traffic Congestion Relief Alliance (Commute.org)
- Several cities on the Peninsula
- Peninsula Corridor Joint Powers Board
- San Mateo County Transportation Authority

5

FY2015 SamTrans Funding

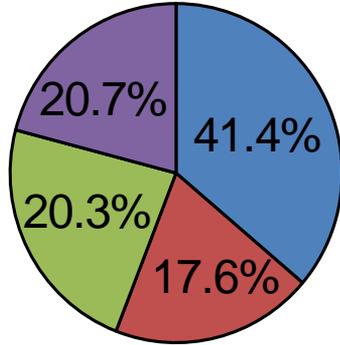


\$1,794,400 Employer
\$252,600 SamTrans
\$582,000 AB 434
\$2,629,000 Total

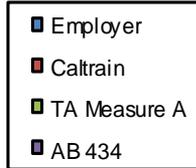


6

FY2015 JPB Funding



\$2,001,860 Employer
\$ 849,930 Caltrain
\$ 981,540 TA Measure A
\$1,000,000 AB 434
\$4,833,330 Total



7

Sponsor Support

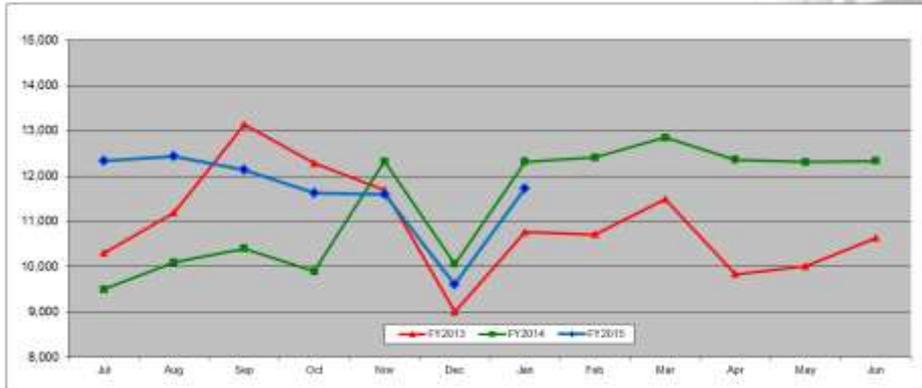


Caltrain and SamTrans shuttles depend on many funding partnerships.

Even with fluctuations in the economy, most companies and cities that sponsor shuttles continue to participate in the Shuttles program.

8

Shuttle AWR



9

Operational Flexibility



- Shuttle contractors can adjust service rapidly to meet specific and/or changing needs:
 - Matching schedules to train arrival/departures
 - Matching vehicle size/capacity to meet route demand
- Shuttle operators are prepared to respond to unplanned situations, adjusting schedules, bus bridging and supporting various Caltrain emergency operations:
 - Security
 - Mechanical issues
 - Disaster
 - Accidents

10

New Operator Contract



Joint Procurement:

- Partners: Caltrain, SamTrans, Peninsula Traffic Congestion Relief Alliance
- Purpose: Increase purchasing power, reduce parallel public expenditures, reduce staffing resources, Shuttle Business Practices Guidebook recommendations

MV Transportation Contract effective July 1, 2015

Operational Features:

- New labor agreement (between vendor & operators)
- Service Performance Reporting System
- Incentives and assessments

11

New Operator Contract



New Fleet Features:

- New 2015 model year with updated branding
- Reduced fleet emissions
- Three ADA-compliant vehicle classes – 20, 28 & 42 seats
- Two-bike capacity racks
- PA system with interior/exterior speaking for stop announcements
- Head and curbside electronic designation signs

12

Summary



- A successful Public and Private Partnership
- Shuttles program leverages external funds
- Annual grant funding is variable
- “Last-mile” Shuttles support rail services and community mobility
- Shuttles have operational flexibility
- New operator contract effective July 1, 2015

AGENDA ITEM # 7 (b)
APRIL 2, 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 APRIL 1, 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: Jim Hartnett
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **PROCLAMATION DECLARING APRIL 9, 2015 AS "STAND UP FOR
TRANSPORTATION DAY"**

ACTION

Staff recommends the Board adopt the proclamation designating April 9, 2015 as "Stand Up for Transportation Day."

SIGNIFICANCE

Under the leadership of the American Public Transportation Association, the San Mateo County Transportation Authority (TA) is joining transit agencies across America on April 9 to urge Congress to pass a new surface transportation authorization before the current funding program expires. The TA and its partner agencies in the Bay Area will hold a news conference to call attention to the critical role that transit and transportation infrastructure plays our community. Following the adage that "a picture is worth a thousand words," a short video will highlight the need for funding at the local level. America needs to invest \$86 billion just to bring the nation's existing transit infrastructure into a state of good repair. The time to make this investment is now. It's time to "Stand Up for Transportation."

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Our nation needs to continually maintain and modernize its infrastructure to assure that everyday life remains safe, functional and sustainable for American citizens and for business. Unfortunately, funding for infrastructure needs has been cut over decades and America's bridges, roads and transportation system are in crisis and need a massive injection of funding to avert catastrophic system failures. This requires collective action and sustained public investment in infrastructure notably at the Federal level. The transportation industry, in near unanimity, is advocating Congress for a long-term, sustainable and reliable transportation funding bill.

Proclamation

ESTABLISHING STAND UP FOR TRANSPORTATION DAY

A National Transportation Infrastructure Day
In San Mateo County
April 9, 2015

WHEREAS, April 9, 2015 marks **STAND UP FOR TRANSPORTATION DAY**, a national transportation infrastructure day organized by the American Public Transportation Association (APTA) that highlights the critical need to invest in updating our nation's transportation infrastructure; and

WHEREAS, transportation is the backbone of our nation's economy and public transportation is an important part of our nation's transportation system; and

WHEREAS, public transportation is a proven catalyst for economic growth since every \$1 invested in public transportation generates \$4 in local economic returns, creating economically vibrant and prosperous communities and demonstrating unequivocally that increased Federal funding for public transportation infrastructure bears substantial economic benefit; and

WHEREAS, public transportation is essential to the mobility and, therefore, the freedom and financial well-being of Americans, offering millions access to economic opportunities, as evidenced by the fact that nearly 60 percent of the trips taken on public transportation are work-related; and

WHEREAS, the San Mateo County residents have proven their commitment to transportation infrastructure improvements by twice voting overwhelmingly to support a half-cent sales tax administered by the San Mateo County Transportation Authority; and

WHEREAS, **STAND UP FOR TRANSPORTATION DAY** will be celebrated in communities across the United States as a day that highlights the critical need for funding transportation infrastructure, both public transportation and highway infrastructure; and

WHEREAS, to support the continued growth of the nation's economy and the strengthening of the nation's transportation infrastructure Congress must pass a long-term, multimodal transportation bill by May 31, 2015.

NOW, THEREFORE BE IT RESOLVED on this 2nd day of April 2015, the San Mateo County Transportation Authority Board, in support of APTA's efforts, will join with public transportation agencies and business across the country to participate in **STAND UP FOR TRANSPORTATION DAY** to encourage greater Federal investment in public transportation infrastructure.



Chair, San Mateo County Transportation Authority

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan,
Executive Officer, Planning and Development

SUBJECT: **PROGRAM REPORT: TRANSIT FERRY PROGRAM – SOUTH SAN FRANCISCO**

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 six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be the featured individually throughout the year. This month staff from the Water Transportation Emergency Authority (WETA) will provide an update via PowerPoint on the South San Francisco Ferry Service, which is part of the Transit Ferry Program.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

After a presentation was made on the status of the Measure A Transit Ferry Program in May 2013, the Board requested that ongoing status updates be made biannually. This report will serve as the forth performance update on the South San Francisco ferry service.

Under the New Measure A program, 2 percent of the revenues (approximately \$30 million projected over 25 years) were to be made available in support of ferry service to South San Francisco and Redwood City. In December 2008, the Board allocated \$15 million in Measure A funds to South San Francisco and WETA for the construction of the South San Francisco Ferry Terminal. The ferry terminal was completed in May 2012 and commute service between South San Francisco and Alameda/Oakland was launched in June 2012.

The operation of the service is funded through a combination of Regional Measure 2 (RM2) Bridge Toll funds from the Metropolitan Transportation Commission (MTC) and fare revenue. MTC has established performance measures to ensure that RM2

operating dollars are directed to productive services. The performance standard for ferry service is a 40 percent farebox recovery ratio during peak commute service, with an expectation that it will be met in the third year of service.

Prepared by: Joel Slavit, Manager Programming and Monitoring 650-508-6476

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
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

Staff continues to monitor and take positions on newly introduced bills including:

Assembly Bill 516 (Mullin)- Support

This bill requires a temporary license plate that is registered with the Department of Motor Vehicles be issued immediately upon the sale of a new or used vehicle.

Assembly Constitutional Amendment 4 (Frazier) - Support

This bill reduces the voter threshold from two-thirds of voters in a city, county, or special district to 55 percent within the jurisdiction for a new, extended or increased tax for local transportation projects.

Senate Bill (SB) 348 (Galgiani) - Support

Until January 1, 2016, California Environmental Quality Act is exempt when closing a railroad grade crossing under the authority of the Public Utilities Commission if the crossing presents a threat to public safety. This exemption also applies to any crossing for high-speed rail. This bill extends the exemption to January 1, 2019.

SB 698 (Cannella)- Support

This bill would allocate a yet to be determined percentage of cap and trade proceeds to the State Highway Account for school zone safety projects within the Active Transportation Program.

Public Employees' Pension Reform Act (PEPRA)/13(c) Litigation

The Department of Labor (DOL) is appealing the December 2014 court decision that found the DOL acted in violation with the Federal Administrative Procedures Act in its application of 13(c) to PEPRA. The DOL continues to hold or decertify various Federal Transit Administration (FTA) grants that are currently pending, including a SamTrans grant. It is anticipated that the appeal process could take up to one year to complete.

In the meantime, the State and Sacramento Regional Transit District are requesting that a Rule 70 motion be applied, which would order the grants to be considered or released. They are also requesting an expedited hearing date on this motion with a timeline of less than 90 days.

The California Transit Association is gathering data from public transit systems to profile the impact of the delayed FTA grants. In addition, they are encouraging transit systems to reach out to their respective congressional delegations and update them on the status of the litigation and encourage the FTA to release the pending grants.

FEDERAL ISSUES

San Mateo County Transportation Authority staff accompanied Metropolitan Transportation Commission staff and Commissioners and a delegation from the Silicon Valley Leadership Group in Washington D.C. for a series of meetings with Congressional leaders, committee staff, administration officials and public transportation advocacy groups.

These meetings were focused on fostering support for Federal actions that will advance the region's major transportation infrastructure priorities, including Caltrain Modernization and U.S. Highway 101 corridor improvements.

While officials were realistic about the challenge of finding agreement on revenues needed to grow federal transportation programs generally, they were very optimistic about the Peninsula Corridor Electrification Project's ability to compete for discretionary funding and Federal financing at currently appropriated levels.

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

SMCTA Bill Matrix – March

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>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>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>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 red 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 red flashing light, reflective gear worn by the bicyclist.</p> <p>Last amended on 2/11/15</p>	

SMCTA Bill Matrix – March

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>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>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>3/23/15</p> <p>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 – March

Measure	Status	Bill Summary	Position
AB 227 Alejo D Transportation Funding	2/17/15 Referred to Assembly Transportation & Budget Committees	<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>	
AB 323 Olsen D CEQA Exemption: Roadway improvement	3/23/15 Assembly Transportation Committee	<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>	
AB 378 Mullin D State Highway 101 Corridor	2/18/15 Introduced	<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>	Support in Concept
AB 400 Alejo D Changeable Message Signs	3/23/15 Assembly Transportation Committee Do Pass and refer to Assembly Appropriations Committee	<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>	
AB 464 Mullin D Local Sales Tax Cap	3/5/15 Assembly Revenue & Taxation Committee Set for hearing on 4/13/15	<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>	Support

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>AB 516 Mullin D</p> <p>Temporary License Plates</p>	<p>3/5/15</p> <p>Referred to Assembly Transportation Committee</p>	<p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires vehicle dealers and lessor-retailers to attach numbered report-of-sale forms issued by the DMV to a vehicle at the time of sale, and to submit to the DMV an application for registration of the vehicle, and the applicable fees, within a specified period after the date of sale. A violation of the Vehicle Code is a crime.</p> <p>Would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to provide temporary license plates, and would require the system to begin operation on or before January 1, 2017. The bill would also require, commencing January 1, 2017, a motor vehicle dealer or lessor-retailer to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate.</p>	<p>Support</p>
<p>AB 869 Cooper D</p> <p>Public Transportation Fare Evasion</p>	<p>2/27/15</p> <p>Introduced</p>	<p>Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing.</p> <p>This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger misconduct to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions.</p>	
<p>AB 1068 Allen R</p> <p>CEQA: Priority Projects</p>	<p>3/19/15</p> <p>Referred to Assembly Nat Res. & Judiciary Committees</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 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 procedures by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA and the judicial remedies available.</p> <p>This bill would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports, as specified. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction, as provided.</p>	

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>AB 1171 Linder R</p> <p>Construction Manager/General Contractor Method</p>	<p>3/23/15</p> <p>Assembly Transportation Committee</p> <p>Set for hearing on 4/6/15</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements.</p> <p>This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014.</p>	
<p>AB 1250 Bloom D</p> <p>Bus Axle Weights</p>	<p>3/23/15</p> <p>Assembly Transportation Committee</p>	<p>Existing law, operative January 1, 2016, and subject to exception for certain transit buses, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds.</p> <p>This bill is a placeholder to continue the conversation on how to solve the problem of overweight buses and the damage that they cause to roadways.</p>	
<p>AB 1288 Atkins D</p> <p>California Global Warming Solutions Act of 2006: regulations.</p>	<p>3/23/15</p> <p>Assembly Natural Resources 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.</p> <p>The act authorizes the state board to include the use of market-based compliance mechanisms and to adopt a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases, applicable from January 1, 2012, to December 31, 2020, inclusive, as specified.</p> <p>This bill would no longer limit the applicability of a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases from January 1, 2012, to December 31, 2020.</p>	
<p>AB 1364 Linder R</p> <p>California Transportation Commission</p>	<p>3/23/15</p> <p>Assembly Transportation Commission</p>	<p>Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.</p> <p>This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government.</p>	

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>AB 1384 Baker R</p> <p>Toll Facilities: MTC</p>	<p>3/2/15</p> <p>Introduced</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to make direct contributions to the commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues.</p> <p>This bill would make a technical, non-substantive change to this limitation on contributions.</p>	
<p>ACA 4 Frazier D</p> <p>55% Threshold for Local Sales Tax Measures: transportation</p>	<p>3/2/15</p> <p>Introduced</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.</p>	<p>Support</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>3/17/15</p> <p>Senate Environmental Quality Committee</p> <p>Set for hearing on 4/5/15</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 – March

Measure	Status	Bill Summary	Position
<p>SB 9 Beall D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program</p>	<p>3/23/15</p> <p>Senate Transportation & Housing 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> <p>Last amended on 3/24/15</p>	

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>SB 18 Hill D</p> <p>Gas and Electrical Corporations: fines and penalties: underground utility facilities</p>	<p>3/24/15</p> <p>Senate Energy, Utilities & Comm. Committee</p> <p>Set for hearing on 4/7/15</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 2/4/15</p>	
<p>SB 39 Pavley D</p> <p>Vehicles: High-occupancy vehicle lanes</p>	<p>1/15/15</p> <p>Senate Transportation & 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 – March

Measure	Status	Bill Summary	Position
<p>SB 122 Jackson D</p> <p>CEQA: Record of Proceedings</p>	<p>3/17/15</p> <p>Senate Environmental Quality Committee</p> <p>Set for hearing on 4/15/15</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>	
<p>SB 321 Beall D</p> <p>Motor Vehicle Fuel Rate Adjustments</p>	<p>3/5/15</p> <p>Senate Governance and Finance Committee</p>	<p>Existing law requires the State Board of Equalization, for the 2011–12 fiscal year and each fiscal year thereafter, on or before March 1 of the fiscal year immediately preceding the applicable fiscal year, to adjust the motor vehicle fuel tax rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the sales and use tax exemption on motor vehicle fuel, based on estimates made by the board. Existing law also requires, in order to maintain revenue neutrality, the board to take into account actual net revenue gain or loss for the fiscal year ending prior to the rate adjustment date. Existing law requires this determined rate to be effective during the state's next fiscal year.</p> <p>This bill would, for the 2015–16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill would authorize, for rate adjustments made after January 1, 2015, in order to reduce the potential volatility of the revenues generated by the motor vehicle fuel tax, the board to make partial adjustments over 3 consecutive years to take into account the net revenue gain or loss of any fiscal year.</p> <p>This bill would also authorize, if, due to clear changes in either fuel prices or consumption in the state, the board makes a determination that the amount of revenue being generated by the motor vehicle fuel tax will be significantly different than the estimates made by the board, the board to adjust the rate more frequently than annually, but no more frequently than quarterly in order to reduce the potential volatility of the revenues.</p>	<p>Support</p>

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>SB 348 Galgiani D</p> <p>CEQA Exemptions For Grade Crossings</p>	<p>3/17/15</p> <p>Senate Environmental Quality Committee</p> <p>Set for hearing on 4/15/15</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.</p> <p>Existing law grants to the Public Utilities Commission (PUC) the authority to regulate railroad crossings, as prescribed. Existing law, until January 1, 2016, exempts from CEQA the closure of a railroad grade crossing by order of the PUC under that authority if the PUC finds the crossing to present a threat to public safety. Existing law requires a state or local agency that determines that this exemption applies to a project that the agency approves or determines to carry out to file a specified notice with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county.</p> <p>This bill would extend to January 1, 2019 the repeal date for those provisions.</p>	<p>Support</p>
<p>SB 391 Huff R</p> <p>Assault and Battery: transit employees</p>	<p>3/5/15</p> <p>Senate Public Safety Committee</p>	<p>Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment.</p> <p>Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Under existing law a battery committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. Under existing law, if an injury is inflicted the battery is punishable by imprisonment in a county jail not exceeding one year, by a fine of \$2,000, or by both that fine and imprisonment, or by imprisonment in a county jail for 16 months, or 2 or 3 years.</p> <p>This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program.</p> <p>This bill would also make a battery committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. The bill would, if the battery results in an injury, make the battery punishable by imprisonment in a county jail not exceeding one year, by a fine of \$2,000, or by both that fine and imprisonment, or by imprisonment in a county jail for 16 months, or 2 or 3 years. By expanding the scope of a crime, this bill would impose a state-mandated local program.</p>	

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>SB 413 Wieckowski D</p> <p>Public Transit: prohibited conduct</p>	<p>3/5/15</p> <p>Senate Transportation and Housing Committee</p>	<p>Existing law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise.</p> <p>Existing law also authorizes a public transportation agency to adopt an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. Existing law requires the ordinance to include the statutory provisions governing the administrative penalties.</p> <p>This bill would restate this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. By revising the definition of a crime, the bill would thereby impose a state-mandated local program.</p> <p>This bill would authorize these administrative penalties to also apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and to a person failing to yield seating reserved for an elderly or disabled person. The bill would authorize the administrative penalties to be applied to minors and would delete the requirement for the ordinance to include the statutory provisions.</p>	
<p>SB 461 Hernandez D</p> <p>Toll Bridges Funds</p>	<p>3/5/15</p> <p>Senate Rules Committee</p>	<p>Existing law, the California Toll Bridge Authority Act, makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. Under existing law, all tolls or other revenue received from the operation of toll bridges and related facilities that were acquired or constructed with bond funding are deposited into a special fund designated for the particular toll bridge or facility that produced the toll or revenue.</p> <p>This bill would make non-substantive changes to the provision specifying deposit of this particular revenue into the designated special fund.</p>	

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>SB 508 Beall D</p> <p>Transit Operations: financial requirements</p>	<p>3/12/15</p> <p>Senate Transportation & Housing Committee</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in non-urbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes.</p> <p>Existing law also creates the State Transit Assistance program, under which certain revenues in the Public Transportation Account are allocated by formula for public transportation purposes. Under that program, funds may not be allocated to a transit operator for operating purposes unless the operator meets certain efficiency standards. Compliance with the efficiency standards is based on whether the operator's total operating cost per revenue vehicle hour is increasing by no more than the Consumer Price Index, as specified. Existing law imposes no restrictions on allocations of funds for capital purposes. Existing law provides for funds withheld from an operator to be retained by the allocating transportation planning agency for allocation in a later year if the operator can subsequently meet the efficiency standards, and in certain cases, provides for the funds to be reallocated to other transit purposes, or to revert to the Controller.</p> <p>This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms.</p> <p>This bill, rather than making an operator ineligible to receive State Transit Assistance program funds for operating purposes for an entire year for failing to meet the efficiency standards, would instead reduce the operator's operating allocation by a specified percentage, based on the percentage amount that the operator failed to meet the efficiency standards, as specified. The bill would exclude certain health coverage and pension costs from the definition of operating costs used to calculate compliance with the efficiency standards. The bill would delete provisions related to funds withheld, reallocated, or reverted by the transportation planning agency.</p>	

SMCTA Bill Matrix – March

Measure	Status	Bill Summary	Position
<p>SB 516 Fuller R</p> <p>Motorist Aid Program</p>	<p>3/12/15</p> <p>Senate Transportation & Housing Committee</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes.</p> <p>This bill would instead require that those moneys be used for service expenses associated with the implementation, maintenance, and operations of a motorist aid system. The bill would additionally authorize the use of those moneys for traveler information systems and other transportation demand management services, litter and debris removal, and Intelligent Transportation System architecture and infrastructure.</p>	
<p>SB 698 Cannella R</p> <p>Active Transportation Program; school safety zone funding</p>	<p>3/19/15</p> <p>Referred to Senate Environmental Quality & Transportation & housing Committees</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes.</p> <p>Existing law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, with available funds to be allocated to eligible projects by the California Transportation Commission, as specified.</p> <p>This bill would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program.</p>	<p>Support</p>