



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

February 4, 2010 - 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 January 13, 2010 MOTION
 - b) Acceptance of Statement of Revenues and Expenses for December 2009
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 – January 13, 2010
8. Joint Powers Board Report
9. Report of Executive Director
10. Finance
 - a) Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the San Mateo County Transportation Authority MOTION
 - b) Authorize Award of Contract to Wilbur Smith Associates to Provide On-call Transportation Planning and Program Support for up to \$1,500,000 Over a Three-year Period RESOLUTION
11. Program
 - a) Update on State and Federal Legislative Program INFORMATIONAL
 - b) Program Report: Alternative Congestion Relief (Traffic Demand Management) INFORMATIONAL
12. Requests from the Authority

13. Written Communications to Authority

14. Report of Legal Counsel

15. Date, Time and Place of Next Meeting

Thursday, March 4, 2010 at 5:00 p.m., at San Mateo County 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 OF JANUARY 13, 2010

MEMBERS PRESENT: R. Foust (Chair), R. Gordon, C. Groom, J. Lee, K. Matsumoto, T. Nagel

MEMBERS ABSENT: J. Vreeland

STAFF PRESENT: G. Harrington, C. Harvey, R. Haskin, J. Hurley, R. Lake, L. Larano, M. Lee, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

The Oath of Office was administered to Rich Gordon (Board of Supervisors), John Lee (Cities-at-Large) and Terry Nagel (Central).

Chair Rosanne Foust called the meeting to order at 4:03 p.m. and led the Pledge of Allegiance.

ELECTION OF 2010 OFFICERS

The motion (Lee/Groom) to re-elect Chair Foust as chair was approved.

The motion (Gordon/Groom) to elect Director Lee as vice chair was approved.

Chair Foust congratulated Director Lee and welcomed Director Nagel to the TA Board.

CONSENT CALENDAR

- a. Approval of Minutes of December 3, 2009
- b. Acceptance of Statement of Revenues and Expenses for November 2009

A motion (Gordon/Lee) to approve the Consent Calendar was passed.

PUBLIC COMMENT

Jerry Grace, San Lorenzo, congratulated the new chair and vice chair.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Chair Pat Dixon said, at its January 12, 2010 meeting, the CAC received presentations on the San Bruno Grade Separation Project and 101/Broadway Interchange Project.

CHAIRPERSON'S REPORT – ROSANNE FOUST

- Expressed appreciation and respect for the CAC for being so engaged in analysis of TA Board items.
- Thanked the Directors for the opportunity to serve as chair again and staff for their efforts in facing difficult challenges in these unprecedented times.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

Reported:

- Director Omar Ahmad was welcomed to the Board and is also the new SamTrans representative to the Joint Powers Board (JPB).
- Director Rose Guilbault is the first Latina to chair the San Mateo County Transit District Board of Directors.
- Director Matsumoto is the new Board vice chair.
- John Baker is the new CAC chair.

JOINT POWERS BOARD REPORT

Executive Director Mr. Scanlon reported on the meeting of January 7, 2010.

- Welcomed new director Ahmad and congratulated Chair Sean Elsbernd and Vice Chair Mark Church on their election as officers to the board.
- A representative from the San Francisco Bicycle Coalition recognized Caltrain for the 30 percent increase in bicycle capacity over the last year.
- Metropolitan Transportation Commission (MTC) liaison Sue Lempert reported:
 - a. MTC revised its Advisory Committee and she encouraged people to apply.
 - b. The TransLink program is being renamed Clipper.
 - c. Received an update on Dumbarton Rail.
- A Resolution of Appreciation was presented to Doug Johnson for rescuing a physician and her dog from Caltrain tracks as a train was approaching.
- Reviewed monthly performance statistics – November 2009 compared to November 2008
 - a. Total Ridership was 950,672, a decrease of 5.6 percent.
 - b. Average Weekday Ridership was 36,775, a decrease of 7.5 percent.
 - c. Total Revenue was \$3,315,349, a decrease of 0.8 percent.
 - d. On-time Performance was 92 percent, a decrease of 4.5 percent.
 - e. Caltrain Shuttle Ridership was 5,270 a decrease of 28.8 percent.
- Year-to-date performance statistics – November 2009 compared to November 2008
 - f. Total Ridership was 5,186,665 a decrease of 9.7 percent.
 - g. Average Weekday Ridership was 39,149 a decrease of 9.6 percent.
 - h. Total Revenue was \$18,299,906, a decrease of 4.6 percent.
 - i. On-time Performance was 93.7 percent, an increase of 0.4 percent.
 - j. Caltrain Shuttle Ridership was 4,377, a decrease of 32.5 percent.
- The Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) for the electrification project. Staff will focus on going forward with High Speed Rail (HSR) and State certification.
- The Holiday Train event collected more than 4,000 gifts for the Toys for Tots program and more than 46,000 gifts in nine years in partnership with the Marine Corps and Salvation Army.
- Special service for the Emerald Bowl increased 27 percent with almost 4,700 riders and New Year's Eve service increased 52 percent with about 6,800 riders.
- Caltrain is partnering with the Santa Clara Valley Transportation Authority for the January 18 Martin Luther King, Jr. Freedom Train.
- Annual passenger counts will begin in mid-January and run through mid-February.
- California HSR Project Manager Dominic Spaethling presented an update on the Peninsula Rail Program.

- The Board:
 - a. Approved the minutes of December 3, 2009 and accepted the Statement of Revenues and Expenses for November 2009.
 - b. Authorized amending and increasing the Fiscal Year 2010 Capital Budget by \$73,625,000 for the San Bruno Grade Separation Project and the San Mateo Grade Crossing Safety Improvement Program from \$85,236,042 to \$158,861,042.
 - c. Authorized the filing of an application for \$19,203,000 in 2010 Regional Transportation Improvement Program funds for the San Bruno Grade Separation Project.
 - d. Adopted the 2010 State and Federal Legislative Program.
 - e. Accepted the Fiscal Year 2009 Comprehensive Annual Financial Report.
- General Counsel briefed the Board on real estate acquisitions in conjunction with the San Bruno Grade Separation Project.

Public Comment

Jerry Grace, San Lorenzo, asked about a report presented at the January 13 JPB meeting. Staff will discuss this offline with Mr. Grace.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon:

- Welcomed Director Nagel.
- Congratulated Directors Rich Gordon, John Lee and Jim Vreeland on re-election to the Board.
- Congratulated Chair Foust on re-election as chair and Director Lee on election as vice chair.

FINANCE

Authorize Amendment to the Fiscal Year 2010 Capital Budget and Allocation to the Peninsula Corridor Joint Powers Board for the San Bruno Grade Separation Project.

Deputy CEO Gigi Harrington said the Board previously allocated \$33.61 million and \$7.4 million of that was used for interim at-grade crossing improvements, which are not part of the larger San Bruno Grade Separation Project. Staff is requesting an additional \$35 million in original Measure A funds for this project. Additional funding being secured includes a \$30 million grant from State Proposition 1B and \$10 million anticipated from the State Public Utilities Commission Section 190 Grade Separation Program. Staff is looking to apply for Federal stimulus funding for the project and may come back to the Board for an allocation from original or new Measure A funds.

Deputy Director, JPB Capital Program Liria Larano provided the following details:

- The project goal is to improve safety by eliminating conflicts between trains and vehicular/pedestrian traffic at crossings between Highway 380 and San Felipe Avenue in San Bruno.
- Schedule completion dates include final design by January 2010, procurement by June 2010, and construction completion by June 2012.
- Estimated project cost is \$165 million for a two-track grade-separated structure.
- Grade-separated vehicular crossings will be completed at San Bruno, San Mateo and Angus avenues.
- Pedestrian crossings will be completed at Euclid and Sylvan avenues.

- A new San Bruno Station will be constructed on San Bruno Avenue north of the current station.

Director Nagel asked how tall trucks would pass through when the project is completed. Ms. Larano said the project includes proper clearance to meet whatever trucks pass through.

Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said the San Bruno Grade Separation Project is key to one of the segments along the San Francisco to San Jose rail corridor. The City of San Bruno has done extensive outreach in the community. He urged support of this project and two other allocations on the agenda for the Transbay Transit Center/Caltrain Downtown Extension Project and 101/Broadway Interchange.

A motion (Gordon/Matsumoto) to approve the amendment and allocation for the San Bruno Grade Separation Project was passed.

Authorize Allocation of Original Measure A Funds to the Transbay Joint Powers Authority (TJPA) for the Transbay Transit Center/Caltrain Downtown Extension Project

Executive Officer, Strategic Planning and Development Marian Lee said staff is requesting approval of an allocation of \$3.8 million to the TJPA from the original Measure A Caltrain Program for acquisition and relocation costs associated with Unit #500 at 580 Howard Street in San Francisco necessary for construction of the Caltrain Downtown Extension Project. The Board previously programmed \$27 million in 2001 dollars from the original Measure A program to this project. The TJPA is seeking an allocation from the TA because Measure A is one of the remaining unallocated fund sources. The TA is being asked to contribute to acquisition activities. There is particular urgency to acquire this unit now because it has high risk of being subject to eminent domain proceedings, which would be more complicated and could result in higher acquisition costs. Ms. Lee said legal counsel recommended the Measure A allocation to TJPA be conditioned on granting the TA a security interest in which the TA would obtain title to the property under certain circumstances, such as a change in the alignment of the Caltrain Downtown Extension that would eliminate the need for the 580 Howard Street property. This item was presented to the TA CAC at their January 12 meeting and concerns were addressed by TJPA project consultant Nancy Whelan.

Director Gordon asked for a map of the project. Ms. Whelan provided a map for review.

Mr. Scanlon said this is an allocation of money that was previously programmed for the project. The appraisal process involved several appraisals and an appraisal review by the FTA.

Legal Counsel David Miller said the TA's interest in the property will be recorded as a quitclaim deed that will set forth contingencies that would give rise to the TA exercising its right to claim ownership.

Director Nagel asked if the TJPA owned the land at 580 Howard Street in San Francisco. Mr. Miller said the TA would have recorded security interest in the form of a quitclaim deed.

Chair Foust said the appraisal process and approval by the FTA has secured the asset for the TA. She asked CAC Chair Dixon if she was satisfied due diligence was completed on project details outlined in the staff report. Chair Dixon replied yes.

Public Comment

Jerry Grace, San Lorenzo, asked about the progress of the project. Mr. Scanlon said a lot is riding on American Recovery and Reinvestment Act funding of \$400 million. If the project receives this funding, construction can begin on a temporary bus terminal.

A motion (Lee/Nagel) to authorize the allocation to the TJPA was passed.

Authorize the Filing of an Application to the Metropolitan Transportation Commission to Request Regional Improvement Program Funds in the Amount of \$4,218,000 for the 101/Broadway Interchange Project.

Director of TA Program Joe Hurley said the TA knows the challenges associated with securing State dollars and the chance is less if we don't ask. Mr. Hurley said the TA is being aggressive and one of the driving ideas of the TA is the ability to leverage other dollars.

Mr. Hurley provided details:

- The project goal is to mitigate existing and future traffic congestion; improve safety; increase bicyclist and pedestrian access and eliminate the circuitous traffic movements for bicycles, pedestrians and automobiles.
- The existing interchange has problematic routes and traffic backs up on the southbound ramp. There are no real sidewalks or shoulders for bikes/pedestrians on the overcrossing.
- A new overcrossing will have sidewalks; will be wider to accommodate vehicular traffic and will have wider shoulders for bicyclists.
- Total cost estimate is \$75.4 million to include \$0.4 million for preliminary studies; \$4 million for environmental issues; \$7.8 million for design; \$10.4 million for right of way/utilities; and \$52.8 million for construction.
- Programmed funding totals \$8 million from the TA and targeted funding for design in the amount of \$4.2 million from State Transportation Improvement Plan (STIP) funds.
- Project schedule includes:
 - a. Completion of environmental in spring 2011.
 - b. Design, right of way/utilities – completion spring 2013.
 - c. Bid/award of contract – completion fall 2013.
 - d. Construction fall 2013 - winter 2016.
- Approval of the proposed action would allow for submittal of a funding application to MTC to be used to support the design effort associated with the 101/Broadway Interchange Project.

Chair Foust asked if construction costs projected to Fall 2013 are with today's dollar. Mr. Hurley said they are dollars at the time of construction.

Chair Foust thanked Mr. Hurley for being so aggressive in leveraging TA dollars to attract other money.

Mr. Scanlon said this action will take the project to a state of readiness. This project will create jobs and put Americans back to work; it is a safety project for an unsafe intersection.

A motion (Groom/Gordon) to authorize the allocation of original Measure A funds for the interchange project passed.

Fiscal Year 2009 Comprehensive Annual Financial Report

Deputy CEO Gigi Harrington said the auditors have issued a clean bill of health.

Adoption of the 2010 Transportation Authority State and Federal Legislative Program

Government Affairs Manager Seamus Murphy provided details:

- This legislative program outlines 2010 priorities and guides public policy advocacy efforts, organized into State and Federal issue areas with corresponding objectives and strategies.
- The program describes a variety of strategies that support the ongoing need to protect existing funding, while advocating for the restoration of funding that has been cut or diverted.
- Staff will be working to take advantage of opportunities associated with climate change, and regulations as the Air Resources Board continues its efforts to implement AB 32 and SB 375, in addition to annual Federal appropriations issues and new economic recovery opportunities.
- The bulk of potential funding opportunities exist at the Federal level and staff will be focusing on those opportunities and working with partners at the American Public Transportation Association to ensure those issues are on Congress' agenda in 2010.
- A number of advocacy tactics include participating in and organizing coalition activities and identifying opportunities for direct advocacy by the Board.

Chair Foust said Mr. Murphy is available to speak to business and community groups about legislative activities.

Director Nagel suggested legislative updates be emailed to city clerks for inclusion in city newsletters.

A motion (Groom/Nagel) to adopt the Legislative Program was passed.

PROGRAM

Verbal Update on State and Federal Legislative Program

Mr. Murphy reported:

State

- The California Transit Association (CTA), California League of Cities and California Alliance for Jobs are sponsoring a ballot measure to preserve transit funding. The measure received a Title and Summary, which clears the campaign to begin collecting 700,000 valid signatures by mid-April to put the measure on the November ballot.
- The transportation component of this measure would protect against elimination of State transportation funding sources including State sales tax on gas and diesel fuel, Proposition 42 and spillover; State excise taxes on gas and diesel fuel; the ¼ cent sales tax specified by the Transportation Development Act; and local transportation sales tax generated by the Self Help Counties Coalition.
- The measure would preserve traditional uses for revenues for the Public Transportation Account (PTA); STIP; local transportation needs funded through the Transportation Development Act; and the Highway Users Tax Account.

- This measure is especially relevant because the governor's proposed 2010-2011 budget would completely eliminate the sales tax on gas and partially replace that revenue by increasing the excise tax by 10.8 cents. Unfortunately for transit, instead of using the new excise tax revenue to fund the State Transit Assistance (STA) program, it would be used to fund transportation-related bond debt service.
- The governor's strategy is an obvious end run around CTA's successful lawsuit, which prevents the State from using spillover revenue for any non-mass transportation purposes. The decision requires the State to deposit spillover revenue into the PTA but does not specify how the funding will be appropriated. By eliminating sales tax on gas, the governor would completely eliminate the source of spillover revenue and the State would absolve itself from committing any funds to the PTA. The governor proposes to divert to Caltrans any spillover funds currently being deposited in the PTA as a result of the court's decision. The funds shifted to Caltrans would be used for ongoing mass transit-related bond debt service, which is normally a General Fund obligation.
- If successful the governor's proposal would essentially preserve the suspension of the STA program the Legislature approved last year. It also would reduce the State's education funding obligations under Proposition 98, since the revenues from sales tax on gas are normally scored as a part of the General Fund. Staff is working with CTA to explore whether this creates an opportunity to coordinate our opposition with the education community.

Federal

Before the holiday recess, Congress approved a final appropriations package that included a third extension of SAFETEA-LU through the end of February. The House also approved the \$87 billion Jobs for Main Street Act, which would use Troubled Asset Relief Program funds to stimulate job creation. Similar to last year's Recovery Act, the bill includes \$8.4 billion in funding for FTA programs, allows for 10 percent of funding to be used to meet operating costs, and grants a longer, one-year extension of SAFETEA-LU in an attempt to provide more reliable transportation funding in the absence of a full six-year authorization. Staff is hopeful the Senate will consider the bill when Congress returns to session next week.

REPORT OF THE EXECUTIVE DIRECTOR

No report

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

The Board received a letter from Mr. Scanlon to Treasury Secretary Timothy Geithner.

LEGAL COUNSEL

David Miller said there is a related component to the San Bruno Grade Separation Project, which triggers the deadline of June 30 for funding. Acquisition of six or seven small parcels of real estate will be the subject of either agreements to actually acquire, agreements for possession pending negotiation of final purchase terms or even conceivably eminent domain proceedings. At a minimum, control of each parcel through a right of possession must be in place by June 30 to retain eligibility for the State funding needed for the project. Timing is crucial and the project

is moving well. It is conceivable, but not likely, that as part of future reports on the project to the TA Board, staff may return to the Board with updates.

DATE AND PLACE OF NEXT MEETING

The next meeting is scheduled for Thursday, February 4, 2010, 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.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING DECEMBER 31, 2009**

ACTION

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenues and Expenditures for the month of December 2009 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$34,264,631- line 6) is *worse* than staff projections by \$4,615,277 or 11.9 percent. Within total revenue, *Sales Tax* (\$29,932,815 – line 1) is \$3,398,185 or 10.2 percent *worse* than projections and *Interest Income* (\$2,622,386 - line 2) is \$1,258,964 or 32.4 percent *worse* than projections due to lower than budgeted returns. Staff plans to return to the Board with revised budget projections in early 2010.

Total Revenue (\$34,264,631 - line 6) is \$14,230,202 or 71.0 percent *higher* than prior year performance, driven by *Interest Income* (\$2,622,386 - line 2) which is \$20,576,084 or 114.6 percent *higher* due to prior year investment losses.

Expenditures: *Total Administration* (\$312,640 - line 32) is *better* than the year-to-date staff projections by \$86,265 or 21.6 percent. Within total administration, *Staff Support* (\$227,590 - line 25), *Professional/Legal* (\$70,286 - line 27) and *Other Services & Supplies* (\$9,451 – line 28) combined are \$83,676 or 21.4 percent *better* than staff projections.

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

Prepared By: Rima Lobo, Manager, General Ledger
Sheila Tioyao, Senior Accountant

650-508-6274
650-508-7752

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2010
DECEMBER 2009

% OF YEAR ELAPSED: **50.00**

	MONTH		YEAR TO DATE			ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% of PROJ	ADOPTED BUDGET	STAFF PROJECTION	% of PROJ
REVENUE								
Sales Tax	4,040,673	34,354,436	29,932,815	33,331,000	89.8%	64,716,300	64,716,300	46.3%
Interest Income	470,144	(17,953,698)	2,622,386	3,881,350	67.6%	7,292,600	7,292,600	36.0%
Rental Income	89,118	522,564	534,627	538,020	99.4%	1,077,120	1,077,120	49.6%
Miscellaneous Revenue	320,265	3,111,127	1,174,803	1,129,538	104.0%	3,300,000	3,300,000	35.6%
TOTAL REVENUE	4,920,200	20,034,429	34,264,631	38,879,908	88.1%	76,386,020	76,386,020	44.9%
EXPENDITURES:								
LOCAL ENTITIES	909,151	6,870,887	6,734,883	7,499,476	89.8%	14,561,168	14,561,168	46.3%
PARATRANSIT	161,627	0	1,197,313	1,333,240	89.8%	2,588,652	2,588,652	46.3%
TSM/ACR	38,133	295,378	228,795	493,753	46.3%	987,506	987,506	23.2%
MEASURE A INFORMATION & EDUCATION	0	9,867	0	11,246	0.0%	17,500	17,500	0.0%
SM COUNTY SHUTTLE PROGRAM	118,854	661,363	702,134	731,525	96.0%	1,431,768	1,431,768	49.0%
TRANSFER TO SMCTD FOR CALTRAIN	323,254	0	2,394,625	2,666,480	89.8%	5,177,304	5,177,304	46.3%
BART SERVICE OPERATING COST	80,813	0	598,656	666,620	89.8%	1,294,326	1,294,326	46.3%
ADMINISTRATION								
Staff Support	35,357	237,216	227,590	255,478	89.1%	510,955	510,955	44.5%
Board Of Directors	900	4,345	3,606	3,958	91.1%	8,400	8,400	42.9%
Professional/Legal	9,531	99,061	70,286	122,073	57.6%	295,770	295,770	23.8%
Other Services & Supplies	1,879	23,289	9,451	13,452	70.3%	35,167	35,167	26.9%
Travel & Meeting	0	3,412	1,706	3,943	43.3%	9,700	9,700	17.6%
TOTAL ADMINISTRATION	47,668	367,323	312,640	398,905	78.4%	859,992	859,992	36.4%
SUB-TOTAL	1,679,500	8,289,589	12,169,046	13,801,245	88.2%	26,918,216	26,918,216	45.2%
CAPITAL PROGRAMS	5,412,791	27,425,632	18,517,133 (1)	18,517,133	100.0%	34,455,000	34,455,000	53.7%
TOTAL EXPENDITURES	7,092,292	35,715,221	30,686,178	32,318,377	94.9%	61,373,216	61,373,216	50.0%
EXCESS (DEFICIT)	(2,172,091)	(15,680,792)	3,578,452	6,561,531		15,012,804	15,012,804	
BEGINNING FUND BALANCE	Not Applicable	455,797,977	425,328,119	449,848,997		449,848,997	449,848,997	
ENDING FUND BALANCE	Not Applicable	440,117,185	428,906,571 (2)	456,410,528		464,861,801	464,861,801	
Includes the following balances:								
Cash and Liquid Investments		1,366,529					176,980,683	
TSM		600,599					34,455,000	
Capital Appropriation Balance		195,660,349 (3)					1,515,000	
Undesignated Cash & Net Receivables		231,279,094					11,000,000	
Total		<u>428,906,571 (2)</u>					<u>223,950,683</u>	
							(9,773,201)	
							<u>(18,517,133) (1)</u>	
							<u>195,660,349 (3)</u>	

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

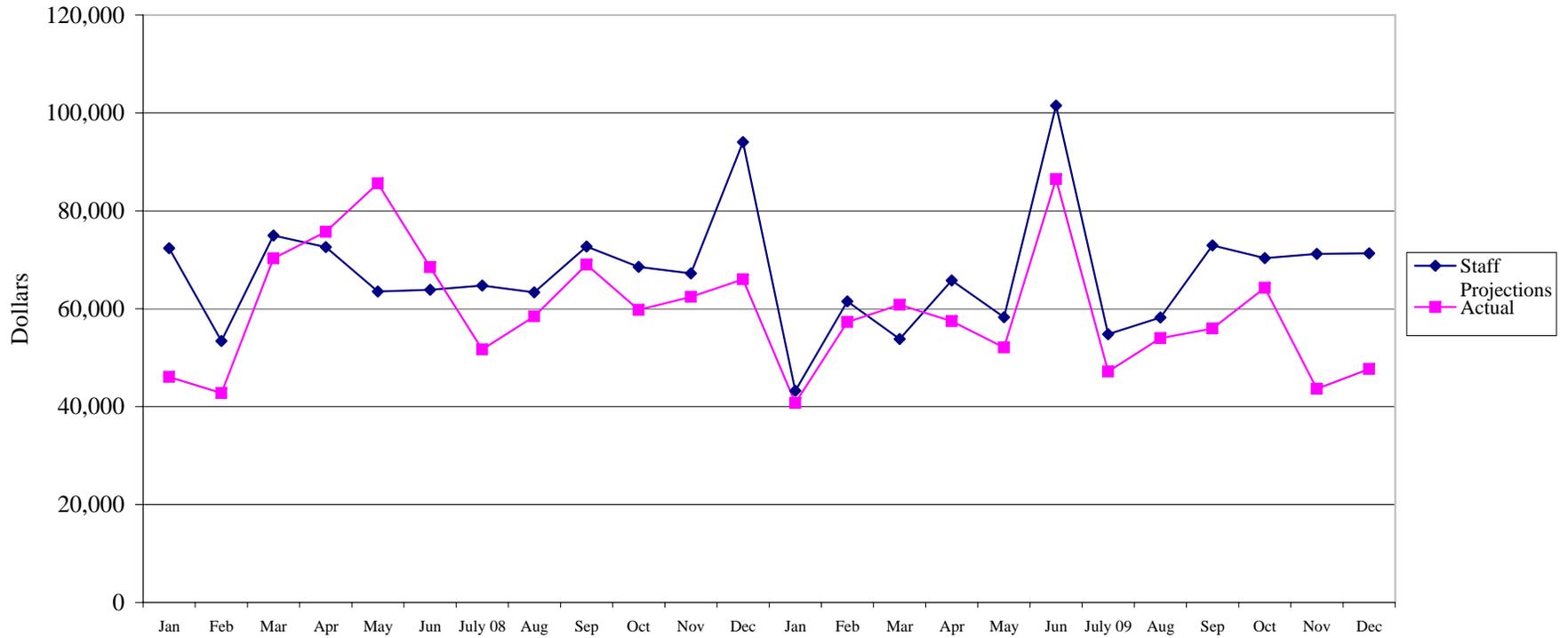
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
**TRANSPORTATION SYSTEM MANAGEMENT/
 ALTERNATIVE CONGESTION RELIEF PROGRAM**
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2010
DECEMBER 2009

	% OF YEAR ELAPSED: 50.00						
	MONTH CURRENT ACTUAL	PRIOR ACTUAL	YEAR TO DATE			ANNUAL	
			CURRENT ACTUAL	STAFF PROJECTION	% of PROJECT.	STAFF PROJECTION	% of PROJECT.
REVENUE	40,407		325,658	333,310	97.7%	647,163	50.3%
TOTAL REVENUE	40,407	0	325,658	333,310	97.7%	647,163	50.3%
ALLOCATIONS	38,133	295,378	228,795	493,753	46.3%	987,506	23.2%
TOTAL ALLOCATIONS	38,133	295,378	228,795	493,753	46.3%	987,506	23.2%
EXCESS (DEFICIT)	2,274	(295,378)	96,863	(160,443)		(340,343)	
BEGINNING FUND BALANCE	Not Applicable	3,622,217	594,373	406,350	146.3%	406,350	146.3%
ENDING FUND BALANCE	Not Applicable	3,326,839	691,235 *	245,907	281.1%	66,007	1047.2%

"% 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.

* Includes revenue net of expense accruals totalling \$90,636 not reflected on the TSM Reserve Account statement

SMCTA Administrative Expenses



Current Year Data

	Jul '09	Aug '09	Sep '09	Oct '09	Nov '09	Dec '09	Jan '10	Feb '10	Mar '10	Apr '10	May '10	Jun '10
MONTHLY EXPENSES												
Staff Projections	54,784	58,229	72,962	70,359	71,225	71,346						
Actual	47,163	53,965	55,937	64,268	43,640	47,668						
CUMULATIVE EXPENSES												
Staff Projections	54,784	113,013	185,975	256,334	327,559	398,905						
Actual	47,163	101,127	157,064	221,332	264,972	312,640						
Variance-F(U)	7,621	11,886	28,911	35,002	62,587	86,265						
Variance %	13.91%	10.52%	15.55%	13.65%	19.11%	21.63%						



BOARD OF DIRECTORS 2009

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

MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF DECEMBER 31, 2009

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	1.050%	\$ 303,343,210	\$ 302,931,682
Local Agency Investment Fund	Liquid Cash	0.569%	\$ 7,976,858	\$ 7,984,419
Investment Portfolio	Liquid Cash	2.471%	\$ 100,492,949	\$ 100,888,785
Other	Liquid Cash	0.050%	\$ 1,366,529	\$ 1,366,529
			<u>\$ 413,179,546</u>	<u>\$ 413,171,415</u>

Accrued Earnings for December 2009 \$ 477,246.66 (1)
Cumulative Earnings FY2010 \$ 2,651,754.34

(1) Earnings do not include prior period adjustments

* County Pool average yield for the month ending December 31, 2009 was 1.050%. As of December 31, 2009, the amortized cost of the Total Pool was \$2,732,762,988.86 and the fair market value per San Mateo County Treasurer's Office was \$2,729,055,609.85.

** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.000947825 as reported by LAIF for quarter ending December 31, 2009.

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



BOARD OF DIRECTORS 2009

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

MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TSM RESERVE ACCOUNT

AS OF DECEMBER, 2009

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
1988 Measure A Funds: County Pool #3 (Restr)	Liquid Cash	1.050%	\$ 138,964	\$ 138,776
2004 Measure A Funds: County Pool #3 (Restr)	Liquid Cash	1.050%	\$ 461,635	\$ 461,008
			<u>\$ 600,599</u>	<u>\$ 599,784</u>

Interest Income:

Accrued Earnings for December 2009	\$	-
Cumulative Earnings FY2010	\$	-

* 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 December 31, 2009 was 1.050%. As of December 31, 2009, the amortized cost of the Total Pool was \$2,732,762,988.86 and the fair market value per San Mateo County Treasurer's Office was \$2,729,055,609.85.

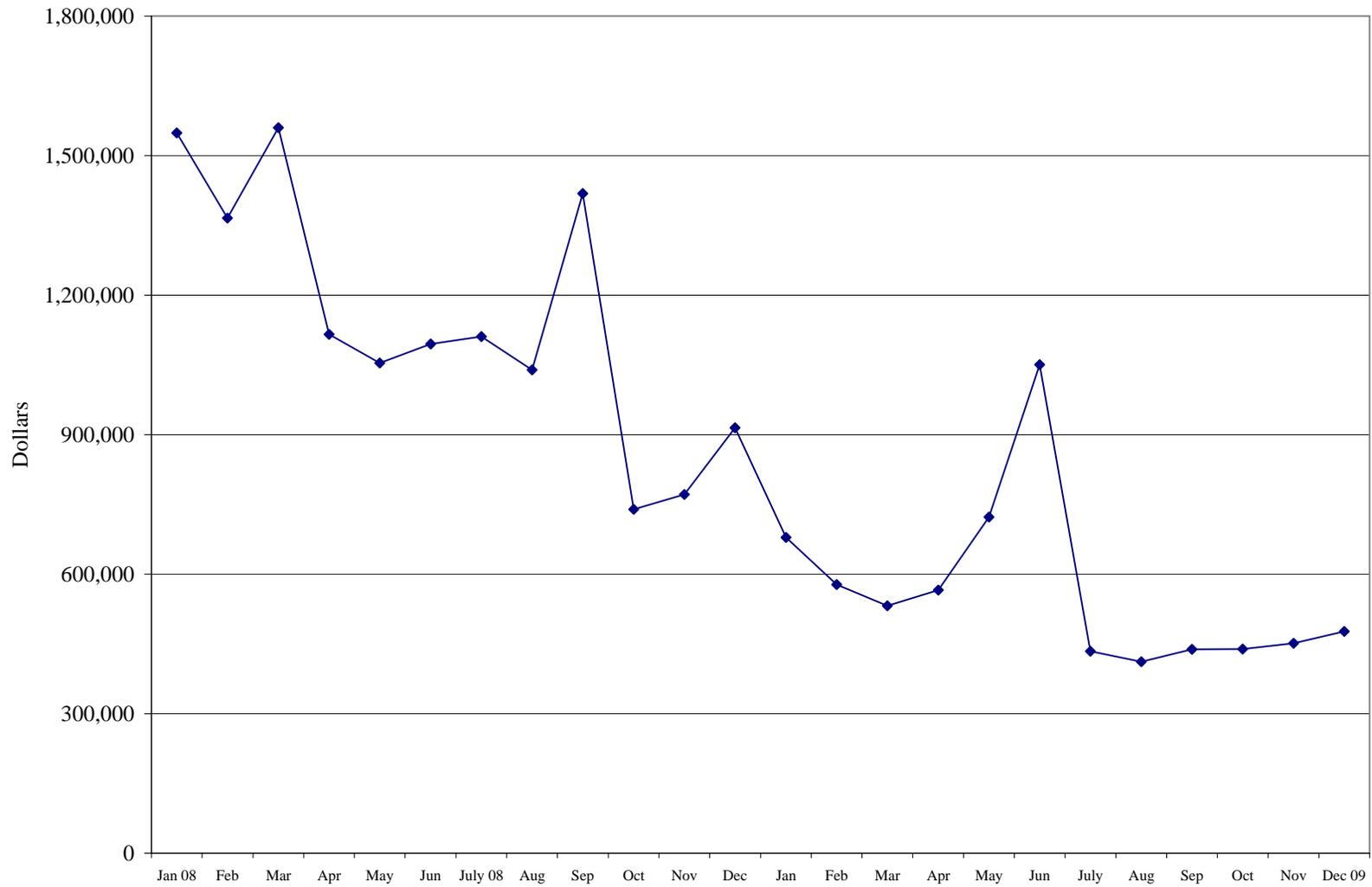
*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
DECEMBER 2009**

FY2010	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	434,112.63	434,112.63
AUGUST	411,671.49	845,784.12
SEPTEMBER	438,463.41	1,284,247.53
OCTOBER (1)	438,888.55	1,723,136.08
NOVEMBER	451,371.60	2,174,507.68
DECEMBER	477,246.66	2,651,754.34
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

(1) Includes prior period adjustments

SMCTA Interest Income



* Paratransit interest no longer displayed as corpus has been transferred to SamTrans.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
DECEMBER 31, 2009**

DESCRIPTION	TOTAL INVESTMENT 12-31-09	INTEREST RECEIVABLE 11-30-09	INTEREST EARNED 12-31-09	INTEREST RECEIVED 12-31-09	ADJ.	INTEREST RECEIVABLE 12-31-09
LAIF	7,976,858.23	17.42	3,622.31	0.00	0.00	3,639.73
COUNTY POOL	303,943,809.29	492,907.14	271,314.12	0.00	0.00	764,221.26
BANK OF AMERICA	1,366,528.53	0.00	31.66	31.66	0.00	0.00
INVESTMENT PORTFOLIO	<u>100,492,949.34</u>	<u>566,247.83</u>	<u>202,274.39</u>	<u>128,196.19</u>	<u>4.18</u>	<u>640,330.21</u>
	<u>413,780,145.39</u>	<u>1,059,172.39</u>	<u>477,242.48</u>	<u>128,227.85</u>	<u>4.18</u>	<u>1,408,191.20</u>

DECEMBER 2009 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 12/31/09	477,246.66
Add:	
Less County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(5,585.00)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(1,517.74)</u>
Total Interest & Capital Gain(Loss)	<u><u>470,143.92</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	2,651,754.34
Add:	
Less County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(37,886.77)
Securities Transaction Activity Fees	(3,193.01)
Capital Gain(Loss)	<u>11,711.45</u>
Total Interest	<u><u>2,622,386.01</u></u>
Balance Per Ledger as of 12/31/09	
Int Acct. 409100 - Co. Pool	1,488,027.34
Int Acct. 409100 - LAIF	4,852.15
Int Acct. 409100 - B of A	396.94
Int Acct. 409101 - Portfolio Funds	1,117,398.13
Gain(Loss) Acct. 405210	11,711.45
GASB31 Acct. 405220	0.00
	<u><u>2,622,386.01</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
DECEMBER 31, 2009**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST	INTEREST	INTEREST ADJ.	INTEREST	PAR VALUE	
			PURCHASE PRICE	VALUE 12-31-09					REC'VBLE 11-30-09	EARNED 12-31-09		REC'VBLE 12-31-09		
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>														
<u>CORPORATE BONDS</u>														
JP MORGAN CHASE	481247AD6	12-16-08	2,028,000.00	2,039,316.00	12-01-10	2.625%	145.8333	30	26,249.99	4,375.00	26,250.00	4,374.99	2,000,000	
BANK OF AMERICA	06052AAA9	12-23-08	2,000,000.00	2,018,104.00	12-23-10	1.700%	94.4444	30	14,922.19	2,833.33	17,000.00	755.52	2,000,000	
GENERAL ELECTRIC	36967HAL1	04-24-09	2,014,900.00	2,022,560.00	03-11-11	1.800%	100.0000	30	7,900.00	3,000.00		10,900.00	2,000,000	
BANK OF AMERICA	06050BAG6	12-28-09	2,032,960.00	2,018,462.00	04-30-12	2.100%	116.6667	2	0.00	233.33		233.33	2,000,000	
GOLDMAN SACHS	38146FAA9	05-29-09	3,124,650.00	3,116,802.00	06-15-12	3.250%	270.8333	30	44,687.49	8,125.00	48,750.00	4,062.49	3,000,000	
													11.07%	
<u>GOVERNMENT BONDS</u>														
FHLM	3137EABH1	07-29-09	8,125,350.00	8,072,500.00	05-28-10	2.375%	527.7778	30	1,583.32	15,833.33		17,416.65	8,000,000	
CASH MGMT BILL	912795UU3	09-14-09	4,988,116.67	4,995,740.45	06-17-10	0.000%	0.0000	30	0.00	0.00	0.00	0.00	5,000,000	
FHLB	3133XRN22	12-23-08	2,065,360.00	2,033,750.00	07-16-10	3.500%	194.4444	30	26,249.97	5,833.33		32,083.30	2,000,000	
FHLB	3133XBV28	04-21-09	5,230,400.00	5,148,437.50	11-02-10	4.250%	590.2778	30	16,527.75	17,708.33		34,236.08	5,000,000	
US TREASURY NOTE	912828JS0	02-11-09	3,517,500.00	3,524,608.78	11-30-10	1.250%	121.5278	30	(97.52)	3,645.83		3,548.31	3,500,000	
FNMA	31398AVQ2	03-23-09	3,512,845.00	3,542,656.25	03-23-11	1.750%	170.1389	30	11,569.47	5,104.17		16,673.64	3,500,000	
FHLM	3128X8WC2	04-21-09	3,999,600.00	4,014,072.00	04-20-11	1.750%	194.4444	30	7,777.75	5,833.33		13,611.08	4,000,000	
FNMA	31359MLS0	11-18-08	2,131,400.00	2,156,250.00	11-15-11	5.375%	298.6111	30	4,479.13	8,958.33		13,437.46	2,000,000	
FANNIE MAE	31398AUU4	01-23-09	4,014,560.00	4,058,750.00	01-09-12	2.000%	222.2222	30	31,333.37	6,666.67		38,000.04	4,000,000	
US TREASURY NOTE	912828KB5	04-30-09	2,789,062.50	2,797,374.10	01-15-12	1.125%	87.5000	30	11,761.74	2,625.00		14,386.74	2,800,000	
FHLB	3133XSWM6	01-23-09	3,000,000.00	3,048,750.00	01-23-12	2.100%	175.0000	30	22,225.00	5,250.00		27,475.00	3,000,000	
FHLM	3128X8RR5	03-23-09	3,823,750.00	3,818,357.80	03-19-12	2.625%	277.0833	30	19,950.00	8,312.50		28,262.50	3,800,000	
FNMA	3136FHVE3	04-24-09	5,035,200.00	5,051,562.50	03-23-12	2.375%	329.8611	30	22,100.67	9,895.83		31,996.50	5,000,000	
FHLM	3137EACC1	05-27-09	1,995,080.00	2,008,750.00	06-15-12	1.750%	97.2222	30	17,791.69	2,916.67	19,250.01	1,458.35	2,000,000	
FNMA	31398AYM8	07-10-09	4,996,300.00	4,998,437.50	08-10-12	1.750%	243.0556	30	26,979.20	7,291.67		34,270.87	5,000,000	
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,530,866.05	01-31-13	2.875%	1,197.9167	30	140,559.97	35,937.50		176,497.47	15,000,000	
													74.09%	
<u>TREASURY INFLATION PROTECTED SECURITIES</u>														
US INFLATION INDEXED	9128275W8	02-04-09	6,387,730.29	6,431,780.25	01-15-10	4.250%	750.0841	31	100,447.29	23,252.61		123,699.90	6,424,250	
US INFLATION INDEXED	912828CZ1	12-12-08	2,133,506.80	2,289,806.19	04-15-10	0.875%	54.8591	31	2,394.80	1,700.63		4,095.43	2,282,140	
													8.76%	
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>														
FHR SERIES 1832 - F	3133T6SS6	11-26-08	198,562.87	194,647.34	03-15-11	6.500%	39.0489	30	2,897.39	1,171.47	1,171.47	2,897.39	194,729	
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	1,591,877.29	1,653,426.68	12-28-12	5.270%	232.0160	30	609.58	6,960.48	6,960.48	609.58	1,557,324	
													1.76%	
<u>FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS</u>														
FHLMC GOLD POOL	31282SAC6	12-22-08	1,048,454.83	1,057,734.67	03-01-11	4.000%	120.3020	30	5,347.59	3,609.06	3,609.06	5,347.59	1,037,432	
													1.04%	
* SOLD/MATURED														
			-	-										
SUBTOTAL			97,247,666.25	97,643,502.06					566,247.83	197,073.40	122,991.02	0.00	640,330.21	96,095,875.42
<u>CERTIFICATE OF DEPOSITS</u>														
CDARS	(N/A)	04-02-09	2,028,577.52	2,028,577.52	03-31-11	1.890%	104.8729	31	0.00	3,251.06	3,253.68	2.62	0.00	2,028,578
CDARS	(N/A)	04-09-09	1,216,705.57	1,216,705.57	04-07-11	1.890%	62.9010	31	0.00	1,949.93	1,951.49	1.56	0.00	1,216,706
													3.27%	
* SOLD/MATURED														
			-	-										
TOTAL			100,492,949.34	100,888,785.15					566,247.83	202,274.39	128,196.19	4.18	640,330.21	99,341,158.51

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2009 & FY2010
 DECEMBER 2009

1/21/10 8:12 PM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
FY2009:					
1st Quarter	16,383,000	1st Quarter	17,259,436	876,436	17,259,436
2nd Quarter	17,387,000	2nd Quarter	15,981,534	(1,405,466)	15,981,534
3rd Quarter	15,217,000	3rd Quarter	12,941,406	(2,275,594)	12,941,406
4th Quarter	16,383,000	4th Quarter	13,840,067	(2,542,933)	13,840,067
FY2009 Total	65,370,000	FY2009 Total	60,022,443	(5,347,557)	60,022,443
FY2010:					
Jul. 09	4,430,000	Sep. 09	4,205,900	(224,100)	4,205,900
Aug. 09	4,430,000	Oct. 09	4,341,800	(88,200)	4,341,800
Sep. 09	5,950,000	Nov. 09	4,673,100	(1,276,900)	4,673,100
1st Qtr. Adjustment	1,367,000	Dec. 09	1,334,415	(32,585)	1,334,415
3 Months Total	16,177,000		14,555,215	(1,621,785)	14,555,215
Oct. 09	4,743,000	Dec. 09	4,193,800	(549,200)	4,193,800
Nov. 09	4,743,000	Jan. 10		(549,200)	4,193,800 (1)
Dec. 09	6,207,000	Feb. 10		(615,000)	5,592,000 (1)
2nd Qtr. Adjustment	1,461,000	Mar. 10		(63,000)	1,398,000 (1)
6 Months Total	33,331,000		18,749,015	(3,398,185)	29,932,815
Jan. 10	4,129,000	Mar. 10		0	4,129,000
Feb. 10	4,129,000	Apr. 10		0	4,129,000
Mar. 10	5,416,000	May 10		0	5,416,000
3rd Qtr. Adjustment	1,379,000	Jun. 10		1,699,091	3,078,091
9 Months Total	48,384,000		18,749,015	(1,699,094)	46,684,906
Apr. 10	4,470,000	Jun. 10		0	4,470,000
May 10	4,470,000	Jul. 10		0	4,470,000
Jun. 10	5,880,000	Aug. 10		0	5,880,000
4th Qtr. Adjustment	1,512,300	Sep. 10		1,699,094	3,211,394
FY2010 Total	64,716,300	FY2010 Total	18,749,015	(0)	64,716,300
	14,555,215	1st Quarter			
	15,377,600	2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>29,932,815</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF DECEMBER 31, 2009

	<u>12/31/2009</u>
Cash -- Bank of America Checking Account	1,366,528.53
LAIF	7,976,858.23
County Pool	303,943,809.29
Investment Portfolio	100,492,949.34
	<hr/>
Total	<u><u>413,780,145.39</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- DECEMBER 2009

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000555	PENINSULA CORRIDOR JOINT POWERS BOARD	2009-12-07	181,171.52	WIR	Capital Programs
SMCTA	000556	SAN MATEO COUNTY TRANSIT DISTRICT	2009-12-07	141,368.70	WIR	Capital Programs
SMCTA	000557	MATSUMOTO, KARYL M.	2009-12-07	100.00	WIR	Board of Directors Compensation
SMCTA	000558	O'MAHONY, ROSALIE	2009-12-07	100.00	WIR	Board of Directors Compensation
SMCTA	000559	GROOM, CAROLE	2009-12-07	100.00	WIR	Board of Directors Compensation
SMCTA	000560	DEPARTMENT OF TRANSPORTATION	2009-12-14	3,237,775.23	WIR	Capital Programs
SMCTA	000561	PENINSULA CORRIDOR JOINT POWERS BOARD	2009-12-14	1,563,167.69	WIR	Capital Programs
SMCTA	000562	PENINSULA CORRIDOR JOINT POWERS BOARD	2009-12-21	117,067.59	WIR	Capital Programs
SMCTA	002597	FOUST, ROSANNE	2009-12-07	100.00	CHK	Board of Directors Compensation
SMCTA	002598	GREEN CARPET LANDSCAPING	2009-12-07	3,870.00	CHK	Capital Programs
SMCTA	002599	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2009-12-07	11,655.00	CHK	Legal Services
SMCTA	002600	LAKE, ROSEMARY	2009-12-07	51.07	CHK	Miscellaneous
SMCTA	002601	LEE, JOHN	2009-12-07	100.00	CHK	Board of Directors Compensation
SMCTA	002602	URS CORPORATION	2009-12-07	6,448.73	CHK	Capital Programs
SMCTA	002603	BKF ENGINEERS	2009-12-14	2,687.44	CHK	Capital Programs
SMCTA	002604	GOVERNMENT FINANCE OFFICERS ASSN	2009-12-14	505.00	CHK	Dues & Subscription
SMCTA	002605	GREEN CARPET LANDSCAPING	2009-12-14	1,045.00	CHK	Capital Programs
SMCTA	002606	PARKING COMPANY OF AMERICA	2009-12-14	86,906.09	CHK	SMCTA Caltrain Shuttles
SMCTA	002607	PBS&J	2009-12-14	97,164.79	CHK	Capital Programs
SMCTA	002608	URS CORPORATION	2009-12-14	94,986.56	CHK	Capital Programs
SMCTA	002609	RAJAPPAN & MEYER CONSULTING	2009-12-21	5,001.08	CHK	Capital Programs
SMCTA	002610	URS CORPORATION	2009-12-21	81,996.55	CHK	Capital Programs
SMCTA	002611	HOFBRAU CATERING	2009-12-28	297.00	CHK	Miscellaneous
				<u>5,633,665.04</u>		

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
January 13, 2010**

City of San Carlos Council member Omar Ahmad was sworn in representing City Selection Committee-South.

The Community Relations Committee and Board

A Certificate of Appreciation was presented to outgoing Citizens Advisory Committee (CAC) Chair Wayne Kingsford-Smith.

Accessible Transit Services Manager Bill Welch said staff is working with the Paratransit Coordinating Council (PCC) on a policy initiative concerning late cancellations, which will improve operating efficiencies. The new policy will be effective February 22, 2010.

PCC Vice Chair Nancy Keegan said the PCC is playing a role in development of the plan to educate consumers about the change in policy for late cancellations. She said the PCC is committed to working with staff to increase cost effectiveness of service. Diane Griffith was approved as a new member to represent consumers.

CAC Chair John Baker reported:

- Encouraged increased communication between the CAC and Board.
- The CAC received a presentation on the shuttle program.

Mr. Harvey presented the Caltrain Performance Report (attached).

Average weekday ridership for all modes for November 2009 compared to November 2008 was 95,589, a decrease of 6.7 percent.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for November 2009. Revenues are under budget by \$1 million; Expenses are under budget. Fuel was \$2.26 per gallon last week. Year-to-date fuel is averaging \$2.02 per gallon. These numbers include taxes so the fuel hedge has not yet tripped.

Approved Salary Ordinance No. 92. The ordinance reflects all staffing changes that have occurred as a result of the District's reorganization and reduction in force of 55 positions and an adjustment to salary ranges consistent with the District's compensation and benefits philosophy.

Authorized entering into a funding agreement with the Metropolitan Transportation Commission for New Freedom Funds in the amount of \$200,000 for the Peninsula Rides Implementation and Development Activities Project. The project will improve the mobility of seniors and people with disabilities in San Mateo County and bridge the gap between Americans with disabilities, paratransit, conventional transit and existing private transportation services.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
January 13, 2010**

Authorized an amendment to decrease the Fiscal Year 2010 Operating Budget by \$2,251,452, for a new total Operating Budget of \$134,273,623, which reflects various adjustments since the last adoption, primarily due to service changes approved in September 2009.

Approved updates to the District Procurement Policy to incorporate provisions of Assembly Bill 116, which will provide a broad overview of procurement standards and methods that guide the District in obtaining goods and services in its day-to-day operation. The General Manager is now authorized to act for the Board for procurements of equipment, supplies, and materials under \$100,000 and to review and determine bid protests concerning contracts awarded within such authority.

Awarded a contract to Analysts, Inc. in the amount of \$99,560 for providing a lubricating oil and diesel fuel analysis program. Analysis can detect abnormal levels of contaminants in these fluids, which will allow District maintenance personnel to identify and target the problem area and take corrective action.

Awarded a contract to Clean Harbors Environmental Services, Inc. for industrial waste disposal and industrial waste emergency response services for a total amount of \$430,110, which includes packaging, removal, transportation and disposal of industrial waste. The industrial waste emergency response services include emergency response and removal of industrial hazardous and non-hazardous wastes generated by the District.

Received the Comprehensive Annual Financial Report for Fiscal Year ending June 30, 2009. The report is prepared and presented to the Government Finance Officers Association for their review, evaluation and to apply for the Certificate of Achievement for Excellence in Financial Reporting, which the District has received consistently over the last 20 years.

The Legislative Committee and Board

Adopted the 2010 State and Federal Legislative Program, which sets forth the principles that will guide the District's State and Federal advocacy efforts through the remainder of the State Legislative session and 111th Congress. The program provides the District's legislative delegation and transportation partners with a Board-approved statement of the District's priorities.

Update on State and Federal Legislative Program:

- The California Transit Association (CTA) is organizing a ballot measure to preserve funding sponsored by CTA, the League of Cities and California Alliance for Jobs. The campaign will begin collecting more than 700,000 signatures to place the measure on the November ballot. The transportation component of the measure would protect against elimination of State transportation funding sources including State sales tax on gas and diesel fuel, including Proposition 42 and spillover funds; the State sales tax on the \$0.09 excise tax and the ¼ cent sales tax specified by the Transportation Development Act.
- The governor's budget proposal released last week would completely eliminate the sales tax on gas and diesel fuel and partially replace the revenue by increasing the excise tax on gas.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
January 13, 2010**

Instead of using the new excise tax revenue to fund the State Transit Assistance (STA) program, it would be used to fund transportation related bond debt, which is normally a General Fund obligation. This strategy is a way to get around CTA's successful lawsuit, which prevents the State from using spillover revenues for any non-mass transportation purposes. By eliminating the sales tax on gas the governor would completely eliminate the source of spillover revenue and the State would absolve itself from committing any funds to the Public Transportation Account (PTA). The governor proposes to use any spillover funds currently being deposited into the PTA as a result of the lawsuit to be used for Caltrans share of the account and for ongoing mass transit-related bond debt service, which is normally a General Fund obligation. If successful, the governor's proposal would essentially preserve the suspension of the STA program approved last year, however, it would also reduce the State's education funding obligations under Proposition 98. Since the revenues from the sales tax on gas are normally scored as part of the General Fund, staff is working with CTA to explore whether this creates an opportunity for staff to partner and collaborate with the education community in an effort to oppose this component of the governor's plan.

Board of Directors

Director Rose Guilbault was elected chair and Director Karyl Matsumoto was elected vice chair.

Presented a Resolution of Appreciation to outgoing Chair Zoe-Kersteen-Tucker.

Introduced Senior Mobility Ambassadors who will be teaching senior citizens how to use transit and helping them with transportation options.

Report of the General Manager/CEO Michael Scanlon:

- Thanked outgoing CAC Chair Wayne Kingsford-Smith and congratulated new Chair John Baker.
- Fares will increase February 1, 2010. Service was cut 7.5 percent and a number of routes eliminated. The agency has frozen jobs and wages, layoffs have occurred and District staff has been asked to take furlough days.
- The Fiscal Year 2011 budget process has begun.
- Fifty-seven new buses were received. A ribbon cutting celebration is scheduled for January 28 in Half Moon Bay for the four 29 foot buses that will serve Route 17 on the coastside.
- South Base Maintenance workers have logged over 33,000 hours without a single loss work day injury.
- The Contracted Urban Bus (CUB) operator's ratified a new labor agreement.

The Board meeting was adjourned in memory of Director Art Lloyd's wife, Eleanor.

The next meeting of the Board is scheduled for Wednesday, February 10, 2010.

samTrans



Caltrain Performance Report

January 13, 2010

San Mateo

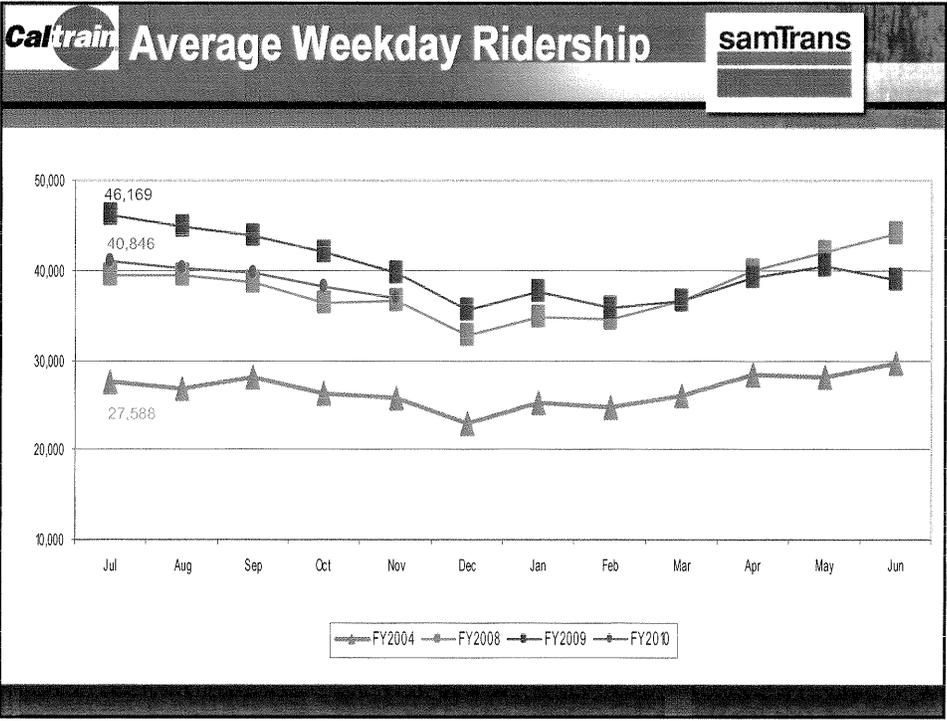
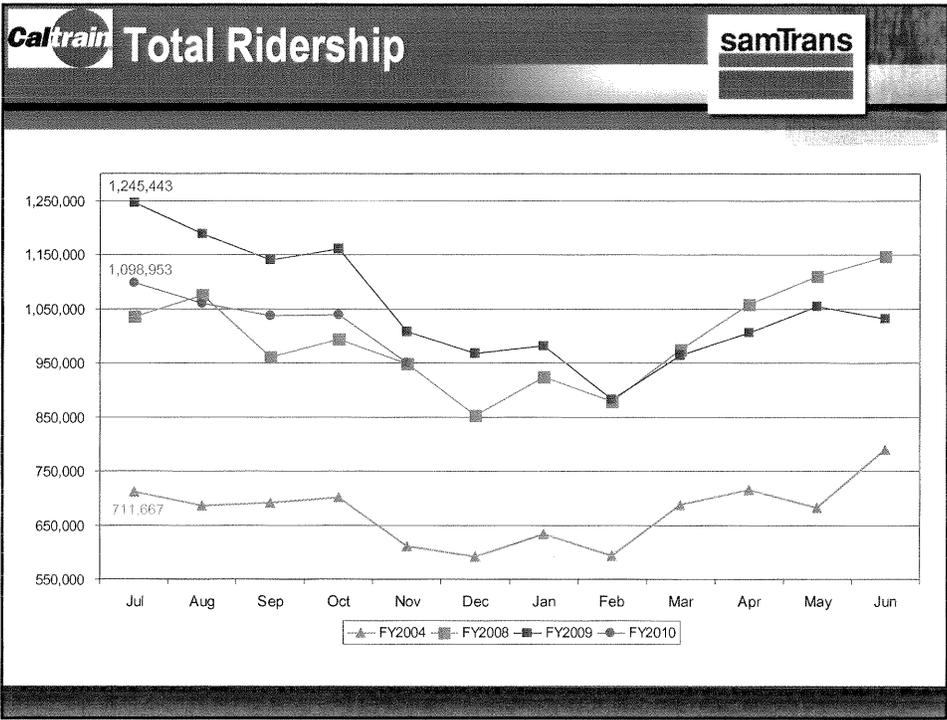


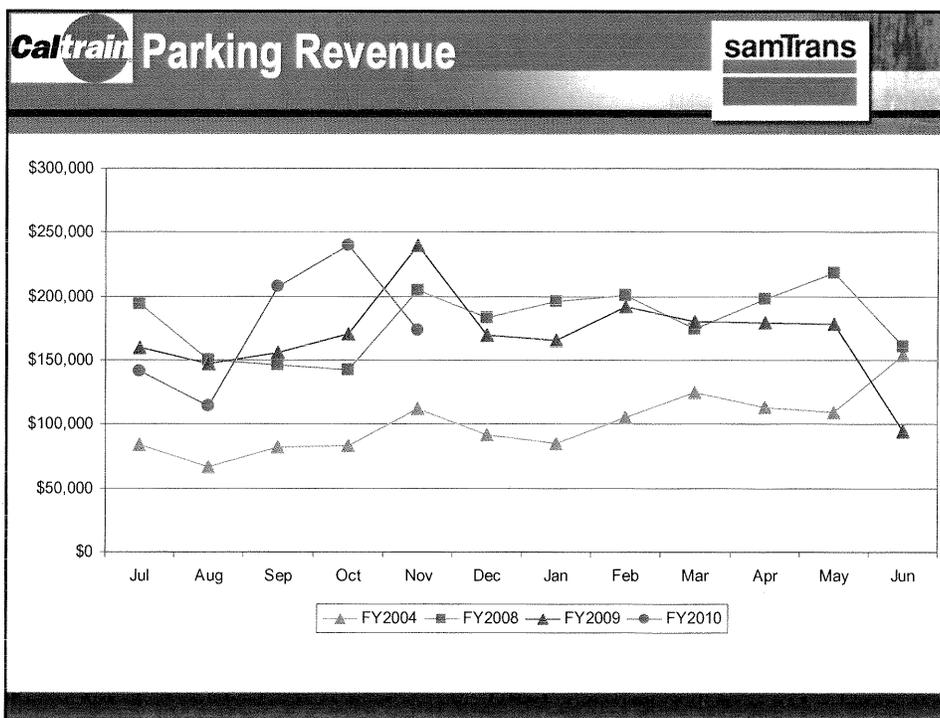
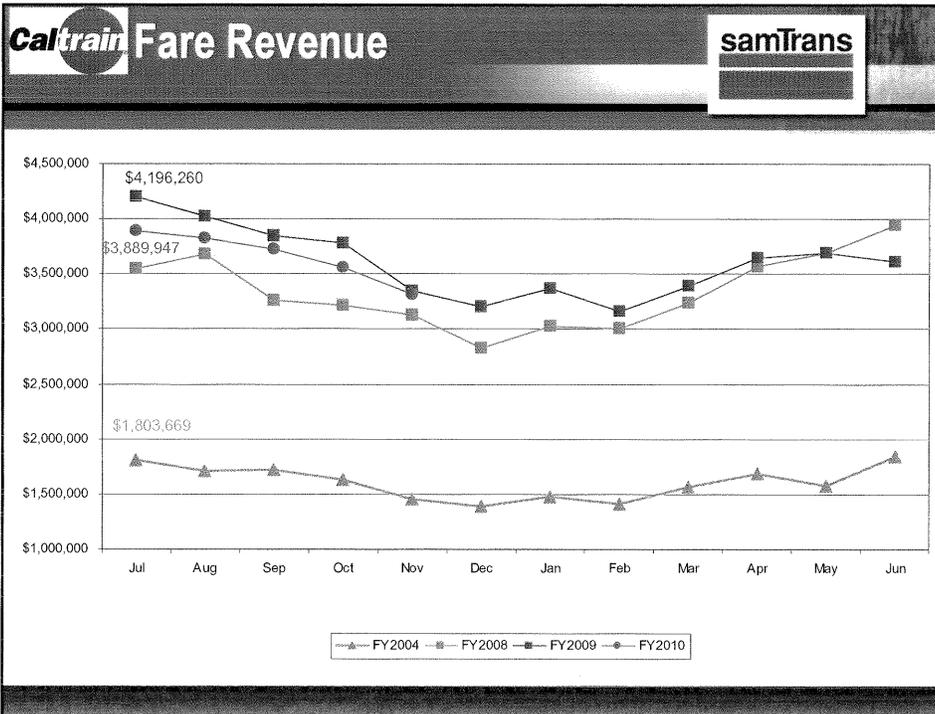
Performance Indicators

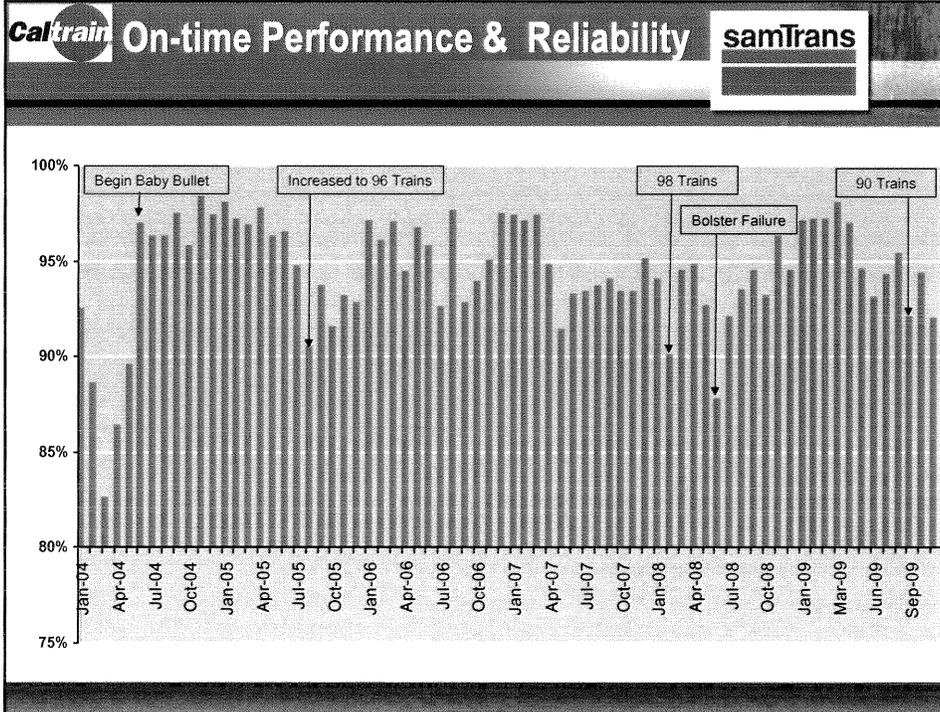
samTrans

- Ridership
- Revenue
- On-time Performance
- Service Highlights
- System Safety
- Capital Projects
- Peninsula Rail Program
- Caltrain Operating Contract
- Summary









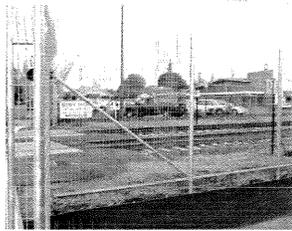
Caltrain Service Highlights **samTrans**

- GO Pass fee increased from \$112.75 to \$140, minimum employees remains at 70, effective Aug. 1, 2009
- Mid-day service reduced to 1-hour headways, 90 weekday trains, down from 98, effective Aug. 31, 2009 – ridership decline not impacted by reduced service
- \$3/day and \$30/monthly for parking, up from \$2/day and \$20/monthly, effective Sept. 1, 2009

- Grade Crossing Improvement Project – 25 crossings in San Mateo County to be completed within 3 months, and 8 crossings in Santa Clara County to begin by March 2010
 - Comprehensive series of pedestrian and vehicle safety improvements include:
 - Striping and signage
 - Signals and sidewalks



- New Right of Way Fencing Projects
 - Approximately 27,000 feet installed in various locations during 2009
 - 12,000 feet to be installed in 2010
 - Continuing our Operation Lifesaver community outreach, 43 presentations and 1,588 people reached during 2009
- HISEP – High Intensity Safety Enforcement Program
- Wide ranging effort continues to address mental health/suicide issues throughout the Caltrain region



- Santa Clara Station/South Terminal – site preparation contract is complete. Construction work scheduled to start in March 2010
- San Bruno Grade Separation/Station – complete final design in January 2010. Construction work on drainage scheduled to start in April 2010
- Jerrold Bridge – final design complete, construction contract bid package to be issued
- Quint Bridge – working on environmental clearance
- San Mateo Bridges – final design complete, construction contract bid package to be issued

- Rail Operations Control System – contract awarded; implementation to start later this month
 - Includes real-time passenger information system
- On-board bike capacity increase
 - All 27 gallery cab cars and 10 Bombardier cars completed
 - Capacity on individual trains increased from 16 minimum to 40 minimum for all trains
- Horns Project – retrofitted 29 locomotives and 34 cab car horns to bottom of the vehicles



Peninsula Rail Program

samTrans

Electrification

- Design held at 35%, FONSI approved

Possible use of EMUs – FRA non-compliant

- Waiver submitted for mixed traffic

High-speed rail integration – shared-use corridor

- MOU between CAHSR and Caltrain
- Shared resources between Caltrain and CAHSR to jointly fund Peninsula Rail Program
- Seeking funding to “fast-track” projects – awaiting ARRA decision



Caltrain Operating Contract

samTrans

- Caltrain operations are subcontracted to Amtrak in a turn-key contract (transportation, maintenance, right of way, signals/communications, stations, capital project support)
- Final option year in existing agreement expires June 3, 2011
- Contract RFP in final development
 - Advertise in 1st quarter 2010
 - RFP process in 2nd quarter 2010
 - Award new contract in 3rd quarter 2010
- Allows necessary transition period for potential new contractors, joint ventures to assume service July 1, 2011

- Ridership and revenue continue to decline from peak ridership and revenue
- On-time Performance is below 95% goal in recent months
- Mid-day service reduced to 1-hour headways
- Parking fee increased to \$3/day and \$30/monthly
- GO Pass fee increase from \$112.75 to \$140
- On-board bike capacity improvements completed
- System Safety program progressing
- Capital work continues for critical projects
- Peninsula Rail Program is progressing
- 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
Deputy CEO

**SUBJECT: QUARTERLY INVESTMENT REPORT AND
FIXED INCOME MARKET REVIEW AND OUTLOOK**

ACTION

Staff recommends that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended December 31, 2009.

SIGNIFICANCE

The Transportation Authority's Investment Policy for General Funds contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on January 19, 2010 in order to meet the 30 day requirement.

BUDGET IMPACT

As this reports on the Quarterly Market Review and Outlook, there is no budget impact.

BACKGROUND

The treasurer or chief financial officer is required by state law to submit quarterly reports within 30 days of the end of the quarter covered by the report. The report is required to include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;

3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on page 6. The schedule separates the investments into two groups: The Investment Portfolio which is managed by Tamalpais Wealth Advisors (TWA) and Liquidity funds which are managed by Transportation Authority staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

TWA provides the Transportation Authority a current market valuation of all the assets under its management for each quarter. The valuation is provided by FT Interactive Data, the major operating division of Interactive Data Corporation (IDC). IDC is a leading provider of global securities data. They offer one of the largest information databases with current and historical prices on securities traded in all major markets including daily evaluations for more than 2.5 million fixed income securities.

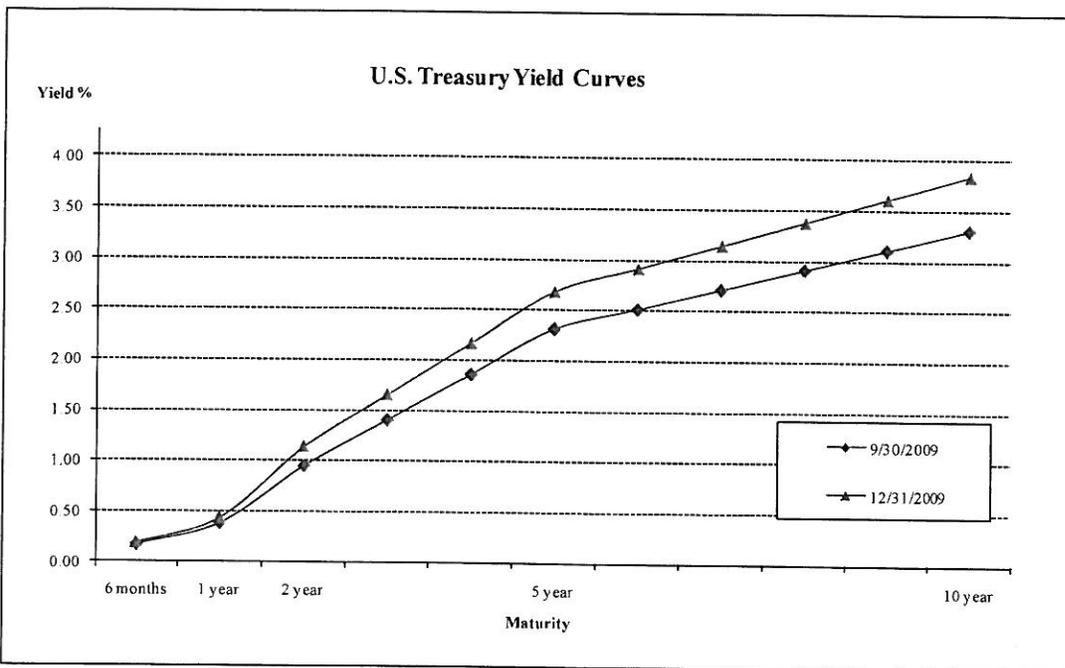
Due to the nature of securities which are bought and sold in a principal market, such as fixed income securities, multiple market values may exist for a given security at any given time. TWA has chosen IDC as an unbiased estimator of these prices based on their leading role as a provider of end of the day pricing, an evaluation of their methodology and the experience of their evaluation staff. Unfortunately, given the recent volatility in the markets, not every security is currently supported or accurately reflected by IDC. Therefore at the end of the quarter, TWA surveyed a number of Wall Street firms to get an accurate market value of the securities held in the Transportation Authority's portfolio. These surveys reflect the levels at which someone is actually willing to purchase the securities held by the Transportation Authority. In the case of money market instruments, which are not supported by IDC, TWA uses adjusted cost.

The Liquidity funds managed by Transportation Authority staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share, book and market value are equal and rate of income is recalculated on a daily basis.

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

DISCUSSION

Market Review and Outlook



Data Source: Bloomberg

Interest rates rose modestly in the last quarter of the year as the continued recovery in the economy increased the likelihood that the Fed would begin to raise interest rates by summer. Economists now expect the economy will grow at a pace of 2.5 percent over the course of 2010, and the unemployment rate will fall to 9.5 percent by the beginning of 2011. By historical standards, these expectations are exceptionally modest for a recovery, particularly given the magnitude of the recession that preceded it. Nevertheless, given their low starting level and the high financing needs of our government, interest rates are likely to continue to move gradually higher over the next few quarters.

At present, TWA cannot help but be impressed by the profound nature of our economic challenges and the wide array of possible outcomes. These are reflected in the exceptionally divergent opinions that are currently running through the financial press and academic blogs. The opinions of well-credentialed and highly regarded advisors, be they investors, strategists, economists or academics, vary widely regarding such issues as inflation, deficits, the dollar, the outlook for growth, whether the stock market is rich or cheap, the next bubble, the direction of interest rates and the need for additional stimulus. Serious economic imbalances, like our low savings rate and high deficits do remain and resolving them will be a challenge. Fortunately, the markets have already discounted some of the nastier scenarios, leaving investors with ample selective opportunities.

Some of the more knowledgeable economists TWA follows maintain that the large correction

we have just been through is unlikely to be repeated anytime soon. Rather, they make the case for more truncated business cycles with frequent, shallow contractions. Given the amount of de-leveraging that has already occurred in the financial system in combination with the increased sensitivity to policy decisions, both fiscal and monetary, TWA favors this view.

Looking out beyond the next year or two, it is hard to envision a scenario that does not involve a higher pace of inflation. Our deficits are too large and our need for more jobs too great to not allow our economy some additional leeway to grow at a faster than sustainable pace. Eventually, such a path will lead to a higher than normal rate of inflation. For the time being, however, the contraction in bank lending keeps deflation, not inflation, as the bigger near-term risk. Until bank credit begins to expand, or at least stop contracting, inflation is highly unlikely and any increases in interest rates are likely to remain modest.

Strategy

Interest rates have begun to incorporate a modest increase in the Fed Funds Rate expected by this summer. Risk yield premiums for non-cash treasury bonds continued to narrow during the quarter with high quality paper having returned to pre-crisis levels. Lower quality paper, such as high yield bonds, also improved but hasn't yet returned to pre-crisis levels.

Over the foreseeable future TWA expects interest rates to move gradually higher. Currently the portfolio's sensitivity to a change in interest rates is below that of the benchmark. The current low rate environment leaves the bond market without much of a yield cushion to avoid negative rates of returns should interest rates begin to rise more than already anticipated by the market.

During the quarter, the duration of the portfolio was maintained at a level that was less than the benchmark's duration. Given our outlook and the current level of uncertainty in the markets, TWA is comfortable keeping the portfolio's exposure to a change in interest rates below that of the benchmark. As of the end of the quarter, the Transportation Authority's portfolio consisted of approximately 11.4 percent Government Guaranteed Corporate Bonds, 54.1 percent Agency Securities, 31.5 percent US Treasury securities, 3.0 percent Agency MBS and 0 percent Cash Equivalents; see Exhibit 6.

Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending December 31, the portfolio returned 0.20 percent. This compares to the benchmark return of 0.18 percent. The Performance graph in Exhibit 3 shows the relative performance of the Authority since inception. The Growth of a Thousand Dollars graph in Exhibit 4 shows the cumulative performance over this same time frame for the Transportation Authority's portfolio.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending December 31, the

portfolio's yield to maturity was 0.97 percent. The benchmark's yield to maturity was 1.58 percent.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the portfolio's rate of return on investments, at cost, was 1.76 percent.

Prepared by: Lori Snow, Treasury Manager

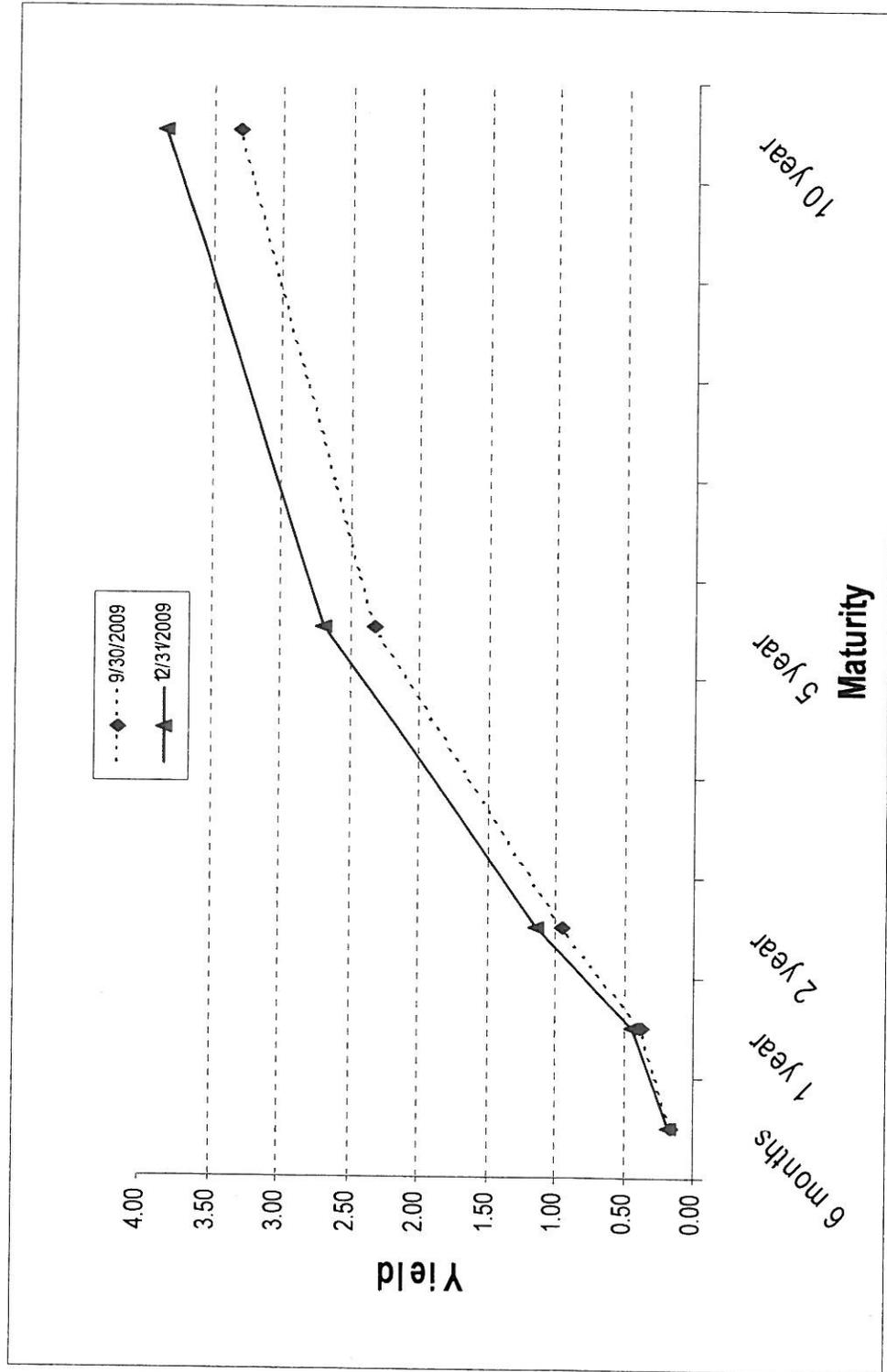
650-508-6425

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS
FOR QUARTER ENDED DECEMBER 31, 2009**

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
FUNDS MANAGED BY TAMALPAIS WEALTH ADVISORS:						
INVESTMENT PORTFOLIO:						
CORPORATE BONDS						
JP Morgan Chase & Co.	12-01-10	2,000,000	2,048,520	2,039,316	4,375	2,043,691
Bank of America Corp.	12-23-10	2,000,000	2,023,112	2,018,104	756	2,018,860
General Electric Capital Corp	03-11-11	2,000,000	2,018,032	2,022,560	10,900	2,033,460
Bank of America Corp.	04-30-12	2,000,000	2,032,960	2,018,462	233	2,018,695
Goldman Sachs	06-15-12	3,000,000	3,104,697	3,116,802	4,062	3,120,864
GOVERNMENT BONDS						
FHLM	05-28-10	8,000,000	8,125,350	8,072,500	17,417	8,089,917
U.S. Treasury Cash Management Bill	06-17-10	5,000,000	4,988,117	4,995,740	0	4,995,740
FHLB	07-16-10	2,000,000	2,050,625	2,033,750	32,083	2,065,833
FHLB	11-02-10	5,000,000	5,225,000	5,148,438	34,236	5,182,674
U.S. Treasury Note	11-30-10	3,500,000	3,526,250	3,524,609	3,548	3,528,157
FNMA	03-23-11	3,500,000	3,532,813	3,542,656	16,674	3,559,330
FHLM	04-20-11	4,000,000	4,019,600	4,014,072	13,611	4,027,683
FNMA	11-15-11	2,000,000	2,180,625	2,156,250	13,437	2,169,687
FNMA	01-09-12	4,000,000	4,040,000	4,058,750	38,000	4,096,750
U.S. Treasury Note	01-15-12	2,800,000	2,782,500	2,797,374	14,387	2,811,761
FHLB	01-23-12	3,000,000	3,030,938	3,048,750	27,475	3,076,225
FHLM	03-19-12	3,800,000	3,828,257	3,818,358	28,263	3,846,620
FNMA	03-23-12	5,000,000	5,026,563	5,051,563	31,997	5,083,559
FHLM	06-15-12	2,000,000	1,992,500	2,008,750	1,458	2,010,208
FNMA	08-10-12	5,000,000	4,996,300	4,998,438	34,271	5,032,708
U.S. Treasury Note	01-13-13	15,000,000	15,462,500	15,530,866	176,497	15,707,364
TREASURY INFLATION PROTECTED SECURITIES						
US Inflation Indexed Note	01-15-10	6,424,250	6,455,462	6,431,780	123,700	6,555,480
US Inflation Indexed Note	04-15-10	2,282,140	2,251,020	2,289,806	4,095	2,293,902
COLLATERIZED MORTGAGE OBLIGATIONS						
FHR Series 1832 Class F	03-15-11	194,729	338,270	194,647	2,897	197,545
FHLB Series 00-0606 Class Y	12-28-12	1,557,324	1,879,464	1,653,427	610	1,654,036
FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS						
FHLMC Gold Pool	03-01-11	1,037,432	1,335,968	1,057,735	5,348	1,063,082
TOTAL FUNDS MANAGED BY TAMALPAIS WEALTH ADVISORS						
		96,095,875	98,295,441	97,643,502	640,330	98,283,832
LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:						
BANK OF AMERICA CHECKING						
LAIF			1,366,529	1,366,529	0	1,366,529
SAN MATEO COUNTY POOL*			7,976,858	7,976,858	3,640	7,980,498
CD ACCT REGISTRY SERVICE ("CDARS")	03-31-11		303,943,809	303,943,809	764,221	304,708,031
CD ACCT REGISTRY SERVICE ("CDARS")	04-07-11		2,028,578	2,028,578	0	2,028,578
TOTAL FUNDS MANAGED BY DISTRICT STAFF			1,216,706	1,216,706	0	1,216,706
			316,532,479	316,532,479	767,861	317,300,340
TOTAL AS OF DECEMBER 31, 2009						
			414,827,920	414,175,981	1,408,191	415,584,172

EXHIBIT 1

San Mateo County Transportation Authority Historical Yield Curve



Data Source: Bloomberg

Tamalpais Wealth Advisors

San Mateo County Transportation Authority

Monthly Review – Account vs. Benchmark

Rolling 24 Months

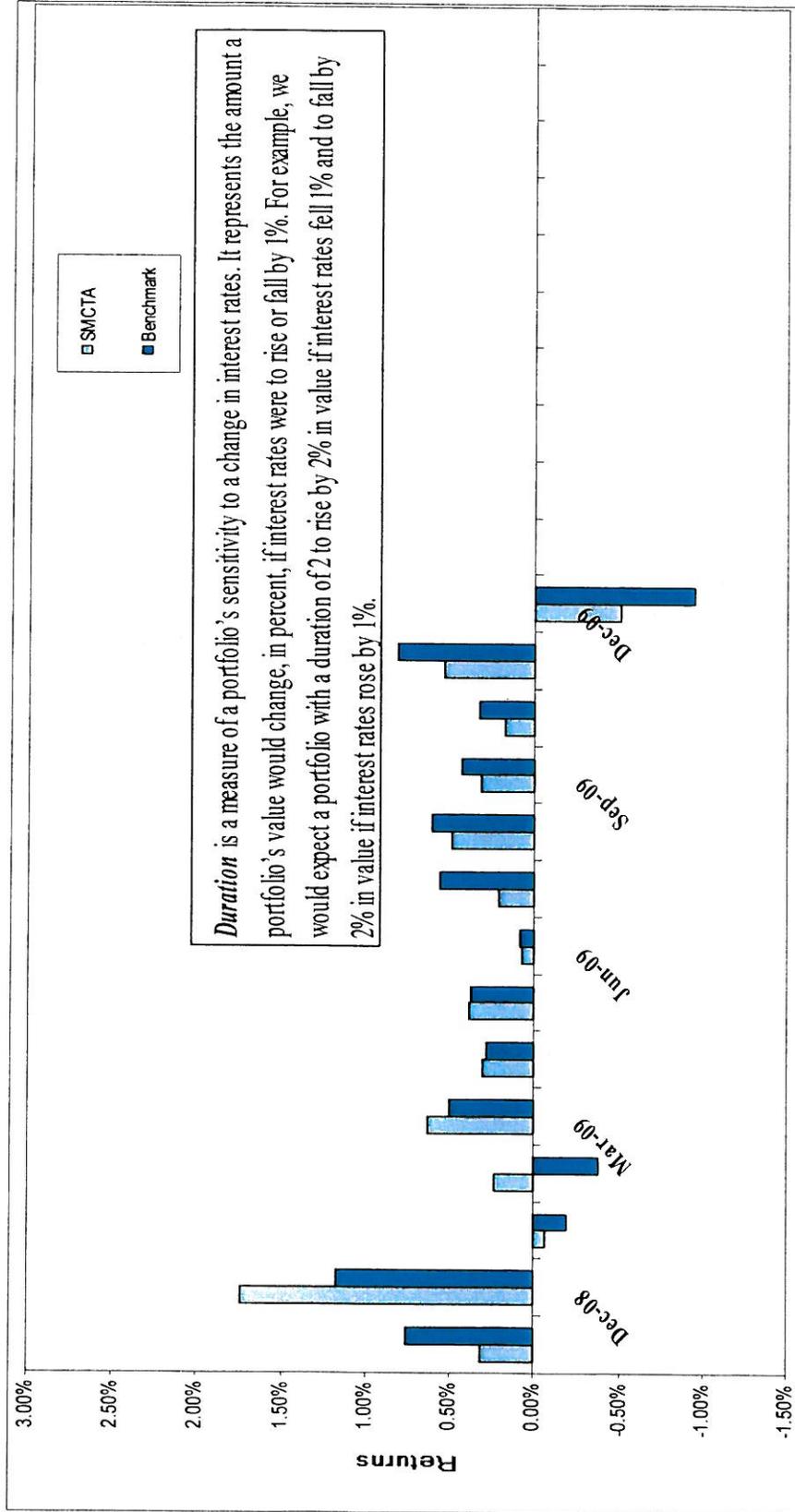


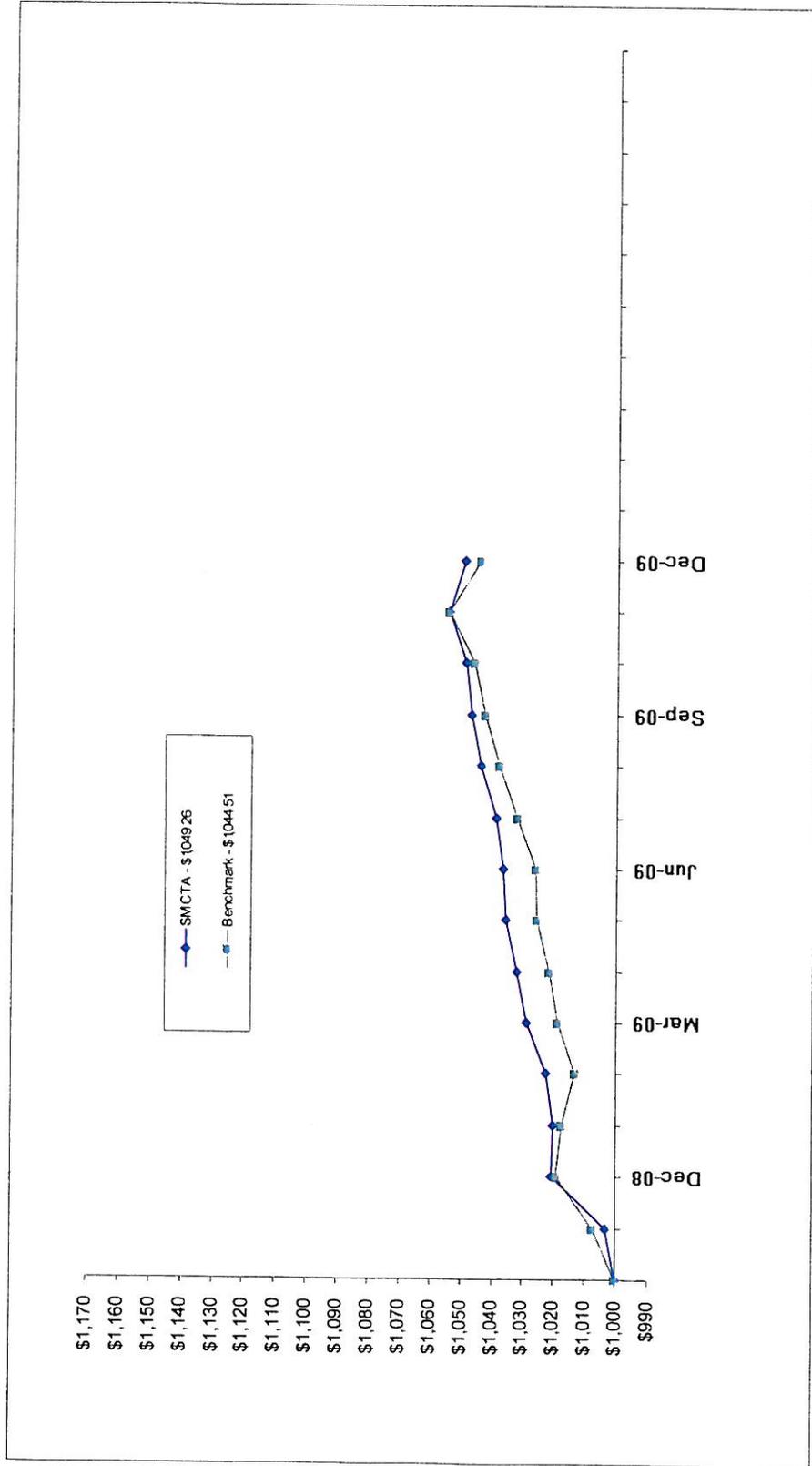
EXHIBIT 3

Trailing 12 Months	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Trailing 12
MONTHLY PERFORMANCE DATA													
SMCTA	-0.07%	0.23%	0.63%	0.30%	0.38%	0.07%	0.21%	0.49%	0.31%	0.18%	0.54%	-0.51%	2.80%
Benchmark	-0.20%	-0.38%	0.51%	0.28%	0.38%	0.09%	0.56%	0.60%	0.43%	0.32%	0.82%	-0.95%	2.46%

Tamalpais Wealth Advisors

San Mateo County Transportation Authority Growth of a Thousand Dollars

Rolling 24 Months



San Mateo County Transportation Authority
Duration vs. Benchmark

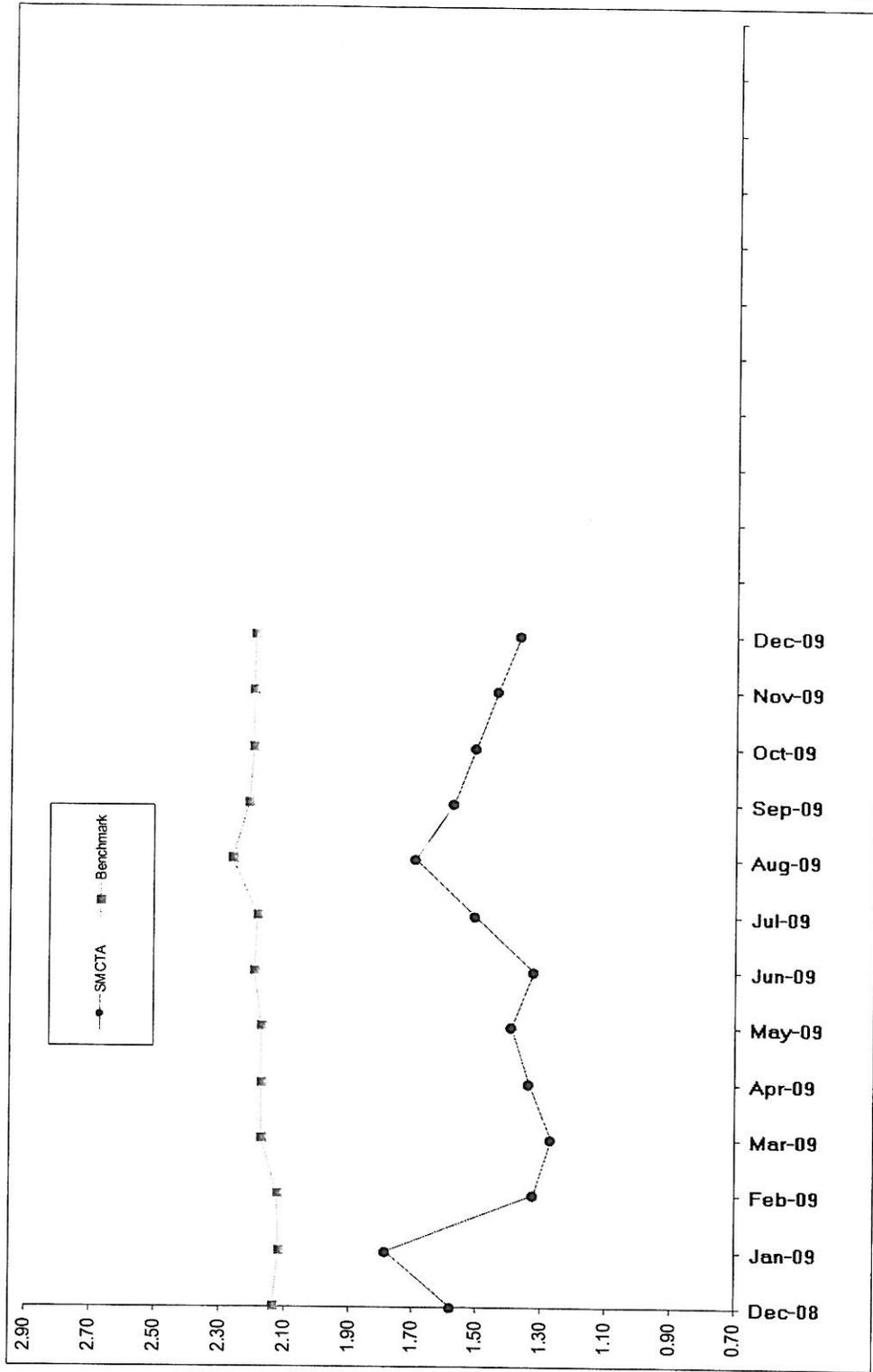


EXHIBIT 5

Tamalpais Wealth Advisors

San Mateo County Transportation Authority
 Percent of Assets Held by Type

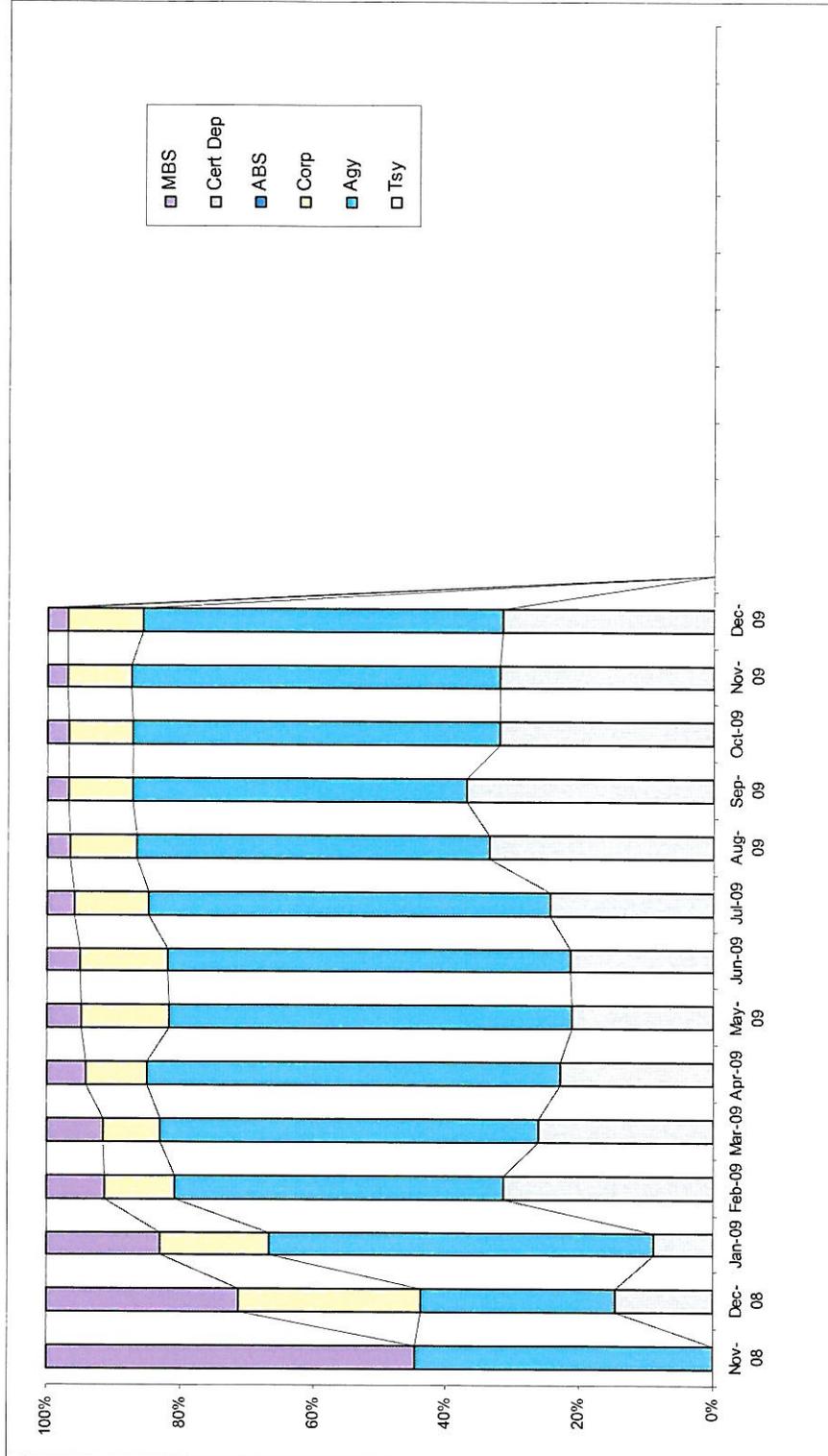


EXHIBIT 6

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

Marian Lee, Executive Officer
Planning and Development

SUBJECT: **AWARD OF A CONTRACT TO PROVIDE ON-CALL
TRANSPORTATION PLANNING AND PROGRAM SUPPORT**

ACTION

Staff recommends that the Board:

1. Award a contract to Wilbur Smith Associates of San Francisco, CA, to provide on-call transportation planning and program support services for up to \$1,500,000 over a three-year base period to be shared in the aggregate with any other on-call contract awards resulting from the same solicitation.
2. Authorize the Executive Director or his designee to execute a contract with Wilbur Smith Associates in full conformity with the terms and conditions of the solicited documents and negotiated agreement.
3. Authorize the Executive Director or his designee to exercise up to two additional one-year option terms with the above firm for up to \$375,000 for each option term, to be shared in the aggregate with any other firms awarded from the same solicitation.

SIGNIFICANCE

Approval of the above actions will provide transportation planning and program support services.

BUDGET IMPACT

Work Directive issued under this contract will be funded by a mix of Federal, State, regional, and/or local revenues and grants on a project basis. Funds for Work Directives will come from approved San Mateo County Transportation Authority (TA) planning and capital project budgets.

BACKGROUND

A Request for Proposals (RFP) to provide on-call transportation planning and program support services was issued as a joint procurement detailing the scope of services for the San Mateo County Transit District, the Peninsula Corridor Joint Powers Board, and the TA. The solicitation included two categories of services: Transportation Planning and Program Support, and Environmental Planning. The Board approved rejection of all proposals for Environmental Planning in December 2009.

The solicitation information was advertised in a newspaper of general circulation and on the TA's procurement Web site. Solicitation notices also were sent to interested firms, small business enterprises, and disadvantaged business enterprises (DBEs).

An Evaluation Committee (Committee) composed of qualified TA staff reviewed and scored the proposals in accordance with the following weighted criteria:

- Team Organization and Staffing Approach 0-25 points
- Lead Firm Qualifications and Past Performance 0-25 points
- Contract Manager and Key Staff Qualifications and Experience 0-20 points
- Project Management Approach and Quality Control Assurance 0-15 points
- Understanding of Scope of Services 0-15 points

After review, evaluation, and initial scoring of proposals, firms were invited for interviews. Following interviews, the Committee completed the final evaluation and consensus ranking.

The Committee is considering on-call contract awards to three consultants in the competitive range; however, negotiations with firms other than Wilbur Smith Associates have not been finalized at this time. Because planning services are needed immediately, recommendation for only one award is being made at this time. Staff intends on recommending up to two additional firms for contract award in the near future as negotiations with other qualified firms are completed.

The Committee determined that Wilbur Smith Associates, the highest-ranked firm, is qualified to be selected for contract award. The firm possesses the requisite depth of experience, has the required qualifications to successfully perform the scope of services defined in the solicitation documents, and is fully capable of providing the specified services at a fair and reasonable price.

Wilbur Smith Associates included 11 subconsultants in its consulting team, including three DBE firms for transportation planning, financial planning and market analysis services.

The contract will be for on-call services and as such, work will be authorized on a Work Directive-basis. There is no guarantee of any specific amount of on-call work to be authorized under the contract and the total cost will be shared in the aggregate among any other contract awards resulting from the same solicitation. Before issuance of any Work Directives for which \$250,000 or more cumulatively in State or Federal funds will be expended, the firm may be required to undergo a post-award audit, which will be performed by Caltrans or a designated outside auditor.

Transportation planning and program support services are currently being provided under General Engineering Consulting (GECs) Contracts.

Contract Officer: Evelyn Marcal, Contract Officer 650-508-7958
Project Manager: Hilda Lafebre, Manager, Capital Project & Environmental Planning 650-622-7842

RESOLUTION NO. 2010 ____

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

*** * ***

**AUTHORIZING AWARD OF CONTRACT TO WILBUR SMITH ASSOCIATES
FOR ON-CALL TRANSPORTATION PLANNING AND PROGRAM SUPPORT
FOR UP TO \$1,500,000 FOR A THREE-YEAR TERM**

WHEREAS, the San Mateo County Transportation Authority (Authority) has solicited competitive proposals to provide on-call transportation planning and program support for three agencies, San Mateo County Transit District, Peninsula Corridor Joint Powers Board, and San Mateo County Transportation Authority (TA); and

WHEREAS, in response to the Authority's Request For Proposals (RFP), proposals were received from six firms; and

WHEREAS, an Evaluation Committee has reviewed and evaluated proposals, conducted interviews with four firms in the competitive range, ranked the proposals according to the evaluation criteria set forth in the Request for Proposals (RFP), and has determined that Wilbur Smith Associates of San Francisco, CA received the highest consensus ranking; and

WHEREAS, staff and Legal Counsel have reviewed the Wilbur Smith Associates proposal and determined that it complied with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that a contract for on-call transportation planning and program support be awarded to Wilbur Smith Associates for a three-year base term for up to \$1,500,000, which amount will be shared in the aggregate among any other Authority contracts awarded from the same solicitation once negotiations with other qualified firms are complete.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the Authority hereby awards a contract for on-call transportation planning and program support to Wilbur Smith Associates of San Francisco, CA, for a three-year base term for up to \$1,500,000, which is to be shared in the aggregate among any other TA contracts awarded from the same solicitation; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to execute a contract on behalf of the San Mateo County Transportation Authority with Wilbur Smith Associates, in a form approved by legal counsel; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to exercise up to two additional, one-year option terms to the contract with Wilbur Smith Associates in an amount of up to \$375,000 for each option year, which will be shared in the aggregate among any other TA contracts awarded from the same solicitation, if in the best interest the Authority.

Regularly passed and adopted this 4th day of February 2010 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: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

Budget

On January 21, the Senate Budget and Fiscal Review Committee held a hearing to consider the Governor's proposal to circumvent the California Transit Association's (CTA) recent judicial victory, which compels the State to restore gasoline spillover funds to the Public Transportation Account (PTA). Staff coordinated testimony to oppose the gas tax swap proposal and joined the CTA and other transit agencies in conveying the impacts of the State's recent cuts to the State Transit Assistance (STA) program, including service cuts, fare increases and layoffs.

In addition to completely abandoning state support for regional and local transit systems and their riders, the Governor's proposal also spends down remaining PTA funds on transit bond debt service, which has traditionally been a General Fund obligation.

California High-Speed Rail Authority (CHSRA)

In accordance with language included in the FY 2009-10 budget revision that conditioned half of their current year budget on a revised business plan, CHSRA appeared at three legislative hearings in January including:

January 11 - Assembly Transportation

January 19, 21 - Senate Transportation and Housing and Senate Budget Subcommittee #2

Staff worked with local and regional organizations to support the appropriation of the remainder of CHSRA's current fiscal year budget in order to ensure continued planning for high-speed rail service and an electrified and modernized Caltrain on the Peninsula Corridor as a part of the Peninsula Rail Program (PRP).

Proposition 1B

With lower than expected Proposition 1B bond sales, Caltrans' Division of Mass Transportation has made \$50 million available for the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) despite an anticipated amount of \$350 million and actual requests totaling \$150 million. Caltrain has requested an appropriation for the Positive Train Control project based on our \$3.8 million share. Staff is advocating for a pro rata distribution of the funds based on formulas approved through the passage of AB 1072 (Eng) last year, which was a CTA-sponsored bill. In addition, the San Mateo County Transit District has a \$900,000 request pending for procurement of Route 17 buses.

FEDERAL ISSUES

High-Speed Rail

On Thursday, January 27, the Administration is expected to announce grant awards for the \$8 billion in high speed and intercity passenger rail funding made available through the American Recovery and Reinvestment Act of 2009 (ARRA).

The State's applications total \$4.7 billion with \$980 million requested for the improvements between San Francisco and San Jose along the existing Caltrain corridor associated with the Peninsula Rail Program.

Jobs Legislation

Following House approval of the Jobs for Main Street Act, the Senate is in the process of drafting its own job creation legislation. The House version includes \$8.4 billion in new transit formula funding and allows for 10 percent of this amount to be used for operating flexibility. It also includes \$29 billion in highway funding.

An early blueprint of the Senate's proposal includes \$7.5 billion in transit funding and \$2.5 billion in high speed and intercity passenger rail funding along with \$14 billion in highway funding.

Prepared By: Seamus Murphy, Manager, Government Affairs

650-508-6388

**San Mateo County Transportation Authority
Bill Matrix as of 1/ 19/ 10**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 177</u> <u>Ruskin</u> (D)</p> <p>Public contracts: small businesses and disabled veteran business enterprises.</p>	<p>ASSEMBLY APPR. 01/21/10 ASM APPROPRIATIONS</p>	<p>Existing law provides for various programs to encourage the participation of small businesses and disabled veteran business enterprises, as certified by the Department of General Services, in state agency contracts. Existing law revokes, for a specified period, the small business or microbusiness certification of a business that obtained the classification as a small business or microbusiness by reason of having furnished incorrect supporting information or withholding relevant information, and suspends that business from transacting with the state, as specified. Existing law extends the period of revocation and suspension for additional or subsequent violations.</p> <p>This bill would increase the period of certification revocation and suspension for such violations, and additionally require the revocation of the business' seller's permit for additional or subsequent violations. This bill contains other related provisions and other existing laws. Last Amended on 01/04/2010</p>	
<p><u>AB 231</u> <u>Huffman</u> (D)</p> <p>California Global Warming Solutions Act of 2006: Climate Protection Trust Fund.</p>	<p>SENATE E.Q. 06/18/2009-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on EQ.</p>	<p>Requires that revenues collected pursuant to the California Global Warming Solutions Act of 2006 be deposited into a Climate Protection Trust Fund, and establishes parameters by which those funds can be distributed for the reduction of GHG and mitigation of climate change impacts.</p> <p>Last Amended on 06/26/2009</p>	
<p><u>AB 266</u> <u>Carter</u> (D)</p> <p>Transportation needs assessment.</p>	<p>SENATE RLS. 06/11/2009-Referred to Com. on RLS.</p>	<p>Requires the California Transportation Commission (CTC) to, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, , as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis. Last Amended on 04/20/2009</p>	
<p><u>AB 312</u> <u>Ammiano</u> (D)</p> <p>San Francisco Bay Area Rapid Transit District: Office of Citizen Complaints.</p>	<p>ASSEMBLY APPR. 01/21/10 Upon adjournment of Session - Room 4202 ASM APPROPRIATIONS</p>	<p>This bill would require the BART board to create an Office of Citizen Complaints to investigate complaints and allegations of police misconduct by the BART police department. The bill would provide for the nomination of the director of that office by the district attorneys of the Counties of Alameda, Contra Costa, and San Francisco, subject to confirmation by the board. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill contains other related provisions.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/ 19/ 10**

<p><u>AB 497 Block</u> (D)</p> <p>Vehicles: high-occupancy vehicle lanes: used by physicians.</p>	<p>SENATE T. & H. 06/23/2009-From T. & H.: Failed passage Reconsideration granted.</p>	<p>Existing law authorizes a physician when traveling in response to an emergency call to be exempt from certain speed limit requirements, as specified, if the vehicle being used by the physician displays an insigne approved by the Department of the California Highway Patrol indicating that the vehicle is owned by a licensed physician.</p> <p>This bill would authorize the Department of Transportation and local authorities to also permit exclusive or preferential use of high-occupancy vehicle lanes by a vehicle driven by a physician if the vehicle is driven by a physician in response to an emergency call and the vehicle displays the insignia approved by the Department of the California Highway Patrol. The exemption from certain speed requirements would not apply to the use of an HOV lane by a physician under this provision. This bill contains other related provisions and other existing laws. Last Amended on 05/14/2009</p>	
<p><u>AB 619 Blumenfeld</u> (D)</p> <p>Transportation projects: federal funds: delays.</p>	<p>SENATE T. & H. 06/17/2009-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law provides for allocation of federal transportation funds made available to the state.</p> <p>This bill would require the department to notify the Legislature within 30 days of making a determination that a project, including a project designated in the National Corridor Infrastructure Improvement Program, will be delayed beyond its scheduled completion date due to state cashflow or other funding issues, if the delay places at risk federal funds, including funds earmarked for the project.</p>	
<p><u>AB 726 Nielsen</u> (R)</p> <p>Transportation capital improvement projects.</p>	<p>SENATE T. & H. 06/16/2009-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects.</p> <p>This bill would state that local road rehabilitation projects are eligible for these funds.</p>	
<p><u>AB 732 Jeffries</u> (R)</p> <p>Transportation projects: design-sequencing contracts.</p>	<p>SENATE APPR. SUSPENSE FILE 08/27/2009-In committee: Held under submission.</p>	<p>Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct phase 2 of a pilot project through the utilization of design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, which are selected by the Director of Transportation taking into consideration specified geographical considerations.</p> <p>This bill would extend the operative date of those provisions until July 1, 2010, thereby extending the authority of the department to conduct phase 2 of the pilot project. The bill would instead specify that the pilot project consist of not more than 9 transportation projects. Last Amended on 06/16/2009</p>	
<p><u>AB 744 Torrico</u> (D)</p> <p>Transportation: toll lanes: Express Lane Network.</p>	<p>SENATE APPR. SUSPENSE FILE 12/10/2009-(Corrected December 10.) In committee: Held under submission.</p>	<p>Authorize development of a comprehensive network of high-occupancy toll — or HOT — lanes on Bay Area freeways, and allows solo drivers to pay a toll to use these lanes.</p> <p>Last Amended on 07/15/2009</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/ 19/ 10**

<p>AB 1405 De Leon (D)</p> <p>California Global Warming Solutions Act of 2006: Community Benefits Fund.</p>	<p>SENATE INACTIVE FILE 09/10/2009-To inactive file on motion of Senator Cedillo.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee to be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for purposes of carrying out the act.</p> <p>This bill would establish the Community Benefits Fund, and would require a minimum of 30% of revenues generated pursuant to the act, including the fee discussed above, other than revenues collected for administrative purposes, to be deposited into that fund. The moneys in the fund would be used, upon appropriation by the Legislature, in the most impacted and disadvantaged communities in California to accelerate greenhouse gas emission reductions or mitigate direct health impacts of climate change in those communities. The state board would be required to develop a methodology to identify the most impacted and disadvantaged communities. The state board would be required to prepare a report by June 30, 2011, that describes how this bill will be implemented. The bill would require the report to provide for the formation of an independent panel to review, evaluate, and recommend approval of projects and programs solicited for funding. The state board would also be required to develop and adopt biennial plans for the use of funds.</p> <p>Last Amended on 09/01/2009</p>	
<p>AB 1409 John A. Perez</p> <p>Public contracts: county highways: work authorizations.</p>	<p>SENATE T. & H. 07/16/2009-Joint Rule 62(a), file notice suspended. In committee: Hearing postponed by committee. (Refers to 7/16/2009 hearing)</p>	<p>Existing law sets forth procedures pursuant to which work being done by contract on county highways may be done. Existing law specifies that in any county that has appointed a road commissioner, or in any county that has abolished the office of road commissioner, as prescribed, the board of supervisors of the county may authorize the road commissioner, or a registered civil engineer under the direction of the county director of transportation, to have any work upon county highways done under his or her supervision and direction. In this connection, existing law provides that the work on those contracts may be done by: (1) letting a contract covering both work and material, as provided; (2) purchasing the material and letting a contract for the performance of the work, as provided; or (3) purchasing the material and having the work done by day labor, in which case advertising for bids is not required.</p> <p>This bill would revise that provision authorizing the work on those county highway contracts to be done by (1) purchasing the material and having the work done by day labor, as defined, only after advertising and requesting bids, as provided, and the board passing a resolution making a specified finding; or (2) purchasing the material and having the work done by specified employees, as defined .</p> <p>Last Amended on 06/02/2009</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/ 19/ 10**

<p><u>AB 1500</u> <u>Lieu</u> (D) High-occupancy lanes: single occupancy vehicles: sunset date.</p>	<p>SENATE INACTIVE FILE 09/11/2009-To inactive file on motion of Senator Florez.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2011, by certain low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. Existing law, until January 1, 2011, makes it a misdemeanor to illegally use a decal, label, or other identifiers issued by the department.</p> <p>This bill would extend the date, to January 1, 2014, that specified low-emission vehicles can use high-occupancy lanes, the department can issue low-emission decals or other identifiers, and illegal use of a department-issued decal on a low-emission vehicle is considered a misdemeanor, creating a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 07/14/2009</p>	
<p><u>ACA 9</u> <u>Huffman</u> (D) Local government bonds: special taxes: voter approval.</p>	<p>ASSEMBLY INACTIVE FILE 01/14/2010-To inactive file on motion of Assembly Member Torrico.</p>	<p>Creates an additional exemption to the 1% limit on the tax rate on real property for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs that is approved by 55% of the voters of the city, county, or city and county.</p> <p>Last Amended on 06/26/2009</p>	
<p><u>ACA 15</u> Arambula (I) Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY INACTIVE FILE 06/01/2009-To inactive file on motion of Assembly Member Arambula.</p>	<p>Amends the California Constitution to change the two-thirds voter-approval requirement for transportation related special taxes to 55%.</p>	
<p><u>SB 31</u> <u>Pavley</u> (D) California Global Warming Solutions Act of 2006: revenue allocations.</p>	<p>SENATE 2 YEAR 06/08/2009-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2009)</p>	<p>Specifies certain uses for revenues collected pursuant to the California Global Warming Solutions Act of 2006.</p> <p>Last Amended on 05/05/2009</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/ 19/ 10**

<p><u>SB 205</u> <u>Hancock</u> (D)</p> <p>Traffic congestion: motor vehicle registration fees.</p>	<p>ASSEMBLY APPR. 01/21/10</p>	<p>Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes.</p> <p>The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.</p> <p>Last Amended on 07/13/2009</p>	<p>Support</p>
<p><u>SB 535</u> <u>Yee</u> (D)</p> <p>Vehicles: high- occupancy vehicle lanes.</p>	<p>ASSEMBLY INACTIVE FILE 09/10/2009-Placed on inactive file on request of Assembly Member Torrico.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2011, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime.</p> <p>This bill would revise that provision to provide that it shall remain in effect only until the Secretary of State receives that specified notice, with respect to a vehicle that meets California's super ultra-low exhaust emission standard and the federal inherently low-emission evaporative emission (ILEV) standard and a vehicle produced during the 2004 model-year or earlier that meets the California ultra-low emission vehicle standard and the ILEV standard. With respect to all other vehicles described above, this provision shall be operative only until January 1, 2011, or only until the Secretary of State receives that specified notice, whichever occurs first. This bill contains other related provisions and other existing laws. Last Amended on 09/04/2009</p>	
<p><u>SB 686</u> <u>DeSaulnier</u> (D)</p> <p>Environment: CEQA exemption: addition and deletion.</p>	<p>ASSEMBLY NAT. RES. 05/11/2009-To Com. on NAT. RES.</p>	<p>The California Environmental Quality Act requires the Office of Planning and Research to adopt guidelines that include criteria for public agencies to follow in determining whether or not a proposed project may have a significant effect on the environment and a list of classes of projects that are exempted from the act's requirements. The act establishes procedures for the certification and adoption of the guidelines. The act authorizes a public agency to request, in writing, the addition or deletion of a class of projects to the list. The office is required to review each request and, as soon as possible, submit its recommendation to the Secretary of Natural Resources Agency.</p> <p>This bill would make technical, nonsubstantive changes to the provision regarding the addition or deletion of a class of projects.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/ 19/ 10**

<p><u>SB 722</u> <u>Steinberg</u> (D) Greenhouse gas credits.</p>	<p>ASSEMBLY INACTIVE FILE 09/11/2009-Placed on inactive file on request of Assembly Member Torrico.</p>	<p>Under existing law, a person or entity that represents that a consumer good that it manufactures or distributes is not harmful to, or is beneficial to, the natural environment, through the use of specified environmental terms, is required to maintain in written form in its records information and documentation supporting the validity of the representation, as specified. Existing law provides that it is unlawful for a person to make any untruthful, deceptive, or misleading environmental marketing claim, whether explicit or implied. A violation of these requirements is a misdemeanor.</p> <p>This bill would make it unlawful for a person, as defined, to represent in an advertisement or in any other sales or promotional materials made available to the public for the sale of a greenhouse gas credit or emission reduction, that the credit or reduction reduces greenhouse gas emissions unless certain requirements are met. The bill would also require a person that represents in an advertisement or in any sales or promotional materials made available to the public for the sale of a greenhouse gas credit or emission reduction, that the credit or emission reduction results in a reduction of greenhouse gases to maintain in written form and make available to any member of the public who requests it certain information and documentation supporting the validity of that representation. A violation of these provisions would be punishable by a specified civil penalty and would create a civil cause of action. Reasonable attorney fees and costs would be available for any such action brought. These requirements would become operative on January 1, 2011, and would become inoperative if the Federal Trade Commission adopts binding and enforceable trade rules or regulations for claims or representations for greenhouse gas emission reduction credits or reductions to protect consumers. Last Amended on 06/25/2009</p>	
<p><u>SCA 5</u> <u>Hancock</u> (D) State budget.</p>	<p>SENATE THIRD READING 01/19/10</p>	<p>The California Constitution requires the Governor to submit to the Legislature by January 10 of each year a budget for the ensuing fiscal year, accompanied by a Budget Bill itemizing recommended expenditures. The Constitution requires specified bills, including a bill making a change in state taxes for the purpose of raising revenue, a bill containing an urgency clause, and a bill, including the Budget Bill, that makes certain appropriations from the General Fund, to be passed in each house of the Legislature by a 2/3 vote.</p> <p>This measure would exempt General Fund appropriations in the Budget Bill from the 2/3 vote requirement. This bill contains other related provisions and other existing laws.</p>	
<p><u>SCA 9</u> <u>Ducheny</u> (D) Finance: state budget: taxes.</p>	<p>SENATE B. & F. 02/05/2009-To Coms. on B. & F.R. and E., R. & C.A.</p>	<p>Existing constitutional provisions require each house of the Legislature to pass a bill appropriating money from the General Fund, except appropriations for the public schools, by a 2/3 vote. This measure would also exempt from this 2/3-vote requirement appropriations made in a Budget Bill, and appropriations made in a bill identified in the Budget Bill as containing only changes in law necessary to implement the Budget Bill.</p> <p>Instead, this measure would require that a Budget Bill, and any bill identified in the Budget Bill as containing only changes in law necessary to implement the Budget Bill, be passed by a 55% vote in each house. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/ 19/ 10**

<p><u>SCA 10 Ducheny</u> (D)</p> <p>Statewide initiative measures: legislative amendment.</p>	<p>SENATE THIRD READING.</p> <p>01/19/10</p>	<p>Existing provisions of the California Constitution provide that the initiative is the power of the electors to propose statutes and amendments to the Constitution and to adopt or reject those proposals. Those provisions require the Secretary of State to submit the measure at the next general election held at least 131 days after it qualifies or at any special statewide election held prior to that general election. The Governor may also call a special statewide election on the measure.</p> <p>This measure would require the Secretary of State to transmit a copy of an initiative measure certified for the ballot to each house of the Legislature no later than 176 days prior to the election at which the measure is to be voted upon. Within 30 days , the Legislature may propose an amended form of the initiative measure by adopting a concurrent resolution. If the Legislature proposes an amended form of the initiative measure, the measure would provide that if the proponent, or a majority of the proponents if there is more than one proponent, of the initiative measure accepts the proposed amendments, the Legislature's proposal would appear on the ballot in place of the certified initiative measure. The measure would require that, if the amended form proposed by the Legislature is not accepted, information regarding the proposed amended form be included in the ballot materials relating to the initiative measure, as prescribed by statute. This bill contains other existing laws. Last Amended on 08/17/2009</p>	
<p><u>SCA 14 Ducheny</u> (D)</p> <p>Initiative measures: funding source.</p>	<p>SENATE THIRD READING</p> <p>01/19/10</p>	<p>The California Constitution provides that the electors may propose statutes or amendments to the state constitution through the initiative process by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution and is certified to have been signed by a certain number of electors.</p> <p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs other than costs attributable to the issuance, sale, or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs. Last Amended on 08/17/2009</p>	
<p><u>SCA 15 Calderon</u> (D)</p> <p>State budget.</p>	<p>SENATE B. & F. 04/13/2009-From committee with author's amendments. Read second time. Amended. Re-referred to Com. on B. & F.R.</p>	<p>The California Constitution requires the Governor to submit to the Legislature by January 10 of each year a budget for the ensuing fiscal year, accompanied by a Budget Bill itemizing recommended expenditures. The Constitution requires specified bills, including a bill making a change in state taxes for the purpose of raising revenue, a bill containing an urgency clause, and a bill, including the Budget Bill, that makes certain appropriations from the General Fund, to be passed in each house of the Legislature by a 2/3 vote.</p> <p>This measure would exempt General Fund appropriations in the Budget Bill for the ensuing fiscal year from the 2/3 -vote requirement if the total amount of General Fund revenues estimated by the Legislative Analyst, on or after May 15, for the current fiscal year is at least 5% below the estimate of General Fund revenues set forth in the Budget Bill enacted for the current fiscal year . This bill contains other related provisions and other existing laws. Last Amended on 04/13/2009</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/ 19/ 10**

<p>SCA 16 DeSaulnier (D)</p> <p>Initiatives: indirect initiatives.</p>	<p>SENATE THIRD READING 01/19/10</p>	<p>The measure would alternatively authorize the electors to propose, and to adopt or reject, statutes and amendments to the Constitution pursuant to a process of initial review by the Legislature. The measure would require that the petition presented to the Secretary of State be certified as signed by electors equal in number to 3% in the case of a statute, or 6% in the case of an amendment to the Constitution, of the votes for all candidates for Governor at the last gubernatorial election. The measure would require the Secretary of State to transmit that petition to the Legislature within 10 days. This bill contains other existing laws.</p>	
--	--	--	--

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **PROGRAM REPORT: ALTERNATIVE CONGESTION RELIEF
(TRAFFIC DEMAND MANAGEMENT)**

ACTION

No action is required. This item is being presented to the Board for information only.

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Transportation System Management /Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a report highlighting the Alternative Congestion Relief Program with specific emphasis on traffic demand management strategies.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The Peninsula Congestion Relief Alliance has adopted its first Strategic Plan. The Plan covers years 2010 through 2013 and was developed over the past nine months with the input of Alliance Board members, partners, employers and city and county agencies. Funding for this effort was provided by the Transportation Authority and the San Mateo City/County Association of Governments.

This month's presentation will be presented via PowerPoint.

Prepared by Joseph M. Hurley, Director Transportation Authority Program 650-508-7942