



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

December 4, 2008 - Thursday

5:00 p.m

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Consent Calendar
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a) Approval of Minutes of November 6, 2008
 - b) Acceptance of Statement of Revenues and Expenses for October 2008
4. Public Comment
Public testimony by each individual speaker shall be limited to one minute
5. Citizens Advisory Committee (CAC) Report
6. Chairperson's Report
7. SamTrans Liaison Report
 - a) November 12, 2008
8. Joint Powers Board Report
9. Report of Executive Director
10. Finance
 - a) Investment Plan for the San Mateo County Transportation Authority Investment Portfolio Invested Through Tamalpais Wealth Advisors
 - b) Authorization to Enter into a Measure A Funding Agreement with South San Francisco to Accelerate the Start of the South San Francisco Ferry Terminal Project
 - c) Authorize the Redirection of Funds from the Crestview Project to Caltrain, the Priority One Program Under the 1988 Measure A Expenditure Plan
11. Program
 - a) Adoption of Measure A Strategic Plan 2009-2013
12. Requests from the Authority
13. Written Communications to Authority

MOTION

INFORMATIONAL

RESOLUTION

RESOLUTION

RESOLUTION

14. Report of Legal Counsel

15. Date, Time and Place of Next Meeting

Thursday, January 8, 2009 at 5:00 p.m., at San Mateo Country Transit District Administrative Building, Bacciocco Auditorium, Second 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 260, 295, 390, 391, and KX. [Click here for map.](#)

The Transportation Authority (TA) meets regularly on the first Thursday of the month at 5 PM. 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 TDD 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
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

**MINUTES
NOVEMBER 6, 2008**

MEMBERS PRESENT: M. Church, R. Foust (Chair), R. Gordon, J. Lee, K. Matsumoto,
R. O'Mahony, J. Vreeland

MEMBERS ABSENT: None

STAFF PRESENT: G. Cameron, J. Cassman, V. Harrington, C. Harvey, J. Hurley, R. Lake,
M. Lee-Skowronek, M. Martinez, I. McAvoy, N. McKenna, D. Miller,
M. Scanlon, M. Simon

Chair Rosanne Foust called the meeting to order at 5:05 p.m. Director Rosalie O'Mahony led the Pledge of Allegiance.

CONSENT CALENDAR

- a. Approval of Minutes of October 2, 2008
- b. Acceptance of Statement of Revenues and Expenses for September 2008
- c. Approval of 2009 Meeting Calendar
- d. Adoption of the Amended Conflict of Interest Code

A motion (O'Mahony/Church) to approve the Consent Calendar was passed unanimously by roll call.

Director James Vreeland arrived at 5:06 p.m.

PUBLIC COMMENT

Pat Giorni, Burlingame, said that five of the 14 public comments received on the TA Strategic Plan related to bicycle project funding. She said 3 percent of Measure A funding for bicycles is not enough and hopes that this amount can be raised 20 years from now when the reauthorized Measure A expires. She said too much TA money is going into highway projects.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Chair Pat Dixon reported that at its meeting of November 4, 2008, the CAC:

- Received an update on the TA Strategic Plan including a review of public comment themes.
- Recommended approval of TA Board items to program unexpended funds from the 1988 Expenditure Plan and allocation of \$11 million of Measure A funds to the Peninsula Corridor Joint Powers for Caltrain grade crossing safety improvements.
- Received a staff report on a California Transportation Association award of \$2 million for the Smart Corridor Project and a possible transportation stimulus package.
- Will email interested CAC members to create a nominating committee for the election of 2009 officers.

Director John Lee asked about the number of CAC members. Chair Dixon said there are currently 14 members and one vacancy.

Chair Foust asked if the CAC was subject to the email meeting rules. Legal Counsel Joan Cassman said the CAC is subject to the Brown Act. Chair Foust said she wanted to make sure the CAC members followed Brown Act requirements. Staff will work with the CAC on the requirement.

CHAIRPERSON'S REPORT – ROSANNE FOUST

Policy Discussion: South San Francisco Request for Funding of Ferry Service
Executive Director Michael Scanlon said staff has had additional exchanges of information and has spoken to Nina Rannells, Deputy Director of Finance and Administration for the Water Emergency Transportation Authority, which will operate the ferry service. Mr. Scanlon said staff is close to a recommendation and is looking at some form of collateral of performance expectation to safeguard the investment of the taxpayers.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The October 1 and October 15 reports were included in the agenda packet. Director Matsumoto noted that at the October 1 workshop Mr. Scanlon said the governor has diverted approximately \$1.7 billion in public transportation funding. Mr. Scanlon said additional funding is being diverted since the October 15 report.

JOINT POWERS BOARD REPORT (JPB)

Mr. Scanlon reported on the November 6 meeting:

- a. The Board
 - Approved the minutes of October 2, 2008 and accepted the Statement of Revenues and Expenses for September 2008.
 - Approved the Board meeting calendar for 2009.
 - Approved the Conflict of Interest Code.
 - Authorized amending the FY 2009 Capital Budget by \$329,729 to \$151,104,629 for the Stockton Avenue Railroad Crossing Project.
 - Authorized execution of a baseline agreement and subsequent funding agreements with the California Department of Transportation for Caltrain grade separation projects from the Proposition 1B Highway-Railroad Grade Crossing Safety Account in a total amount of \$45,000,000.
 - Authorized award of a contract for rail grinding services to Advanced Rail Management Corporation for \$1,843,350 for a three-year term.
 - Adopted a policy to permit persons with disabilities who use Electric Personal Assistive Mobility Devices (EPAMD) as a mobility device to ride Caltrain.
 - Rejected all proposals for Train Predictive Arrival/Departure System.
 - Received a report from CAC Chair Bruce Jenkins on the October meeting.
 - Were told about a Caltrain incident at 6:50 a.m. today on a private crossing on the Union Pacific right of way south of Blossom Hill when the first northbound Caltrain hit a privately owned vehicle. The operator of the vehicle was transported to a hospital. The Santa Clara Valley Transportation Authority (VTA) provided bus transport for passengers to the Diridon station.
 - Last Thursday the first northbound train made contact with a vehicle stopped on the tracks around Ninth Avenue in San Mateo.
 - b. Performance statistics for September 2008 compared to September 2007:
 - Total Ridership was 1,140,660, an increase of 18.8 percent.
 - Average Weekday Ridership was 43,769, an increase of 13.4 percent.
 - Total Revenue was \$3,849,884, an increase of 18.3 percent.
 - On-time Performance was 94.5 percent, an increase of 0.4 percent.
 - Caltrain Shuttle Ridership was 6,020, an increase of 11.4 percent.
- Year-to-date Statistics:
- Total Ridership was 3,575,034, an increase of 16.4 percent.

- Average Weekday Ridership was 44,896, an increase of 14.8 percent.
 - Total Revenue was \$12,066,208, an increase of 15.2 percent.
 - On-time Performance was 93.8 percent, no change from last year.
 - Caltrain Shuttle Ridership was 6,241, an increase of 18.4 percent.
- c. The governor is proposing to take another \$2.6 million from Caltrain and another \$3 million from SamTrans in addition to the \$1.7 billion in funding already diverted.
- d. Caltrain police are working with Palo Alto police to make sure riders and people around the Palo Alto station are safe.
- e. The reading file included:
- September Safety and Security Report.
 - Public comments on the Caltrain Bicycle Access and Parking Plan. It is anticipated the Board may consider staff recommendations for modifications to accommodate more bikes by Spring.
 - 2008 Caltrain Progress Report.
- f. Staff is preparing for a fare increase, which is effective January 1, 2009.
- g. Special service included Stanford football and a Halloween party at AT&T Park.
- h. All cracked truck bolsters are repaired and back in service. A settlement has been negotiated with the original manufacturer of the vehicle and the money has been received by Caltrain.
- i. Eight new Bombardier cars have been received: six trailers and two cab cars.
- j. The Holiday Train will run the weekend of December 6 and 7.
- k. Proposition 1A, the High Speed Rail (HSR) bond passed. Caltrain has a Memorandum of Understanding with HSR that will provide wonderful opportunities and significant challenges.
- l. Legal counsel convened to a closed session to update the Board on potential litigation.

Director Lee asked what fuel costs were compared to a year ago. Mr. Scanlon said fuel costs are now approximately \$2 per gallon compared to a high of about \$4 per gallon. Fuel costs are over budget year-to-date by about 8 percent. Caltrain and SamTrans use a total of about 7.5 million gallons of fuel per year.

Chief Operating Officer Chuck Harvey said fuel prices are 7 to 8 percent over budget for total dollars spent for the year, even with lower prices.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon:

1. Thanked Chief Communications Officer Rita Haskin and staff for the 2008 TA Progress Report.
2. Said that in light of recent Caltrain accidents, upcoming approval for an allocation of \$11 million of Measure A funds to the JPB for Caltrain grade crossing safety improvements will be an additional step to layer on more safety.
3. Thanked staff for preparation and presentation of the Strategic Plan.

FINANCE

Chair Foust said the following two items were reviewed by the Strategic Plan Subcommittee at its October 22 meeting.

Program Unexpended Funds from the 1988 Transportation Expenditure Plan to Preserve Funding for 1988 Plan

Director of TA Programs Joe Hurley presented information on the resolution to program unexpended funds.

- This is part of the closeout of the 1988 Measure A, which expires on December 31, 2008. Comments received from public outreach and city managers stressed the need to preserve 1988 dollars for 1988 projects in order to fulfill the will of the voters as expressed in the passage of the Measure A plan in

- 1988. Preserving funding for the Calera Parkway project was emphasized at the Pacifica outreach session; preserving money for the Broadway interchange was stressed at the Burlingame workshop; and money for the Woodside Road Interchange Project was discussed at the Redwood City outreach.
- The language of the 1988 Measure A specified that funding associated with any project deemed infeasible would be redirected to the number one priority program, expressed in the Measure as Caltrain. This can include Caltrain upgrades, extensions and grade separation projects.
- Criteria for infeasibility included lack of a project sponsor, insurmountable obstacles associated with funding or environmental issues, or a lack of support for the project.
- The \$3 million 280 Crestview Drive/I-280 Project was deemed infeasible because the City of San Carlos and the San Francisco Water Department withdrew support for the project.
- Total dollars that will be collected through the sales tax of the 1988 Measure are \$1,232 billion, which includes \$934 million in budgeted funds and \$289 million in unbudgeted funds for reprogramming.
- The \$25 million corpus of the Paratransit Trust Fund and remaining interest earnings will be transferred to SamTrans in January 2009 for administration in perpetuity.

Director Rich Gordon asked if there were any rules or restrictions placed on SamTrans relative to the Paratransit funds. Legal Counsel David Miller said when Measure A was created, the trust fund was deemed to be a perpetual trust fund. The obligation will carry forward if transferred to SamTrans. SamTrans must maintain the corpus of the trust fund, using the interest on it for the purpose of funding Paratransit services.

Director Matsumoto asked if there were projects in the Streets and Highways category that could receive the \$3 million that had been designated for the Crestview Drive/I-280 project. Mr. Hurley said the language of the 1988 Measure A specified that funding associated with any project deemed infeasible would be redirected to the number one priority program, Caltrain.

Director Matsumoto said the language presented on the slide presentation says it “may be” and not “shall be” compulsory. Mr. Miller said the “may” has to do with the decision to reallocate, not where it goes. He said the decision on the infeasibility is a discretionary judgment that is not an absolute standard. Once a determination is made that the project is infeasible, then the direction is to move those funds in accordance with the priorities established in the 1988 Measure A. Mr. Miller said the “may” is referencing the decision on infeasibility, not on the decision of where the funds go once a determination of infeasibility is made.

Director Matsumoto said she is not arguing the point that it’s not a feasible project; just that it was allocated, based on the Measure A formula, to Streets and Highways.

Chief Development Officer Ian McAvoy said staff went through an analysis looking over the different projects that have not yet started design or are still in the planning stage. Staff made sure every project could move forward into becoming a project that could be built and every project that was included in the 1988 Measure was looked at very carefully. Only one project was found to be infeasible and every other project that hasn’t started still has a chance. Mr. McAvoy said between now and some time in the future, if the project becomes infeasible, staff has to come back to the Board and give the same presentation to say this project cannot move to the next step.

Chair Foust asked if Mr. McAvoy was saying there is no other project in the Streets and Highways category that was determined to be infeasible and the remainder were started. Mr. McAvoy said yes.

Director Gordon said, if he remembered correctly, there are not enough funds in the Streets and Highways category to complete those projects. He suggested that the Board does have discretion to leave unexpended funds in the Streets and Highways category for other projects and is not obligated to move them to the Transit category.

Mr. Miller said the recommendations are based on examining the Expenditure Plan as a whole and what was the intention. It is in other provisions of the same guidelines that Caltrain improvements are the number one priority within the Expenditure Plan. The entire framework of the 1988 Measure was built around the importance of Caltrain and that emphasis, coupled with the overarching intent to give credence to the wishes of the voters in 1988, leads to the recommendation to not leave these funds in the highway program but to give them to Caltrain. Mr. Miller said if you want us to look at that further, we are certainly happy to do so.

Mr. Scanlon added there is language in the Expenditure Plan that talks very specifically about going forward and dealing with projects that have commenced and that those funds will be allocated to projects started under the 1988 Measure, and not be moved forward into the 2004 Measure.

Mr. Scanlon said there are a lot of programs listed in the 1988 Measure that will not be funded just because they were listed. Unless they were commenced under the 1988 measure, he thinks they fall off the list.

Mr. Miller said the guidelines of the 2004 Measure also address the issue of what to do with unexpended funds. He agreed with Mr. Scanlon that the way to give best expression to the wishes of the voters in 1988 is that there are a lot of projects that haven't commenced but continue to have active sponsors who desire to carry out projects in the 1988 Measure. This overarching plan preserves the 1988 Measure intact. The alternative to this would be redistributing funds from 1988 into a full variety of other programs.

Director Gordon said he did not know if the Strategic Plan Subcommittee reviewed this but he felt he had discretion and would vote that he had discretion. He said before he is comfortable with these unexpended funds going to Transit, he is interested in knowing what Streets and Highways projects are not to be part of the program for this county. He said he could not get there tonight.

Mr. Miller said one option the Board may have, and this is a small piece of the matter, if they wanted to sever and go forward with the decision that a project is infeasible, staff can come back next month with a more complete explanation of where the funds would have otherwise gone as well as our own rationale as to the interpretation staff has provided so far.

Chair Foust asked if the Board could accept points 2 and 3 of the resolution and sever point 1 that deals with programming unexpended Measure A funds earmarked in the Transportation Expenditure Plan ("1988 Plan") for the Crestview Project totaling approximately \$3 million to Caltrain, the number one priority program under the 1988 Plan.

Mr. Miller said yes.

Chair Foust said one Director would like to sever point 1 from the resolution. She said that when the Strategic Plan Subcommittee reviewed the issue, they looked at the word feasible as regarding the particular project, not the funding, so the Subcommittee had a different interpretation.

Directors Lee and Mark Church agreed with Chair Foust. Director Church said, however, that with the difference of opinion being expressed at the meeting, if there is no downside to addressing Director Gordon's concerns, he would like staff to do so at the next meeting.

Director Vreeland said he echoed what Director Church said and agreed with Director Gordon's comments. If there isn't flexibility, the Board should at least see that before action is taken.

Director O'Mahony concurred with Director Church. She would move for the acceptance of conditions in points 2 and 3 in the resolution and then the return of Board discussion of point 1 at the next Board meeting. She thought it was good to move this whole thing forward in light of the Strategic Plan coming up and having this squared away. She thinks Director Gordon's question certainly merits attention.

Mr. Scanlon pointed out that there is an update on the Strategic Plan at tonight's meeting and staff will make sure this item appears before the adoption of the Strategic Plan on the December agenda so the Board will be able to do exactly as Director O'Mahony suggested.

A motion (O'Mahony/Gordon) to approve point 2, which authorizes programming all other unexpended funds from the 1988 Plan to projects that remain to be completed under the 1988 Plan based on the adjusted percentages of sales tax revenues attributable to each 1988 Program Category and point 3, which authorizes transfer of the \$25 million corpus of the Paratransit Fund and all remaining interest earnings thereon to SamTrans in January 2009 for continued administration in perpetuity as called for in the 1988 Plan was approved unanimously by roll call.

The programming of unexpended Measure A funds for the Crestview Project to Caltrain will be brought back to the Board at its next meeting.

Allocation of \$11,000,000 of Measure A Funds to the Peninsula Corridor Joint Powers for the Caltrain Grade Crossing Safety Improvement Program in San Mateo County

Mr. Hurley said the JPB and TA continue to support the effort to improve safety on the Caltrain system with the ultimate goal of grade separating the entire railroad. Because of the time and cost associated with grade separations, the TA staff looked at a quick way of implementing safety improvements. The first phase, which includes the north end of the county, is under construction and scheduled to be completed by the end of the year. The \$11 million allocation will provide the necessary funds associated with the design and construction for the second phase of the program. Improvements include raised medians, quad gates at selected crossings, pedestrian gate crossings and a signal preemption system.

A motion (Church/Lee) to approve the allocation was unanimously approved by roll call.

PROGRAM – PRESENTATION ON THE FINAL DRAFT STRATEGIC PLAN

Chief Development Officer Ian McAvoy recognized Marian Lee-Skowronek, Director, Planning and Development, and her staff and Mr. Hurley for the work involved in completing the draft Strategic Plan (Plan).

Ms. Lee-Skowronek said an update on Plan outreach was provided at the last Board meeting. The Plan was released and posted on the Web on October 20 for a two-week public review period, which closed on November 3. Comments were received from 14 people, which have been distributed in the Board correspondence file.

Key comments/themes from public review and the TA CAC include:

- Emphasizing the environmental benefits associated with projects. Current criteria relate to environmental impact and a clarification will be included to highlight environmental benefits.
- The Plan is at a policy level but projects were called out as interest areas by the public, including Highways 101 and 92, and improvements to Caltrain that support transit-oriented-development.
- The actual amount of money for the bike/pedestrian program is small relative to the larger programs and the TA needs to be prudent about how the money is used in order to make cost-effective investments in bike/pedestrian facilities.
- Bridges are expensive projects and need to be built in the right places.
- Highway/road projects should ensure bike/pedestrian facilities are attached to the project or if there is a Caltrain bike/pedestrian related improvement, it could be funded by Caltrain.
- Bike/pedestrian responders want to ensure bike routes and efforts related to education and publicity about safety are eligible projects. These projects are eligible.
- The TA will not have enough money to fund all projects. The TA may have to think about early delivery and financing mechanisms for cost containment. The Plan indicates projects will be funded as money becomes available and there may be cases where advancing funds is necessary.
- There was a request for more specifics on the make-up of the project review committee in addition to a request to suggest a mandatory coordination with all of the multiple agencies and stakeholders that may get involved in the process. The staff recommendation in terms of project review would be post-Strategic Plan adoption.
- Staff will respond to all comments in order to bring the final Plan to the December Board meeting for a request for adoption.

Director Vreeland asked if staff would be responding to each comment in some form or fashion because some are very specific local issues. Mr. Scanlon said yes.

Director Vreeland said there are two specific issues he would like to address that affect the Coastside. The first is the land between Kentucky Fried Chicken (KFC) and Rockaway Beach that has been set aside if the highway ever gets extended. The owners of this land have expressed concern that no decision has been made, they are stuck and the area continues to be kind of a blight.

Mr. Scanlon said he is not sure if counsel has had a chance to examine this matter and the owners want the TA to either decide or say they are never going to have it. It's a matter we need to be look at and address.

Director Vreeland said he wants the TA to respond to the owner who has had the property for 30-40 years and can't do anything with it. Director Vreeland said a letter needs to be written to address the specific issues even though it is not in the Strategic Plan.

Director Vreeland said his second issue concerns public comment about congestion issues on Highway 1 in Pacifica and requested a letter be sent to the individual who asked who would be the lead agency in project work. He said there needs to be communication between the TA and individuals with a copy to the city council on exactly what the process is and what the TA is doing. The council is in fact, as a majority, supporting this project and wants the project to move forward. Road congestion will become worse as the Devil's Slide tunnel is built..

Chair Foust asked for any additional comments on the presentation.

Mr. Scanlon said, in response to Pat Giorni who had to leave the meeting, the 2004 Measure A has 3 percent funding for bicycles, which compares to 0.01 percent in the 1988 Measure, which is a 300 times increase. Bicycles are getting more money than BART, the ferry service, Dumbarton Rail and only 1 percent below shuttle services.

REQUESTS FROM THE AUTHORITY

None.

Mr. McAvoy reported on a ribbon-cutting ceremony in Burlingame for the Broadway Pedestrian Over-Crossing Project to be held on Friday, November 14 at 11:30 a.m. on the eastern landing of the Broadway over-crossing. He recognized Director O'Mahony for the efforts in getting this project completed. Mr. Hurley will represent TA staff at the ceremony.

Director O'Mahony said Burlingame needs to thank Mr. Scanlon, Mr. Hurley and all of the team that worked so hard to make the Auxiliary Lane Project a reality; two pedestrian/bike passes will be opened on November 14. She also thanked the JPB and Mr. McAvoy, in particular, who came to the opening of the Burlingame/Hillsborough Historical Museum on October 26 and spoke at the opening. None of this would have happened without the tremendous partnership and help from the JPB in the intervening years. The museum at the Burlingame train station is open on Sundays from 1-4 p.m.

Director O'Mahony invited all to the Broadway Pedestrian Over-Crossing ribbon-cutting ceremony. She said this will be a bridge between east and west and said who would have believed a year and a half ago when the Auxiliary Lane project began, that seemed so tenuous, that the result would be so wonderful. She thanked Caltrain and particularly Mr. Hurley for making all this reality.

WRITTEN COMMUNICATIONS TO AUTHORITY

No additional communications other than the Strategic Plan comments in the reading file.

REPORT OF LEGAL COUNSEL

None.

DATE AND PLACE OF NEXT MEETING

The next meeting will be Thursday, December 4, 2008 at 5 p.m. at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos CA 94070.

The meeting adjourned at 5:36 p.m. in memory of Beverly Anderson Young, wife of TA CAC Vice Chair Paul Young.

**AGENDA ITEM # 3(b)
DECEMBER 4, 2008**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Chief Financial Officer

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING OCTOBER 31, 2008**

ACTION

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenues and Expenditures for the month of October 2008 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$4,218,936 - line 6) is *worse* than staff projections by \$23,168,048 or 84.6 percent. Within total revenue, *Interest Income* (\$19,586,518 - line 2) is \$23,639,918 or 583.2 percent *worse* than the projection due to the County Pool loss of \$24,160,226 on Lehman Brothers investments. *Rental Income* (\$345,381 - line 3) and *Miscellaneous Revenue* (\$1,778,073 - line 4) combined are \$471,870 or 28.6 percent *better* than staff projections.

Total Revenue (\$4,218,936 - line 6) is \$24,986,748 or 85.6 percent *lower* than prior year performance, driven by *Interest Income* (\$19,586,518 - line 2) which is \$26,579,392 or 380.1 percent *lower* while *Miscellaneous Revenue* (\$1,778,073 - line 4) is 1,557,360 or 705.6 percent *higher* than prior year performance.

Expenditures: *Total Administration* (\$238,886 - line 35) is *better* than the year-to-date staff projections by \$30,488 or 11.3 percent. Within total administration, *Staff Support* (\$162,245 - line 28) and *Other Services & Supplies* (\$14,125 - line 31) combined are \$30,449 or 14.7 percent *better* than staff projections.

Budget Amendment: There are no budget revisions for the month. Staff plans to return to the board to request a budget amendment to investment income at a later date.

Prepared By: Ladi Bhuller, Manager, Budgets
Sheila Tioyao, Senior Accountant

650-508-7755
650-508-7752

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2009
OCTOBER 2008

% OF YEAR ELAPSED: **33.33**

	MONTH		YEAR TO DATE			ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% of PROJ	ADOPTED BUDGET	STAFF PROJECTION	% of PROJ
REVENUE								
Sales Tax	5,299,000	21,682,000	21,682,000	21,682,000	100.0%	65,370,000	65,370,000	33.2%
Interest Income	(23,143,063)	6,992,874	(19,586,518) (A)	4,053,400	-483.2%	11,838,560	11,838,560	-165.4%
Rental Income	89,835	310,097	345,381	311,730	110.8%	935,210	935,210	36.9%
Miscellaneous Revenue	908,083	220,713	1,778,073	1,339,854	132.7%	5,635,000	5,635,000	31.6%
TOTAL REVENUE	(16,846,146)	29,205,684	4,218,936	27,386,984	15.4%	83,778,770	83,778,770	5.0%
EXPENDITURES:								
LOCAL ENTITIES	1,059,800	4,336,400	4,336,400	4,336,400	100.0%	13,864,000	13,864,000	31.3%
PARATRANSIT SPECIAL REVENUE FUND								
Allocation from Interest Income	0	0	0	0	0.0%	2,110,090	2,110,090	0.0%
TSM/ACR	60,850	152,530	203,244	210,447	96.6%	669,800	669,800	30.3%
MEASURE A INFORMATION & EDUCATION	108	6,207	5,678	8,820	64.4%	31,500	31,500	18.0%
SM CALTRAIN SHUTTLE PROGRAM	118,977	399,252	440,003	453,647	97.0%	1,360,942	1,360,942	32.3%
DUMBARTON	3,483	70,858	62,679	99,530	63.0%	383,185	383,185	16.4%
TRANSFER TO SMCTD FOR CALTRAIN	0	0	0	0	0.0%	2,528,000	2,528,000	0.0%
BART SERVICE OPERATING COST	0	0	0	0	0.0%	632,000	632,000	0.0%
ADMINISTRATION								
Staff Support	35,259	170,987	162,245	190,097	85.3%	570,110	570,110	28.5%
Board Of Directors	1,029	2,023	2,644	2,700	97.9%	8,400	8,400	31.5%
Professional/Legal	17,721	38,811	57,982	57,260	101.3%	148,000	148,000	39.2%
Other Services & Supplies	4,461	19,862	14,125	16,722	84.5%	77,267	77,267	18.3%
Travel & Meeting	1,289	1,325	1,890	2,596	72.8%	11,000	11,000	17.2%
TOTAL ADMINISTRATION	59,759	233,008	238,886	269,374	88.7%	814,777	814,777	29.3%
SUB-TOTAL	1,302,977	5,198,255	5,286,890	5,378,219	98.3%	22,394,294	22,394,294	23.6%
CAPITAL PROGRAMS	5,413,727	7,321,401	14,641,329 (B)	14,641,329	100.0%	46,336,000	46,336,000	31.6%
SPECIAL ALLOCATION TO SAMTRANS	0	0	0	0	0.0%	912,792	912,792	0.0%
TOTAL EXPENDITURES	6,716,704	12,519,656	19,928,219	20,019,548	99.5%	69,643,086	69,643,086	28.6%
EXCESS (DEFICIT)	(23,562,851)	16,686,028	(15,709,282)	7,367,437		14,135,684	14,135,684	
BEGINNING FUND BALANCE	Not Applicable	459,916,784	455,797,977	434,215,688		434,215,688	434,215,688	
ENDING FUND BALANCE	Not Applicable	476,602,812	440,088,695 (1)	441,583,125		448,351,372	448,351,372	
Includes the following balances:								
Cash and Liquid Investments		18,777,360		FY 2008 Capital Carryover (Budgeted)		184,398,273		
Bond Proceeds		0		FY 2009 Additional Capital Appropriation		46,336,000		
TSM		3,418,973		Approved Budget - Total Capital Appropriation		230,734,273		
Paratransit		24,612,123		Less: Current YTD Capital Expenditures		14,641,329 (B)		
Capital Appropriation Balance		216,092,944 (2)		Current Capital Appropriation Balance		216,092,944 (2)		
Undesignated Cash & Net Receivables		177,187,295						
Debt Service Reserves held by Trustee		0						
Total		440,088,695 (1)						

(A) Includes County Pool loss of \$25,315,563 on Lehman Brothers investments.

"% 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.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
**TRANSPORTATION SYSTEM MANAGEMENT/
 ALTERNATIVE CONGESTION RELIEF PROGRAM**
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2009
OCTOBER 2008

	MONTH	YEAR TO DATE				% OF YEAR ELAPSED: 33.33	
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% of PROJECT.	ANNUAL STAFF PROJECTION	% of PROJECT.
ALLOCATIONS	60,850	152,530	203,244	210,447	96.6%	669,800	30.3%
TOTAL ALLOCATIONS	60,850	152,530	203,244	210,447	96.6%	669,800	30.3%
BEGINNING FUND BALANCE	Not Applicable	4,105,164	3,622,217	547,574	661.5%	547,574	661.5%
ENDING FUND BALANCE	Not Applicable	3,952,634	3,418,973	337,127	1014.1%	(122,226)	-2797.3%

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
PARATRANSIT FUNDS
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2009
OCTOBER 2008

% OF YEAR ELAPSED: 33.33

	MONTH	YEAR TO DATE			ANNUAL	
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	APPROVED BUDGET	STAFF PROJECTION
REVENUE						
SALES TAX					1,264,000	1,264,000
INTEREST INCOME	(1,421,375)	428,160	(1,200,410) (A)	279,950	846,090	846,090
TOTAL REVENUE	(1,421,375)	428,160	(1,200,410)	279,950	2,110,090	2,110,090
ALLOCATIONS						
PARATRANSIT SERVICE SUPPORT	0	0	0	0	2,110,090	2,110,090
SPECIAL ALLOCATION TO SAMTRANS	0	0	0	0	912,792	912,792
TOTAL ALLOCATIONS	0	0	0	0	3,022,882	3,022,882
EXCESS (DEFICIT)	(1,421,375)	428,160	(1,200,410)	279,950	(912,792)	(912,792)
BEGINNING FUND BALANCE	Not Applicable	27,437,054	25,812,533	25,912,792	25,912,792	25,912,792
ENDING FUND BALANCE	Not Applicable	27,657,200	24,612,123 (B)	26,192,742	25,000,000	25,000,000

Paratransit Funds Statement of Revenues and Expenditures reflects activity within the Paratransit Permanent Fund and Paratransit Special Revenue Fund.

(A) Includes the Paratransit share of the County Pool loss in the amount of \$1,466,087 on the Lehman Brothers investments.

(B) The budget for the paratransit allocation will be adjusted to reflect the County Pool loss on Lehman Brothers investments and the inability to fund paratransit services.



BOARD OF DIRECTORS 2008

ROSANNE FOUST, CHAIR
 ROSALIE O'MAHONY, VICE CHAIR
 MARK CHURCH
 RICH GORDON
 JOHN LEE
 KARYL MATSUMOTO
 JIM VREELAND

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF OCTOBER, 2008

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3 (Restr)	Liquid Cash	2.170%	\$ 382,267,953	\$ 378,505,517
Local Agency Investment Fund	Liquid Cash	2.709%	\$ 18,355,016	\$ 18,339,188
Other	Liquid Cash	0.480%	\$ 422,344	\$ 422,344
			<u>\$ 401,045,314</u>	<u>\$ 397,267,050</u>

Accrued Earnings for October 2008 \$ 751,224.85 (1)
 Cumulative Earnings FY2009 \$ 4,308,031.03

(1) Earnings do not include prior period adjustments

* Includes interest earnings from Capital Project Reserves and TSM Reserve Account per Board Resolution 1999-20 approved October 7, 1999.

** County Pool average yield for the month ending October 31, 2008 was 2.17%. As of October 31, 2008, the amortized cost of the Total Pool was \$2,388,613,045.10 and the fair market value per San Mateo County Treasurer's Office was \$2,364,822,397.32.

*** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 0.999137696 as reported by LAIF for quarter ending September 30, 2008.

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



BOARD OF DIRECTORS 2008

ROSANNE FOUST, CHAIR
ROSALIE O'MAHONY, VICE CHAIR
MARK CHURCH
RICH GORDON
JOHN LEE
KARYL MATSUMOTO
JIM VREELAND

MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TSM RESERVE ACCOUNT

AS OF OCTOBER, 2008

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
County Pool #3 (Restr)	Liquid Cash	2.170%	\$ 3,418,973	\$ 3,384,920

Interest Income:

Accrued Earnings for October 2008	\$ 0.00
Cumulative Earnings FY2009	\$ 0.00

* Per Board Resolution 1999-20 approved October 7, 1999, Resolution 1989-12, enacted on July 6, 1989, is amended to clarify the intent of the Authority to cease making annual allocations for TSM activities from the interest proceeds of the Restricted Reserve Account.

** County Pool average yield for the month ending October 31, 2008 was 2.17%. As of October 31, 2008, the amortized cost of the Total Pool was \$2,388,613,045.10 and the fair market value per San Mateo County Treasurer's Office was \$2,364,822,397.32.

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



BOARD OF DIRECTORS 2008

ADRIENNE TISSIER, CHAIR
 ZOE KERSTEEN-TUCKER, VICE CHAIR
 CAROLE GROOM
 ROSE GUILBAULT
 SHIRLEY HARRIS
 JIM HARTNETT
 JERRY HILL
 ARTHUR L. LLOYD
 KARYL MATSUMOTO

MICHAEL J. SCANLON
 GENERAL MANAGER/CEO

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

PARATRANSIT TRUST FUNDS

AS OF OCTOBER, 2008

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
County Pool #3 (Restr)	Liquid Cash	2.170%	\$ 24,612,123	\$ 24,366,986
			(1) \$ <u>24,612,123</u>	\$ <u>24,366,986</u>

County Pool Report (Dated 10/31/08)	\$ 24,566,708.45
Accrued Earnings for October 2008	\$ 45,414.50
	<u>\$ 24,612,122.95</u>

Cumulative Earnings FY2009 \$ 265,676.77

(1) Balance includes October Accrued Interest to be received January, 2009.

* County Pool average yield for the month ending October 31, 2008 was 2.17%. As of October 31, 2008, the amortized cost of the Total Pool was \$2,388,613,045.10 and the fair market value per San Mateo County Treasurer's Office was \$2,364,822,397.32.

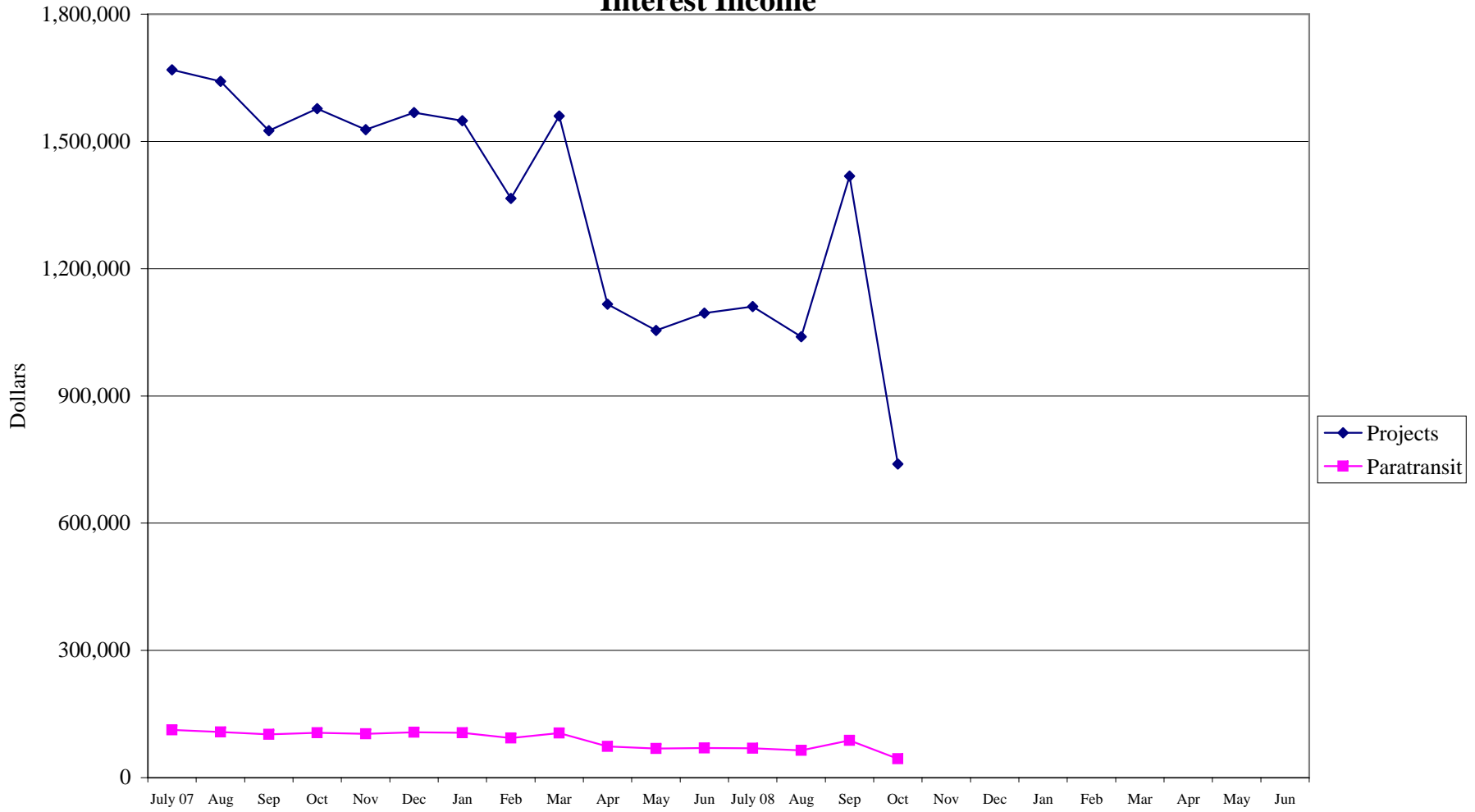
** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564. The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
SMCTA /PARATRANSIT/ TSM
INTEREST STATEMENT
OCTOBER 2008**

FY2009	CURRENT MONTH				FISCAL YEAR TO DATE			
	SMCTA	PARATRANSIT	TSM	TOTAL	SMCTA	PARATRANSIT	TSM	TOTAL
JULY	1,110,834.21	69,018.05	0.00	1,179,852.26	1,110,834.21	69,018.05	0.00	1,179,852.26
AUGUST	1,039,492.29	64,048.20	0.00	1,103,540.49	2,150,326.50	133,066.25	0.00	2,283,392.75
SEPTEMBER	1,418,317.12	87,898.00	0.00	1,506,215.12	3,568,643.62	220,964.25	0.00	3,789,607.87
OCTOBER (1)	739,387.41	44,712.52	0.00	784,099.93	4,308,031.03	265,676.77	0.00	4,573,707.80
NOVEMBER								
DECEMBER								
JANUARY								
FEBRUARY								
MARCH								
APRIL								
MAY								
JUNE								

(1) Includes prior period adjustments

SMCTA Interest Income



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
OCTOBER 31, 2008

DESCRIPTION	TOTAL INVESTMENT 10-31-08	INTEREST RECEIVABLE 09-30-08	INTEREST EARNED 10-31-08	INTEREST RECEIVED 10-31-08	ADJ.	INTEREST RECEIVABLE 10-31-08
LAIF	18,355,015.98	0.00	19,558.50	34.77		19,523.73
COUNTY POOL	410,299,049.76	3,789,021.18	776,956.66	3,776,481.76	(12,539.42)	776,956.66
BANK OF AMERICA	<u>422,344.38</u>	<u>0.00</u>	<u>124.19</u>	<u>124.19</u>		<u>0.00</u>
	<u>429,076,410.12</u>	<u>3,789,021.18</u>	<u>796,639.35</u>	<u>3,776,640.72</u>	<u>(12,539.42)</u>	<u>796,480.39</u>

OCTOBER 2008 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 10/31/08	784,099.93
Add:	
Less County Pool Adj.	
Misc. Income	
GASB 31	77,687.50
Less:	
Management Fees	
Capital Gain(Loss)	<u>(25,393,250.22)</u>
Total Interest & Capital Gain(Loss)	<u><u>(24,531,462.79)</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	4,573,707.80
Add:	
Less County Pool Adj.	
Misc. Income	
GASB 31	310,750.00
Less:	
Management Fees	
Capital Gain(Loss)	<u>(25,626,312.72)</u>
Total Interest	<u><u>(20,741,854.92)</u></u>
Balance Per Ledger as of 10/31/08	
Int Acct. 409100 - Co. Pool	4,553,438.42
Int Acct. 409100 - LAIF	19,523.73
Int Acct. 409100 - B of A	672.78
Int Acct. 409102 - Trustee Debt Service	0.00
Int Acct. 409102 - Trustee Reserves	0.00
Int Acct. 409101 - Reimbursed Funds	72.87
Gain(Loss) Acct. 405210	(25,626,312.72)
GASB31 Acct. 405220	<u>310,750.00</u>
	<u><u>(20,741,854.92)</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2008 & FY2009
OCTOBER 2008

11/24/08 9:13 AM

Approved Budget		Receipts		Over/(Under)	Current																				
Date	Amount	Date	Amount	Budget/Projection	Projection																				
FY2008:																									
1st Quarter	16,383,000	1st Quarter	17,130,297	747,297	17,130,297																				
2nd Quarter	17,387,000	2nd Quarter	18,243,804	856,804	18,243,804																				
3rd Quarter	15,217,000	3rd Quarter	15,568,677	351,677	15,568,677																				
4th Quarter	16,383,000	4th Quarter	17,726,825	1,343,825	17,726,825																				
FY2008 Total	65,370,000	FY2008 Total	68,669,604	3,299,604	68,669,604																				
FY2009:																									
Jul. 08	4,510,000	Sep. 08	4,776,000	266,000	4,776,000																				
Aug. 08	4,510,000	Oct. 08	4,727,700	217,700	4,727,700																				
Sep. 08	5,950,000	Nov. 08		418,000	6,368,000 (1)																				
1st Qtr. Adjustment	1,413,000	Dec. 08		(901,700)	511,300 (1) Sep Portion																				
3 Months Total	16,383,000		9,503,700	0	16,383,000																				
Oct. 08	4,815,000	Dec. 08		0	4,815,000 (1)																				
Nov. 08	4,815,000	Jan. 09		0	4,815,000																				
Dec. 08	6,305,000	Feb. 09		0	6,305,000																				
2nd Qtr. Adjustment	1,452,000	Mar. 09		0	1,452,000 (1) Oct Portion																				
6 Months Total	33,770,000		9,503,700	0	33,770,000																				
Jan. 09	4,215,000	Mar. 09		0	4,215,000																				
Feb. 09	4,215,000	Apr. 09		0	4,215,000																				
Mar. 09	5,535,000	May 09		0	5,535,000																				
3rd Qtr. Adjustment	1,252,000	Jun. 09		0	1,252,000																				
9 Months Total	48,987,000		9,503,700	0	48,987,000																				
Apr. 09	4,530,000	Jun. 09		0	4,530,000																				
May 09	4,530,000	Jul. 09		0	4,530,000																				
Jun. 09	5,955,000	Aug. 09		0	5,955,000																				
4th Qtr. Adjustment	1,368,000	Sep. 09		0	1,368,000																				
FY2009 Total	65,370,000	FY2009 Total	9,503,700	0	65,370,000																				
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="width: 15%; text-align: right;">16,383,000</td> <td style="width: 15%;">1st Quarter</td> <td style="width: 50%;"></td> </tr> <tr> <td></td> <td style="text-align: right;">5,299,000</td> <td>2nd Quarter</td> <td></td> </tr> <tr> <td></td> <td></td> <td>3rd Quarter</td> <td></td> </tr> <tr> <td></td> <td></td> <td>4th Quarter</td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;"><u>21,682,000</u></td> <td colspan="2">YTD Actual Per Statement of Revenue & Expenses</td> </tr> </table>							16,383,000	1st Quarter			5,299,000	2nd Quarter				3rd Quarter				4th Quarter			<u>21,682,000</u>	YTD Actual Per Statement of Revenue & Expenses	
	16,383,000	1st Quarter																							
	5,299,000	2nd Quarter																							
		3rd Quarter																							
		4th Quarter																							
	<u>21,682,000</u>	YTD Actual Per Statement of Revenue & Expenses																							
(1) Accrued																									

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF OCTOBER 31, 2008

	<u>10/31/2008</u>
Cash -- Bank of America Checking Account	422,344.38
Cash -- LAIF	18,355,015.98
County Pool	410,299,049.76
	<hr/>
Total	<u><u>429,076,410.12</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- OCTOBER 2008

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000443	SAN MATEO COUNTY TRANSIT DISTRICT	10/6/2008	1,017,607.19	WIR	Capital Programs
SMCTA	000444	CHURCH, MARK	10/6/2008	100.00	WIR	Board of Directors Compensation
SMCTA	000445	MATSUMOTO, KARYL M.	10/6/2008	100.00	WIR	Board of Directors Compensation
SMCTA	000446	O'MAHONY, ROSALIE	10/6/2008	100.00	WIR	Board of Directors Compensation
SMCTA	000447	DEPARTMENT OF TRANSPORTATION	10/20/2008	2,184,501.58	WIR	Capital Programs
SMCTA	000448	PENINSULA CORRIDOR JOINT POWERS BOARD	10/20/2008	2,805,142.75	WIR	Capital Programs
SMCTA	002305	CARMEN CLARK CONSULTING	10/6/2008	2,847.42	CHK	Capital Programs
SMCTA	002306	DRB PARTNERS, INC.	10/6/2008	5,569.63	CHK	Printing and Information Svcs
SMCTA	002307	FOUST, ROSANNE	10/6/2008	100.00	CHK	Board of Directors Compensation
SMCTA	002308	GORDON, RICHARD S.	10/6/2008	100.00	CHK	Board of Directors Compensation
SMCTA	002309	LEE, JOHN	10/6/2008	100.00	CHK	Board of Directors Compensation
SMCTA	002310	PENINSULA TRAFFIC CONGESTION RELIEF	10/6/2008	199,051.50	CHK	Shuttles Payable
SMCTA	002311	SELF-HELP COUNTIES COALITION	10/6/2008	450.00	CHK	Business Travel
SMCTA	002312	VREELAND, JIM	10/6/2008	100.00	CHK	Board of Directors Compensation
SMCTA	002313	PARKING COMPANY OF AMERICA	10/13/2008	80,740.78	CHK	SMCTA Caltrain Shuttles
SMCTA	002314	PENINSULA HAULING & DEMO CO.	10/13/2008	1,550.00	CHK	Other Contract Services
SMCTA	002315	RAJAPPAN & MEYER CONSULTING	10/13/2008	92,094.39	CHK	Capital Programs
SMCTA	002316	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	10/20/2008	15,306.52	CHK	Capital Programs
SMCTA	002317	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	10/20/2008	83,101.47	CHK	Shuttles Payable
SMCTA	002318	MARK THOMAS & CO., INC.	10/20/2008	94,566.20	CHK	Capital Programs
SMCTA	002319	RAJAPPAN & MEYER CONSULTING	10/20/2008	35,529.79	CHK	Capital Programs
SMCTA	002320	TRANSBAY JOINT POWERS AUTHORITY	10/20/2008	64,260.04	CHK	Capital Programs
SMCTA	002321	DMJM HARRIS/MARK THOMAS JV	10/27/2008	97,302.69	CHK	Capital Programs
SMCTA	002322	HALF MOON BAY HIGH SCHOOL MARCHING BAND	10/27/2008	500.00	CHK	Promotional Advertising
SMCTA	002323	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	10/27/2008	21,017.00	CHK	Legal Services
SMCTA	002324	URS CORPORATION	10/27/2008	13,773.54	CHK	Capital Programs
				<u>6,815,612.49</u>		

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
November 12, 2008**

**AGENDA ITEM # 7(a)
DECEMBER 4, 2008**

The Community Relations Committee and Board

Adopted a Policy for the Transportation of Electric Personal Assistive Mobility Devices (EPAMDs) by Persons with Disabilities on SamTrans.

Paratransit Coordinating Council Chair Kent Mickelson said the PCC was anxious to have a Segway policy because they are just the first of mobility devices that are going to be available to the public and it is good to have a policy in place as the equipment becomes more popular.

Manager of Accessible Services Bill Welch acknowledged the important input from the Paratransit Coordinating Council (PCC), SamTrans Accessible Advisory Committee and County Commission on Disabilities in the development of the Segway policy, which made it truly customer-convenient.

Presented a Certificate of Appreciation in honor of the 30th Anniversary of the Paratransit Coordinating Council to Chair Kent Mickelson.

Citizens Advisory Committee Chair Wayne Kingsford-Smith reported on the November 5 meeting:

- Received a presentation on the draft Strategic Plan.
- Received a presentation on the Segway policy.
- Staff gave a response to CAC comments on the fare increase.
- The Holiday Train will operate the weekend of December 6 and 7.
- Appointed a nominating committee for election of 2009 officers.

Chief Operating Officer, Chuck Harvey presented the Performance Report on Caltrain Service (attached).

Average weekday ridership for all modes for September 2008 compared to September 2007 was 110,211, an increase of 10.3 percent.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for September 2008.

Chief Financial Officer Gigi Harrington reported revenues slightly better than budget and has seen a loss on the interest income. Expenses are slightly over budget and primarily due to fuel prices. Fuel has been as high as \$4.16 per gallon and is currently at \$2.04 per gallon as of last week. Year-to-date fuel price is slightly over \$3 per gallon. Staff will bring back a budget adjustment in December or January to adjust the fuel budget.

Accepted the Quarterly Investment Report for the Period Ended September 30, 2008.

Authorized Filing Transportation Development Act, State Transit Assistance and Regional Measure 2 Claims for Bus and Rail Purposes.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
November 12, 2008**

Authorized Purchase of California Transit Finance Authority Variable Rate Demand Bonds, Series 1997 and/or San Mateo County Transit District Junior Lien Sales Tax Revenue Bonds, 1998 Series A.

Adopted the Conflict of Interest Code.

Authorized Filing Claims and Receipt of a Total of \$928,423 from the Lifeline Transportation Program and Enter into Memoranda of Understanding with the City/County Association of Governments.

Authorized Execution of an Agreement with Alameda-Contra Costa Transit District Regarding the Advanced Zero-Emission Bus Demonstration Program.

Rejected the Lowest Monetary Bids as Non-Responsive and Award of Contract for Furnishing Cleaning Supplies and Related Items to Cleansource, Inc. for a Total Cost of \$205,395 for a Five-year Term.

The Legislative Committee and Board

State Update:

Chief Development Officer Ian McAvoy reported:

- The State Transit Assistance (STA) funding is proposed to be reduced from \$306 million to \$76 million statewide, which is a 75 percent reduction. Budgets have been built on the statewide funding level.
- Regional STA funding would be reduced from \$112 million to \$29 million. If proposed cuts go forward the 2009-10 STA program would be suspended.
- Proposition 42 funds appear to be intact but this may change in the effort to balance the budget. The governor is proposing his stimulus package on Proposition 42, which would accelerate money to the outer years of the bond into this year for an additional \$800 million. This would help on the capital side but at the expense of core operating programs.
- SamTrans losses from reduced STA funding would change from \$4.32 million operating funds to \$1.074 million. Caltrain anticipated capital funding of \$3.7 million would be reduced to \$931,000.
- The District is doing everything possible in lobbying efforts to make sure everyone understands the impacts of the severe cuts to transportation.

Federal Update:

Mr. McAvoy reported:

- A federal economic stimulus package may or may not happen during the lame duck session of Congress. The District has been asked for information on projects that can move immediately and is focusing on SamTrans and Caltrain projects. If all goes as planned the federal government will be in a position to boost the economy, which starts with infrastructure.
- The new administration may have a different focus on public transportation.
- The Federal Rail Bill offers opportunities to take advantage of positive train control, High Speed Rail interface, and potentially, transit-oriented developments as the economy grows.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
November 12, 2008**

Planning & Development Committee

Director, Planning and Development Marian Lee-Skowronek presented an update on the draft SamTrans Strategic Plan (Plan). Details of the Plan included the policy framework, the 5-year roadmap, the Plan as a living document and the District Work Program. The final draft will be presented to the Board at their December meeting.

Board of Directors

Adopted the Proposed Fare Adjustments to the Fare Structures Effective February 1, 2009. Adult fares will increase by 25 cents, Paratransit fares by 50 cents and Lifeline fares by 25 cents. Based on public input and concerns from local public service agencies that an increase would pose a burden on annual budgets staff is delaying the effective date of the agency fares until July 1, 2009.

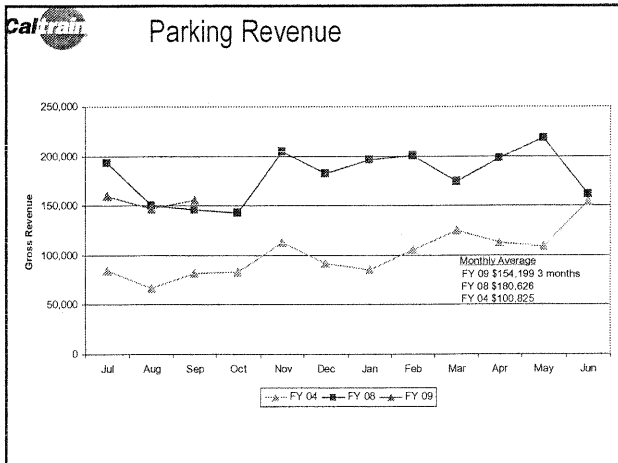
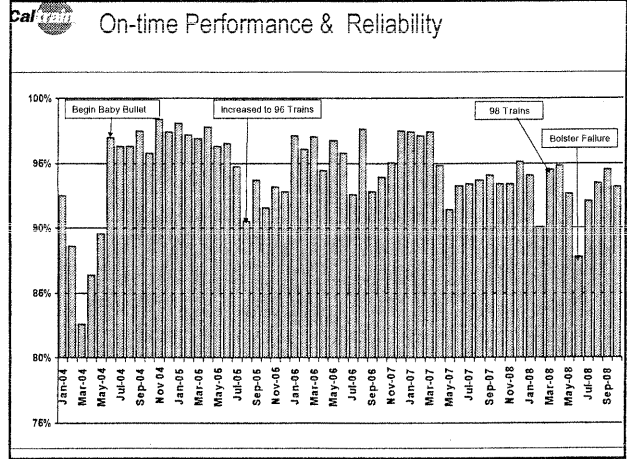
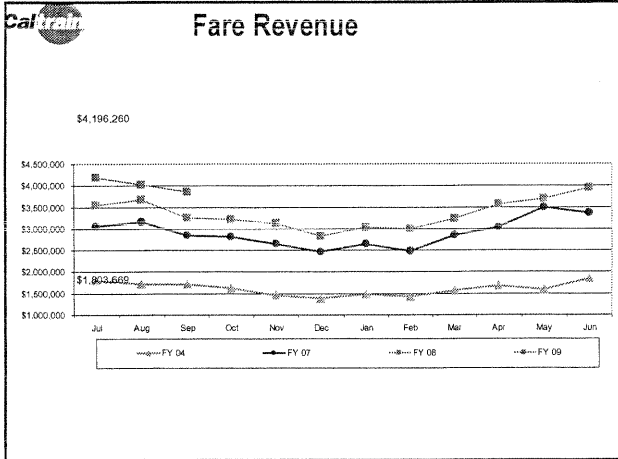
Adopted the 2009 Board of Directors Meeting Calendar.

Chief Operating Officer Chuck Harvey presented the General Manager's Report

1. Presented safe driver awards to Jaime Moran, Brij Prasad, Earnest Hamilton and John Espinosa.
2. Congratulated October Northern California Regional Bus Rodeo winners.
3. Recognized District employees for the American Heart Association Annual Heart Walk. The Heart Walk raised approximately \$30,000.
4. Twelve employees graduated from the Supervisor Academy and 20 employees are currently enrolled. Results of this effort will expand the academy and develop District employees.
5. North Base maintenance worked nearly 45,000 hours without a lost-time injury from March to August 2008. North Base transportation had zero preventable accidents in August 2008.
6. Partnered with the Hillsdale Shopping Center to wrap a bus in a holiday theme to roll from Thanksgiving through New Years Day. The Center is sponsoring the bus and paid for the wrap and is allowing the District to provide transit information to customers at the shopping center.

The Board met in closed session on the General Manager/CEO Performance Evaluation and Associated Negotiations.

The next meeting of the Board is scheduled for December 10, 2008.



- ### Service Highlights
- Cars with bolster cracks returned to service
 - 8 new Bombardier cars delivered
 - All train consists increased to 5 cars
 - Burlingame Station Project completed June
 - 25-cent base fare increase approved effective January 1, 2009
 - On-board bike capacity study underway
 - JPB update Jan 2009, possible implementation spring 2009



System Safety

Right of Way fencing program – started in March 2008 and now complete

- Installed more than 7,000 feet

New Right of Way fencing projects – started in November 2008

- 21,128 feet planned for installation in various locations

Grade Crossing Improvement Project – 26 crossings in San Mateo County and 21 crossings in Santa Clara County

- Install a comprehensive series of pedestrian and vehicle safety improvements

Operation Lifesaver community outreach

- Since Sept 2006 more than 180 presentations to approximately 12,500 people
- K-12 was initial audience, now includes elected and city officials, fire and police, homeowners associations, social clubs, civic organizations, PTAs and Boy Scout troops



Caltrain 2015

Electrification

- Design progressing, Financing study underway

Possible use of EMUs – FRA non-compliant

- Meetings with FRA continue

Transition from commuter rail to rapid transit

- Faster service, more frequency, more stations served

Current projects must be compatible with:

- San Francisco Downtown Extension
- Dumbarton Rail Service
- High-speed rail integration – Proposition 1A Passed!



Capital Projects

Stations & Intermodal Access

- South San Francisco – improvement project, \$25.8m
- Santa Clara – new center platform, underpass and southbound platform extended, \$14.3m
- South Terminal Station – improvement project, \$33.8m

Right of Way/Signal & Communications

- Quint and Jerrold Bridge – final design, \$2.4m
- San Mateo Bridge Replacement – final design & construction (4 bridges), \$32.6m
- Wide Spectrum Radio ATCS Second Channel – final design & construction, \$2.1m

Digicon Control System Replacement



Summary

- Ridership and revenue growth are outstanding
- 25-cent base fare increase effective January 1, 2009
- OTP continues to show some signs of stress related to increased ridership, load/dwell, bikes/PNAs
- Cars with bolster cracks returned to service
- 8 new Bombardier cars delivered
- On-board bike capacity study underway
- System Safety program progressing
- Extensive capital project work in progress
- Long-term Caltrain vision/strategies under study & Prop 1A
- Caltrain continues to face fiscal challenge of no dedicated revenue source to support operations

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Chief Financial Officer

**SUBJECT: INVESTMENT PLAN FOR THE SAN MATEO COUNTY
TRANSPORTATION AUTHORITY INVESTMENT PORTFOLIO
INVESTED THROUGH TAMALPAIS WEALTH ADVISORS**

ACTION

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

SIGNIFICANCE

Based on the Authority's cash flow and liquidity needs, as well as an assessment of the current market environment, staff has developed an investment plan for the portfolio of funds managed by Tamalpais Wealth Advisors (TWA). The plan has been constructed to include: 25 percent invested in very liquid investments maturing in less than one year, 35 percent invested in very liquid investments maturing in 2-4 years and 40 percent invested in 1-5 year securities that are backed by obligations of U.S. Agencies or Government Sponsored Enterprises.

The less than one year liquid investments would include investments such as U.S. Treasury Bills, short-term U.S. Treasury Notes, Agency Discount notes, and short-term U.S. Agency Notes. The 2-4 year liquid investments would predominantly include non-callable benchmark (large) Agency debentures. The 1-5 year government backed securities would include both large and small government backed bonds including callable and non-callable debentures, mortgage backed securities and other issues guaranteed directly by the U.S. Treasury, a U.S. Government Agency or a Government Sponsored Enterprise. In the future, as the economy improves and the markets stabilize, this list may expand to include commercial paper and corporate securities as permitted by the Authority's Investment Policy and the California Government Code.

The ongoing uncertainty in the financial markets is expected to persist through the end of the year. Interest rates on U.S. Treasuries have fallen to levels consistent with continued reductions in the Federal Funds rate and continued stress in the financial system. Interest rates on corporate bonds are at highs not seen for more than a decade. Interest rates on U.S. Government Agency securities have fallen to about a percent above U.S. Treasury yields.

U.S. Government Agency securities exhibit the best combination of both safety and yield currently offered in the market. While it may ultimately be more profitable to invest in riskier securities, with markets having fallen so low, it is recommended the Authority avoid these types of securities until the economy finds itself on a firmer setting.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The Authority annually approves a Statement of Investment Policy to set forth the guidelines for the prudent management of its general funds. The Authority's primary objective with respect to its invested funds is to safeguard the principal of the funds. The second objective is to meet the liquidity needs of the Authority. The third objective is to achieve a return on its invested funds.

To meet these objectives, the Authority has recognized the importance of diversifying its assets available for investment among various managers to lower its risk. The Authority has chosen the San Mateo County Pooled Investment Fund (County Pool), the California State Local Agency Investment Fund (LAIF) and TWA to provide investment management services for the Authority's assets available for investment. The Authority currently has approximately \$420 million in assets eligible for investment, \$100 million of which the Board has authorized to be invested and managed by TWA. The Authority has transferred approximately \$25 million from the County Pool into LAIF to be invested and managed by TWA in the near future.

TWA provides investment management services that assist the Authority in investing its assets in high grade securities that have between one day and five years to maturity. It is anticipated that the average maturity of the funds invested by TWA will be between 18 months and two years. This range will be adjusted as necessary to meet the ongoing liquidity needs of the Authority and meet any planned expenditures.

TWA utilizes a disciplined top-down approach to fixed income investing using a combination of macroeconomic and quantitative inputs. Its specialty is the management of limited duration, high quality portfolios whose primary objective is capital preservation as well as providing stability and income. TWA adds value to its clients' portfolios by strategically placing investments in order to provide the highest return while minimizing risk.

TWA's fixed income process employs four basic strategies: forecasting interest rate changes, anticipating shifts in the yield curve, identifying undervalued sectors, and uncovering undervalued securities. Because of the importance of capital preservation, liquidity can also be a significant factor. Investments are limited to high quality investment grade bonds. Low credit quality investments and securities with high risk structures are not utilized in any of TWA's client portfolios.

Prepared by: Brian Lee, Treasury Manager

650-508-6208

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Ian B. McAvoy
Chief Development Officer

**SUBJECT: SOUTH SAN FRANCISCO FERRY TERMINAL PROJECT
AGREEMENT**

ACTION

Staff proposes that the Board authorize the Executive Director to negotiate and enter into a funding agreement with the City of South San Francisco (City) to allow for the expedited allocation of \$15 million in Measure A funding for the purpose of commencing construction of the South San Francisco Ferry Terminal (Terminal) and the provision of ferry service to and from the Terminal.

The agreement will include conditions stating that in exchange for the expedited allocation, South San Francisco will establish and meet construction milestones and that the operation of ferry service at the Terminal will continue for no less than five years. Should those conditions not be met, under the terms of the agreement, the Authority will have the right to pursue attachment of assets related to the ferry facilities.

SIGNIFICANCE

The reauthorized Measure A Expenditure Plan becomes effective on January 1, 2009, and includes funding for ferry service to South San Francisco over the 25-year life of the plan. This agreement would act as an expedited allocation of future Measure A funds by the Authority for the Terminal.

Due to the environmental sensitivity of this location, there are limited windows of opportunity to conduct certain construction activities such as site preparation, pile driving and pier construction. The San Francisco Bay Area Water Emergency Transportation Authority (WETA), acting as an agent for South San Francisco, is proposing to advertise for the construction of the Terminal in December 2008 or January 2009 to meet this time frame. WETA needs this funding commitment before the project can be advertised. If a December/January advertisement cannot be attained, it may delay the start of the project to 2010, likely resulting in increased construction costs as well as deferring the benefits of ferry service.

As a means of protecting the Measure A investment, the agreement will include requirements that the Terminal project meet stipulated construction schedule milestones and that operation of ferry service at South San Francisco continue for no less than five years.

BUDGET IMPACT

There is no budget impact at this time. A future capital budget amendment will be required that creates a new line item titled South San Francisco Ferry Terminal. The schedule for the expedited allocation of the \$15 million will depend upon the flow of Measure A sales tax revenues from the state, which is subject to fluctuations in the economy, and the terms and conditions negotiated between the City and the Authority.

BACKGROUND

In November 2004, San Mateo County voters approved the reauthorization of Measure A and a new Expenditure Plan therein to commence January 1, 2009, and to sunset on December 31, 2033. The Expenditure Plan's ferry program makes available a 2 percent share of the sales tax revenue to provide financial assistance as local match funds for cost-effective ferry services to South San Francisco and Redwood City.

A ferry service project in South San Francisco has been proceeding under the sponsorship of the City in partnership with WETA. The estimated capital cost of the Terminal project including two vessels is \$51 million. Funding for both capital and operating has been secured from other sources, including Regional Measure 2, Proposition 1B and federal earmarks.

Two conditions for funding consideration have been met by the project sponsor: 1) an agreement regarding the funding split of 50/50 between the two project locations, and 2) the demonstration of the ability to provide cost-effective ferry service.

The Transportation Authority staff has been working with the project sponsor, South San Francisco, as well as staff from WETA, to explore opportunities to expedite the allocation of the Measure A funds designated for ferry service in South San Francisco. Commitment of Measure A funds would provide the necessary level assurance of funding to advertise the project and begin early construction activities next spring.

Prepared By: Joseph Hurley, Program Director, Transportation Authority

650-508-7942

RESOLUTION NO. 2008 -

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA**

*** * ***

**AUTHORITY TO ENTER INTO A FUNDING AGREEMENT WITH THE CITY OF
SOUTH SAN FRANCISCO (CITY) TO ALLOW FOR THE EXPEDITED
ALLOCATION OF \$15 MILLION IN MEASURE A FUNDING FOR THE
SOUTH SAN FRANCISCO FERRY TERMINAL PROJECT**

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the Authority of the Measure A 1/2 cent transactions and use tax (“Transactions and Use Tax”) for an additional 25 years to implement the 2004 Transportation Expenditure Plan, beginning January 1, 2009; and

WHEREAS, the 2004 Transportation Expenditure Plan includes a 2% funding share to provide financial assistance as local match funds for cost-effective ferry service to South San Francisco and Redwood City; and

WHEREAS, the cities of South San Francisco and Redwood City have approved a 50/50 funding share split, equivalent to \$15 million (2004 dollars) in Measure A funds to each city over the 25-year life of the Measure; and

WHEREAS, the City has submitted a request for an advance of its \$15 million share of the funding for the South San Francisco Ferry Terminal Project, and;

WHEREAS, staff recommends that the Authority approve the City’s funding request for an expedited allocation of Measure A funds, subject to the following conditions:

- 1) Measure A funds will be allocated on a reimbursement basis during construction of the ferry terminal, and

- 2) Ferry serviced to and from the Terminal will be provided for a period of not less than five years.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the Executive Director or his designee to negotiate and enter into a funding agreement with the City to allow for the expedited allocation of \$15 million in future Measure A funding for the construction of the South San Francisco Ferry Terminal Project and provision of ferry service to and from the Terminal.

Regularly passed and adopted this 4th day of December 2008, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

BACKGROUND

As the termination date of the 1988 tax measure has approached, staff has reviewed the progress, funding and feasibility of each of the projects listed in the 1988 Plan that has yet to be completed. Based on that assessment, staff determined that the Crestview Drive Connection to Interstate 280 lacks funding support, has no project sponsor support and is unlikely to obtain project approval.

Last month, the Board approved (1) the programming of the unexpended 1988 Measure A funds to program categories contained in the 1988 Plan and (2) the transfer of the Paratransit Trust Fund to the San Mateo County Transit District (SamTrans) for continued administration in perpetuity (Resolution 2008-22). However, the third action to reallocate funds from the Crestview Project to Caltrain Improvements was deferred to allow for additional discussion. Staff has clarified the language in the 1988 Plan directing unexpended funds for this project to be reallocated to the Caltrain Improvements Category as the number one priority and the item is being brought back to the Board for action.

Prepared by:

Joseph M Hurley, Director, Transportation Authority Program

650-508-6382

RESOLUTION NO. 2008 -

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA**

*** * ***

**AUTHORIZE THE REDIRECTION OF FUNDS FROM THE CRESTVIEW PROJECT
TO THE CALTRAIN IMPROVEMENT PROJECT**

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as "Measure A," which increased the local sales tax in San Mateo County by 1/2 percent for 20 years with the new tax revenues to be used for a wide array of highway and transit improvements pursuant to the Transportation Expenditure Plan (1988 Plan) presented to the voters; and

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

WHEREAS, the 1988 Plan states that in the event that any project in that Plan cannot be fully funded or is found to be infeasible, the funds earmarked for such project may be reallocated by the Authority only to one or more of the projects contained in the plan in accordance with the established priority; and

WHEREAS, as the 1988 Measure A comes to a close and the new Measure A begins, staff has carefully reviewed the 1988 Plan to assess the status of all the projects and has determined that the Crestview Drive Connection to Interstate 280 ("Crestview Project") is an infeasible project as it lacks funding support and a project sponsor and is unlikely to obtain project approval; and

WHEREAS, pursuant to the language of the 1988 Plan, the \$3 Million allocated to the Crestview Project, which is considered a highway project with second priority status, may be

reallocated to the Caltrain Improvements (Upgrade and Proposed Extension and Grade Separation), the number one priority in the 1988 Plan; and

WHEREAS, in light of the foregoing, staff recommends that the Authority Board reallocate the \$3 Million for the Crestview Project to the Caltrain Improvements category; and

WHEREAS, the Board hereby finds and determines that the recommendation presented by staff is prudent, proper and in keeping with the administration guidelines of the 1988 Plan and is designed to best fulfill the wishes expressed by the voters in support of the 1988 Plan.

NOW, THEREFORE, BE IT RESOLVED that the Authority Board confirms staff's assessment and hereby finds and determines that one highway improvement project, Crestview Drive Connection to Interstate 280 (TA project # 664), is infeasible and further authorizes the reallocation of the unexpended Measure A funds earmarked in the 1988 Plan for this project totaling approximately \$3 million to the Caltrain Improvements (Upgrade and Proposed Extension and Grade Separation), the number one priority program under the 1988 Plan.

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

Regularly passed and adopted this 4th day of December 2008, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Ian McAvoy
Chief Development Officer

SUBJECT: **ADOPTION OF MEASURE A STRATEGIC PLAN 2009-2013**

ACTION

Staff proposes that the Board adopt the Measure A Strategic Plan 2009-2013. (Attached)

SIGNIFICANCE

The 2004 Expenditure Plan requires that the TA develop a Strategic Plan by December 31, 2008. The Strategic Plan, to be updated at least once every five years, is a policy framework for implementing the 2004 Transportation Expenditure Plan. It will guide fund programming and allocation decisions.

Key components of the plan include identification of Measure A program participants and their respective roles and responsibilities; a process for soliciting and reviewing projects; example criteria that may be used to prioritize projects; and, a monitoring program with example performance measures to ensure appropriate and prudent use of Measure A funds. The plan also documents the outreach process and public comments and next steps, which include developing a Capital Improvement Plan and issuing Call for Projects.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

The Transportation Authority's Measure A half-cent sales tax for transportation programs and projects was renewed in 2004 by 75 percent of the county's voters. The existing measure was authorized in 1988 for 20 years and expires December 31, 2008. The reauthorized Measure A takes effect January 1, 2009 and expires December 31, 2033.

Along with the renewal of Measure A, the voters approved the 2004 Measure A Expenditure Plan which calls for the adoption of the Strategic Plan by the end of this year. Outreach has been conducted over the last several months to the public at large and targeted stakeholder groups. Stakeholder input and public outreach meetings were completed in mid-October and were a key component in the development of the Strategic Plan. The Draft Strategic Plan was made available and distributed to the public on October 20, 2008. The comment period for providing input on the Draft Strategic Plan ended November 3, 2008. Summary of the public comments and responses are included in Appendices A and B of the report.

Prepared by:

Marian Lee-Skowronek, Director of Planning and Development

650-622-7843

FINAL DRAFT

**San Mateo County Transportation Authority
Measure A Program**

Strategic Plan 2009-2013

November 2008

Board of Directors

Rosanne Foust, Chair

Representing South County Cities
Redwood City Mayor

Rosalie O'Mahony, Vice Chair

Representing Central County Cities
Burlingame Mayor

Mark Church

Representing San Mateo County
Board of Supervisors

Rich Gordon

Representing San Mateo County
Board of Supervisors

John Lee

Representing Cities-at-Large
San Mateo City Council Member

Karyl Matsumoto

Representing SamTrans Board
South San Francisco Mayor Pro Tem

Jim Vreeland

Representing Northern County Cities
Pacifica Mayor

Executive Staff

Executive Director

Michael J. Scanlon

Chief Administrative Officer

George Cameron

Chief Financial Officer

Gigi Harrington

Chief Operating Officer

Chuck Harvey

Chief Communications Officer

Rita Haskin

Chief Development Officer

Ian McAvoy

Special Assistant to the General Manager/CEO

Mark Simon

Authority Secretary

Martha Martinez

General Counsel

Hanson, Bridgett, Marcus, Vlahos & Rudy

David Miller

Joan Cassman

Table of Contents

1.0 INTRODUCTION.....	1
2.0 1988 Measure A Program.....	3
3.0 2009 – 2033 Measure A Program	6
3.1 2004 Expenditure Plan Goals.....	6
3.2 Program Category Descriptions.....	7
4.0 Planning Process.....	14
4.1 Participants.....	14
4.2 Public Outreach.....	15
5.0 Programming and Allocations Guidelines.....	17
5.1 Participants and Responsibilities.....	17
5.2 Non-Competitive Programs and Projects.....	18
5.3 Competitive Programs.....	20
6.0 Fund Management.....	25
6.1 Measure A CIP and Funding Cycles.....	25
6.2 Matching Funds.....	25
6.3 Special Circumstances for Advancing Funds.....	29
7.0 Next Steps.....	30
APPENDIX	
A. Public Outreach Comments.....	31
B. Draft Strategic Plan Comments.....	38

1.0 INTRODUCTION

In 1988, San Mateo County voters approved Measure A, a 20 year half-cent sales tax to fund and leverage additional funding for transportation projects and programs in San Mateo County. The approval of Measure A also created the San Mateo County Transportation Authority (TA) to manage and administer the sales tax revenues generated.

The TA is governed by a seven-member Board of Directors, and receives input from a volunteer Citizens Advisory Committee (CAC). The Board of Directors sets the overall policy direction for the TA and is composed of: two Board members (appointed by the county Board of Supervisors); four Board members representing the North County, Central County, South County and cities-at-large (appointed by the Cities Selection Committee); and one Board member (appointed by the San Mateo County Transit District). The CAC, which serves as a liaison between the public and the Board of Directors, is composed of 15 representatives from various segments of the community.

Over the last 20 years, Measure A has generated approximately \$1.2 billion in local revenue and other earnings and an additional \$1.2 billion in state and federal dollars. San Mateo County is one of 19 “self-help” counties in California that chose to tax itself in order to fulfill the county’s transportation needs. As a self-help county, The TA has been able to accelerate the completion of major projects by bridging funding gaps, leveraging other fund sources, and providing 100 percent of project funding, where necessary. After 20 years of financing noteworthy projects, the 1988 sales tax measure will expire December 31, 2008.

In 2004, 75.3 percent of the San Mateo County electorate reauthorized the Measure A program, including a Transportation Expenditure Plan, for an additional 25 years (2009 – 2033). The programs, identified by the cities, local agencies and citizens of San Mateo County, include all modes of transportation and address both current and anticipated congestion needs in San Mateo County.

The 2004 Transportation Expenditure Plan requires the TA to develop a Strategic Plan by December 31, 2008 that will be updated every five years, at a minimum. This document is the Strategic Plan which provides a policy framework for guiding programming and allocation decisions within the structure established by the 2004 Expenditure Plan. It is essential to emphasize that this plan is a living document that will continue to evolve as the TA implements the Measure A program.

The Strategic Plan is organized into the following sections:

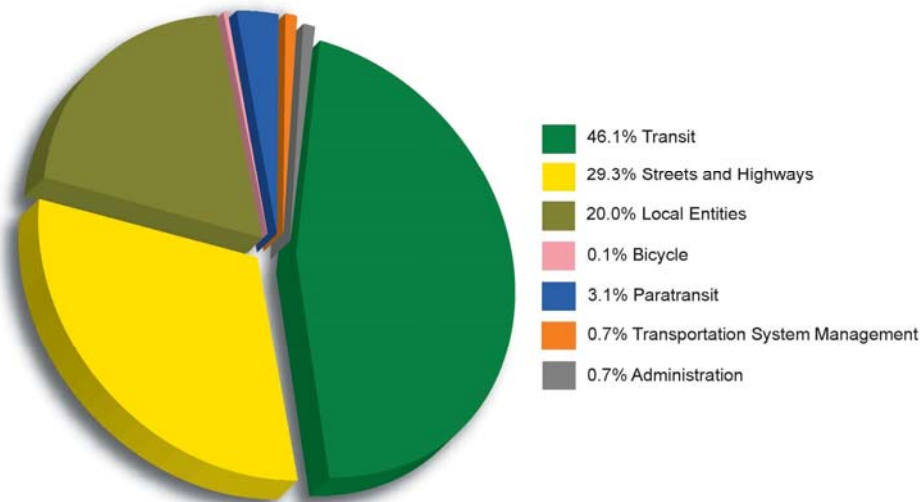
- Section 1 provides an introduction to the TA, the 1988 and the 2004 Measure A programs and the Strategic Plan
- Section 2 provides information about the 1988 Measure A program and accomplishments
- Section 3 provides information about the 2004 Expenditure Plan
- Section 4 describes the planning process for preparing the Strategic Plan

- Section 5 describes the policy framework for guiding programming and allocation decisions
- Section 6 outlines fund management guidelines
- Section 7 outlines next steps

2.0 1988 Measure A Program

The 1988 adoption of the Measure A half-cent sales tax in San Mateo County was dedicated to generating local revenue for transportation projects and services. When the program expires at the end of 2008, it is estimated that it will have brought in \$1.2 billion in local sales-tax dollars and other earnings and an additional \$1.2 billion in leveraged state and federal dollars, for a \$2.4 billion investment in transportation infrastructure.

Figure 1. 1988 Measure A Expenditure Plan



Caltrain improvements were deemed the number one priority of the 1988 Expenditure Plan. Of the generated revenues, approximately 46 percent were slated for the transit program which included Caltrain Improvements, Grade Separations, and Dumbarton Rail Corridor. Another 29 percent was designated for Streets and Highways, 20 percent for the Local Entities, 3 percent for Paratransit and 0.76 percent for Transportation System Management and Bicycles.

Significant strides have been made with the first generation of the Measure A program. Most notably, Measure A revenues contributed to the Caltrain right-of-way purchase in 1991, and \$14 million for the purchase of the Dumbarton right-of-way. This proved to be one of the most forward thinking long-term strategies for preserving transportation infrastructure in that, today, right-of-way purchases are extremely difficult and expensive to secure. Measure A also provided funding for Caltrain operational improvements such as the construction of passing tracks and new signal and control systems to improve service reliability and station and parking improvements in San Bruno, Belmont, San Carlos, Redwood City, Menlo Park, and San Mateo to improve safety, customer service and satisfaction. To improve safety and reduce local traffic congestion, \$148 million was allocated for the construction of nine grade separation projects which have been completed in South San Francisco, Millbrae, Belmont, San Carlos, and Redwood City to improve safety and reduce local traffic congestion. Approximately \$500 million has been expended for highway improvements such

as auxiliary lanes throughout the Highway 101 corridor, Highway 92 improvements, and the Highway 101/Oyster Point Interchange in South San Francisco to improve safety and reduce freeway congestion. At a local level, approximately \$196 million was passed to local cities and the county for local streets and road improvements. To supplement fixed route operations and provide alternatives to driving, investments have also been made to fund local shuttles, paratransit, and bicycle route planning.

Table 1. 1988 Measure A Revenue

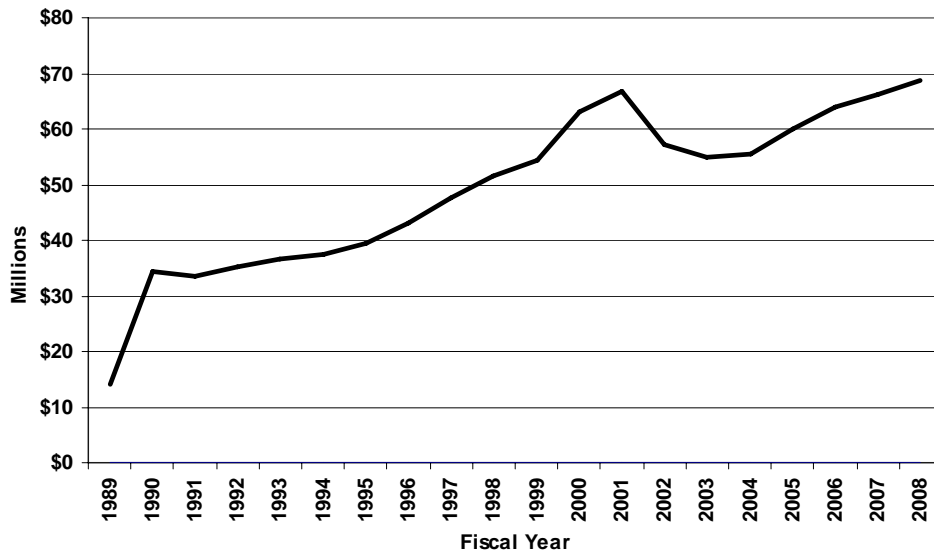
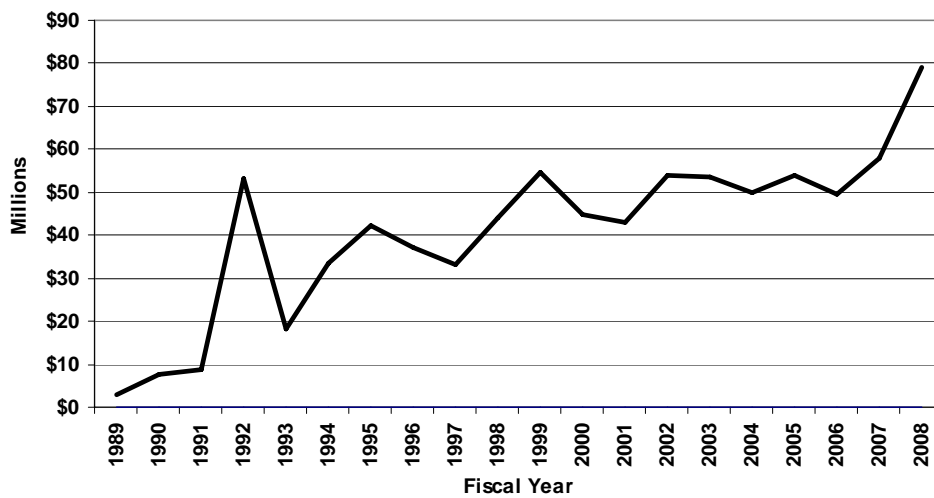


Table 2. 1988 Measure A Expenditures



By December 31, 2008, when the 1988 Measure A Program will expire, the TA will have expended 61 percent of the total estimated sales tax revenues and other earnings, on San Mateo County transportation improvements. At the November 2008 TA Board Meeting, the Board of Directors will be asked to consider a staff recommendation for the programming of all estimated remaining sales tax funds to projects/programs in the 1988 Measure A Program that have commenced before the program expiration. It should be noted that the delivery of 1988 Measure A funded projects will continue beyond the expiration of the 1988 Measure A Program, in keeping with the commitment to the voters who approved the 1988 Measure A Program.

3.0 2009 – 2033 Measure A Program

On January 1, 2009, the 2009 – 2033 Measure A Program will commence, continuing the generation of sales tax revenues in San Mateo County for transportation facilities, services and programs. The voter-approved Expenditure Plan sets the program categories and percentage split of the sales tax revenues to each of the programs categories described below. Additionally, the guidelines and requirements contained in the Expenditure Plan are highlighted in this section.

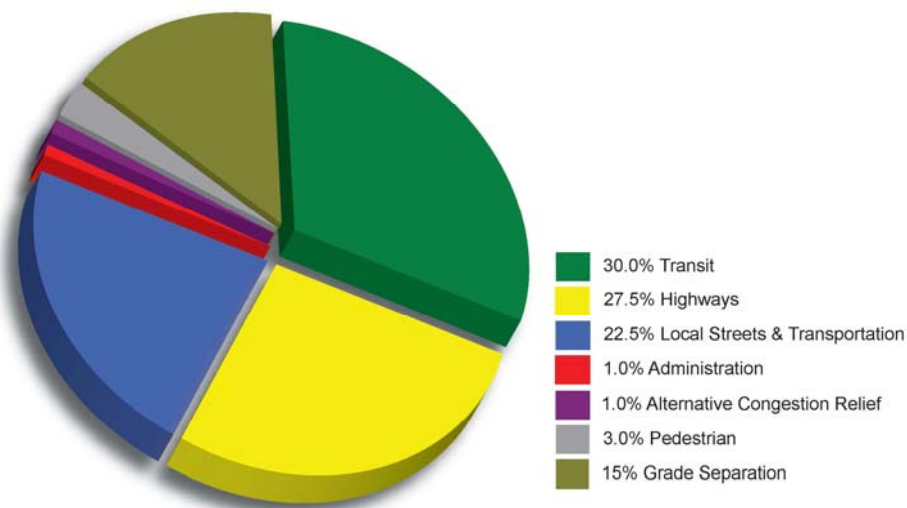
3.1 2004 Expenditure Plan Goals

The goals of the 2004 Expenditure Plan Program are:

- Reduce commute corridor congestion
- Make regional connections
- Enhance safety
- Meet local mobility needs

Meeting these goals involves investment in multiple transportation modes. Funding is identified for six primary program categories: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs. Each category is designated for a percentage share of the total projected revenues which are currently estimated at \$1.5 billion (in 2004 dollars) over the life of the Measure A program, as illustrated in Figure 2 below.

Figure 2. 2004 Expenditure Plan



The 2004 Expenditure Plan outlines restrictions in the use of Measure A funds to target funding to transportation projects in San Mateo County and maximize the leveraging of other funding. The restrictions include:

- Measure A funds may not be used to replace or supplant existing funds and resources on projects
- Measure A funds may only be used for transportation facilities and services
- Measure A funds may only be used for projects within San Mateo County, with exception to the systemwide costs for Caltrain Improvements, and for Highway projects that minimally extend into adjacent counties

3.2 Program Category Details

The Measure A Program includes six programs: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle and Alternative Congestion Relief Programs. Funding can be used for planning, design development, construction projects or operations in San Mateo County.

Table 3 below lists the total estimated sales tax revenue over the life of the measure for each program category and matching funds from potential local, state, and federal sources.

Table 3. Transportation Expenditure Plan Program Categories

Program Category	% Share	Estimated Sales Tax (in 2004 dollars)	Estimated Match (in 2004 dollars)
Transit (30%)			
<i>Caltrain</i>	16.0%	\$240.0 million	\$250 million
<i>Local Shuttles</i>	4.0%	\$60.0 million	\$60 million
<i>Accessible Services</i>	4.0%	\$60.0 million	\$228 million
<i>Ferry</i>	2.0%	\$30.0 million	\$92 million
<i>Dumbarton Corridor</i>	2.0%	\$30.0 million	\$415 million
<i>BART</i>	2.0%	\$30.0 million	\$120 million
Highways (27.5%)			
<i>Key Conaested Areas</i>	17.3%	\$260.0 million	\$260 million
<i>Supplemental</i>	10.2%	\$153.0 million	\$65 million
Local Streets / Transportation	22.5%	\$337.5 million	\$527 million
Grade Separations	15.0%	\$225.0 million	\$125 million
Pedestrian and Bicycle	3.0%	\$45.0 million	\$25 million
Alternative Congestion Relief Programs	1.0%	\$15.0 million	\$15 million
TOTAL	100.0%*	\$1,500 million*	\$2,200 million*

* Note: Includes up to 1% for Program Administration

The definition and purpose of each program area are described below. Also indicated for each program area, if applicable, are key parameters identified in the 2004 Expenditure Plan.

Transit

The Transit Program provides funding for multiple modes of transit including Caltrain, Local Shuttles, Accessible Services, Ferry, the Dumbarton Corridor and BART.

Caltrain

Caltrain is a 77-mile, 33 station commuter rail system that provides service in the counties of San Francisco, San Mateo and Santa Clara. Caltrain operates 98 weekday trains with less frequent service on weekends, serving nearly 12 million customers a year. The purpose of the Caltrain program is to fund system upgrades and service expansions. Up to 50 percent of the funding can be used for operating expenses.

Local Shuttle

Local shuttle services are transit shuttle services provided with vehicles that are typically larger than vans and smaller than buses. The purpose of the Local Shuttle program is to meet local mobility needs and provide access to regional transit. These services are envisioned to complement fixed-route bus and rail services.

Accessible Services

Accessible Services are targeted for paratransit and other transportation services to accommodate people with disabilities, seniors with mobility limitations, and those who need assistance using the existing transportation services. The purpose of the Accessible Services program is to fund Americans with Disabilities Act (ADA) paratransit services, such as Redi-Wheels, and support the operating and capital needs of additional new programs for eligible seniors and people with disabilities. The ADA requires transit agencies to provide accessible services to people who are unable to use fixed-route bus or rail service.

Ferry

Ferries provide transit service via waterways. The purpose of the Ferry program is to invest in cost-effective ferry services in San Mateo County, where currently, there is no ferry service in the County. These services will increase transit options to meet daily transportation needs and also provide countywide transportation relief (and transport of emergency personnel) during times of emergencies. These services will be operated by the San Francisco Bay Area Water Emergency Transportation Authority (WETA), a regional transportation agency created by the California Legislature to develop ferry transit and waterborne emergency response services for the San Francisco Bay Area. Two ferry projects, one in Redwood City and the other in South San Francisco, have been identified in the 2004 Expenditure Plan and are the two projects that are eligible to be funded by this program.

Dumbarton Corridor

The Dumbarton Corridor, which connects the Peninsula to the East Bay in the vicinity of Newark and the East Bay to the Peninsula near Menlo Park, has been identified as a key corridor for future commuter rail service. This corridor provides a critical component of establishing a regional rail network as identified in the Metropolitan Transportation Commission (MTC) Regional Rail Plan. Building on the investment of purchasing the Dumbarton Corridor right-of-way with funding from the 1988 Measure A Program, the purpose of this program is to fund station facilities and rail corridor enhancements in East Palo Alto, Menlo Park and Redwood City.

The Dumbarton commuter rail project, which is overseen by the Dumbarton Rail Corridor Policy Advisory Committee (DRCPAC) and project managed by Caltrain, is currently at 10 percent design and in the environmental clearance phase. Once these tasks are complete, the DRCPAC will focus on solidifying the funding plan before defining specific projects to be funded by this program.

Bay Area Rapid Transit District (BART)

BART is a heavy rail system that operates throughout the counties of San Francisco, San Mateo, Alameda and Contra Costa. BART serves more than 362,000 riders on a typical weekday on its network of 104 miles and 43 stations. The purpose of this program is to fund capital investments and operating expenditures associated with the San Mateo County and the BART extension which was recently completed in 2003.

As outlined in an agreement between BART, SamTrans and the TA, 2 percent of Measure A sales tax revenues will be allocated to BART on an annual basis. This arrangement addresses the agreement between the TA, SamTrans, and BART to fund a portion of the BART operating costs in San Mateo County. Within the general guidelines of the Measure A program, specific projects to be funded by this program are to be defined by BART consistent with and within the parameters of the agreement between BART, SamTrans and the TA.

Highways

The purpose of this program is to reduce congestion on roadways within San Mateo County. This program is divided into two categories: Key Congested Areas are focused on removing bottlenecks in the most congested highway commute corridors; and Supplemental Roadways are focused on reducing congestion and improving throughput along secondary commute corridors.

Key Congested Areas

The 2004 Expenditure Plan allocates a specified amount of sales tax revenue to five key congested corridors in San Mateo County. Below is the list of eligible projects as identified in the 2004 Expenditure Plan:

- Highway 280 North Improvements
 - Reconstruct I-280/Route 1 Interchange (Daly City)

- Construct Auxiliary Lanes between I-380 and Hickey Boulevard (Daly City, South San Francisco, San Bruno)
- Coast side Highway Improvements
 - Route 1 /San Pedro Creek Bridge Replacement (Pacifica)
 - Route 1/ Manor Drive overcrossing improvement and widening (Pacifica)
 - Route 1 and 92 safety and operational improvements (within and in the proximity of Half Moon Bay)
- Highway 92 Improvements
 - Auxiliary lanes and interchange improvements between I-280 and the San Mateo Hayward Bridge (San Mateo County, Foster City)
- Highway 101 Mid-County Improvements
 - Reconstruction of the Highway 101-Broadway Interchange (Burlingame)
 - Modification of the Highway 101/Peninsula Avenue Interchange (San Mateo, Burlingame)
 - Operational improvements on Highway 101 from Hillsdale to Route 92 (San Mateo)
- Highway 101 South Improvements
 - Reconstruct the Highway 101/Woodside Road Interchange (Redwood City)
 - Highway 101 improvements between Highway 84 and the Santa Clara county line and access improvements to the Dumbarton Bridge (Redwood City, Menlo Park, East Palo Alto)

Supplemental Roadways

The 2004 Expenditure Plan includes a partial list of specific projects eligible to receive Measure A funding. Other projects (not listed in the plan) can be considered. Below is the partial list of candidate projects as identified in the 2004 Expenditure Plan:

- Route 35 (I-280-Sneath Lane) widening (San Bruno)
- US 101/Produce Avenue Interchange (South San Francisco)
- Route 92 (I-280-Route 35) truck climbing lane (San Mateo)
- Willow Road adaptive signal control system (Menlo Park)
- US 101 (Sierra Point Parkway – SF/SM County Line) auxiliary lanes (South San Francisco, Brisbane)
- Geneva Avenue extension (Daly City, Brisbane)
- I-280/John Daly Boulevard Over crossing (north side) widening (San Bruno)
- Junipero Serra Boulevard Improvements (Daly City, Colma, South San Francisco)
- US 101/Candlestick Point Interchange (Brisbane)

- US 101 (Sierra Point Parkway – San Bruno Avenue) auxiliary lanes (Brisbane, South San Francisco)
- I-280/I-380 local access improvement (San Bruno)
- Highway 101/Sierra Point Pkwy Interchange replacement and Lagoon Way extension (Brisbane)
- Triton Drive widening (Foster City)
- Sand Hill Road signal coordination (Menlo Park)
- Woodside Road Widening (US 101-El Camino Real) (Redwood City)

Local Streets and Transportation

The purpose of this program is to provide funding to the 20 cities and the County of San Mateo for the improvement and maintenance of local transportation facilities and services. This program provides money to local jurisdictions based on the following formula: 50 percent by population and 50 percent by the number of road miles within the jurisdiction. Annually, the TA will update the road miles and population figures based on California Department of Transportation and Department of Finance data. Table 4 below summarizes the estimated allocation and funding over the next 25 years (in 2004 dollars).

Table 4. Estimated Annual Distribution to San Mateo County and Cities

Local Jurisdiction	Allocation (%)	Estimated Funding (\$2004)
Atherton	1.886	\$ 6,365,250
Belmont	3.543	\$ 11,957,625
Brisbane	0.818	\$ 2,760,750
Burlingame	4.206	\$ 14,195,250
Colma	0.299	\$ 1,009,125
Daly City	10.413	\$ 35,143,875
East Palo Alto	3.215	\$ 10,850,625
Foster City	3.364	\$ 11,353,500
Half Moon Bay	1.596	\$ 5,386,500
Hillsborough	3.000	\$ 10,125,000
Menlo Park	4.851	\$ 16,372,125

Local Jurisdiction	Allocation (%)	Estimated Funding (\$2004)
Millbrae	2.917	\$ 9,844,875
Pacifica	5.174	\$ 17,462,250
Portola Valley	1.488	\$ 5,022,000
Redwood City	9.612	\$32,440,500
San Bruno	5.034	\$ 16,989,750
San Carlos	4.271	\$ 14,414,625
San Mateo	11.797	\$ 39,814,975
S. San Francisco	7.949	\$ 25,815,375
Woodside	1.683	\$ 5,680,125
San Mateo Co.	13.184	\$ 44,496,000

Grade Separation

The Grade Separation program involves eliminating at-grade railroad crossings. This can be done by raising or lowering roads and/or train tracks at different elevations. The purpose of this program is to provide funding for the construction or upgrade of grade separations along the Caltrain and Dumbarton rail lines in San Mateo County to improve safety and relieve local traffic congestion. The rail crossings to be considered for Measure A funding are listed in the 2004 Expenditure plan and are located in the cities of South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Redwood City, Atherton, East Palo Alto and Menlo Park.

Pedestrian and Bicycles

Bicycling and walking are sustainable forms of transportation. The purpose of this program is to fund specific projects to encourage and improve bicycling and walking conditions. Qualified expenditures include paths, trails and bridges over roads and highways. The 2004 Expenditure Plan includes a partial list of eligible bicycle and pedestrian projects which are listed below. Other projects will be considered.

- Route 1/Santa Rosa Avenue Pedestrian Overcrossing (Pacifica)
- Route 1 pedestrian/bike trail from Montara through Half Moon Bay (San Mateo County, Half Moon Bay)
- Route 35/Route 1 pedestrian/bike overcrossing (Daly City)
- Millbrae Avenue/US 101 pedestrian/bike overcrossing (Millbrae)
- Hillcrest Boulevard/US 101 pedestrian/bike overcrossing to Bay Trail (Millbrae)
- US 101 near Hillsdale Boulevard pedestrian/bike overcrossing (San Mateo)
- Ralston Avenue/US 101 pedestrian/bike overcrossing (Belmont)
- Willow Road/Bayfront Expressway pedestrian/bike tunnel upgrade (Menlo Park)
- Willow Road/US 101 pedestrian/bike over crossing (Menlo Park)
- Portola Road pedestrian/bike path paving (San Mateo County)

Alternative Congestion Relief

The Alternative Congestion Relief program promotes transit and non-traditional methods of commuting to reduce reliance on the automobile and use of Intelligent Transportation Systems (ITS) to promote efficient use of the transportation network. Commute alternatives receive 0.8 and ITS projects receive 0.2 percent of the Alternative Congestion Relief funds. Example projects include carpool services, transit subsidies, car sharing and telecommuting. The program also utilizes information technology to assist in efficient use of the transportation network. Example projects include travel time signage on highways, accident alerts and rerouting information. This program is essential in completing a multi-modal program to maximize transportation options and efficiencies.

Table 5. Program Category Details

Program Category	Description	Purpose	Project Parameters
Transit			
<i>Caltrain</i>	Existing commuter rail system providing train service in San Francisco, San Mateo and Santa Clara counties	Upgrade and expand Caltrain services in San Mateo County; Fund systemwide improvements, and safety.	Up to 50% funding for operations
<i>Local Shuttles</i>	Transit services provided with vehicles that are typically larger than vans and smaller than buses	Meet local mobility needs and provide access to regional transit	n/a
<i>Accessible Services</i>	Targeted transportation services for people that have special mobility needs	Provide paratransit and other transportation services to eligible seniors and people with disabilities	n/a
<i>Ferry</i>	Transit service provided by vessels on waterways	Establish ferry services in San Mateo County	For services in Redwood City and South San Francisco
<i>Dumbarton Corridor</i>	A key corridor connecting the East Bay with the Peninsula identified for future commuter rail service	Construct stations and rail enhancements in East Palo Alto, Menlo Park and Redwood City	n/a
<i>BART</i>	Existing heavy rail system providing train services in San Francisco, San Mateo, Alameda and Contra Costa counties	Maintain and operate BART extension to San Mateo County	Projects to be programmed by BART
Highways			
<i>Key Congested Areas</i>	Highways in San Mateo County	Reduce congestion and increase throughput on highways	Projects to be selected from eligible project list
<i>Supplemental</i>	Local, collector, arterial, state route roadways in San Mateo County	Reduce congestion and increase throughput on roadways	n/a
Local Streets / Transportation	Transportation services, roadways owned and maintained by the cities and County of San Mateo	Improve and maintain local transportation facilities and services	Projects to be programmed by cities and/or county
Grade Separations	Eliminate at-grade railroad crossings	Improve safety and relieve local traffic congestion	n/a
Pedestrian and Bicycle	Pedestrians and bicycle facilities	Encourage walking and bicycling	n/a
Alternative Congestion Relief Programs	Commute alternatives and Intelligent Transportation Systems (ITS)	Efficiently use of transportation network and reduce reliance on automobiles	0.8 percent is for commute alternatives and 0.2 percent for ITS projects

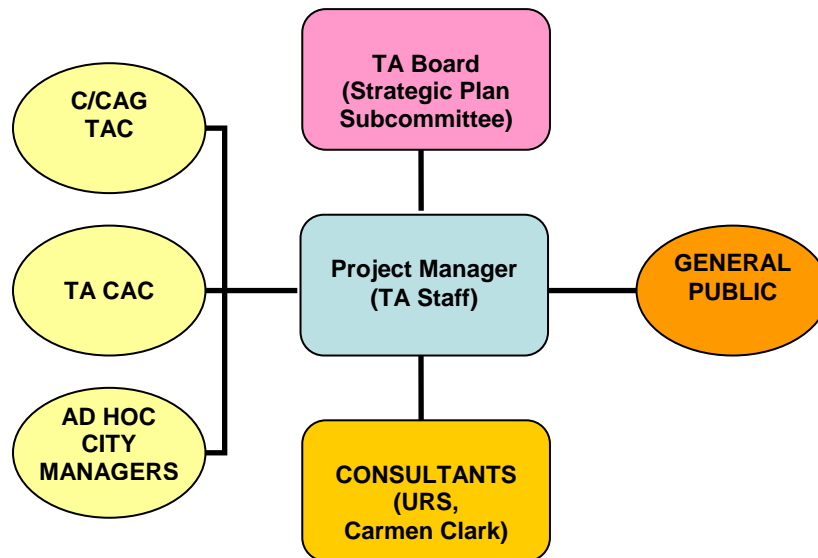
4.0 Planning Process

Public involvement is critical to the success of the 25-year (2009 – 2033) Measure A Program. Building on the outreach involved with the conception of the Measure A Program and generation of the 2004 Expenditure Plan, the development of this Strategic Plan included direction from policy-makers and input from technical experts, community leaders and the public-at-large.

4.1 Participants

The TA Board convened a subcommittee to oversee the development of the Strategic Plan and execution of a sound outreach strategy. Three key groups helped shape the planning process and outreach approach: the TA Citizens Advisory Committee, the Ad-Hoc Committee of City Managers specifically formed for this purpose, and the City/County Association of Governments Technical Advisory Committee comprised of city public works directors, engineers, and planners. The public also informed the process to ensure a strong connection between policy decisions and the needs of San Mateo County communities as expressed through the approved Measure A Expenditure Plan.

Figure 3. Participants



4.2 Public Outreach

TA staff made a special effort to solicit input from the public as a way to educate them about Measure A and the TA, including the positive impact of the half-cent sales tax on countywide mobility over the last 20 years. Given that the Strategic Plan is anchored to the 2004 Expenditure Plan, which was developed with public input, it was essential to remind the public of what is included in the 2004 Plan and the purpose of the Strategic Plan. Public input was needed to develop two key components of the Strategic Plan: criteria for project evaluation and prioritization; and monitoring programs and performance measures that would be used to ensure efficient use of Measure A money.

Public outreach was conducted in two phases between July and September. The first phase focused on existing stakeholder groups representing a wide range of perspectives. This phase provided the opportunity to go deeper into specific interest areas, while also informing the second phase of outreach to the general public through community meetings. The public outreach effort solicited input on types of transportation projects, evaluation criteria, and performance measures. In order to publicize the community meetings, notices were sent to 46 print, five radio and 10 television media outlets, as well as several organizations and community groups.

During Phase I, meetings were held with the following stakeholder groups:

- C/CAG Bike and Pedestrian Advisory Committee
- C/CAG Congestion Management and Environmental Quality Committee
- Caltrain Citizens Advisory Committee
- Committee for Green Foothills
- Menlo Park Transportation Management Program
- Peninsula Traffic Congestion Relief Alliance
- SamTrans and Caltrain Accessibility Advisory Committees
- SamTrans Citizens Advisory Committee
- San Mateo County Economic Development Association
- San Mateo County Paratransit Coordinating Council

During Phase II, four public-at-large meetings were held in:

- Pacifica (Coastside)
- Burlingame (Central county)

- Daly City (North county)
- Redwood City (South county)

Key comments received from the stakeholders and the public emphasized the importance of particular criteria that should be used in evaluating and prioritizing projects and performance measures. They included:

- Evaluating the project readiness as it relates to the planning process that the project was subject to as well as the funding commitment to advance the project
- Considering geographical equity when looking at the investment decisions for the whole Measure A Program
- Measuring the effectiveness relating the projects costs to its benefits such as congestion relief, system connectivity, improved safety and customer satisfaction

The public also discussed types of projects they thought were important to be considered for Measure A funding. Input included congestion relief roadway improvements, more shuttle services to Caltrain improvements and customer service innovations. A complete summary of the input gathered from the outreach process can be found in Appendix A.

The draft plan was released on October 20th for a two week public comment period. Comments included concerns regarding pedestrian and bicycle program funding, the eligibility of specific projects to receive Measure A funding, and questions regarding the process by which projects will be reviewed. A complete summary of the comments received on the draft Strategic Plan during the public comment period can be found in Appendix B.

The common theme from the public was the desire for an efficient transportation network that maximizes their transportation options, meets their travel needs and efficiently uses Measure A funds.

5.0 Programming and Allocations Guidelines

This chapter defines the policy framework that will guide fund programming and allocation processes and decisions. There are three subsections in this chapter. Section 5.1 describes the participants involved in the Measure A Program and their respective roles and responsibilities. Section 5.2 describes the programming and allocation process for non-competitive programs (projects with automatic entitlements to annual allocations). Section 5.3 describes the programming and allocation process for competitive programs (new projects that will be proposed through an application process).

5.1 Participants and Responsibilities

The Measure A Program involves four key participants: Project Initiator, Project Sponsor, Project Manager/Operator and the Transportation Authority.

Table 6. Participants and Responsibilities

Participant	Responsibilities
Project Initiator <i>(All eligible)</i>	<ul style="list-style-type: none"> - Recommend Project to Sponsor
Project Sponsor <i>(Identified in Expenditure Plan)</i>	<ul style="list-style-type: none"> - Submit Funding Request to the TA - Solidify Funding Plan - Develop Project - Implement Project - Submit Monitoring Reports - Sign Funding Agreements
Project Manager/Operator <i>(To be identified by Project Sponsor)</i>	<ul style="list-style-type: none"> - Plan Project - Engineer Project - Construct Project - Operate Services
Transportation Authority	<ul style="list-style-type: none"> - Evaluate and Prioritize Projects - Program and Allocate Funds - Monitor Projects / Programs - Sign Funding Agreements

Project Initiators can be any person or entity that develops a project idea. In order for the project to be considered for Measure A funding, the Project Initiator will need to garner the support of an eligible Project Sponsor to submit the project to the TA for funding consideration. The *Project Sponsors* are the entities that interface with the TA. They are identified in the 2004 Expenditure Plan and listed below.

Table 7. Project Sponsors

Program Category	Project Sponsors
<p>Transit</p> <p style="text-align: right;"><i>Caltrain</i></p> <p style="text-align: right;"><i>Local Shuttles</i></p> <p style="text-align: right;"><i>Accessible Services</i></p> <p style="text-align: right;"><i>Ferry</i></p> <p style="text-align: right;"><i>Dumbarton Corridor</i></p> <p style="text-align: right;"><i>BART</i></p>	<p>SamTrans, Joint Powers Board</p> <p>SamTrans</p> <p>SamTrans</p> <p>South San Francisco, Redwood City</p> <p>SamTrans</p> <p>SamTrans</p>
Highways	Caltrans, Cities, San Mateo County
Local Streets / Transportation	Cities, San Mateo County
Grade Separations	SamTrans, Cities, San Mateo County, Joint Powers Board
Pedestrian and Bicycle	Cities, San Mateo County
Alternative Congestion Relief Programs	Cities, San Mateo County

Project Sponsors are responsible for working with the Project Initiators and submitting competitive projects to the TA for funding consideration. Project Sponsors are responsible for project development and implementation. They can manage or operate the projects themselves or they can identify a *Project Manager or Operator* and contract out for those services. The *Transportation Authority* is responsible for administering the Measure A Program.

5.2 Non-Competitive Programs and Projects

There are program and projects within the Measure A Program that are not subject to a competitive TA process. Qualified programs have committed funding designated in the 2004 Expenditure Plan or from a previously executed funding agreement. Qualified projects include existing transit services that are currently being funded with 1988 Measure A sales tax moneys.

Qualified Programs and Projects

There are four programs and projects that are non-competitive within the 2009-2033 program:

- Transit: BART within San Mateo County
- Transit: Accessible Services
- Transit: Shuttles
- Local Streets and Transportation

For the *Transit: the BART within San Mateo County program*, as outlined in an agreement between BART, SamTrans and the TA, 2 percent of Measure A sales tax revenues will be allocated to BART on an annual basis.

For the *Transit: Accessible Service* program, funding is committed to the continuation and expansion of paratransit services operated by SamTrans as Redi-Wheels. Other supplemental services to be funded within this program have not yet been identified and will be considered as new projects subject to the guidelines described in the next section.

For the *Transit: Local Shuttles* program, funding is committed to existing shuttle services that have been funded by the 1988 Measure A Program subject to acceptable performance. New shuttle services to be funded within this program have not yet been identified and will be considered as new projects subject to the guidelines described in the next section.

For the *Local Streets and Transportation* program, the TA is committed to providing 22.5 percent of Measure A funding to the cities and county of San Mateo for maintenance and improvements of local transportation facilities. The specific amount for each entity is determined based on the following formula: 50 percent by population and 50 percent by the number of road miles within each jurisdiction. Annually, the TA will update the road miles and population figures based on California Department of Transportation and Department of Finance data.

Process

The programming and allocations process for projects with committed funding are as follows:

1. Staff Recommendation

Prior to the beginning of each fiscal year (July 1 – June 30), the TA will estimate the amount of projected revenues available for the non-competitive programs and projects. Based on these estimates, the TA staff will make an allocation recommendation to the Board.

2. *TA Board Consideration*

The Board will consider the recommendations as part of the annual TA budgeting process. Board approval will allow staff to program the money and complete the annual funding commitment.

3. *Funding Agreements*

Prior to receiving any disbursements of funds, the receiving entity will need to execute a funding agreement with the TA. The standard funding agreement outlines the understanding between the funding recipient and the TA regarding the amount of funding, purpose of the funds, payment terms, reporting requirements, and other obligations connected to the receipt of funding.

4. *Progress Report Submittals*

Project Sponsors will be required to provide annual progress reports to monitor and document appropriate use of funds. Progress reports also will be used for the Local Shuttles program to measure performance for continued receipt of Measure A funding.

5.3 Competitive Programs

Competitive programs are those in which new projects proposed within each program category will compete for Measure A funding. The competitive programs include:

- Transit
 - Caltrain
 - Local Shuttles (Not including 1988 Measure A funded services)
 - Accessible Services (Not including paratransit services)
 - Ferry
 - Dumbarton Rail
- Highways
- Grade Separations
- Pedestrian and Bike Facilities
- Alternative Congestion Relief Programs

The process for receiving funding for new projects is:

1. *Call for Projects*

The TA will issue a Call for Projects by program requesting Project Sponsor(s) to submit projects for Measure A funding consideration. The frequency of the Call for Projects will differ by program and range from one-time, annual, to multiple over the 25-year duration of Measure A. As indicated in the 2004 Measure A Expenditure Plan, the TA will allocate and fund projects in the Accessible Services program category annually. The specific funding cycles for

the other programs are to be determined based on funding availability, program need and program readiness.

Within a given timeframe, the Project Sponsor(s) responding to the Call for Projects will need to complete a project application to compete for Measure A funds. A procedures manual will be made available to assist the Project Sponsors in completing the application. The application will require the following information:

- Identification of Project Initiator, Project Sponsor, Project Manager/Operator and other participants in the project
- A compelling project justification and project effectiveness assessment
- A description of the planning process in developing the project and support letters
- Project assessment based on criteria established in the call for projects
- Project scope, schedule and budget
- A reasonable capital and operating funding plan
- Establishment of baseline performance measures reporting conditions
- Supplemental information tailored to each program category

2. Project Evaluation and Prioritization

The TA will assemble Project Review committees to evaluate project applications and proposals. The review will be based on criteria outlined in the Call for Projects. There are five categories of criteria that will be considered for project evaluation and selection: Need, Policy Consistency, Readiness, Effectiveness and Other. Example criteria are listed in Table 8.

Table 8. Project Selection and Prioritization Criteria

Need	Policy Consistency	Readiness	Effectiveness	Other
Project Justification	2004 Expenditure Plan Countywide Transportation Plan Regional and Local Plans	Planning Process Stakeholder Support Funding Commitment	Congestion Relief System Connectivity Ridership Safety Cost Reliability Funding Match	Economic Development Geographic Equity Environmental Impact Support Transit-Oriented Development

As a first step, the *Need* for a project must be established to be considered for funding. With that basis, the project will be reviewed for *Policy Consistency*. Is the project consistent with the goals of the 2004 Expenditure Plan and the Countywide Transportation Plan? Does it support the policies of the sponsoring city’s General Plan and Specific Plans? How does this project contribute to a larger public goal?

Readiness measures the level of public and stakeholder support and viability of the project to be funded and implemented. Key indicators are the quality of planning processes that were engaged to define the project, level of support from key stakeholders and the public and availability of resources to design, implement and fund the project.

Effectiveness criteria will be used to evaluate the performance merits of the project. If the TA invests in a major highway improvement, how much congestion will be relieved? If it invests in a grade separation, how much does it improve safety and reduce local traffic congestion? If the TA invests in a pedestrian/bike bridge, how many pedestrians and bicyclists are going to use it? If it invests in a new shuttle service, how many new riders are going to use it? Effectiveness criteria will help measure benefits against the cost for building and implementing these projects.

Other Criteria captures additional critical considerations in evaluating projects. To what extent does the project support economic development? What is the project’s impact on the environment? Can the impacts be mitigated? Does the project support transit-oriented development? Are land use and transportation decisions linked together to achieve efficient transportation options? And lastly, does the project contribute towards geographical equity for the total Measure A program? The Measure A program is a countywide effort that must take into consideration investments throughout the county. It should be noted that the 2004

Expenditure Plan specifies that projects which support transit-oriented development will be given priority.

3. *Staff Recommendation*

Based on review by the Project Review Committee, staff will develop a project funding recommendation for Board consideration. The recommendation will be clearly anchored to the program-specific project evaluation and prioritization criteria.

4. *TA Board Approval*

The TA Board will take action on the programming of Measure A funding. This ensures commitment to the project. In a separate action, the Board will allocate funding as part of the TA's annual budget approval process. This action ensures timely availability of funds.

5. *Funding Agreements*

Prior to receiving any disbursements of funds, the receiving entity will be required to execute a funding agreement with the TA. The standard funding agreement outlines the understanding between the funding recipient and the TA regarding the amount of funding, purpose of the funds, payment terms, reporting requirements and other obligations connected to the receipt of funding.

6. *Monitoring Report Submittals*

In order to ensure appropriate and efficient use of Measure A funds, the Project Sponsors will be required to submit monitoring reports.

Capital Projects

For capital projects, Project Sponsors will be required to submit monitoring reports during design development and construction. The content of the reports will be focused on project scope, schedule and budget. Post-construction, the TA will monitor the use and effectiveness of the projects. This information will be used to inform future investment decisions.

Table 9. Capital Project Monitoring Program

	Project Development	Post-Construction
Type of Monitoring	Active	Education
Performance Measures	Scope Schedule Budget	Usage Effectiveness
Responsible Party	Project Sponsor	TA

Operating Projects

For operating projects, Project Sponsors will be required to submit performance reports. Sample performance measures include service effectiveness, service quality and customer satisfaction. This monitoring program will assist the TA in justifying the continued funding for approved operating projects. If performance measures indicate less than acceptable performance, the TA will work with the Project Sponsor to set up a mitigation program and achieve improvements as a condition of continued funding from the Measure A Program.

Table 10. Operating Project Monitoring Program

Example Performance Measures	<ul style="list-style-type: none">- Matching Fund- Effectiveness- Service Quality- Customer Satisfaction- Project Specific TBD
Responsible Party	Project Sponsor

6.0 Fund Management

In addition to defining the process for funding allocation and programming, the TA is charged with responsibly managing the public's sales tax revenues and leveraging funds in order to achieve the goals of the 2004 Measure A Expenditure Plan. The TA will focus on programming and allocating funds to projects as money becomes available as well as maximizing matching funds to increase the total investment in San Mateo County transportation infrastructure and services. The TA will treat requests for advancement of funds as exceptions to the rule. Advancement of funds must be justified with compelling reasons that offset the impact of financing fees and/or timing of funds to other projects.

6.1 Measure A CIP and Funding Cycles

The TA will develop a Capital Improvement Plan (CIP) to manage the influx of revenues and availability of matching funds with anticipated project expenditures. The CIP will serve as a basis for determining the specific Call for Projects cycle for each program category. The Call for Projects cycle may differ for each program category and range from one-time, annual to multiple over the 25-year duration of Measure A. Annual allocations are scheduled to be made to the Transit: Accessible Services, Transit: BART within San Mateo County, Transit: Shuttles, and Local Streets and Transportation program categories. With the identification of prioritized projects and continued monitoring of the local and countywide short- and long-term needs and program readiness, the CIP will be fine tuned on an on-going basis.

6.2 Matching Funds

In order to maximize investment in transportation projects, the ability for Project Sponsors to leverage funds will be a key criterion in the evaluation and prioritization of projects.

Existing Sources

Navigating through the funding network and securing matching funds is complicated. The following provides a brief summary of the existing federal, state and local fund sources that can be leveraged with Measure A funding. Regional funds are considered as local funds.

Federal

Highlighted here are key federal sources of funding: Federal Transportation Act Section 5307; Federal Transportation Act Section 5309, Federal Surface Transportation Program (STP), Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ), Federal Transportation Administration Job Access and Reverse Commute Program (JARC), Federal Transportation Administration New and Small Starts, Federal Transportation Administration Elderly and Disabled, Federal New Freedom Program, and Federal Transportation Administration Bus and Bus Facility. Table 11 identifies the purpose and administrator for each funding source.

Table 11: Federal Funding Sources (in no particular order)

Funding Source	Purpose	Administrator
FTA Section 5307	Purchase of buses, trains, ferries, vans, and other capital improvement, and Americans with Disabilities Act (ADA) required Paratransit Service	FTA/MTC
FTA Section 5309 – Fixed Guideways	Purchase of rail cars, ferries and equipment on fixed-guideway transit services	FTA/MTC
FHWA – STP	Roadway or transit rehabilitation, transportation system and operational improvements, highway construction, transit facilities, ITS projects, intermodal port facilities	FHWA/ MTC
FHWA – CMAQ	Transportation projects that improve air quality and relieve congestion	FHWA/MTC
FTA – JARC	Projects and services designed to transport low-income persons to work; projects to move people to suburban job centers	FTA/MTC
FTA - New and Small Starts	New rail lines or extensions; new Bus Rapid Transit (BRT) fixed guideway, other BRT	Congress
FTA – Elderly and Disabled	Purchase of paratransit vans and related equipment	California Transportation Commission
FTA – New Freedom Program	Fund public transit alternatives beyond those required by ADA	FTA/MTC
FTA - Bus and Bus Facility	Purchase of buses and improvements to bus facilities	Congress

State

Highlighted here are key state sources of funding: State Highway Operation and Protection Program, Traffic Congestion and Relief Program, State Transportation Improvement Program, State Transit Assistance, Safe Routes to School, Bicycle Transportation Account and Proposition 1B Infrastructure Bond. Table 12 identifies the purpose and administrator for each funding source.

Table 12. State Funding Sources (in no particular order)

Funding Source	Purpose	Administrator
State Highway Operation and Protection Program	State highway rehabilitation projects	Caltrans
Traffic Congestion and Relief Program	Streets and highways rehabilitation and specific list of projects included in state statutes.	California Transportation Commission
State Transportation Improvement Program	Roadway and transit capital improvement projects, road rehabilitation, interregional improvements	Caltrans/ MTC
State Transit Assistance	Transit and Paratransit operating assistance and regional transit coordination	Transit operators
Safe Routes to School	Infrastructure projects and programs that promote walking and bicycling near schools	
Bicycle Transportation Account	Bicycle path, lane or route construction and maintenance, lockers, racks on transit vehicles, planning, and safety education	Caltrans
Proposition 1B	General obligation bonds for various programs: transportation corridor improvements, trade infrastructure and port security projects, school bus retrofit and replacement, state transportation improvement program, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety	California Transportation Commission

Local

Highlighted here are key regional/local sources of funding: Transportation Development Act, County Transportation Sales Tax revenues, Gasoline Tax Subventions, Regional Bridge Tolls, Vehicle License Fees, and Developer Impact Fees, and Transportation Fund for Clean Air. Table 13 identifies the purpose and administrator, for each funding source.

Table 13. Local/Regional Funding Sources (in no particular order)

Funding Source	Purpose	Administrator
Transportation Development Act	Transit capital and operating improvements for Transit and Paratransit (Articles 4, 4.5 and 8) and Bicycle and Pedestrian (Article 3).	MTC
Other County Sales Tax Revenues	Transportation improvements per the guidance from sales tax statutes	Counties
Gasoline Tax Subventions	Local streets and road maintenance and rehabilitation	Cities and Counties
Regional Bridge Tolls	Projects that mitigate and relieve traffic congestion on the bridges (AB 664, 2%-5%, Regional Measure 2)	MTC
San Mateo County \$4 Motor Vehicle License Fee	Management of traffic congestion and stormwater pollution	C/CAG
Developer Impact Fees	Cost to local government of a new development, including roads, sidewalks, sewers, and utilities	Local Governments
Transportation Fund for Clean Air	Funds regional competitive and county funding categories. Programs include: TFCA Regional Fund, Bicycle Facility Program, Smoking Vehicles Program, Spare the Air, Vehicle Buy Back, and TFCA County Program Manager Fund.	Bay Area Air Quality Management District (BAAQMD)

Potential New Sources

With escalating project costs and limited availability of transportation funding, Project Sponsors are encouraged to explore and identify non-traditional sources of funding, which is not without significant challenges. Identifying traditional and non-traditional funding sources is essential to meeting the transportation needs of the future and the growing need for transportation investments.

Non-traditional sources of funding include innovative financing, establishing new funding sources and developing public- private partnerships.

- Traditional and Innovative financing: Mechanisms to creatively finance major infrastructure projects by bonding or borrowing against future anticipated revenue streams. This may include Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA, a Federal credit program), lease-financing of transit vehicles, and finding ways to use future funding sources as collateral.
- New funding sources: To increase the funding pool overall, it is necessary to generate additional dollars. Support for new sources and legislation such as high-occupancy toll lanes, additional vehicle license fees, indexing of the state gas tax, tax assessment districts, and pursuit of a regional gas tax are some of the potential new sources and may require legislative action.
- Public-Private Partnerships (PPP): PPPs are being suggested as potential solutions to funding shortfalls for the completion of projects. Generally, it is a partnership between a governmental entity and a private business venture in which the cost of a project may be partially funded by the PPP in exchange for a return to the private investors from a portion of the revenues generated. Many types of PPPs exist and most approaches are tailored to specific projects.

6.3 Special Circumstances for Advancing Funds

There will be special circumstances when Project Sponsors need to request Measure A funding beyond what is readily available. For justified special circumstances, the TA has the authority to make funds available earlier than the collection of revenues. The overriding criteria to be used in the TA's deliberation of advancing funds include:

- Urgency
 - A project that calls for immediate construction to address a public safety need
 - A project that can realize significant cost saving if it's coupled with another project to be constructed in an earlier timeframe
 - Loss of funding sources if the project is not constructed within a certain time frame
- Impact to the Measure A Program
 - Potential of advancing fund delaying other projects
 - Financial fees associated with advancing funds

When a special circumstance arises, the TA Board will consider the request based on criteria identified above. If a decision is made to advance funds, specifics about exactly how the funds will be advanced will be determined at that time.

7.0 Next Steps

From Strategic Plan to Project Funding

After adoption of the Strategic Plan, the TA will focus on:

- Developing a Measure A Capital Improvement Plan (CIP)
- Developing a Procedures Manual and Call for Projects
- Issuing Call for Projects
- Selecting Projects

The critical first step for the TA will be to develop a CIP based on estimated sales tax revenue, prior funding commitments, countywide short- and long-term needs, and anticipated program expenditures. The initial CIP will be based on forecasts of revenues and projects to be undertaken. As a dynamic living document, it will be refined each year as projects are selected for funding.

Based on the CIP, TA staff will establish the funding cycles for the Call for Projects. Included in the Call for Projects will be the development of program-specific criteria to be used in evaluating and prioritizing the projects and the obligations associated with monitoring the projects. The TA will make available a Procedures Manual to instruct Project Sponsors through the funding request process.

After the collection of project proposals, projects will be reviewed by project evaluation committees to inform the evaluation and prioritization of projects. Recommendations will ultimately be presented to the Board for funding programming and allocation actions, leading to funding agreements and the advancement of approved projects that fulfill the goals of the Measure A Program.

Next Strategic Plan Update

The Strategic Plan will be updated a minimum of every five years. The next update will reflect the results of the Call for Projects and the projects prioritized for Measure A funding. Public input will continue as the program matures as it has been instrumental in the development and success of the TA Program.

Appendix A: Public Outreach Comments

Appendix A: Public Outreach Comments

Phase 1: Stakeholder Outreach Comments

Focused Interest Areas	Topics	Comments	Response
<p>Transportation Demand Management</p>	<p>Improve connectivity and customer service. Support new strategies.</p>	<p>Ensure projects have a customer service oriented approach.</p> <p>Improve communication systems and methods by adding system-wide public address announcements, more visual message signs, and providing real time information.</p> <p>Provide better information at stations, including intermodal transfers, as well as nearby attractions and recreational facilities (i.e. kiosks and info boards).</p> <p>Focus on education and information dissemination.</p> <p>Improve options and expand the number of locations for redeeming Commuter Check vouchers.</p> <p>Provide additional parking capacity at San Mateo County BART stations (i.e. Daly City & Colma).</p> <p>Reduce impediments to switching modes or transit agencies through the use of a universal fare card/seamless fare system.</p> <p>A fine job is done for North and South travel in the county, but east-west shuttle service across the county is needed.</p> <p>Improve access and connectivity to stations.</p> <p>Create and expand carsharing, bikesharing, and ridematching programs.</p> <p>Examine more cost-effective ways to provide transit services.</p> <p>Support telecommuting subsidies.</p> <p>If fixed route service is not cost effective, transit service providers should look at using on-demand and deviated route services to match trips to where people need to go.</p> <p>Create "people-centered" shuttles, instead of "route-centered" shuttles to get people to popular destinations other than just Caltrain and BART.</p> <p>Expand the employer-based shuttles to provide mobility options to more than specific employees.</p> <p>Park and ride facilities should be looked at as a way to make shuttle services even more accessible.</p>	<p>Making regional connections and meeting local mobility needs are primary goals of the Measure A program. These factors will also be addressed in the "need" and "effectiveness" project evaluation criteria categories and "customer satisfaction" monitoring program performance measure. Recommended projects will need to be coordinated through the Project Sponsor as identified in Chapter 5 to be considered for TA funding.</p>

Focused Interest Areas	Topics	Comments	Response
Caltrain	Improve connectivity, safety and the customer experience	Install pedestrian quad gates for at-grade crossings, and security cameras at stations and at grade crossings to enhance safety. Upgrade passenger car interiors and station amenities (i.e. more shelter from the elements). Implement a fare integration program to ease transfers between modes. Install more ticket vending machines at stations and make them easier to use. Caltrain needs to purchase additional rolling stock to improve capacity – including additional bicycle passenger capacity. Improve system connectivity, including local and regional service connectivity.	Connectivity and safety are addressed in the "effectiveness" project evaluation criteria category. Customer satisfaction is addressed in the monitoring program performance measure. Recommended projects will need to be coordinated through the Project Sponsor as identified in Chapter 5 to be considered for TA funding.
	High Speed Rail	How can California High Speed Rail bond money be used to better leverage Measure A funds and complete the costly grade separation projects? If the High Speed Rail bond is approved, the TA must ensure that money is not wasted by building capital projects that will need to be removed when the High Speed Rail system is built.	Leveraging funds from all sources is encouraged through the "effectiveness" project evaluation criteria category. Project/Policy coordination and consistency is addressed in the "policy consistency" project evaluation criteria category. The Project Sponsor that will play a key role in leveraging funding and ensuring investments that support HSR is the JPB.

Focused Interest Areas	Topics	Comments	Response
SamTrans	Improve SamTrans service	Shorten headways on all transit modes in the county. Address the gaps in services provided.	SamTrans service plans are prepared by SamTrans and will be considered by the TA only as it relates to the specific programs identified in the Measure A Program. Recommended projects will need to be coordinated through the Project Sponsor as identified in Chapter 5 to be considered for TA funding.

Focused Interest Areas	Topics	Comments	Responses
Accessibility	Improve paratransit and coordinated services	Provide same-day services. Coordinate between public and private entities (i.e. shuttles used by senior housing complexes). Consider access to food and health centers, particularly for the elderly and disabled.	A key focus of the Accessibility Services program is to encourage independent living for seniors with special mobility needs. Specific projects and service improvements will need to be coordinated through the Project Sponsor as identified in Chapter 5 to be considered for TA funding.
	Provide more accessibility facilities and public information	Provide additional fare collection machines at more locations on train platforms. Improve signage and wayfinding at stations. Procure vehicles that facilitate easier boarding and aligning by disabled passengers. Embark on a campaign to get the word out on all of the available services. Target the population group that will use the services. Many people don't even know some services exist.	The policy consistency and readiness project evaluation criteria categories address ADA requirements as well as conducting a thorough planning process that would address the needs of stakeholders including the senior population. Specific projects and service improvements will need to be coordinated through the Project Sponsor as identified in Chapter 5 to be considered for TA funding.

Focused Interest Areas	Topics	Comments	Response
Environmental	Encourage energy efficiency and protect natural resources	<p>Use solar technology to power the trains when the system is electrified (i.e. solar installations at stations and on rail cars).</p> <p>Electrify Caltrain to reduce our dependence on diesel fuel and improve the air</p> <p>Provide electricity for plug-in hybrid and electric vehicles at Caltrain stations.</p> <p>Create travel lanes for neighborhood electric vehicles (i.e. golf carts).</p> <p>Consider stormwater runoff, flooding and watershed protection when constructing new projects.</p>	Environmental concerns are addressed in the "other" project evaluation criteria category. Recommended projects will need to be coordinated through the Project Sponsor as identified in Chapter 5 to be considered for TA funding.
	Transportation demand management	<p>Create HOV lanes in San Mateo County.</p> <p>Explore congestion pricing.</p>	Eligible highway projects are identified in Chapter 3. The purpose of the Alternative Congestion Relief program is to implement projects that efficiently use the transportation network and reduce reliance on automobiles. Recommended projects will need to be coordinated through the Project Sponsor as identified in Chapter 5 to be considered for TA funding.
	Funding	Where possible, maximize the use of funding for bicycle and pedestrian improvements by funding them as part of other larger categories like Highways and Caltrain.	Funding for pedestrian and bike improvements from other Measure A programs is limited. Each program serves a specific purpose as described in Chapter 3. A key strategy to leveraging funding for bike and pedestrian improvements is to seek funding from other sources versus within the Measure A Program. Key bike and pedestrian funding sources are listed in Chapter 6.

Focused Interest Areas	Topics	Detailed Comments	Response
Bicycle and Pedestrian	Improve safety, remove barriers, provide connections, and provide access to activity centers	<p>Repaint street crossings for better visibility.</p> <p>Install audible pedestrian signals at intersections.</p> <p>Explore other paving materials besides asphalt.</p> <p>Always consider safety factors (people bike and walk more when the environment is perceived as safe).</p> <p>Ensure access to bike lockers at Caltrain stations by getting keys back from users.</p> <p>Provide pedestrian grade separations/undercrossings at Caltrain tracks.</p> <p>Create an overpass connection between El Camino Real and Burgess Campus in Menlo Park.</p> <p>Construct a pedestrian overcrossing for Highway 1 in Half Moon Bay to make it safe, especially for children, to cross Highway 1 and people do not have to drive just to get across the street.</p> <p>Install more street-level pedestrian signals instead of underpasses or foot bridges which can pose safety concerns.</p> <p>Complete the trail from Montara to Half Moon Bay.</p> <p>Complete the trail from Woodside to Portola to Skyline and tie it into the parks system.</p> <p>Improve coordination among bike and trail systems.</p> <p>Reopen upper Alpine Road near Stanford for pedestrian and bike traffic.</p> <p>Invest in a complete off-road trail system.</p> <p>Improve walkability, especially for seniors and persons with disabilities.</p> <p>Create a countywide bike plan.</p> <p>Improve pedestrian routes to and from schools.</p>	Safety and connectivity concerns are addressed in the "Effectiveness" project evaluation criteria category. Recommended projects will need to be coordinated through the Project Sponsor as identified in Chapter 5 to be considered for TA funding.
	Funding	<p>Incorporate pedestrian and bike access into major highway and transit projects so funding does not come out of this smaller pot of money.</p> <p>Keep pedestrian project priority on par with bicycle projects.</p>	Funding for pedestrian and bike improvements from other Measure A programs is limited. Each program serves a specific purpose as described in Chapter 3. A key strategy to leveraging funding for bike and pedestrian improvements is to seek funding from other sources within the Measure A Program. Key bike and pedestrian funding sources are listed in Chapter 6. Based on the 2004 Expenditure Plan, there is no split between bicycle and pedestrian projects.

Phase 2: Community Meeting Comments

Geographical Area	Topics	Comments	Response
Coastside	Transportation needs on the Coastside	<p>Provide more weekend and evening shuttle services to BART and Caltrain.</p> <p>Create additional shuttle service to SFO.</p> <p>People need to stop and shop for the economic vitality of the coastside, not just pass through as quickly as possible.</p> <p>How can the congestion needs of the coastal communities be addressed?</p> <p>Highway 1 is extremely important, and traffic congestion poses a serious health & safety issue if the road is blocked.</p> <p>Highway 1 is a major thoroughfare and should be treated with regional significance.</p> <p>Consider more possibilities than just widening for Highway 1.</p> <p>Look at the context/importance of a thoroughfare to a community.</p>	Under the project evaluation criteria, geographic equity was added to the "other" category. This addresses the importance of making investments throughout the county. Proposed projects will need to be coordinated through the Project Sponsors as identified in Chapter 5 to be considered for TA funding.
	Environmental Concerns	<p>Consider carbon neutral buses added on the coastal commute, as well as clean shuttles and other vehicles.</p> <p>Be cognizant of stormwater flows and provide for flood control.</p> <p>Reduce carbon dioxide pollutant levels.</p> <p>Foster healthy communities.</p> <p>Reduce vehicle miles traveled.</p>	Environmental concerns are addressed in the "other" project evaluation criteria category. Recommended projects will need to be coordinated through the Project Sponsor as identified in Chapter 5 to be considered for TA funding.

Geographical Area	Topics	Comments	Reponses
Bayside	Congestion Relief	<p>Promote system management projects like tolling, rather than more widening.</p> <p>Reversible lanes should be considered, where you cannot widen streets and traffic patterns make it feasible.</p> <p>The SR-92 West exit onto El Camino Real is very congested.</p> <p>The Highway 101 and SR-92 interchange needs to be re-done since it does not have the capacity to handle peak demand.</p> <p>Improve highway on/off ramps for better traffic flow.</p> <p>Make sure projects actually improve level of service/reduce congestion or at least do not make the situation worse.</p> <p>Reduce the number of cars entering from other counties.</p> <p>Reduce overall door to door travel time, regardless of the mode.</p> <p>Improve overall transit system connectivity.</p> <p>Improve multimodal connectivity and coordination, beyond just transit.</p> <p>Make sure to preserve good cross-county connectivity.</p> <p>Look at impacts on other transportation facilities when evaluating projects.</p> <p>Focus on providing accessibility to all.</p>	<p>Congestion relief is addressed under the "effectiveness" project evaluation criteria category. All eligible "key congested area" projects are listed in Chapter 3. Recommended projects proposed for the "supplemental roadway" program will need to be coordinated through the Project Sponsor as identified in Chapter 5 to be considered for TA funding.</p>
	Transit Service Improvements		<p>Connectivity is addressed under the "effectiveness" project evaluation criteria category.</p>
	Performance	<p>Promote good safety/accident record.</p> <p>Improve farebox recovery ratios.</p> <p>Reduce the cost per passenger.</p> <p>Be careful to weight the criteria appropriately to provide the best benefit for the money expended.</p> <p>Make sure projects actually meet community needs.</p>	<p>Safety and cost related to benefits are addressed under the "effectiveness" project evaluation criteria category.</p>
	Needs, policy considerations and coordination	<p>Balance the needs of city residents and commuters from other cities/counties.</p> <p>Ensure resource allocation equity between communities receiving funds.</p> <p>Ensure environmental equity in criteria/impacts.</p> <p>Consider regional impacts, including cumulative impacts.</p> <p>Ensure coordination with city general plans.</p> <p>Ensure interagency & public/private coordination.</p>	<p>Project justification, policy consistency and readiness are project evaluation criteria categories.</p>
	Environmental	<p>Look at the environmental impacts/sustainability of projects.</p> <p>Strive for the most energy efficient projects.</p>	<p>Environmental concerns are addressed in the "other" project evaluation criteria category.</p>

NOTE: Staff received comments related to both the 1988 and 2004 Measure A programs. Appendix B reflects comments and questions related to the 2004 Measure A Program. Comments and questions related to the 1988 Measure A program have been addressed separately.

Appendix B: Draft Strategic Plan Comments

Appendix B: Draft Strategic Plan Comments

Focused Interest Areas	Comments	Response
<p>Pedestrian and Bicycle Program</p>	<p>Ensure safe pedestrian and bicycle crossings with interchange improvements.</p> <p>Funds would be better spent on making existing roads safer for bicyclists to share roads with motorists, than on building bike bridges over roads and highways.</p> <p>Provide money to Caltrain to add more bicycles on trains.</p> <p>Consider development of bicycle boulevards.</p> <p>The Millbrae Avenue and Hillsdale bicycle/pedestrian overpasses shouldn't be funded.</p> <p>Funds should be used for education and publicity about bicycle safety .</p> <p>The Pedestrian and Bicycle program money should not be used to fund the Caltrain Bicycle Access and Parking Plan recommendations.</p> <p>Clarify the goals of the Pedestrian and Bicycle program.</p> <p>Would Safe Route to School implementation be an eligible project under this category?</p>	<p>Pedestrian and Bicycle Program funding can be used for the planning, design development and construction of projects in San Mateo County that encourage and improve cycling and walking conditions. The candidate list of eligible projects in the Strategic Plan were recommended through the public forums and workshops that were conducted for the development of the 2004 Expenditure Plan. Projects on the candidate list, as well as new proposed projects that address the purpose of the program, are eligible for funding and will be evaluated through the Call for Projects application process. Incorporating bike and pedestrian components to other capital projects will be considered when program-specific criteria are defined.</p>
<p>Highways & Roads</p>	<p>Decrease congestion around the SR 92 and US 101 interchange.</p> <p>Highway 1 improvements are needed to improve congestion, quality of life, and safety.</p> <p>Repairing potholes on local streets is important.</p> <p>Consider a second road (running north-south) through Pacifica for emergency situations.</p> <p>Synchronization of lights on Highway 1 in Pacifica is important.</p> <p>Improve public access on Highway 1 for safe vehicle ingress and egress to two National Park sites in San Mateo County: Sweeney Ridge and Montara Lighthouse.</p>	<p>Improving safety and decreasing local and countywide traffic congestion are primary goals of the Measure A program. Eligible projects are defined under the Highway Program description in the 2004 Expenditure Plan. New projects (not listed in the plan) that address the program purpose are eligible for funding under the Supplemental Roadway subcategory. Recommended projects will need to be coordinated through the Project Sponsor as identified in Chapter 5 to be considered for TA funding.</p>
<p>Transit</p>	<p>Improvements to Caltrain facilities need to be made in a timely fashion if projects along the Caltrain corridor are to succeed as transit-oriented developments.</p> <p>Public transit is important for the intermobility of local communities, and for connecting the region with bullet trains.</p> <p>Caltrain projects, particularly those in San Mateo, should receive high priority in the plan.</p>	<p>The 2004 Expenditure Plan specifies that projects which support transit-oriented development will be given priority. Criteria categories that will be used to evaluate and prioritize projects are listed in Chapter 5.</p>

Appendix B: Draft Strategic Plan Comments

Focused Interest Areas	Comments	Response
<p>Process</p>	<p>Information regarding how Project Review Committees will be established needs to be provided to allow for geographic equity.</p> <p>Include information in the Strategic Plan regarding how and what counties/agencies the TA will coordinate and interface with as the Strategic Plan is implemented and funding decisions are made.</p>	<p>Conducting a thorough planning process is captured under the project "Readiness" evaluation criteria. Each program category may differ slightly in its planning process definition and will be addressed when the program-specific criteria are defined. Additionally, project review committees will be formed post-adoption of the Strategic Plan and timed with the Call for Projects.</p>
<p>Funding Availability</p>	<p>Consider advancing funds through selling bonds and also undertaking projects prior to the actual revenue collection of sales taxes to maximize cost savings and the capacity to do additional projects.</p>	<p>Requests for the advancement of funds will be considered on a case by case basis and will need to be justified with compelling reasons that offset the impact of financing fees and/or timing of funds to other projects.</p>
<p>Criteria and Performance Measures</p>	<p>Include Environmental Benefit and/or Emissions Reduction as a criteria.</p> <p>Be sure to assess the effectiveness of projects.</p> <p>There is no reference to AB 1358, the California Complete Streets Act of 2008, in the Strategic Plan.</p>	<p>Environmental Impact is one of the example criteria for project evaluation. It includes the potential environmental benefits and disbenefits of a project. Effectiveness and Policy Consistency are project evaluation criteria. Specific measures of effectiveness and relevant laws and adopted policies, such as AB 1358, will be identified when program-specific criteria are defined.</p>
<p>2004 Expenditure Plan Framework</p>	<p>The plan identifies a list of projects and states that other projects will be considered without stating the criteria for inclusion.</p> <p>The percentage share for Bicycle and Pedestrian projects should be higher.</p> <p>I am concerned that the percentage of money going towards highways is too much compared to public transit.</p>	<p>The percentage distribution for each program category was determined with the development of the 2004 Transportation Expenditure Plan and approved by voters in 2004. The projects listed in the Strategic Plan were recommended through the public forums and workshops that were conducted as part of the development of the 2004 Expenditure Plan. These projects are eligible for funding and, with the exception of the Key Congested Area category under the Highway Program, additional projects may be proposed for funding if they meet the purpose of the program categories.</p>

NOTE: Staff received comments related to both the 1988 and 2004 Measure A programs. Appendix B reflects comments and questions related to the 2004 Measure A Program. Comments and questions related to the 1988 Measure A program have been addressed separately.

Acknowledgements

San Mateo County Transportation Authority

Project Team

Marian Lee-Skowronek, Director, Planning & Development
Joe Hurley, Director, Transportation Authority
Melanie Choy, Manager, Capital Projects Planning
Todd McIntyre, Manager, Special Projects
Ivy Tzur, Parsons Transportation Group
Carmen Clark, Carmen Clark Consulting
Bob Schaevitz, URS Corporation

Staff/Consultant Support

April Chan	Liria Larano
Richard Cooke	Bill Likens
Jim De Hart	Jim McKim
Marisa Espinosa	Robert Tam
Eric Harris	Bill Welch
Ron Holmes	

Citizen Advisory Committee

Patricia A. Dixon, Chair	Paul Young, Vice Chair
Barbara Arietta	Jim Bigelow
John Fox	Richard Hedges
Randall Hees	Steve Krause
Austin Mader-Clark	Doris Maez
Lawrence Shaine	Nancy Stern
April Vargas	George Zimmerman

Ad Hoc City Manager Committee

Jack Crist, Belmont
Patricia E. Martel, Daly City
James Nantell, Burlingame

Art Direction and Design

DRB Partners, San Jose, California

C/CAG Technical Advisory Committee

Member	Agency
Ian McAvoy (Co-Chair)	SamTrans
Jim Porter (Co-Chair)	San Mateo County Engineering
April Chan	Peninsula Corridor JPB
Bob Beyer	San Mateo Planning
Duncan Jones	Atherton Engineering
Gene Gonzalo	CalTrans
Jon Lynch	Redwood City Engineering
Joseph Hurley	SMCTA
K. Folan	MTC
Larry Patterson	San Mateo City Engineering
Bill Meeker	Burlingame Planning
Parviz Mokhtari	San Carlos Engineering
Randy Breault	Brisbane Engineering
Ray Towne	Foster City Engineering
Rick Mao	Colma Engineering
Ron Popp	Millbrae Engineering
Ruben Nino	Menlo Park Engineering
Sandy Wong	C/CAG CMP
Syed Murtuza	Burlingame Engineering
Tatum Mothershead	Daly City Planning
Van Ocampo	Pacifica Engineering
Karen Borhmann	Belmont Engineering
Steve Monowitz	San Mateo County Planning
Robert Ovadia	Daly City Engineering

RESOLUTION NO. 2008 -

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA**

* * *

ADOPTION OF MEASURE A STRATEGIC PLAN 2009-2013

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure Known as "Measure A," which increased the local sales tax in San Mateo County by 1/2 percent for 20 years with the new tax revenues to be used for a wide array of highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

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

WHEREAS, implementation Guideline F of the 2004 Plan states that the Transportation Authority will prepare a Measure A Strategic Plan prior to January 1, 2009, that will be updated at least every five years during the term of the Measure; and

WHEREAS, in accordance with Implementation Guideline F, staff has developed a Measure A Strategic Plan 2009 – 2013 that serves as a policy framework for implementing the 2004 Transportation Expenditure Plan.

NOW, THEREFORE, BE IT RESOLVED that the Authority Board hereby adopts the Measure A Strategic Plan 2009 – 2013.

Regularly passed and adopted this 4th day of December 2008, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary