



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

June 5, 2014 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Hearing – Fiscal Year 2015 Budget
 - a. Authorize Adoption of the Fiscal Year 2015 Budget in the Amount of \$68,213,654 RESOLUTION
4. Report of the Citizens Advisory Committee
5. Consent Calendar RESOLUTION

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

 - a. Approval of Minutes of May 1, 2014
 - b. Acceptance of Statement of Revenues and Expenditures for April 2014
 - c. Authorize Adoption of the Appropriations Limit for Fiscal Year 2015 in the Amount of \$588,727,473
6. Public Comment
Public comment by each individual speaker shall be limited to one minute
7. Chairperson's Report
8. San Mateo County Transit District Liaison Report INFORMATIONAL
 - a. Meeting of May 7, 2014
 - b. Meeting of June 4, 2014
9. Joint Powers Board Report
10. Report of the Executive Director

San Mateo County Transportation Authority
June 5, 2014 Agenda

11. Program
 - a. Program Report: Transit Ferry Program – South San Francisco INFORMATIONAL
 - b. Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2014 INFORMATIONAL
 - c. Update on State and Federal Legislative Program INFORMATIONAL
12. Requests from the Authority
13. Written Communications to the Authority
14. Report of Legal Counsel
15. Date/Time of Next Meeting: Thursday, August 7, 2014, 5 p.m. at
San Mateo County Transit District Administrative Building,
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue,
San Carlos, CA 94070
16. Adjournment

INFORMATION FOR THE PUBLIC

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

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

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.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **ADOPTION OF PROPOSED BUDGET FOR FISCAL YEAR 2015**

ACTION

During the set public hearing, staff will present the Proposed Fiscal Year (FY) 2015 budget. It is staff's recommendation that the Board adopt the attached budget in the amount of \$68,213,654. See Attachments A and B.

SIGNIFICANCE

At the May 11 Board meeting, staff presented a preliminary FY2015 Budget. The FY2015 Proposed Budget is \$68.2 million and is composed of \$26.3 million in Annual Allocations, \$39.7 million in projected Program Expenditures, \$1.2 million in Oversight, and \$1 million in Administrative expenses.

Although the FY2015 proposed budget has not changed since the preliminary budget presentation in May, the FY2014 Revised Budget was changed to reflect an additional \$750,000 in Program Expenditures for the Ravenswood Avenue Grade Separation project in Menlo Park.

Section 131266 of the California Public Utilities Code requires the Authority conduct a public hearing prior to adopting the annual budget.

Revenues

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

The projected revenue decrease is composed of the following:

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

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

Expenditures

Proposed expenditures for FY2015 fall into four categories:

Annual Allocations (line 16)

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

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

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

Program Expenditures (line 18)

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

Program Expenditures include the following categories:

- **Alternative Congestion Relief** –The \$720,000 budgeted for FY2015 is the full 1 percent of projected sales tax outlined in the 2004 TEP. Of the \$720,000, \$425,000 is proposed to be set aside for the Peninsula Traffic Congestion Relief Alliance's Transportation Demand Management (TDM) Program.
- **Dumbarton** –The Dumbarton Maintenance of Way Project (TA project #745) is budgeted at \$392,000, based on projected needs for FY2015.
- **Caltrain** –The San Mateo County Local Share (TA project #605) for the System-wide Improvement Program for FY2015 is budgeted at \$5.8 million, subject to potential changes to the final FY2015 Caltrain Capital Budget. System-wide capital improvements anticipated to be undertaken in FY2015 for the Caltrain system include: State of Good Repair rolling stock, signal, track and station work. These funds will be matched with monies from Caltrain partners, the Santa Clara Valley Transportation Authority and the City and County of San Francisco. In addition, \$8 million is budgeted in the Caltrain category for the San Mateo Bridges Replacement Project currently underway as part of the Caltrain capital program.

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

Oversight (line 20)

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

Administrative (line 26)

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

BACKGROUND

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

Prepared By:	Angela Ho, Senior Budget Analyst	650-508-6416
	Eva Goode, Manager, Budgets	650-508-7914

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2015 PROPOSED BUDGET**

	FY2013 <u>ACTUAL</u> A	FY2014 <u>ADOPTED</u> B	FY2014 <u>REVISED</u> C	FY2015 <u>PROPOSED</u> D	FY15 PROPOSED TO FY14 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
REVENUE:							
1 Sales Tax	73,857,787	68,000,000	72,000,000	72,000,000	-	0.0%	1
2							2
3 Interest Income	3,650,584	2,821,040	2,821,040	2,284,610	(536,430)	-19.0%	3
4							4
5 Miscellaneous Income	2,238,628	-	-	-	-	0.0%	5
6							6
7 Rental Income	1,141,776	1,168,300	1,168,300	1,203,300	35,000	3.0%	7
8							8
9 Grant Proceeds	2,796,140	3,800,500	3,800,500	-	(3,800,500)	-100.0%	9
10							10
11 TOTAL REVENUE	83,684,914	75,789,840	79,789,840	75,487,910	(4,301,930)	-5.4%	11
12							12
13							13
EXPENDITURES:							
14							14
15							15
16 Annual Allocations	26,958,092	24,820,000	26,280,000	26,280,000 (1)	-	0.0%	16
17							17
18 Program Expenditures	54,647,863	86,780,000	94,784,821	39,712,000 (1)	(55,072,821)	-58.1%	18
19							19
20 Oversight	784,244	485,000	1,185,000	1,185,000 (1)	-	0.0%	20
21							21
22 Administrative:							22
23 Staff Support	443,626	565,152	565,152	706,634	141,482	25.0%	23
24 Measure A Info-Others	406	16,500	16,500	16,500	-	0.0%	24
25 Other Admin Expenses	222,063	318,634	318,634	313,520	(5,114)	-1.6%	25
26 Total Administrative	666,095	900,286	900,286	1,036,654	136,368	15.1%	26
27							27
28 TOTAL EXPENDITURES	83,056,294	112,985,286	123,150,107	68,213,654	(54,936,453)	-44.6%	28
29							29
30 EXCESS/(DEFICIT)	628,621	(37,195,446)	(43,360,267)	7,274,256	50,634,523	-116.8%	30
31							31
32 BEGINNING FUND BALANCE	444,581,025	445,209,646	445,209,646	401,849,379	(43,360,267)		32
33							33
34 ESTIMATED ENDING FUND BALANCE	445,209,646	408,014,200	401,849,379	409,123,634	7,274,256	1.8%	34
35							35
36 (1) See Attachment B for details.							36
37							37
38 FUND BALANCE (2)							38
39							39
40 Beginning Fund Balance		1988 Measure 220,910,370	2004 Measure 180,939,009	Aggregate 401,849,379			40
41 Excess/(Deficit)		(6,089,090)	13,363,346	7,274,256			41
42 Ending Fund Balance		<u>214,821,280</u>	<u>194,302,355</u>	<u>409,123,634</u>			42
43							43
44 Capital Appropriation Carryover		152,985,722	159,648,291	312,634,013			44
45 Undesignated (3)		61,835,558	34,654,064	96,489,622			45
46 Total Ending Fund Balance		<u>214,821,280</u>	<u>194,302,355</u>	<u>409,123,634</u>			46
47							47

48 (2) Fund Balance is based on budgeted figures for FY2013 and FY2014 and includes grant funds of \$20 million.

49 (3) Undesignated funds are funds collected but not budgeted or allocated. The 1988 Undesignated funds are projected to include \$9 million for Caltrain and

50 \$50 million for Dumbarton. The 2004 Undesignated funds include \$12 million for Caltrain, \$7 million for Dumbarton and \$17 million for Highways.

ATTACHMENT B

FY2015 ALLOCATIONS AND EXPENDITURES

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

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

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

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

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

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

RESOLUTION NO. 2014 –

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

ADOPTING A BUDGET IN THE AMOUNT OF \$68,213,654 FOR FISCAL YEAR 2015

WHEREAS, Section 131265(a) of the California Public Utilities Code requires the Board of Directors to adopt an annual budget for the Authority; and

WHEREAS, in accordance with Section 131266 of the California Public Utilities Code, the Authority conducted a public hearing concerning the annual budget at its meeting on June 5, 2014; and

WHEREAS, the Executive Director has prepared and presented to the Board of Directors the proposed budget for Fiscal Year 2015 in the total amount of \$68,213,654, which includes: Annual Allocations in the amount of \$26,280,000, Program Expenditures in the amount of \$39,712,000, Oversight in the amount of \$1,185,000, and an Administrative Expenses in the amount of \$1,036,654.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority adopts the budget for Fiscal Year 2015, copies of which are attached and incorporated by this reference.

Regularly passed and adopted the 5th day of June, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

MINUTES OF MAY 1, 2014

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

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

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

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta reported on the meeting of April 29, 2014 (see attached).

CONSENT CALENDAR

- a. Approval of Minutes of April 3, 2014
- b. Acceptance of Statement of Revenues and Expenditures for March 2014
- d. Call for Public Hearing for Proposed Fiscal Year 2015 Budget on June 5, 2014

A motion (Canepa/Horsley) to approve the Consent Calendar was approved unanimously.

Annual Reaffirmation of the Investment Policy and Reauthorization to Invest Monies with the Local Agency Investment Fund

Director Terry Nagel said she was looking to see what controls are in place to make sure the money is being funded wisely. She said there is not the same type of checks and balances that cities have, which are finance committees and audit committees that review auditors' recommendations. She said she thought the TA should consider another way to make sure the Board's questions are answered. She said she does not understand how the finances flow between the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board (JPB), how they are separated but have the same staff and same companies monitor them. She asked for an explanation of how the three agencies are financially monitored and what they share and what they don't.

Gigi Harrington, Deputy CEO, said the three entities have separate bank accounts and sets of books, and the funds only move from one agency to another based on the appropriations of the Board. She said when the TA Board approves an authorization to SamTrans or Caltrain, staff makes the allocation based on Board approval, and everything is walled off from each other. She said each entity has an annual audit, which the Board received in January, and the budget presented tonight will set up the majority of the allocations to other entities that the TA authorizes. She said the only allocation that is not done by staff after Board approval is the allocations to local entities and to Bay Area Rapid Transit, which are done through trust agreements; that money comes through the County Treasurer for the TA.

Director Nagel asked if the same investment company is monitoring the investments for all three agencies. Ms. Harrington said the TA's portfolio is the most significant portfolio and investments are split between Sun Trust, the County Pool, and the Local Agency Investment Fund (LAIF). She said the JPB's investments are handled primarily through LAIF and are not invested because there isn't enough to invest, and SamTrans' funds are handled through Sun Trust and LAIF, and not through the County Pool.

Director Nagel asked if the same auditor is used for all three agencies. Michael Scanlon, Executive Director, said the Board reviews and approves the financial statements.

Chair Matsumoto suggested Director Nagel meet with staff to discuss her concerns. She said she sits on other Boards, has been through the process in many other forums and she understands how it works and the rest of the Board is comfortable with the process in place. She said if there is something Director Nagel is not comfortable with after she learns how it works, she can bring it up to the Board at a later time.

Director Nagel said she thought it was an interesting idea to have a group of representatives from the three bodies work on making the financials more transparent.

Director Rosanne Foust said she doesn't know how much more transparent the financials can be. She said she has been on the Board since 2004 and has reviewed the financials numerous times with staff. She said she is taken aback that Director Nagel asked about this. She said she looks at the financials and the audit reports. She said the TA's legal counsel has a fiduciary responsibility for looking out for the public money.

Director Nagel said she is not suggesting any wrongdoing, but that this is a great deal of money that the Board is responsible for. Director Foust said she takes it very seriously.

Director Nagel said she would feel better knowing there is an independent body that is not appointed by the staff. Director Carole Groom said the Board approves the contracts with the consultants, auditors and Sun Trust.

Director David Canepa said Director Nagel raised her concerns and he suggests she discuss and meet with staff.

A motion (Horsley/Patridge) to approve the annual reaffirmation of the investment Policy and Reauthorization to Invest Monies with the Local Agency Investment Fund was approved unanimously by roll call.

PUBLIC COMMENT

None.

NOMINATING COMMITTEE REPORT FOR THE CITIZENS ADVISORY COMMITTEE (CANEPA/PATRIDGE)

Director Canepa said he and Director Naomi Patridge recommend Jim Bigelow, Rich Hedges, Randy Hees, Larry Shaine, and William Warhurst to three-year terms ending May 31, 2017, and Diana Bautista to a one-year term ending May 31, 2015.

A motion (Canepa/Groom) to appoint the six to the TA CAC was approved unanimously.

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

None.

JOINT POWERS BOARD (JPB) REPORT

Mr. Scanlon reported:

- Key Caltrain Performance Statistics March 2014 compared to March 2013.
 - Year-to-date Performance Statistics
 - Total Ridership was 12,456,541, an increase of 8.9 percent.
 - Average Weekday Ridership was 52,137, an increase of 8.7 percent.
 - Total Revenue was \$54,497,597, an increase of 8.3 percent.
 - On-time Performance (OTP) was 92.8 percent, an increase of 1.8 percent. The slow order on the Quint Street Bridge is taking a toll on the OTP.
 - Caltrain Shuttle Ridership was 8,100, a decrease of 1.7 percent. This still reflects the count errors from last year.
- The CAC is recruiting for two members.
- Michelle Bouchard, Director, Rail Transportation, is resigning on May 2.
- Bike to Work Day is on May 8.
- Giants ridership is up about 2 percent to almost 101,000 riders year to date.
- Planning for Levi's Stadium and Super Bowl L is underway.
- The San Bruno Station event will be on May 10 at Posey Park.
- Staff is conducting outreach to discuss rail safety and has visited six cities so far.
- Staff is going after funds for the South San Francisco Station Access Improvement Program. It has the appeal of being a good leverage project.
- Grant applications are out for the Caltrain Electrification Program and for continuing work on the Grand Boulevard.
- The Board:
 - Approved the appointment of Director Jerry Deal to the Transbay Joint Powers Authority.
 - Received a progress update on the Quint Street Bridge repair work. Repairs are well underway.
 - Received an update on the Caltrain Modernization Program.
 - Received a presentation on the Caltrain Triennial Customer Survey Key Findings.
 - Received presentations on the Fiscal Year (FY) 2015 Operating and Capital budgets.
 - Authorized another year of fuel hedging.
 - Authorized entering into cooperative agreements with the Capitol Corridor Joint Powers Authority for about \$250,000 toward a project that will provide wayside power.
 - Thanked Chuck Harvey, Deputy CEO, for the work he did on the Fair Oaks Clinic.

- o Met in closed session to discuss a pending settlement. No action was taken.

Director Don Horsley said he appreciated the work done on the Fair Oaks Clinic. He said the clinic was dramatically expanded. There were three clinics that were consolidated into one and it is a fabulous facility for the community of North Fair Oaks.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The Highway 101/Broadway Interchange Reconstruction Project bid opening was scheduled for April 15, but due to late bidder inquiries and addendums for clarification it is being moved to mid-May. Staff is working with the California Department of Transportation to minimize any potential impact so construction can still begin this summer.
- The San Mateo County Streets Alive! Parks Alive! event is May 3 and 4.
- Last month the Board approved 11 bicycle and pedestrian projects and he had suggested using the Lehman Brothers settlement funds to fund the 11th project, the Mid-coast Multi-modal Trail. He said it was discovered those funds have to go to the categories under the Original Measure A. He said Ms. Harrington looked at the sales tax revenues and it appears the entire project should be able to be funded. He said no advancing or borrowing from future funds will be required for this project.

FINANCE

Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2013

Bill Osher, CSI Group of Sun Trust, said the portfolio does not go up or down a lot. He said it continues to get modest positive returns, and is safe. He said there is virtually no difference in yield between treasuries and agencies like Freddie Mac and Fannie Mae. Treasuries are a bit easier to buy and sell, so they are more liquid and there will be more treasuries making their way into the portfolio.

He said he is positive about the economy. There are a host of things that will allow the economy to grow without obstruction. He said there was a dip in the first quarter because of the weather, and as the economy comes back, interest rates are going to rise. He is keeping his eye on the Federal Reserve (Fed) because they are going to raise the Fed Funds Rate in the middle of next year or the third quarter. He said the Fed will be influenced by economy to move at a little faster rate than what's in the market.

A motion (Horsley/Groom) to accept the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2013 was approved unanimously.

Preliminary FY2015 Budget

Eva Goode, Manager, Budgets, presented:

- FY2015 revenues total \$75.5 million.
- Net decrease in revenue is \$4.3 million.
- Total annual allocations are \$26.3 million.

- Total program expenditures are projected to be \$39.7 million.
- Total FY2015 expenditures are projected to be \$68.2 million.
- Net decrease in expenditures is projected to be \$54.2 million.
- Ending fund balance is projected to be \$409.9 million.

Director Nagel said the staff report states total revenue is projected to be \$75.5 million, and yet the sales tax received is projected to be \$72 million. She said this seems really conservative and asked if there is any point at which the budget will be adjusted. Ms. Goode said every year a mid-year revision to the budget is presented to the Board. She said at that point, if there are significantly higher revenues, an adjustment would be made. Mr. Scanlon said budgeting conservatively is the best approach.

Director Nagel said interest income is projected to decrease by 19 percent, but Mr. Osher reported interest income is projected to go up, and asked why there is a difference. Ms. Goode said the paper within the portfolio are at higher-interest maturities and are maturing during the year and being reinvested at lower rates.

Authorize Amendment of the FY2014 Budget by \$750,000 and Programming and Allocation of a Total of \$750,000 of Measure A Funds from the Grade Separation Program Category for the Ravenswood Avenue Grade Separation Project in Menlo Park

Joel Slavitt, Manager, Programming and Monitoring, said the recommendation for this was deferred pending a study of an overtake track. He said Menlo Park submitted a revised proposal making it clear it would study an alternative that would accommodate an overtake track consistent with the High-speed Rail (HSR)/Blended System, so staff is now recommending programming and allocation for this study.

A motion (Canepa/Nagel) to authorize the amendment of the FY2014 Budget by \$750,000 and programming and allocation of a total of \$750,000 of Measure A funds from the Grade Separation Program Category for the Ravenswood Avenue Grade Separation Project in Menlo Park was approved unanimously by roll call.

Authorize Approval of Shuttle Projects and Programming and Allocation of a Total of \$5,711,414 in Measure A Local Shuttle Program Category Funds for FY2015 and FY2016

Mr. Slavitt said the draft list was presented at the April TA Board meeting. He said this is the final list of recommendations with no changes. Staff is recommending not funding the Colma Shuttle, and the Bayshore Technology Shuttle is being deferred until it can be better coordinated with existing JPB shuttles.

Public Comment

Rich Hedges, San Mateo, said he suggested the shuttle information be broadcast more broadly because this is a tremendous asset to the communities. He said in many areas, business and community shuttles are full going to businesses, but empty coming back. If all cities post the shuttles on their websites and send out the information to people on their interest lists, there would then be a larger community that understands the value of the shuttles.

A motion (Horsley/Foust) to authorize approval of the shuttle projects and programming and allocation of a total of \$5,711,414 in Measure A Local Shuttle Program Category funds for fiscal years 2015 and 2016 was approved unanimously by roll call.

PROGRAM

Program Report: Railroad Grade Separations Program (San Bruno)

Mr. Harvey presented:

- The project cost estimate totaled \$155 million.
- This project levered \$60 million from various sources including the State, the Public Utilities Commission and the Federal Transit Administration.
- Project began with the environmental phase in 2009 and the station was open for service on April 1, 2014.
- Photos of the project were shown.
- A time-lapse video of the project was shown.

Update on State and Federal Legislative Program

State

Gus Khouri, Principal, Khouri Consulting, said there was a budget surplus this year so there was an expectation to move policies this session. The governor wanted austerity since Proposition 30 was passed and did not want more fees or taxes but instead wants to pay back education and bond indebtedness. He said there is no agreement on what to do with the water bond. He said self-help counties comprise 70 percent of all funding available for transportation in the State. He said the State is not fulfilling its end of the bargain. The State has relied on the gas tax, but as cars become more fuel efficient and the highway system gets bigger, there are diminishing returns. He said the 18 cents approved by the voters in 1990 now comes out to 9 cents. He said moving forward on another bond or to index the gas tax do not poll very well. The only immediate opportunity is cap and trade funding. The State has still passed additional mandates to transportation agencies. Governor Brown's budget proposes to take cap and trade funds to fund HSR. There is very little left to help agencies comply with the Sustainable Communities Strategies to reduce greenhouse gas emissions. Senator Daryl Steinburg's (D-Sacramento) proposal supplements the governor's proposal. The key is to define which projects will qualify for those funds.

Federal

Mark Simon, Executive Officer, Public Affairs, said the president has sent his transportation reauthorization bill, Grow America Act, to Congress. The proposal has \$302 billion over four years, \$87 billion over current funding levels, including: \$72 billion for transit, which if fully funded, would be the amount transit agencies need for State of Good Repair work; \$5 billion a year for HSR; and \$5 billion for the TIGER Grant Program. It also restores the Highway Trust Fund to solvency through a temporary tax on overseas corporate earnings. He said Congress is proposing its own bill that more than likely will only maintain existing funding levels, but it is unclear how the Highway Trust Fund would be funded.

REQUESTS FROM THE AUTHORITY

None.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

No report.

DATE AND PLACE OF NEXT MEETING

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

Meeting adjourned at 6:20 p.m.

I have the following to report from the April 29th meeting of the CAC:

(TA Item 4a) The CAC reviewed the TA' s Minutes of April 3, 2014, without questions or comments.

(TA Item 4b) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for March, 2014, without questions or comments.

(TA Item 4c) After a brief update by Lori Snow, Treasury Manager, the CAC supported the Annual Reaffirmation of the Investment Policy and Reauthorization to Invest Monies with the Local Agency Investment Fund.

(TA Item 10a) Following an in-depth presentation and Q and A by Bill Osher, TA Investment Advisor, the CAC voted to support the Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2014.

(TA Item 10b) For information purposes only, the CAC received a brief, but highly interesting overview of the Preliminary Budget for Fiscal Year 2015 from Eva Goode, Manager of Budgets.

(TA Item 10c) After receiving a comprehensive update from Joel Slavit, Manager of Programming and Monitoring, on the revised grade separation application submitted by Menlo Park, the CAC supported the Authorization Amendment of the Fiscal Year 2014 Budget by \$750,000 and the Programming and Allocation of a Total of \$750,000 of Measure A Funds from the Grade Separation Program Category for the Ravenswood Avenue Grade Separation Project in Menlo Park.

(TA Item 10d) Following a detailed review by Joel Slavit of this year's Call for Project's selections for the funding of the Local Shuttle Program, the CAC voted to support the Authorization Approval of Shuttle Projects and the Programming and Allocation of a Total of \$5,711,414 in Measure A Local Shuttle Program Category Funds for Fiscal Years 2015 and 2016.

It is also to be noted that at this point in our meeting I informed the CAC that I had just received a phone call, before the CAC meeting, from Van Ocampo, Public Works Director of Pacifica, concerning the Pacifica Community Shuttle, also known as the "Devil's Slide Shuttle". Van was highly pleased and eager to share that the Pacifica Community Shuttle ridership has grown significantly since the opening of the new Devil's Slide Trail on March 27th. He emphasized that this shuttle helps meet the public's need to access this extremely popular trail particularly due to the very limited parking at the trailheads. He also wished to express his appreciation for the continued funding consideration.

We were informed that staff is looking forward to reviewing the next written report submitted by Pacifica concerning this new increase in shuttle ridership.

The CAC suggested that each and every city, that has a shuttle, send shuttle schedules to everybody on their "interest lists" and to post their particular shuttle schedules on their individual websites, as well.

(TA Item 11a) As part of a series of program reports on the Transportation Authority's six program areas, the CAC received a comprehensive overview of the San Bruno Railroad Grade Separation Program from Chuck Harvey, Deputy CEO. The CAC, which is very familiar with the hard work and gargantuan effort of constructing the new San Bruno Grade Separation over the years, was very pleased with the results of this four year project and highly complimented Mr. Harvey and his Design and Construction team on a job well done!

(TA Item 11b) Schweta Bhatnagar, Government Affairs Officer, once again delivered both a thorough and highly informative update on the State and Federal Legislative Program, this time focusing primarily on the State's Cap and Trade Program, as viewed by both State Senate President pro tem Darryl Steinberg and California Governor Jerry Brown.

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

1. The expansion of the Bay Area Bike Share's existing program in San Francisco, San Jose, Mountain View, Palo Alto and Redwood City, which has been planned for this year, has been delayed because the manufacturer of the bikes and docking stations filed earlier this year for bankruptcy and is no longer manufacturing bicycles.

The company has also been reported to have been recently sold and it remains unclear if or when production will resume, however according to a spokesperson for the Bay Area Air Quality Management District, which has been overseeing the bike sharing program, it is anticipated that the company will not fold entirely. The air district is monitoring the situation closely and reports that it still hopes to add 300 bikes to the system by the end of this year.

To date, San Francisco has averaged about two bike rides per day and, thus far, has been considered to have been a successful pilot launch, according to the MTC. However, according to additional reports from the MTC, other cities, particularly on the Peninsula, have significantly lagged behind, such as Redwood City, which has seen only 0.09 rides per bike per day. The MTC will be conducting a more thorough analysis in those cities, reevaluating the location of the bike sharing stations and conducting outreach campaigns to pick up the pace.

2. The Palo Alto City Council is challenging a proposal by the Metropolitan Transportation Commission to forgive a \$91 million loan to a project that would extend BART to the South Bay.

(The funds were borrowed from the languishing Dumbarton Rail project, which would link the East Bay and Peninsula via a rebuilt rail bridge just south of the Dumbarton Bridge. The funding came from the Regional Measure 2 program, which was passed by the voters in 2004. The measure raised the toll on seven state-owned bridges in the Bay Area by \$1 for the purpose of funding projects to ease congestion.)

The Palo Alto Council voted unanimously on April 23rd to send a letter to the MTC asking that part, if not all, of the loan be paid back stating that the funds should be spent on projects that directly benefit the Peninsula. Palo Alto hopes to lay the groundwork for next year's request and then to rally Peninsula cities around a common position.

3. Caltrain will be celebrating the opening of the new San Bruno Grade Separation on Saturday, May 10th, at Posey Park in San Bruno from 11am to 2pm. Speakers for the program will include:

San Bruno Mayor Jim Ruane

Caltrain Board Chair Tom Nolan

Transportation Authority Board Chair Karyl Matsumoto

Caltrain Deputy CEO Chuck Harvey

In Joe's Report to the CAC he advised us of the six proposed appointments to the CAC that will be announced at tonight's TA meeting. Five of those appointed are returning CAC members, who will be appointed for a three year term. The other appointee will be a new appointment for the remaining one and a half year term of former CAC member Daniel Mensing.

Respectfully submitted,

Barbara Arietta

Chair, San Mateo County Transportation Authority, CAC

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING APRIL 30, 2014**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$75,497,790 - line 7) is **better** than staff projections by \$12,728,918 or 20.3 percent. *Miscellaneous Income* (\$7,171,994 - line 3), is attributable to an unbudgeted recovery payout from the Lehman Brothers bankruptcy. The loss was recorded in fiscal year 2009. *Interest Income* (\$3,535,046 – line 2) is \$1,145,226 or 47.9 percent **better** than projections due to higher than budgeted returns and the interest on the US Treasury Inflation Protected Security that matured on April 15, 2014. *Rental Income* (\$1,007,147 – line 4) is \$35,327 or 3.6 percent **better** than staff projections.

Total Revenue (\$75,497,790 - line 7) is \$9,049,727 or 13.6 percent **better** than prior year performance. *Interest Income* (\$3,535,046 - line 2) and *Grant Proceeds* (\$66,671 – line 5) combined is \$2,248,617 or 38.4 percent **worse** than prior year and is slightly offset by *Rental Income* (\$1,007,147 - line 4) which is \$59,484 or 6.3 percent **better**.

Expenditures: *Total Administrative Expenses* (\$663,277 - line 22) is **better** than staff projections by \$86,867 or 11.6 percent. Within total administrative expenses, *Staff Support* (\$454,225 - line 18) is \$21,657 or 4.6 percent **better** than staff projections.

Budget Amendment: The revised budget per Board Resolution No. 2014-06 amends an increase of \$175,000 for the New Measure A Strategic Plan Update which is reflected in April 2014 Statement of Revenues and Expenditures.

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

% OF YEAR ELAPSED: **83.3%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	5,455,100	57,411,439	63,716,931	59,384,999	107.3%	68,000,000	72,000,000	82.5%
2 Interest Income	1,224,675	3,093,789	3,535,046	2,389,820	147.9%	2,821,040	2,821,040	84.7%
3 Miscellaneous Income	0	2,238,628	7,171,994 (A)	0	0.0%	0	0	0.0%
4 Rental Income	98,910	947,663	1,007,147	971,820	103.6%	1,168,300	1,168,300	86.2%
5 Grant Proceeds	46,040	2,756,545	66,671	22,233	299.9%	3,800,500	3,800,500	1.8%
6								
7 TOTAL REVENUE	6,824,725	66,448,063	75,497,790	62,768,872	120.3%	75,789,840	79,789,840	94.6%
EXPENDITURES:								
11 Annual Allocations	1,663,812	20,955,175	23,256,680	21,675,525	107.3%	24,820,000	26,280,000	88.5%
13 Program Expenditures	2,060,725	34,193,928	30,178,553	77,547,500	38.9%	86,780,000	94,045,000	32.1%
15 Oversight	68,382	584,841	1,035,703	870,833	118.9%	485,000	1,185,000	87.4%
17 Administrative								
18 Staff Support	45,761	360,441	454,225	475,882	95.4%	565,152	565,152	80.4%
19 Measure A Info-Others	850	33	7,273	7,993	91.0%	16,500	16,500	44.1%
20 Other Admin Expenses	23,458	162,886	201,780	266,270	75.8%	318,634	318,634	63.3%
22 Total Administrative	70,069	523,360	663,277	750,145	88.4%	900,286	900,286	73.7%
23								
24 TOTAL EXPENDITURES	3,862,989	56,257,304	55,134,214 (1)	100,844,003	54.7%	112,985,286	122,410,286	45.0%
25								
26 EXCESS (DEFICIT)	2,961,736	10,190,760	20,363,576	(38,075,131)		(37,195,446)	(42,620,446)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	444,581,025	445,209,646	445,209,646		415,823,164	445,209,646	
29								
30 ENDING FUND BALANCE	Not Applicable	454,771,785	465,573,222 (2)	407,134,515		378,627,718	402,589,200	

Includes the following balances:			
Cash and Liquid Investments	618,341	FY 2013 Carryover of Commitments (Audited)	278,517,658
Current Committed Fund Balance	345,793,730 (3)	FY 2014 Additional Commitments (Budgeted)	112,985,286
Undesignated Cash & Net Receivable	<u>119,161,151</u>	Reso #2013-24	5,350,000
Total	<u><u>465,573,222 (2)</u></u>	Reso #2014-01	3,900,000
		Reso#2014-06	175,000
		Less: Current YTD expenditures	<u>(55,134,214) (1)</u>
		Current Committed Fund Balance	<u><u>345,793,730 (3)</u></u>

"% 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 PROJECT" column, please note that individual line items reflect variations

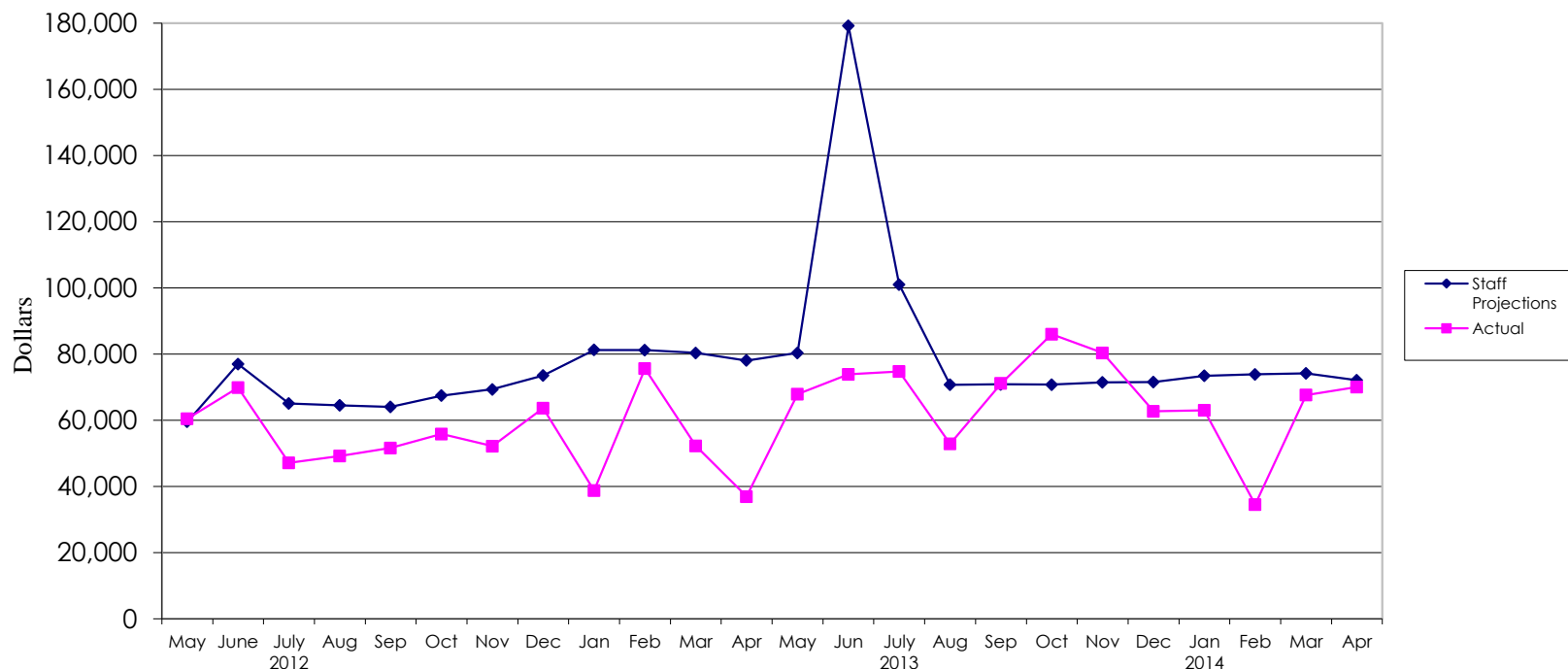
due to seasonal activities during the year.

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

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

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

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



SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF APRIL, 2014

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.500%	\$ 248,358,245	\$ 248,358,245
Local Agency Investment Fund	**	Liquid Cash	0.233%	\$ 29,322,044	\$ 29,322,044
Investment Portfolio	***	Liquid Cash	0.888%	\$ 165,785,044	\$ 165,851,452
Other		Liquid Cash	0.000%	\$ 618,341	\$ 618,341
				<u>\$ 444,083,674</u>	<u>\$ 444,150,082</u>

Accrued Earnings for April, 2014 \$ 1,232,600.92
Cumulative Earnings FY2014 \$ 3,625,946.93

* County Pool average yield for the month ending April 30, 2014 was 0.500%. As of April, 2014 the amortized cost of the Total Pool was \$3,706,315,905.57 and the fair market value per San Mateo County Treasurer's Office was \$3,707,848,273.72.

** 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.

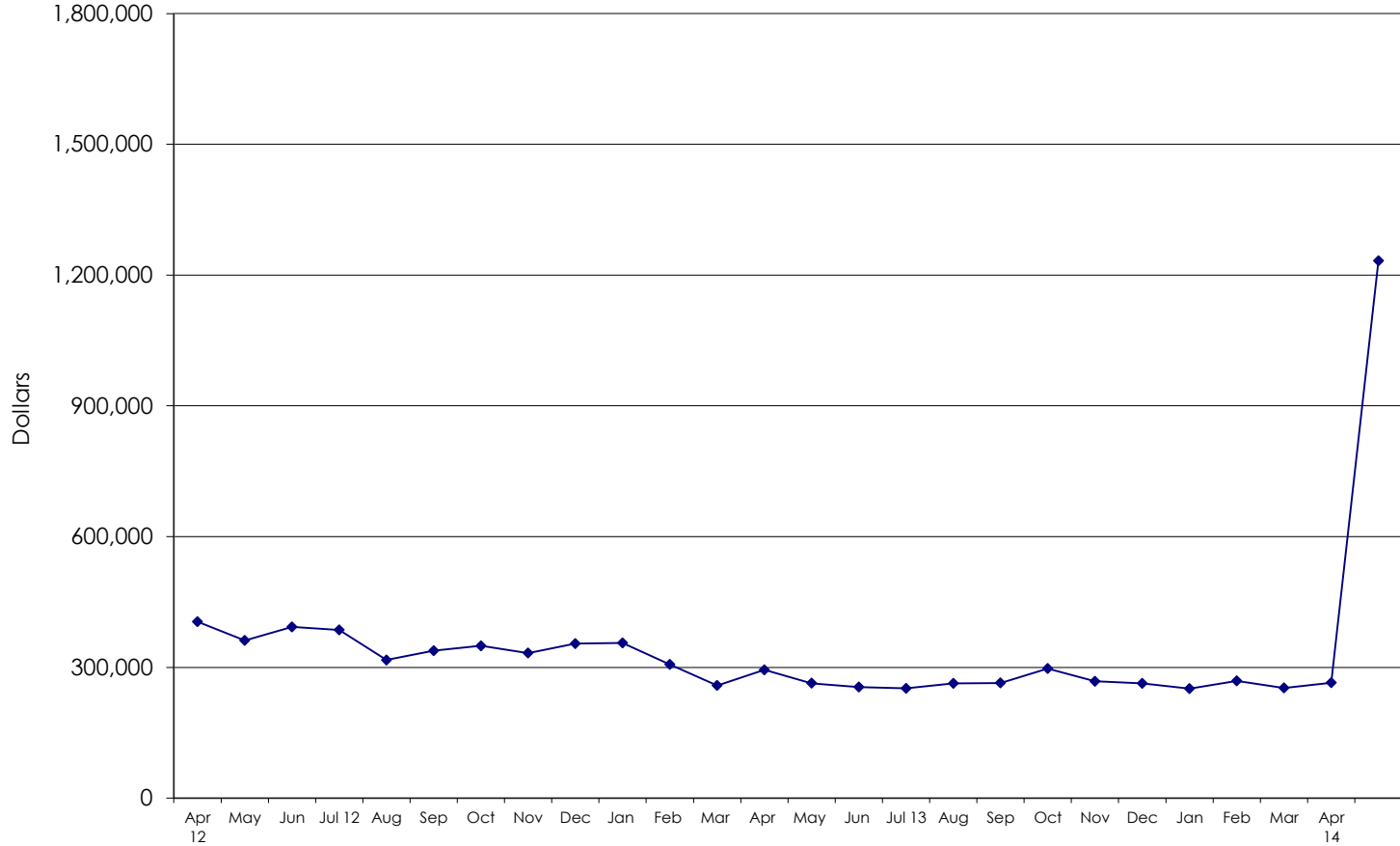
*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
APRIL 2014**

FY2014	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	263,024.35	263,024.35
AUGUST	264,079.37	527,103.72
SEPTEMBER	297,053.11	824,156.83
OCTOBER	268,126.19	1,092,283.02
NOVEMBER	263,074.06	1,355,357.08
DECEMBER	251,328.79	1,606,685.87
JANUARY	269,050.43	1,875,736.30
FEBRUARY	252,699.56	2,128,435.86
MARCH	264,910.15	2,393,346.01
APRIL	1,232,600.92 *	3,625,946.93
MAY		
JUNE		

* -Treasury Inflation Protected Security (TIPS) matured 4/15/2014
Interest for the inflation component is paid at maturity.

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
April 30, 2014

DESCRIPTION	TOTAL INVESTMENT 04-30-14	INTEREST RECEIVABLE 03-31-14	PREPAID INT RECEIVABLE 03-31-14	INTEREST EARNED 04-30-14	INTEREST RECEIVED 04-30-14	ADJ.	INTEREST RECEIVABLE 04-30-14
LAIF	29,322,044.04	6,008.12	0.00	2,547.55	5,816.98	(191.14)	2,547.55
COUNTY POOL	248,358,244.83	385,805.20	0.00	102,603.99	384,611.11	(1,194.09)	102,603.99
BANK OF AMERICA	603,882.86	0.00	0.00	0.00	0.00	0.00	0.00
WELLS FARGO	14,458.00	0.00	0.00	0.00	0.00	0.00	0.00
INVESTMENT PORTFOLIO	165,785,044.38	410,278.19	39,121.49	1,129,033.52	1,396,640.00	(198.91)	181,594.29
	<u>444,083,674.11</u>	<u>802,091.51</u>	<u>39,121.49</u>	<u>1,234,185.06</u>	<u>1,787,068.09</u>	<u>(1,584.14)</u>	<u>286,745.83</u>

APRIL 2014 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 04/30/14	1,232,600.92
Add:	
Less:	
Management Fees	(7,925.99)
Amortized Premium/Discount	(11,998.44)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>1,212,676.49</u>

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

YEAR TO DATE -- SUMMARY

Interest Earned	3,625,946.91
Add:	
Less:	
Management Fees	(78,068.48)
Amortized Premium/Discount	(303,651.98)
Capital Gain(Loss)	(12,832.50)
Total Interest	<u>3,231,393.95</u>

Balance Per Ledger as of 04/30/14	
Exp. Acct. 530011 - Amort Prem/Disc	(303,651.98)
Int Acct. 409100 - Co. Pool	1,299,228.51
Int Acct. 409100 - LAIF	23,150.06
Int Acct. 409101 - Portfolio Funds	2,225,499.86
Gain(Loss) Acct. 405210	(12,832.50)
	<u>3,231,393.95</u>

Extraordinary one time items:

Misc. Income - Lehman Brothers Recovery	7,170,494.44
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**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
April 30, 2014**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED	MARKET VALUE 4/30/14	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 3/31/14	PREPAID INT REC'VBLE 4/30/14	INTEREST EARNED 4/30/14	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 4/30/14	INT REC'VBLE LESS PREPAID 4/30/14	PAR VALUE
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>																	
<u>U.S. TREASURY NOTES AND BONDS</u>																	
US TREASURY NOTE	912828TX8	02-01-13	14,998,828.13	14,967,150.00	15,031,650.00	11-15-15	0.375%	156.2500	30	21,287.98		4,687.50		(25.89)	25,949.59	25,949.59	15,000,000
US TREASURY NOTE	912828VL1	12-19-13	20,047,968.75	20,025,000.00	20,046,800.00	07-15-16	0.625%	347.2222	30	26,243.09	13,294.20	10,416.67		(57.55)	36,602.21	23,308.01	20,000,000
US TREASURY NOTE	912828WA4	03-21-14	11,972,343.75	11,980,320.00	11,997,240.00	10-15-16	0.625%	208.3333	30	34,615.38		6,250.00	37,500.00	(86.69)	3,278.69	3,278.69	12,000,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	9,988,300.00	11-15-16	0.625%	173.6111	30	23,653.31	22,962.71	5,208.33		(28.77)	28,832.87	5,870.16	10,000,000
																	23.11%
<u>U.S. GOVERNMENT AGENCIES</u>																	
FHLMC	3137EACB3	03-30-11	13,932,270.00	13,752,855.00	0.00	04-23-14	2.500%	937.5000	22	148,125.00		20,625.00	168,750.00		0.00	0.00	13,500,000
FHLMC	3134G4ER5	08-19-13	10,001,100.00	9,993,500.00	10,009,900.00	08-19-15	0.500%	138.89	30	5,833.33		4,166.67			10,000.00	10,000.00	10,000,000
FNMA	31398A4M1	09-13-13	10,221,000.00	10,244,600.00	10,207,000.00	10-26-15	1.625%	451.39	30	69,965.28		13,541.67	81,250.00	(0.01)	2,256.94	2,256.94	10,000,000
FHLMC	3134G4HZ4	10-28-13	9,999,500.00	10,014,700.00	10,017,800.00	10-28-15	0.500%	138.89	30	21,250.00		4,166.67	25,000.00		416.67	416.67	10,000,000
FHLMC	3134G34B3	01-30-13	9,998,500.00	9,947,600.00	10,004,500.00	01-28-16	0.500%	138.8889	30	8,750.00		4,166.67			12,916.67	12,916.67	10,000,000
FNMA	3135G0UM3	05-29-13	4,394,560.50	4,374,255.60	4,402,075.95	02-26-16	0.520%	63.4833	30	2,221.92		1,904.50			4,126.42	4,126.42	4,395,000
FNMA	3135G0VH3	05-30-13	15,149,117.50	15,099,386.50	15,146,706.30	03-04-16	0.750%	313.9583	30	8,476.88		9,418.75			17,895.63	17,895.63	15,070,000
FNMA	3135G0VA8	05-13-13	24,041,832.00	23,865,600.00	24,029,280.00	03-30-16	0.500%	333.3333	30	333.33		10,000.00			10,333.33	10,333.33	24,000,000
FNMA	3135G0XP3	12-10-13	9,959,800.00	9,930,700.00	9,979,500.00	07-05-16	0.375%	104.1667	30	8,958.33		3,125.00			12,083.33	12,083.33	10,000,000
FNMA	3135 G0YE7	03-07-14	15,029,400.00	14,991,150.00	14,990,700.00	08-26-16	0.625%	260.4167	30	9,114.58	2,864.58	7,812.50			16,927.08	14,062.50	15,000,000
																	70.62%
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>																	
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,581,103.06	0.00	04-15-14	1.250%	367.3994	14	60,571.27		1,023,543.59	1,084,140.00		0.00		9,500,000
																	6.27%
MATURED/CALLED																	
FHLMC	3137EACB3		(10,122,021.25)	(10,581,103.06)													
US INFLATION INDEXED	912828KM1		(13,932,270.00)	(13,752,855.00)													
TOTAL			165,785,044.38	165,405,862.10	165,851,452.25					449,399.68	39,121.49	1,129,033.52	1,396,640.00	(198.91)	181,619.43	142,497.94	188,465,001.00
20-May-14																	Weighted Average Interest Rate 0.7824%

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

5/27/14 9:16 AM

Approved Budget		Receipts		Over/(Under)	Current
Date	Revised Amount	Date	Amount	Budget/Projection	Projection
FY2013:					
1st Quarter	16,181,800	1st Quarter	18,855,990	2,674,190	18,855,990
2nd Quarter	17,084,000	2nd Quarter	18,948,926	1,864,926	18,948,926
3rd Quarter	17,782,200	3rd Quarter	17,439,496	(342,704)	17,439,496
4th Quarter	16,952,000	4th Quarter	18,613,375	1,661,375	18,613,375
FY2013 Total	68,000,000	FY2013 Total	73,857,787	5,857,787	73,857,787
FY2014:					
Jul. 13	4,400,000	Sep. 13	5,504,500	1,104,500	5,504,500
Aug. 13	4,400,000	Oct. 13	5,504,500	1,104,500	5,504,500
Sep. 13	6,100,000	Nov. 13	7,339,400	1,239,400	7,339,400
1st Qtr. Adjustment	1,650,000	Dec. 13	735,085	(914,915)	735,085
3 Months Total	16,550,000		19,083,485	2,533,485	19,083,485
Oct. 13	4,700,000	Dec. 13	5,518,300	818,300	5,518,300
Nov. 13	4,700,000	Jan. 14	5,447,000	747,000	5,447,000
Dec. 13	6,330,000	Feb. 14	7,140,500	810,500	7,140,500
2nd Qtr. Adjustment	1,795,000	Mar. 14	2,495,146	700,146	2,495,146
6 Months Total	34,075,000		39,684,432	5,609,432	39,684,432
Jan. 14	5,580,000	Mar. 14	4,904,900	(675,100)	4,904,900
Feb. 14	5,500,000	Apr. 14	4,897,600	(602,400)	4,897,600
Mar. 14	6,500,000	May 14			6,500,000
3rd Qtr. Adjustment	1,672,500	Jun. 14			1,672,500
9 Months Total	53,327,500		49,486,932	4,331,932	57,659,432
Apr. 14	5,500,000	Jun. 14			5,500,000
May 14	5,500,000	Jul. 14			5,500,000
Jun. 14	6,000,000	Aug. 14			6,000,000
4th Qtr. Adjustment	1,672,500	Sep. 14			1,672,500
FY2014 Total	72,000,000	FY2014 Total	49,486,932	4,331,932	76,331,932
	19,083,485	1st Quarter			
	20,600,946	2nd Quarter			
	17,975,000	3rd Quarter			
	6,057,500	4th Quarter			
	<u>63,716,932</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) April portion

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF APRIL 30, 2014

	<u>4/30/2014</u>
Cash -- Bank of America Checking Account	603,882.86
Cash -- Wells Fargo Lockbox Account	14,458.00
LAIF	29,322,044.04
County Pool	248,358,244.83
Investment Portfolio	165,785,044.38
	<hr/>
Total	<u><u>444,083,674.11</u></u>

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

Unit	Ref	Name	Date	Amount	Method	Description
SMCTA	000922	SAN MATEO COUNTY TRANSIT DISTRICT	4/7/2014	1,897,943.61	WIR	Capital, Caltrain & Redi-Wheels Serv.
SMCTA	000923	MATSUMOTO, KARYL M.	4/14/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000924	GROOM, CAROLE	4/14/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000925	NAGEL, TERRY	4/14/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000926	HORSLEY, DONALD	4/14/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000927	CANEPA, DAVID	4/14/2014	100.00	WIR	Board of Directors Compensation
SMCTA	000928	PENINSULA CORRIDOR JOINT POWERS BOARD	4/21/2014	3,353,944.18	WIR	Capital Programs ⁽¹⁾
SMCTA	000929	CANEPA, DAVID	4/28/2014	100.00	WIR	Board of Directors Compensation
SMCTA	003708	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	4/7/2014	21,696.60	CHK	Legal Services
SMCTA	003709	PENINSULA TRAFFIC CONGESTION RELIEF	4/7/2014	205,000.00	CHK	Capital Programs ⁽²⁾
SMCTA	003710	SLAVIT, JOEL A	4/7/2014	12.00	CHK	Business Travel
SMCTA	003711	ULRICH CONSTRUCTION	4/7/2014	497.43	CHK	Other Contract Services
SMCTA	003712	FOUST, ROSANNE	4/14/2014	100.00	CHK	Board of Directors Compensation
SMCTA	003713	HNTB CORPORATION	4/14/2014	3,255.10	CHK	Consultant
SMCTA	003714	HURLEY, JOSEPH	4/14/2014	108.70	CHK	Business Travel
SMCTA	003715	KELLY'S STUMP REMOVAL, INC.	4/14/2014	4,125.00	CHK	Ground Maintenance Service
SMCTA	003716	PATRIDGE, NAOMI	4/14/2014	100.00	CHK	Board of Directors Compensation
SMCTA	003717	PENINSULA TRAFFIC CONGESTION RELIEF	4/14/2014	158,245.08	CHK	Capital Programs ⁽³⁾
SMCTA	003718	S3, INC.	4/14/2014	1,800.00	CHK	Consultant
SMCTA	003719	URS CORPORATION	4/14/2014	42,960.41	CHK	Capital Programs ⁽⁴⁾
SMCTA	003720	CITY OF PACIFICA	4/21/2014	1,227,520.47	CHK	Capital Programs ⁽⁵⁾
SMCTA	003721	HOLLAND & KNIGHT LLP	4/21/2014	3,500.00	CHK	Legislative Advocate
SMCTA	003722	OFFICEMAX	4/21/2014	39.22	CHK	Office Supplies
SMCTA	003723	SHAW/YODER & ANTIWIH, INC.	4/21/2014	3,712.05	CHK	Legislative Advocate
SMCTA	003724	WESTPHAL, GOLSHAN	4/21/2014	1,000.00	CHK	Capital Programs ⁽⁴⁾
SMCTA	003725	CHUCK FOX PHOTOGRAPHY	4/28/2014	850.00	CHK	Printing and Information Services
SMCTA	003726	DMJM HARRIS/MARK THOMAS JV	4/28/2014	42,134.66	CHK	Capital Programs ⁽⁶⁾
SMCTA	003727	GOLDEN STATE OVERNIGHT DELIVERY SERVICE	4/28/2014	5.62	CHK	Postage Overnight
SMCTA	003728	GREEN CARPET LANDSCAPING	4/28/2014	800.00	CHK	Ground Maintenance Service
SMCTA	003729	PATRIDGE, NAOMI	4/28/2014	100.00	CHK	Board of Directors Compensation
SMCTA	003730	SELF-HELP COUNTIES COALITION	4/28/2014	4,400.00	CHK	Dues and Subscription
				<u>6,974,450.13</u>		

(1) San Bruno Grade Separation - \$3,068,413; San Bruno Archway Study - \$6,788; Downtown Extension - \$8,369; CBOSS PTC - \$48,870; Caltrain Electrification - \$209,066; Boarding Platform (Atherton) - \$12,437.

(2) ACR Countywide TDM Program

(3) FY14 Local Shuttles Project

(4) US 101/Broadway Interchange

(5) Rte 1/San Pedro Creek Bridge Replacement and Creek Widening

(6) US 101 HOV Lanes PSR-PDS - \$41,066; Calera Parkway (Rte 1 - Fassler Ave. to Westport) - \$1,068

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **ESTABLISHING THE APPROPRIATIONS LIMIT FOR FISCAL YEAR 2015**

ACTION

Staff proposes the Board approve the appropriations limit, which is applicable to the Transportation Authority (TA) during Fiscal Year (FY) 2015, in the amount of \$588,727,473.

SIGNIFICANCE

The appropriations limit is the maximum amount of tax proceeds a local agency can appropriate during a given fiscal year. Article XIII B of the California Constitution (the Gann Initiative) and implementing legislation require each local agency to establish its appropriations limitation on an annual basis.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

Last year, the TA established its appropriations limit in the amount of \$583,260,520 based on data regarding inflation and population changes released by the California Department of Finance. Staff has calculated the limit for FY2015 to be \$588,727,473, which is an increase of \$5,466,953 or 0.9 percent. The increase is due to a -0.23 percent decrease in the California per capita personal income and a 1.17 percent increase in the applicable population.

The TA funds subject to the limit are \$72 million (the projected Measure A tax receipts for the year) or 12.2 percent of the appropriations limit.

Attachment A is a Notice of Determination showing the calculations of the limit and stating the limit applicable during FY2015. State law requires this notice be posted in a conspicuous place at the TA's office at least 15 days before the TA takes final action to approve the new limit at its June 5, 2014 meeting. This notice was posted on May 15, 2014 at 1250 San Carlos Avenue, San Carlos, CA 94070.

Prepared By: Éva Goode, Manager, Budgets 650-508-7914
Project Manager: Angela Ho, Sr. Budget Analyst 650-508-6416

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

**NOTICE OF DETERMINATION
OF APPROPRIATIONS LIMIT
FOR FISCAL YEAR 2015**

State law (Section 7910 of the Government Code) requires each local government agency to determine during each fiscal year, the appropriations limit pursuant to Article XIII B of the California Constitution applicable during the following fiscal year. The limit must be adopted at a regularly scheduled meeting or a noticed special meeting and the documentation used in determining the limit must be made available for public review fifteen days prior to such meeting.

Set out below is the methodology proposed to calculate the Fiscal Year 2015 appropriations limit for the San Mateo County Transportation Authority. The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on June 5, 2014.

Appropriations limit for FY 2014	\$583,260,520
Population change: (January 1, 2013 to January 1, 2014)	1.17%
Change in California per capita personal income (January 1, 2013 to January 1, 2014)	-0.23%
FY 2015 Adjustment Factor: (0.9977 x 1.0117)	1.00937309
FY 2015 Appropriations Limit: (\$583,260,520 x 1.00937309)	\$588,727,473

Dated: May 15, 2014

Authority Secretary
(650) 508-6242

RESOLUTION NO. 2014 –

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

*** * ***

**ESTABLISHING THE APPROPRIATIONS LIMIT APPLICABLE TO THE
SAN MATEO COUNTY TRANSPORTATION AUTHORITY DURING
FISCAL YEAR 2015**

WHEREAS, by Resolution No. 2013-13 enacted on June 6, 2013, the San Mateo County Transportation Authority (TA) established an appropriations limit applicable to the TA during the Fiscal Year (FY) 2014 in the amount of \$583,260,520; and

WHEREAS, Article XIII B of the California Constitution (the Gann Initiative) and implementing legislation require that each local agency subject thereto establish the applicable appropriations limit by resolution on an annual basis and permit annual adjustments in the limit by applying to the previous year's appropriations limit the factors, as issued by the California Department of Finance, reflecting changes in population and per capita income; and

WHEREAS, the calculations showing the applications of those factors have been forwarded to members of the TA for review and have been made available for public inspection at least 15 days prior to the date hereof; and

WHEREAS, the applicable factors are as follows:

(1) the California per capita personal income decreased by 0.23 percent;

and

(2) the applicable increase in population from January 2013 to January 2014 was 1.17 percent.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transportation Authority that the appropriations limit for FY2015 is hereby established as \$588,727,473.

Regularly passed and adopted this 5th day of June, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

The Community Relations Committee and Board

Designated May as "Older Americans Month." The proclamation was accepted by Sandra Lang, a member of the San Mateo County Commission on Aging.

The winners of the Annual Student "Art Takes a Bus Ride" Contest were announced:

- First Grade – Mia Hariri-Turner, Central Elementary
- Second Grade – Myles Hu, Sandpiper Elementary
- Third Grade - Emily Jiwon Hwang, Sandpiper Elementary
- Fourth Grade – Nikaella Mariano, Ponderosa Elementary
- Fifth Grade – Jessica Liu, Sandpiper Elementary
- Sixth Grade – Aidan Walker, Tierra Linda Middle School

Tina Dubost, Manager, Accessible Transit Services, said Paratransit Coordinating Council (PCC) member, Stephanie Hill, passed away last month. She said Ms. Hill was a wonderful person and was dedicated to making paratransit better for everyone.

Mike Levinson, PCC Chair, thanked Director Karyl Matsumoto for donating prizes for the MV Transportation Appreciation Party. Ms. Hill was one of the most active people on the PCC and will be truly missed.

Peter Ratto, CAC Chair, said with the appointment of five members in April, the CAC is back to a full roster with improved geographic equity. Received a presentation on Clipper 2.0.

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

Bus: 43,440, an increase of 2.2 percent.

All modes: 110,470, an increase of 6.1 percent.

Mr. Harvey said staff will provide an in-depth report on the SamTrans Service Plan at the June meeting. He said ridership on Route ECR is up 12 percent, Route 296 is up 21.1 percent, Route 281 is up 23.7 percent, and on Routes 130/131 combined ridership is up 17.9 percent. Mr. Harvey said all together, these four routes are carrying an extra 2,200 riders per day in the redesigned service pattern.

The Finance Committee and Board

- Approved the Statement of Revenues and Expenses for March 2014
- Approved the Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended March 31, 2014
- Authorized Implementation of Fuel Hedging Program for the Fiscal Year Ending June 30, 2015, Including Approval of Request for Bids and Forms of Documents, and Authorize Execution and Delivery of Documents, Selection of Winning Bidder and Payment of Commodity Price Cap Premium for Such Program

Summary of San Mateo County Transit District's (District) Liaison Report – Meeting of May 7, 2014

- Authorized Award of Contract to Reliance Standard Life Insurance Company for Life and Accidental Death and Dismemberment Insurance for an Estimated Cost of \$226,500 for a Three-Year Period
- Authorized Rejecting the Single Bid from Burr Plumbing and Pumping, Inc. for Plumbing Maintenance Services, Temporarily Extend the Current Contract with Burr Plumbing and Negotiate a Contract on the Open Market
- Received the Preliminary Fiscal Year (FY) 2015 Operating Budget in the amount of \$131,032,765.
- Received the Preliminary FY2015 Capital Budget in the amount of \$55,331,570.

The Legislative Committee and Board

State Update

The governor introduced an expenditure plan for Cap and Trade revenues for the next fiscal year. Leadership in the Legislature has proposed the State also take action to divide up future revenues for the life of the program based on percentages. This proposal would lock in reliable, dedicated funding that would supplement existing State sources for transit. The proposal is to spend 30 percent of the revenues on public transit, likely allocated through the existing State Transit Assistance formula, throughout the life of the Cap and Trade Program. The proposal also includes 20 percent dedicated funding for implementation of the region's Sustainable Communities Strategy, and some of those funds would come to the District and the Peninsula Corridor Joint Powers Board (JPB), helping both agencies meet their operating needs.

Federal Update

Formula funds that flow through the Metropolitan Transportation Commission (MTC) come from the Mass Transit Account, part of the Highway Trust Fund, which will run short of funds in July or August and would gradually be reduced. If this is not addressed by Congress, this would impact the District in future budget years. The president has put forward a proposal that would expand the Highway Trust Fund and make it solvent, but a more likely scenario is that Congress will approve a General Fund transfer to prevent the Trust Fund from going broke but will not expand it beyond existing funding levels.

Under the president's transportation reauthorization proposal, the TIGER Program would be funded at a \$5 billion level, high-speed rail at \$5 billion a year, and transit systems at \$72 billion. This proposal will be heard by Congress and staff will work with the American Public Transportation Association to push for these funding levels to be included in Congress' reauthorization proposals.

Planning, Development and Sustainability Committee and Board

- Received an update on Connect Redwood City, an MTC Climate Initiatives Program designed to reduce vehicle travel and greenhouse gas emissions. It includes last-mile connectivity options such as bike share, car share, and vanpool programs, as well as telework and flexible schedule advocacy. Marketing to businesses with 51,982 employees led to 66 percent of reductions, marketing to residents led to 28 percent of reductions, and car share reduced

**Summary of San Mateo County Transit District's (District)
Liaison Report – Meeting of May 7, 2014**

7,063 vehicle miles driven per month, and vanpools reduced 30,418 vehicle miles driven per month.

- Received an update on the Senior Mobility Initiative. Over the past five years, senior ridership is up 13 percent. In partnership with the public and private sectors, SamTrans Senior Mobility programs provide travel options to seniors, the fastest growing sector of the customer base.

Board of Directors

The Board:

- Appointed Director Rose Guilbault to the JPB
- Met in closed session with the chief labor negotiator and staff regarding pending labor negotiations with the Amalgamated Transit Union. Negotiations will continue over the next month.
- Met in closed session to receive a report from legal counsel on the matter of Ling La versus SamTrans. No action was taken.

Michael Scanlon, General Manager/CEO, reported:

- The Summer Youth Pass will be offered soon and staff is working with schools and municipalities on bi-lingual advertisements, flyers, mailers, and a social media campaign.
- The Reading File contains a listing of bus and shelter advertisements, and the Senior Mobility Guide.
- Requested the Board adjourn in memory of former Minnesota Congressman and chair of the U.S. House Transportation and Infrastructure Committee, Jim Oberstar, who was a true champion for all modes of transportation in the country.

The next meeting of the Board is scheduled for Wednesday, June 4, 2014 at 2 p.m.

The meeting adjourned in memory of Stephanie Hill and Jim Oberstar.

AGENDA ITEM # 8b
JUNE 5, 2014

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TO: Transportation Authority

FROM: Karyl Matsumoto
SamTrans Board Liaison to the Transportation Authority

SUBJECT: **SAMTRANS LIAISON REPORT – MEETING OF JUNE 4, 2014**

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

Prepared By: Josh Averill

650-508-6223

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

C.H. (Chuck) Harvey
Deputy CEO

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 and Bicycle, and Alternative Congestion Relief Programs will be the featured individually throughout the year. This month staff will provide an update via PowerPoint on the Transit Ferry Program, specifically the South San Francisco Ferry Service.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

At the May 2013 Board meeting, a presentation was made on the status of the Measure A Transit Ferry Program. At that time, the Board requested ongoing bi-annual status updates. This report will serve as the third performance update on the South San Francisco ferry service. It also coincides with the completion of a 12-month campaign, approved by the Water Emergency Transportation Authority (WETA) Board in April 2013, that added resources for service enhancements and increased marketing in an effort to increase ridership and the farebox recovery ratio.

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.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

**SUBJECT: CAPITAL PROJECTS QUARTERLY STATUS REPORT –
3rd QUARTER FISCAL YEAR 2014**

ACTION

No action required. The attached Capital Projects Quarterly Status Report is submitted to the Board for information only.

SIGNIFICANCE

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Prepared by: Kelvin Yu, Manager, Project Controls
Joseph M. Hurley, Director, TA Program

650-622-7853
650-508-7942

The Capital Projects Quarterly Status Report – 3rd Quarter
Fiscal Year 2014 is available for review at the following link:

[http://www.smcta.com/Assets/ Finance/Quarterly+Capital+Program+Status+Report/TA
/FY14 Q3 TA Quarterly Report.pdf](http://www.smcta.com/Assets/Finance/Quarterly+Capital+Program+Status+Report/TA/FY14_Q3_TA_Quarterly_Report.pdf)

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

Staff will provide regular updates to the Board in accordance with the approved Legislative Program.

STATE ISSUES

State Budget/Cap and Trade

The governor released his May budget revision last month and aside from some minor adjustments to the projected Fiscal Year (FY) 2015 State Transit Assistance funding, the transportation components of the budget, including the cap and trade proposal, are unchanged from his initial budget recommendations.

The cap and trade proposal from Senate President Pro Tem Darrell Steinberg (D-Sacramento) continues to look like the most advantageous option with 25 percent of all funding going to public transportation, another 20 percent for Sustainable Communities Strategy implementation and an additional 15 percent for low carbon transportation including low emission transit vehicles.

The Assembly Budget Subcommittee also put forward a cap and trade proposal that is believed to be a non-starter with the governor since it does not include funding for high-speed rail.

FEDERAL ISSUES

Authorization

The US Department of Transportation released a four-year reauthorization proposal with funding levels sufficient enough to bring the nation's transportation infrastructure in a state of good repair. However, the Senate Environment and Public Works Committee approved a six-year highway spending bill based on the assumption that funding will need to be retained at the current insufficient levels plus inflation.

The Senate's transit and rail titles won't be available until they are released by the Banking and Commerce committees, but a similar approach on funding levels is anticipated. Even as the Senate chooses not to increase funding to appropriate levels, additional funding will need to be identified by the Finance Committee.

The Senate's highway bill does have some transit impacts. It funds the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program at \$750 million per year, which is \$250 million below the current level, and it provides \$400 million for the multimodal Transportation Infrastructure Generating Economic Recovery (TIGER) grant program, which is \$200 million less than 2014.

Appropriations

The House Appropriations Committee passed a FY2015 Transportation Housing and Urban Development (THUD) appropriations bill under the funding authorized by Moving Ahead for Progress in the 21st Century. The bill maintains funding for Federal transportation formula programs, but cuts discretionary programs like TIGER and New Starts significantly. The full House and the Senate Appropriations Committee are expected to take up the issue in the coming weeks.

The Senate also voted to bring a tax extenders package to the floor for a vote, which will hopefully happen soon and would restore commuter tax benefits for transit riders to parity with those that drivers receive.

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

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>AB 26 Bonilla D</p> <p>Greenhouse Gas Reduction Fund</p>	<p>3/18/14 SEN Labor</p>	<p>This bill would revise the definition of “construction” to also include work performed during the post-construction phases of construction, including, but not limited to, all cleanup work at the jobsite. The bill would also expand the definition of “public works,” for the purposes of requirements regarding the payment of prevailing wages, to also include any task relating to the collecting or sorting, or both, of refuse or recyclable metals, such as copper, steel, and aluminum, performed at a public works jobsite. By expanding the definition of a crime, this bill would impose a state-mandated local program.</p> <p>Existing statutory law governs works of improvement, including mechanics liens. Existing law grants specified persons who provide work authorized for a work of improvement the right to a mechanics lien. Existing law defines “work of improvement” to include, among other things, construction, alteration, repair, demolition, or removal, in whole or in part, of, or addition to, specified infrastructure and generally defines “work of improvement” to mean the entire structure or scheme of improvement as a whole, and includes site improvement. This bill would expand the definition of “work of improvement” to also include all cleanup work performed at the site. Last amended 3/18/14</p>	
<p>AB 194 Campos D</p> <p>Open meetings: actions for violations</p>	<p>2/6/2014- Referred to Com. on GOV. & F.</p>	<p>This bill would expand the authorization for a district attorney or interested party to seek a judicial determination that an action taken by a legislative body is null and void if the legislative body violated the requirement that every agenda for a regular meeting or notice for a special meeting provide an opportunity for members of the public to address the legislative body on items being considered, as specified. Vote: majority. Appropriation: no. Fiscal committee: no. State-mandated local program: no. Last amended 1/27/2014</p>	
<p>AB 418 Mullin D</p> <p>Local Government: Special Taxes & Fees</p>	<p>5/22/14 ASM Floor- Inactive File</p>	<p>Authorizes the City/County Association of Governments (C/CAG) of San Mateo County to impose a special tax, in compliance with Article XIII C of the California Constitution, or to impose a property related fee, in compliance with Article XIII D of the California Constitution, to implement stormwater management programs consistent with the joint powers agreement of C/CAG's member agencies. Last amended 2/10/14</p>	

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>AB 515 Dickinson D</p> <p>Environmental quality: California Environmental Quality Act: writ of mandate</p>	<p>6/18/2014-SEN E.Q.</p>	<p>The California Environmental Quality Act requires the court, if it finds that a public agency has violated the requirements of the act, to issue an order, in the form of a peremptory writ of mandate, specifying what actions by the public agency are necessary to comply with the requirements of the act. This bill would require the peremptory writ of mandate to specify the time by which the public agency is to make an initial return of the peremptory writ of mandate containing specified information. Because a public agency would be required to file an initial return of the peremptory writ of mandate, this bill would impose a state-mandated local program.</p> <p>The bill would require the trial court, to the extent feasible, to issue a determination indicating whether the actions specified in the initial return and any subsequent return are adequate to comply with the peremptory writ of mandate within 30 days of the filing of the return. Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: yes. Last amended 3/17/2014</p>	
<p>AB 1193 Ting D</p> <p>Bikeways</p>	<p>5/1/2014-SEN Trans-Hearing cancelled at the request of the author.</p>	<p>Existing law defines "bikeway" for certain purposes to mean all facilities that provide primarily for bicycle travel. Existing law categorizes bikeways into 3 classes of facilities. This bill would additionally provide for a classification of Class IV bikeways, as specified. Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to that law.</p> <p>This bill would require the department, in cooperation with local agencies, to establish minimum safety design criteria for Class IV bikeways. Last amended 1/23/2014</p>	
<p>AB 1447 Waldron R</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: traffic synchronization</p>	<p>5/19/14 SEN Rules</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law permits moneys from the fund be allocated for the purpose of reducing greenhouse gas emissions in this state through specified investments.</p> <p>This bill would additionally authorize moneys in the fund to be used to fund traffic signal synchronization to the extent those expenditures are consistent with the above-referenced purposes. Last amended 2/18/2014</p>	

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>AB 1684 Chavez R</p> <p>Bus Rack Limits</p>	<p>4/28/14 ASM Trans- Hearing cancelled at the request of the author.</p>	<p>This bill would authorize the North County Transit District to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 43 inches from the front of the bus, or more than 36 inches from the front bumper, when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 49 inches from the front of the bus, or more than 42 inches from the front bumper. This bill would also establish, for a specified purpose, a route review committee prior to the installation of the initial folding device on a bus that is more than 40 feet in length. This bill would require the committee to perform an initial review of the routes on which the district proposes to operate a bus that is longer than 40 feet and that is equipped with a front-mounted bicycle rack, and would require the committee to make a determination of, by unanimous vote of all members, the routes that are suitable for the safe operation of those types of buses. The bill would require the district to submit a report, containing specified requirements, to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2020.</p> <p>Last amended on 3/28/14</p>	
<p>AB 1720 Bloom D</p> <p>Vehicles: bus gross weight</p>	<p>5/22/2014- SEN Trans & Housing</p>	<p>Existing law generally prohibits a publicly owned or operated transit system from procuring a transit bus whose weight on any single axle exceeds 20,500 pounds. Existing law, until January 1, 2015, exempts from this prohibition a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class into its inventory and its governing board makes certain findings.</p> <p>This bill would extend the operation of those exceptions until January 1, 2016.</p>	<p>Support</p>

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>AB 1724 Frazier D</p> <p>Construction Manager/General Contractor method: regional transportation agencies</p>	<p>5/23/2014 ASM Floor</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Mateo County Transit District to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements.</p> <p>This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor (CM/GC) project delivery method, as specified, to design and construct certain projects.</p> <p>The bill would require a regional transportation agency, within 180 days after the completion of any project using the Construction Manager/General Contractor project delivery method, to prepare a report that describes each project and provides relevant data, as specified. The bill would also require that report to be posted on the regional transportation agency's Internet Web site, and would require the agency to notify the Chair of the Assembly Committee on Transportation and the Chair of the Senate Committee on Transportation and Housing that the report is available online.</p> <p>The bill would further require a regional transportation agency using the CM/GC project delivery method to comply with certain prevailing wage provisions and to reimburse the Department of Industrial Relations for its reasonable and related enforcement costs, as specified. By requiring these reimbursements to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund, the bill would make an appropriation.</p>	<p>Support if amended</p>
<p>AB 2013 Muratsuchi D</p> <p>Vehicles: high-occupancy vehicle lanes</p>	<p>5/15/2014 SEN Trans & Housing Set for 6/10/14</p>	<p>Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Under existing law, until January 1, 2019, or until federal authorization expires, or until the Secretary of State receives a specified notice, those lanes may be used by certain vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). Existing law authorizes the DMV to issue no more than 40,000 of those identifiers.</p> <p>This bill would increase the number of those identifiers that the DMV is authorized to issue to 85,000. This bill would declare that it is to take effect immediately as an urgency statute. Last amended 4/2/2014</p>	

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>AB 2021 Gordon D</p> <p>San Mateo County Transit District</p>	<p>5/8/2014 SEN Trans & Housing Set for 6/10/14</p>	<p>Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction, subject to certain conditions and requirements. Existing law requires the district to comply with certain prevailing wage requirements with respect to that contract method, which requirements are monitored and enforced by the Department of Industrial Relations, or alternatively to elect to enter into a collective bargaining agreement that binds all of the contractors performing work on the project and that includes a mechanism for resolving disputes about the payment of wages.</p> <p>This bill would additionally authorize the district to meet its obligations under this provision by continuing to operate an existing previously approved labor compliance program, subject to approval of the Department of Industrial Relations, as specified. Last amended 3/17/14</p>	<p>Support</p>
<p>AB 2046 Gomez D JPA Financing</p>	<p>5/23/14 ASM Floor</p>	<p>Authorizes California joint powers authorities (JPAs) to issue bonds and enter into loan agreements to finance or refinance private projects located outside this state. Last amended 5/15/14</p>	
<p>AB 2050 Quirk D</p> <p>California Global Warming Solutions Act of 2006: scoping plan: advisory panel</p>	<p>5/23/14 ASM Approps Suspense-Do Pass</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years.</p> <p>This bill, until January 1, 2019, would require the state board to include specified elements when updating the scoping plan. The bill would require the state board, on or before January 1, 2019, to submit a report to the appropriate committees of the Legislature on those specified elements of the updated scoping plan.</p> <p>This bill, until January 1, 2019, would establish the Scoping Plan Advisory Committee, as specified. The bill would require the panel, on or before January 1, 2019, to submit a report to the appropriate committees of the Legislature evaluating and reporting key findings and recommendations on the update of the scoping plan. Last amended 4/21/2014</p>	

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>AB 2090 Fong D</p> <p>High-occupancy toll lanes: Santa Clara County</p>	<p>5/15/2014 SEN Trans & Housing</p>	<p>Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate high-occupancy toll (HOT) lanes, under which single-occupancy vehicles may use high-occupancy vehicle lanes by paying a toll, on 2 state highway corridors within the county. Existing law requires that implementation of the HOT lanes ensure that specified levels of service, described as Level of Service C or D, as specified, be maintained at all times in the high-occupancy lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times.</p> <p>This bill would delete the reference to Level of Service C or D, and instead would require VTA to establish, with the consent of the Department of Transportation, appropriate performance measures, such as speed or travel times, for the purpose of ensuring optimal use of the HOT lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system. The bill would provide that high-occupancy vehicles may be required to have an electronic transponder or other electronic device for enforcement purposes. Last amended on 3/27/2014</p>	<p>Support</p>
<p>AB 2119 Stone D</p> <p>Local taxes: transactions and use taxes</p>	<p>5/19/14 SEN Rules</p>	<p>Existing law authorizes the board of supervisors of a county to levy, increase, or extend a transactions and use tax, as specified, if approved by the required vote of the board and the required vote of the qualified voters.</p> <p>This bill would authorize the board of supervisors of a county to levy, increase, or extend a transactions and use tax throughout the entire county or within the unincorporated area of the county, if approved by the qualified voters of the entire county or the unincorporated area of the county, as applicable. This bill would require the revenues derived from the imposition of this tax to only be used within the area for which the tax was approved by the qualified voters. Last amended on 5/19/14</p>	
<p>AB 2123 Buchanan D</p> <p>HOV Lanes</p>	<p>2//21/14 ASM Rules</p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles.</p> <p>This bill would make a technical, non-substantive change to this provision of law.</p>	
<p>AB 2170 Mullin D</p> <p>JPA: common powers</p>	<p>5/8/2014 SEN Gov. & Finance</p>	<p>Existing law provides that 2 or more public agencies, by agreement, may form a joint powers authority to exercise any power common to the contracting parties, as specified.</p> <p>This bill would provide that the parties to the agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee or tax, as specified.</p>	

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>AB 2197 Mullin D</p> <p>Vehicles: temporary license plates</p>	<p>5/23/14 ASM Approps- Held in committee</p>	<p>The bill would requires, commencing July 1, 2015, a motor vehicle dealer or lessor-retailer to install a temporary license plate at the time of sale, and to electronically record and transmit to the department's vehicle registration database certain information, including the temporary license plate's number and vehicle's make and model, using the temporary license plate system.</p> <p>The bill would make failure to display temporary license plates an infraction, and would make counterfeiting a temporary license plate a felony, as specified. By creating a new crime and expanding the scope of an existing crime, this bill would impose a state-mandated local program. Last amended 4/23/14</p>	
<p>AB 2250 Daly D</p> <p>Toll facilities: revenues</p>	<p>5/22/14 SEN Trans & Housing</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Existing law, in certain cases, provides for the toll facilities to be administered by local agencies.</p> <p>This bill would require the department, when entering into a cooperative agreement with a local agency for a managed lane, as defined, on the state highway system, to ensure that any revenues generated from a managed lane that is administered by a local agency remains available for expenditure within the respective corridor in which the managed lane is located. Last amended 4/24/14</p>	
<p>AB 2355 Levine D</p> <p>Local agencies: streets and highways: recycled materials.</p>	<p>5/22/14 SEN Trans & Housing</p>	<p>This bill would require, by January 1, 2017, a local agency that has jurisdiction over a street or highway to either adopt the standards developed by Caltrans for recycled paving materials and for recycled base, sub-base, and pervious backfill materials, or discuss why it is not adopting those standards at a regularly scheduled public hearing of the local agency's legislative or other governing body.</p> <p>Last amended 4/1/14</p>	
<p>AB 2389 Campos D</p> <p>Safe routes to school</p>	<p>3/10/2014- ASM Trans</p>	<p>Existing law requires the Department of Transportation, in consultation with the Department of the California Highway Patrol, to establish and administer a safe routes to school program for construction of bicycle and pedestrian safety and traffic calming projects. These provisions become inoperative on July 1, 2014, and are repealed on January 1, 2015. Existing law also creates the Active Transportation Program in the Department of Transportation to fund various transportation projects and programs relating to biking, walking, and other non-motorized activities, with funds allocated by the California Transportation Commission, as specified. Existing law provides that safe routes to school projects are to be included among the types of projects eligible for funding under the Active Transportation Program.</p> <p>This bill would extend the date that the specific provisions governing the safe routes to school program become inoperative, to July 1, 2015, and the date that these provisions are repealed, to January 1, 2016. This bill would declare that it is to take effect immediately as an urgency statute.</p>	

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>AB 2445 Chau D</p> <p>Community colleges: transportation fees</p>	<p>5/8/14 SEN Education Set for 6/4/14</p>	<p>Specifies that a California Community College district governing board is authorized to enter into a contract to provide transportation services to students and employees if either a majority of the students of that district, or an individual campus of that district, as applicable, vote to approve the transportation fee.</p>	<p>Support</p>
<p>AB 2471 Frazier D</p> <p>Public contracts: change orders</p>	<p>5/23/14 ASM Approps-Do Pass</p>	<p>Existing law, until January 1, 2016, prohibits progress payments upon state contracts from being made in excess of 100% of the percentage of actual work completed, and authorizes the Department of General Services to withhold not more than 5% of the contract price until final completion and acceptance of the project, except as specified.</p> <p>This bill would require a public entity, as defined, when authorized to order changes or additions in the work in a public works contract awarded to the lowest bidder, to issue a change order promptly, and in no event later than 30 days after the changes or additions are required. If this requirement is not met, the bill makes the public entity liable to the original contractor for payment of the contractor's invoice for the change order or additional work.</p> <p>The bill would require prejudgment interest to accrue on any amount for which the public entity fails to issue a change order promptly or make a payment due pursuant to this bill. It also authorize an original contractor to present to the public entity a request for a change order for extra work performed by a subcontractor, including a lower tier subcontractor. It would also authorize a subcontractor to request that an original contractor present a change order request for extra work directed by the public entity that was performed by the subcontractor or lower tier subcontractor. The bill requires the original contractor to notify the subcontractor as to whether the original contractor presented the request to the public entity, as specified.</p>	<p>Oppose</p>
<p>AB 2639 Lowenthal D</p> <p>State Freight Plan</p>	<p>2/24/14 ASM Rules</p>	<p>Existing law requires the Transportation Agency to prepare a state freight plan with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. Existing law requires the agency to establish a freight advisory committee with various responsibilities in that regard and requires that the initial state freight plan be submitted to the Legislature, the Governor, and certain state agencies by December 31, 2014, and updated every 5 years thereafter.</p> <p>This bill would make non-substantive changes to these provisions.</p>	

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>AB 2650 Conway R</p> <p>Transportation Bonds: High-Speed Rail</p>	<p>4/28/14 ASM Trans- Failed Passage</p>	<p>This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.</p> <p>The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund projects in the State Transportation Improvement Program, the State Highway Operation and Protection Program, and the state's freight plan.</p> <p>The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	

SMCTA Bill Matrix – April

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

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>AB 2653 Linder R</p> <p>Transportation finance</p>	<p>4/1/2014-Re-referred to Com. on BUDGET.</p>	<p>Article XIX of the California Constitution restricts the use of fuel excise tax revenues imposed by the state on fuels used in motor vehicles upon public streets and highways to expenditure on highway and certain mass transit purposes. Existing law provides for the deposit of these revenues in the Highway Users Tax Account, and appropriates those revenues to various purposes. Existing law, with respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, requires an allocation to reimburse the State Highway Account (SHA) for the amount of weight fee revenues that the SHA is not receiving due to use of weight fee revenues to pay debt service on transportation general obligation bonds and to make certain loans, with the remaining amount of this portion of revenues allocated 44% to the State Transportation Improvement Program (STIP), 12% to the State Highway Operations and Protection Program (SHOPP), and 44% to city and county streets and roads (LSR).</p> <p>This bill would delete the provisions allocating revenues derived from the increased motor vehicle fuel excise tax to SHA reimbursement, the STIP and the SHOPP.</p> <p>The bill would instead provide for the Controller to apportion all of these revenues to cities and counties for local streets and roads pursuant to a specified formula, thereby making an appropriation. Existing law, commencing with the 2013-14 fiscal year, requires certain revenues deposited in the SHA that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund (TDSF) in the State Transportation Fund for payment of current year debt service on certain transportation general obligation bonds. This bill would delete the transfer of these revenues to the TDSF, and would instead provide for appropriation in the annual Budget Act of 44% of these revenues to the STIP, 12% to the SHOPP, and 44% to LSR pursuant to a specified formula.</p>	
<p>AB 2707 Chau D</p> <p>Bike Racks</p>	<p>5/22/14 SEN Trans & Housing</p>	<p>Authorizes transit buses of no more than 40 feet in length to be equipped with a front-mounted bicycle rack that extends up to 40 inches from the front body of the bus when fully deployed rather than the 36 inches allowed under current law, and limits the handlebars of a bicycle that is being transported on such a rack from extending more than 46 inches from the front of the bus rather than the 42 inches allowed under current law. Last amended 5/22/14</p>	
<p>AB 2720 Ting D</p> <p>State agencies: meetings: record of action taken</p>	<p>5/22/14 SEN G.O.</p>	<p>The Bagley-Keene Open Meeting Act requires, with specified exceptions, that all meetings of a state body, as defined, be open and public and all persons be permitted to attend any meeting of a state body. The act defines various terms for its purposes, including "action taken," which means a collective decision made by the members of a state body, a collective commitment or promise by the members of the state body to make a positive or negative decision, or an actual vote by the members of a state body when sitting as a body or entity upon a motion, proposal, resolution, order, or similar action.</p> <p>This bill would require a state body to publicly report any action taken and the vote or abstention on that action of each member present for the action. Last amended 4/2/14</p>	

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>AB 2728 Perea D</p> <p>Vehicle weight fees: transportation bond debt service</p>	<p>5/23/14 ASM Approps-Suspense- Held on Suspense</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. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenue to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill, notwithstanding these provisions or any other law, until January 1, 2019, would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenue to the General Fund. Last amended 4/24/14</p>	
<p>SB 674 Corbett D</p> <p>CEQA: residential infill projects</p>	<p>5/8/14 ASM Natural Resources</p>	<p>This bill revises the residential infill exemption by increasing the amount of allowable neighborhood-serving goods, services, or retail uses from 15% of the total project floor area to 25% of the total building square footage. Last amended 1/6/14</p>	
<p>SB 785 Wolk D</p> <p>Design-build</p>	<p>5/8/14 ASM Local Govt.</p>	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined; to use the design-build procurement process for specified public works. The bill would authorize the Marin Healthcare District to use the design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at the Marin General Hospital.</p> <p>The bill would require moneys that are collected under these provisions to be deposited into the State Public Works Enforcement Fund, subject to appropriation by the Legislature. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill would make legislative findings and declarations as to the necessity of a special statute for the Marin Healthcare District.</p>	<p>Support if amended</p>

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
SB 792 DeSaulnier D Regional Entities: Bay Area	5/19/2014-In ASM Local Govt. Set for 6/18/14	This bill requires the San Francisco Bay Areas joint policy committee to complete an analysis of common functions and identify opportunities to save costs, reduce redundancies, and further the goals of the member agencies of the Metropolitan Transportation Commission (MTC). It also requires MTC to convene a public engagement advisory group to assist in the development of a draft public participation plan, as specified. Requires the inclusion of additional elements in the region's Sustainable Communities Strategy, and assigns responsibility for those elements to member entities of the JPC. Last amended 5/19/14	
SB 901 Vidak R High-Speed Rail funding	4/22/14 SEN Trans & Housing- Failed Passage	This urgency bill would require the Secretary of State to put on the November 2014 general election ballot a legislative referendum, which if approved by the voters, would prohibit the sale of any additional high-speed rail bonds. Last amended on 4/7/14	Oppose
SB 902 Vidak R HSR: eminent domain	4/22/14 SEN Trans & Housing- Failed Passage	This bill would restrict the High-Speed Rail Authority (HSRA) or the State Public Works Board on behalf of HSRA, from adopting a resolution of necessity to commence an eminent domain proceeding unless the resolution meets certain requirements. Last amended on 4/7/14.	Oppose
SB 903 Vidak R HSR: property tax revenues	4/22/14 SEN Trans & Housing- Failed Passage	This bill would require the High-Speed Rail Authority to annually pay to a county the amount equivalent to any lost property tax revenue with respect to all real property acquired for the high-speed rail project	Oppose
SB 904 Vidak R HSR: private property owner consent	4/22/14 SEN Trans & Housing- Failed Passage	This urgency bill requires any employee or contractor of the High-Speed Rail Authority, prior to entering onto any privately owned property, to identify himself and obtain the property owner's consent. Last amended on 4/7/14	Oppose
SB 962 Leno D Advanced Mobile Communicati on Devices	5/19/14 ASM B & P	This bill would require that any advanced mobile communications device, smartphones, as defined, that is sold in California on or after January 1, 2015, include a technological solution that can render inoperable the essential features of the device, as defined, when the device is not in the possession of the rightful owner. Last amended on 5/5/14	Support

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>SB 969 DeSaulnier D</p> <p>Public works</p>	<p>5/23/2014- SEN Approps- Suspense- Do Pass</p>	<p>This bill would require an agency that administers a transportation project with costs exceeding \$1 billion to establish a peer review group and comprehensive risk management plan, as specified.</p> <p>The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks. Last amended 5/5/14</p>	Oppose
<p>SB 990 Vidak R</p> <p>Transportation funds: disadvantage d small communities</p>	<p>4/29/2014 SEN Trans & Housing- Failed passage</p>	<p>Existing law requires 25% of available funds from the state transportation improvement program (STIP) to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. Last amended 4/21/14</p>	
<p>SB 1064 Hill D</p> <p>PUC: railroads & natural gas pipelines</p>	<p>5/12/14 ASM U & C</p>	<p>Existing law requires the California Public Utilities Commission (CPUC) reply to the National Transportation Safety Board NTSB recommendations for natural gas safety within 90 days, and that the CPUC vote on whether (and how to) act on those recommendations.</p> <p>This bill would require the CPUC to respond within 90 days to railroad safety recommendations addressed to it by the (NTSB), and to indicate the CPUC's intended actions, if any.</p> <p>This bill would also require the CPUC to detail in writing whether it is appropriate to implement NTSB safety recommendations and Federal Railroad Administration safety advisories concerning CPUC-regulated railroad facilities. The determination would be approved by a majority vote of the CPUC. If a recommendation is deemed appropriate and/or action is deemed necessary, then the CPUC would issue orders or adopt rules relating to implementation as soon as practicable. Last amended 4/8/14</p>	
<p>SB 1077 DeSaulnier D</p> <p>Vehicles: vehicle-miles-traveled charges</p>	<p>5/23/14 SEN Approps Suspense- Do Pass</p>	<p>This bill would require the California State Transportation Agency (CalSTA) to develop a pilot program by January 1, 2016 to explore methods for using a mileage-based fee (MBF) that would replace the state's excise tax on gasoline, and assess specified issues related to statewide implementation of a mileage-based fee. The bill would also require STA to submit a report to the Legislature by June 30, 2017 that includes specified findings and recommendations related to implementation of an MBF. Last amended 4/21/14</p>	

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>SB 1122 Pavley D</p> <p>Sustainable communities: Strategic Growth Council</p>	<p>4/8/2014- Read second time and amended. Re-referred to Com. on RLS.</p>	<p>This bill would allow the Strategic Growth Council (SGC) to manage and award financial assistance, from monies in the Greenhouse Gas Reduction Fund, through a regional granting authority for the implementation of a sustainable communities strategy or alternative planning strategy to reduce greenhouse gas (GHG) emissions. The SGC would also be authorized to award financial assistance to a city, county, or regional agency for the development and implementation of specified land protection plans that reduce GHG emissions. Last amended 4/8/14</p>	
<p>SB 1125 Pavley D</p> <p>Greenhouse gas emissions reduction</p>	<p>5/23/14 SEN Approps Suspense-</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to the 1990 level to be achieved by 2020. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020.</p> <p>This bill would require the state board, on or before January 1, 2016, and in consultation with specified entities, to develop reduction targets for greenhouse gas emissions and short-lived climate pollutants, as defined, for 2030. The bill would require the state board to report to the Legislature on those targets. The bill, on January 1, 2020, would declare inoperative the requirement that the state board report to the Legislature. Last amended 5/13/14</p>	
<p>SB 1145 Corbett D</p> <p>Railroad Crossings: quiet zones</p>	<p>3/6/14 SEN Rules</p>	<p>Existing law generally requires a railroad to provide for the sounding of a horn or other similar device when a train will be entering a highway grade crossing, except in areas where a quiet zone has been established consistent with the requirements of federal regulations.</p> <p>This bill would state the intent of the Legislature to enact legislation to facilitate the process of establishing local safety enhancements at railroad crossings necessary for the approval of quiet zones.</p>	
<p>SB 1151 Cannella R</p> <p>School Zone Fines</p>	<p>5/19/14 ASM Trans</p>	<p>This bill imposes an additional \$35 fine for specified violations occurring in school zones and directs revenue from the fine to the state's Active Transportation Program. Last amended on 4/21/14</p>	<p>Support</p>

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>SB 1156 Steinberg D</p> <p>California Carbon Tax Law of 2014</p>	<p>4/2/2014-Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, effective January 1, 2015, would impose a carbon tax of an unspecified amount per ton of carbon-dioxide-equivalent emissions on suppliers of fossil fuels. The bill would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury.</p> <p>The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board. The bill would state the intent of the Legislature that revenues from the carbon tax be rebated to taxpayers, particularly low- and medium-income taxpayers, of other taxes, and for implementation of the carbon tax to be revenue neutral. This bill would include a change in state statute that would result in a taxpayer paying a higher tax within the meaning of Section 3 of Article XIII A of the California Constitution, and thus would require for passage, the approval of 2/3 of the membership of each house of the Legislature. The bill would take effect immediately as a tax levy.</p>	
<p>SB 1183 DeSaulnier D</p> <p>Bicycle tax</p>	<p>5/23/14 SEN Approps Suspense- Do Pass</p>	<p>SB 1183 would authorize a city, county, or regional park district to impose a vehicle registration surcharge of up to \$5 on vehicles registered in its jurisdiction to fund local bicycle infrastructure and maintenance.</p> <p>Last amended on 4/21/2014</p>	<p>Support</p>
<p>SB 1204 Lara D</p> <p>California Clean Truck Bus, & Off-Road Vehicle Program</p>	<p>5/23/14 SEN Approps- Suspense- Do Pass</p>	<p>This bill creates a California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to fund development, demonstration, pilot projects, and commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies. This bill provides that the program shall be funded from the Greenhouse Gas Reduction Fund, and shall prioritize projects located in disadvantaged communities. Last amended on 5/6/14</p>	

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
SB 1298 Hernandez D High-occupancy toll lanes	5/23/2014 SEN Approps Suspense-Do Pass	This bill would remove specified limitations on the state high-occupancy toll (HOT) lane program, thereby authorizing any regional transportation agency to apply to the California Transportation Commission (CTC) to develop and operate HOT lanes. The bill would also delete the January 15, 2015 sunset on the authority for the Los Angeles County Metropolitan Transportation Authority (MTA) to operate HOT lanes on State Highway Routes (SR) 10 and 110 in Los Angeles County, and revise and recast those provisions. Last amended on 5/7/14	
SB 1350 Lara D Baby Diaper Changing Stations	5/21/14 SEN Floor-Consent Calendar	This bill would require the California Building Standards Commission to develop and adopt standards governing the installation of baby diaper changing accommodations for restroom facilities in a place of public accommodation after January 1, 2017, as specified. The bill would require the commission to require, when developing the building standards, that any place of public accommodation that installs a baby diaper changing accommodation ensures that the accommodation is equally available or provided regardless of the gender for which the restroom facilities are designed. Last amended 5/5/14	
SB 1368 Wolk D State highways: relinquishment	5/23/14 SEN Approps-Suspense-Do Pass	Existing law gives Caltrans full possession and control of all state highways. Existing law provides for the relinquishment of state highways or portions of state highways to any county or city by the California Transportation Commission (CTC) in accordance with specified criteria and procedures. Existing law, in addition, authorizes the commission to relinquish to a county transportation commission or regional transportation planning agency a park-and-ride lot within their respective jurisdictions, if the department enters into an agreement with the county transportation commission or regional transportation planning agency providing for that relinquishment and other conditions are satisfied. This bill would also authorize the CTC to relinquish a park-and-ride lot to a joint powers authority formed for purposes of providing transportation services in the manner described above.	
SB 1433 Hill D Transit design-build contracts	5/8/14 ASM Rules	This bill repeals the sunset date on statutory authority for transit operators to use design-build procurement for transit projects, expands the number of entities eligible to exercise this authority, eliminates the minimum cost thresholds, and deletes reporting requirements.	Support

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
SB 1418 DeSaulnier D Vehicle weight fees: transportation bond debt service	5/23/14 SEN Approps Suspense- Held in committee.	<p>This bill is nearly identical to AB 2728 in that it attempts to restore truck weight fees (\$940 million annually) to transportation rather than paying bond debt service, with the exception that it recalibrates the percentages for the distribution of gas tax revenues. Existing law, with respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, requires an allocation of revenues to reimburse the State Highway Account for the amount of weight fee revenues that the State Highway Account is not receiving due to use of weight fee revenues to pay debt service on transportation general obligation bonds and to make certain loans to the General Fund, with the remaining amount of this portion of revenues allocated 44% to the State Transportation Improvement Program, 12% to the State Highway Operations and Protection Program, and 44% to city and county streets and roads.</p> <p>This bill, with respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, would instead require 56% of the revenues to be deposited by the Controller in the State Highway Account and 44% to be allocated by the Controller to city and county streets and roads. This bill would require a minimum of 21.453% of the revenues deposited in the State Highway Account under these provisions to be allocated to the State Highway Operation and Protection Program. The bill would thereby make an appropriation. This bill would declare that it is to take effect immediately as an urgency statute, with certain provisions to become operative on July 1, 2014. Last amended on 5/1/2014</p>	
SCA 4 Liu D Sales Tax Measure Thresholds	8/28/14 SEN Approps	<p>Provides that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, rather than 2/3. Requires that portion of the proceeds be used for maintenance of the state highway system. Last amended 8/28/13</p>	Support if amended
SCA 8 Corbett D Sales Tax Measure Thresholds	8/29/14 SEN Approps	<p>Identical companion bill to SCA 4 with the exception of the requirement to fund maintenance costs for the state highway system. Provides that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, rather than 2/3. Last amended 5/21/13</p>	Support
SCA 9 Corbett D Lower Vote Threshold for Economic Development	6/27/13 SEN Approps	<p>This bill would lower the vote threshold for local agencies imposing, extending, or increasing a special tax to fund local community and economic development projects within their jurisdiction from 2/3 to 55% with certain conditions. Last amended 5/21/13</p>	

SMCTA Bill Matrix – April

Measure	Status	Bill Summary	Position
<p>SCA 11 Hancock D</p> <p>Lower Vote Threshold for Special Taxes</p>	<p>6/27/13 SEN Approps</p>	<p>This bill would lower the vote threshold for local agencies imposing, extending, or increasing any special tax from 2/3 to 55% with certain conditions. Last amended 5/21/13</p>	