



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

March 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 February 4, 2010
 - b) Acceptance of Statement of Revenues and Expenses for January 2010
 - c) Assignment of Contract for Providing Investment Management Services
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 – February 10, 2010
8. Joint Powers Board Report
9. Report of Executive Director
10. Finance
 - a) Authorize Amendment of Fiscal Year 2010 Operating Budget for a New Total of \$25,149,603
11. Program
 - a) Update on State and Federal Legislative Program
 - b) Authorize Support of the Local Taxpayer, Public Safety and Transportation Protection Act of 2010 for California's November 2010 Statewide Ballot
 - c) Program Report: Paratransit Program and the Senior Mobility Initiative and Action Plan
 - d) Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2010
12. Requests from the Authority

RESOLUTION

RESOLUTION

INFORMATIONAL

RESOLUTION

INFORMATIONAL

INFORMATIONAL

13. Written Communications to Authority

14. Report of Legal Counsel

15. Date, Time and Place of Next Meeting

Thursday, April 1, 2010 at 5:00 p.m., at San Mateo Country Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

16. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The building is also accessible by SamTrans bus Routes 260, 295, 390, 391, and KX. [Click here for map.](#)

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

MINUTES OF FEBRUARY 4, 2010

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

MEMBERS ABSENT: R. Gordon, C. Groom

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

Chair Rosanne Foust called the meeting to order at 5:06 p.m. and Director Terry Nagel led the Pledge of Allegiance.

CONSENT CALENDAR

- a. Approval of Minutes of January 13, 2010
- b. Acceptance of Statement of Revenues and Expenses for December 2009

A motion (Nagel/Lee) to approve the Consent Calendar was passed. Director Jim Vreeland abstained.

PUBLIC COMMENT

None

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Chair Pat Dixon said that at its February 2, 2010, meeting the CAC received presentations on the Quarterly Investment Report and Fixed Income Market Review and Outlook Report, award of contact for on-call transportation planning and program support, a legislative report and a report on the Alternative Congestion Relief –Traffic Demand Management Program.

CHAIRPERSON'S REPORT – ROSANNE FOUST

Traveled to Washington, D.C., representing the San Mateo County Economic Development Association (SAMCEDA) as part of the Bay Area Council legislative action trip, which focuses on transportation. San Mateo County was acknowledged for effective interactions with Federal officials and continually leveraging dollars as a Self Help County.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The January 13, 2010 report is in the agenda packet.

Director John Lee congratulated Director Matsumoto on her election as vice chair to the SamTrans Board.

JOINT POWERS BOARD REPORT

Executive Director Michael Scanlon reported on the meeting of February 4, 2010.

- Metropolitan Transportation Commission (MTC) liaison Sue Lempert said the agency is continuing discussions on the Oakland Airport Connector Project.
- JPB CAC Vice Chair Brian Wilfley said that at its January 20 meeting Public Affairs Executive Officer Mark Simon reported on Caltrain's initiatives and prevention efforts with community health experts on deaths by suicide on the railroad.
- Reviewed monthly performance statistics – December 2009 compared to December 2008
 - a. Total Ridership was 888,790, a decrease of 8.1 percent.
 - b. Average Weekday Ridership was 32,597, a decrease of 8.7 percent.
 - c. Total Revenue was \$3,105,282, a decrease of 3.2 percent.
 - d. On-time Performance was 93.4 percent, a decrease of 1.2 percent.
 - e. Caltrain Shuttle Ridership was 5,171, a decrease of 5.4 percent.

Year-to-date performance statistics – December 2009 compared to December 2008

- f. Total Ridership was 6,075,455, a decrease of 9.5 percent.
- g. Average Weekday Ridership was 38,057, a decrease of 9.5 percent.
- h. Total Revenue was \$21,405,188, a decrease of 4.4 percent.
- i. On-time Performance was 93.6 percent, a decrease of 0.5 percent.
- j. Caltrain Shuttle Ridership was 4,509, a decrease of 28.6 percent.
- Attended the Chief Executive Officer workshop sponsored by the American Public Transportation Association. Decreased revenue and ridership is a national problem.
- Caltrain's revenues are stable for the current fiscal year primarily due to fuel savings.
- The San Mateo County Transit District, Santa Clara Valley Transportation Authority and San Francisco Municipal Transportation Agency are facing significant deficits. The governor's proposed FY2010/2011 budget would wipe out State Transit Assistance funding and proposes to eliminate sales tax on gasoline for an excise tax, which will circumvent the California Transit Association's recent judicial victory to preserve money dedicated to transportation.
- The president awarded \$8 billion nationally for High Speed Rail (HSR) and inner city rail grants. This investment in America can drive the economy similarly to the National Highway Bill in 1956 and create a more sustainable, green economy.
- Special service for the Martin Luther King Jr. Freedom Train carried 847 riders compared to 2,200 in 2009. The January 30 Monster Energy AMA Supercross event at AT&T Park carried 4,600 additional riders.
- Caltrain will offer regular weekday service for President's Day on February 15 but will review service, ridership and other regional transit service schedules for possible changes.
- The Centralized Equipment Maintenance and Operating Facility in San Jose experienced a failure in the high pressure water line in late December, which put the wash system and adjacent track out of service. Staff is preparing procurement documents for the repair.
- There were four trespasser fatalities from December 16 to 31. Year-to-date there have been 25 interventions to rescue trespassers from the tracks.
- Peninsula Rail Program (PRP) Director Bob Doty presented an update on the PRP and said public release of the alternative analysis has been postponed to March. He introduced details of an interactive outreach tool to provide the public-at-large with a tool that shows impacts, relative costs, etc., in construction of HSR.

- The Board:
 - a. Authorized 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.
 - b. Authorized award of contract to BECI Electric, Inc. for the Advanced Traveler Information System – Visual Message Sign Upgrade at five Caltrain stations for a total amount of \$380,000.
 - c. Authorized award of contract to Disney Construction, Inc. for the San Bruno Grade Separation Box Culvert Reconstruction Project for a total amount of \$1,841,650.
 - d. Authorized award of contract to VAE Nortrak North America, Inc. for furnishing and delivering two new power crossovers for the San Bruno Grade Separation Project for a total price of \$881,601.
 - e. Approved updates to JPB's Procurement Policy to incorporate provisions of Assembly Bill 116.
 - f. Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended December 31, 2009.
 - g. General Counsel David Miller briefed the Board on real estate acquisitions in conjunction with the San Bruno Grade Separation Project.

Director Nagel asked when the JPB will hear how much money will be allocated for HSR on the Peninsula. Mr. Scanlon said he does not know but funding for the PRP, Caltrain, HSR and Transbay Terminal will essentially come as a block grant with \$400 million most likely reserved for the basement of the Transbay Terminal. The California High Speed Rail Authority (CHSRA) has been awarded \$2.5 billion and California voters authorized \$9 billion for a total of \$11.5 billion for statewide HSR. Mr. Scanlon said there is an additional \$2.5 billion appropriated and the president added another \$1 billion in the proposed budget for FY2011.

Chair Foust said Caltrain improvements, including positive train control, grade separations and electrification, are critical to Caltrain's viability and safety. In her recent trip to Washington D.C., the message in every meeting was that these projects will put people to work. She said there were many discussions about where the political will is to find the revenue sources for these projects.

Mr. Scanlon said this country lacks the courage to politically make tough decisions that people made in the 1950s developing the National Highway System.

Director Nagel asked if there was any discussion on the Context Sensitive Solutions process in selling local needs to federal funders. Mr. Scanlon said it is a great idea.

Director Nagel said it is a good point that the TA has full support of the PRP and the public and community consensus is the Obama mantra, so this kind of community involvement might help the proposal move forward.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon congratulated Chair Foust who was named Person of the Year by the Redwood City-San Mateo County Chamber of Commerce and acknowledged her enthusiasm, willingness to say yes when asked, knowledge of the Chamber organization, accomplishments, commitment and dedication.

FINANCE

Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the San Mateo County Transportation Authority

Bill Osher, Chief Economist and Head of Fixed Income for Tamalpais Wealth Advisors (TWA) reported:

- There have been no problems managing the portfolio for more than a year.
- The portfolio avoided higher risk corporate bonds for government bonds and without that exposure outperformed TWA's benchmark by .0045 percent for the entire year and grew about 2 ¾ percent without any corporate exposure.
- The economy grew last quarter without a lot of job growth but job growth is expected by spring.
- Current trends in 2010/2011 include a probable increase in interest rates due to financing major deficits, lack of job growth, reduction in stimulus funding, inability of small business to get capital, and a skittish stock market.

A motion (Lee/Vreeland) to accept the report was passed.

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

Contracts and Procurement Director Cheryl Cavitt said the total ceiling of the contract is \$1.5 million over a three-year period to be shared in the aggregate among the total number of awardees selected. Staff is recommending the Board authorize the Executive Director 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 from the same solicitation. The Request for Proposals (RFP) was issued as a joint procurement detailing the scope of services for the San Mateo County Transit District (SamTrans), the JPB and Transportation Authority (TA). 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.

Director Matsumoto asked if \$1.5 million will be allocated for each of the two firms.

Ms. Cavitt said there is no guarantee of any amount to any contractor and it is meant to be shared in the aggregate by however many contractors are ultimately put on contract for the services.

Director Matsumoto asked if the aggregate included SamTrans, the JPB and TA. Mr. Scanlon said this contract involves the TA. The JPB approved a contract and the SamTrans Board is scheduled to approve a contract next week. Mr. Scanlon said the maximum amount would be \$500,000 split for each of the agencies. The contract work will be authorized on a Work-Directive basis.

Director Nagel asked who and how many people were on the evaluating committee. Strategic Planning and Development Executive Officer Marian Lee said four planners from the planning group evaluated the proposals.

Director Nagel asked how long the RFP was advertised and how many firms received the RFP. Ms. Cavitt said the RFP was advertised for two consecutive weeks in newspapers of general circulation and the solicitation was made from a database of firms. Ms. Lee said there were more than 50 interested firms. Ms. Cavitt said four bid proposals were received in the competitive range.

A motion (Nagel/Vreeland) to award the contract to Wilbur Smith Associates passed.

PROGRAM

Verbal Update on State and Federal Legislative Program

Government Affairs Manager Seamus Murphy reported:

State

- The governor's proposed FY2010-2011 budget would side-step the recent court decision that requires the restoration of gasoline sales tax spillover funding for public transportation. By eliminating the sales tax on gas completely and replacing it with an increase in the gasoline excise tax, the governor hopes to continue the diversion of funding away from public transportation. After opposition from other transit agencies, including Caltrain, at last month's budget hearings, the Legislature has shown a willingness to work with the agencies on a more reasonable solution. Some legislative leaders are proposing a variation on the governor's gas tax swap that would include new statewide legislative authority for each county to impose a 6-cent per gallon gas fee, levied by a simple majority approval from voters or by a regional transportation planning agency or county congestion management agency. Staff calculated that San Mateo County funding could be \$21 million based on gasoline total sales.

Director Lee asked if the funding would be in addition to the excise tax. Mr. Murphy said it would be in addition to the increase in the excise tax that would come from the gas sales tax swap but the 5-cent per gallon tax cut at the pump would be retained by the State.

Federal

- Senate leaders are announcing their Jobs Bill strategy today. It appears they are interested in a multi-bill approach with the first bill including a one-year extension of SAFETEA-LU and supplemental transportation spending that is fairly close to the levels already passed in the House. There are some obstacles, however, because the Senate wants to offset the bills spending with Troubled Assets Relief Program (TARP) funds and the Congressional Budget Office says TARP funds don't exactly qualify as offsets. There may also not be enough legislative vehicles for a multi-bill strategy because revenue bills need to originate in the House, and the House has only given the Senate one revenue measure to work with. If it passes, the region's transportation formula share is expected to be about what the Recovery Act provided, which is \$495 million.

- The president's announcement for national high-speed rail funding includes \$2.25 billion for the State's HSR project and is good news for the Peninsula Rail Program. At issue is how the funds will be allocated within the State. Early reports indicate an allocation of more than \$400 million for the Transbay Terminal box.

Director Lee asked if there was any indication of the percentage of the total cost of HSR that would be required from local entities. Mr. Murphy said the business plan for HSR specifies Federal and State shares and a local match but doesn't specify on section-by-section basis what that would be. The value of the right of way is assumed to be included so it is unclear what constitutes local match.

Mr. Murphy further clarified Director Nagel's comment about using the Context Sensitive Solutions Program in selling local need to federal funders. He said staff will be meeting with local regional transportation partners to figure out what our advocacy strategy will be. The original application for projects on the Caltrain corridor included \$980 million and this is a good selling point to use because there is concern about where residents are on the project on the Peninsula. It will be helpful if staff can show them that there is broad-based support for a process to arrive at eventual design alternative.

Chair Foust asked if staff will be following the proposal on a national infrastructure bank related to transportation projects. Mr. Murphy said there is \$4 billion included in the president's budget for a national infrastructure bank to fund large projects of national significance; hopefully HSR would qualify as one of these projects.

Mr. Scanlon cautioned that the infrastructure bank concept isn't really true funding, but how one finances projects - the ability to borrow money. He said borrowing money from public/private partners to get equity will be more costly but is available. The government can borrow money more cheaply but public money isn't as available.

Program Report: Alternative Congestion Relief (Traffic Demand Management)

Marian Lee said the theme of the presentation includes alternative congestion relief, paying attention to infrastructure and operational investments, but the key component is dealing with human behavior to be less dependent on cars and advancing a program to encourage other transit options. The region is overwhelmed with SB 375: Redesigning Communities to Reduce Greenhouse Gases and trying to advance every possible tool and strategy to achieve these goals. The Peninsula Traffic Congestion Relief Alliance (Alliance) has completed a three-year Strategic Plan (Plan) to address these issues.

Vice Mayor Linda Koelling of Foster City said she has had the honor of presiding over the Alliance this year. She said there is ever-increasing demand on the Alliance to implement a wider range of programs in community-based mobility solutions. The Plan will provide innovative and cost-effective solutions to employers and community stakeholders and also reduce emission and traffic congestion in San Mateo County.

Alliance Executive Director Christine Maley-Grubl presented the following details:

- The Alliance's new mission statement is: "Working together to improve our San Mateo County commute" by working with employers, commuters and public/private partners.

- Two-hundred ninety employers currently support 108,000 employees in employer-based shuttle programs. The objective is 10,000 additional employees per year through market research initiatives, targeted campaigns and collaboration with SamTrans and the City/County Association of Governments (C/CAG) and to provide employer perspective to SamTrans' Comprehensive Operations Analysis Technical Advisory Committee.
- Current employer support services include the Emergency Ride Home Program, bicycle lockers and bicycle safety workshops. The goal is to increase employer participation in Alliance support services by 5 percent annually.
- Efforts to increase commuter participation include direct marketing, van and carpool programs, a Try Transit incentive program and Bike to Work Day promotions. In the past year 1,434 commuters received \$83,640 in gas cards for participation in car pools and the Alliance provided 130 vanpool passenger incentives and 11 driver incentives worth \$35,781. The goal is to increase van and carpool participants 10 percent annually.
- The Alliance will work with public/private partners in funding and resource development; development of community-based mobility services and community facilitation of transportation alternatives.
- In order for the Alliance to achieve its goals it will consider program priorities including contractual operations, relative cost-effectiveness, annual mobility benefits and sustainability of funding sources.

Director Matsumoto asked about the number of community-based shuttles and what cities they serve. Ms. Maley-Grubl said there is a redline and blueline connection in Foster City and a midday on-demand shuttle in Redwood City.

Director Matsumoto asked if it would be possible to use shuttles as feeders to SamTrans. Ms. Maley-Grubl said the Alliance is excited about looking at how fixed-transit is matching up with shuttles throughout the county.

Director Nagel asked about the number of employers in San Mateo County with more than 100 employees because she thought 290 was a small number. Ms. Maley-Grubl thought 85-90 percent of employers were considered small.

Director Nagel said Henry Gardner of the Association of Bay Area Governments suggested individual cities copy the San Francisco ordinance on pretax commuter benefits through employers in order to simplify the process. She said she was going to speak to Director of TA Program Joe Hurley to take this up with C/CAG.

Director Nagel asked if the Alliance has been approached by Web developers that would like to access transit data in order to create personal digital assistant applications to assist commuters. Ms. Maley-Grubl replied no. She said the Alliance promotes their programs through MTC and the 511.org transit trip planner.

Chair Foust said SAMCEDA has contracted for an economic profile and a shift share analysis of current industry clusters and this data would be helpful for the Alliance in working with employers. Chair Foust said congestion relief can be layered onto the model of livable communities. Ms. Maley-Grubl said the Alliance is tied into the Transportation for Livable

Community Grant through MTC and looking at fixed transit and the last mile shuttle connections.

Public Comment

Jim Bigelow, Redwood City-San Mateo County Chamber of Commerce, said the Board needs to take credit for doubling Transportation System Management (TSM) program funding in the new Measure A. He said many employers have a pretax account program for shuttles and employees can have money matched by their employers. Mr. Scanlon clarified TSM funding was raised but not doubled.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

The Board received the Management's Report on Compliance with the *Agreement for Distribution of San Mateo County Measure A Funds for Local Transportation Purposes*, together with the Independent Accountant's Report for the fiscal year ended June 30, 2009 from Controller Tom Huening.

LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

The next meeting is scheduled for Thursday, March 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.

Adjournment 6:40 p.m.

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 JANUARY 31, 2010**

ACTION

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenues and Expenditures for the month of January 2010 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$40,334,722 - line 6) is *worse* than staff projections by \$4,099,043 or 9.2 percent. Within total revenue, *Sales Tax* (\$35,349,586 - line 1) is \$2,570,081 or 6.8 percent *worse* than projections and *Interest Income* (\$3,093,044 - line 2) is \$1,388,826 or 31.0 percent *worse* than projections due to lower than budgeted returns.

Total Revenue (\$40,334,722 - line 6) is \$14,666,316 or 57.1 percent *higher* than prior year performance, driven by *Interest Income* (\$3,093,044 - line 2) which is \$20,409,990 or 117.9 percent *higher* due to prior year investment losses.

Expenditures: *Total Administration* (\$369,213 - line 32) is *better* than the year-to-date staff projections by \$103,700 or 21.9 percent. Within total administration, *Staff Support* (\$266,075 - line 25), *Professional/Legal* (\$85,494 - line 27) and *Other Services & Supplies* (\$11,337 - line 28) combined are \$100,106 or 21.6 percent *better* than staff projections.

Budget Amendment: There are no budget revisions for the month. Staff is requesting a budget amendment at this board meeting.

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
JANUARY 2010

% OF YEAR ELAPSED: **58.33**

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	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% of PROJ	ADOPTED BUDGET	STAFF PROJECTION	% of PROJ
REVENUE								
Sales Tax	5,416,771	38,799,463	35,349,586	37,919,667	93.2%	64,716,300	64,716,300	54.6%
Interest Income	470,658	(17,316,946)	3,093,044	4,481,870	69.0%	7,292,600	7,292,600	42.4%
Rental Income	89,119	616,115	623,746	627,690	99.4%	1,077,120	1,077,120	57.9%
Miscellaneous Revenue	93,543	3,569,774	1,268,347	1,404,538	90.3%	3,300,000	3,300,000	38.4%
TOTAL REVENUE	6,070,091	25,668,406	40,334,722	44,433,765	90.8%	76,386,020	76,386,020	52.8%
EXPENDITURES:								
LOCAL ENTITIES	1,218,773	7,873,716	7,953,657	8,531,926	93.2%	14,561,168	14,561,168	54.6%
PARATRANSIT	216,671	182,117	1,413,983	1,516,787	93.2%	2,588,652	2,588,652	54.6%
TSM/ACR	38,133	341,445	266,928	568,002	47.0%	987,506	987,506	27.0%
MEASURE A INFORMATION & EDUCATION	0	9,946	0	12,287	0.0%	17,500	17,500	0.0%
SM COUNTY SHUTTLE PROGRAM	111,976	773,702	814,110	850,839	95.7%	1,431,768	1,431,768	56.9%
TRANSFER TO SMCTD FOR CALTRAIN	433,342	421,333	2,827,967	3,033,573	93.2%	5,177,304	5,177,304	54.6%
BART SERVICE OPERATING COST	108,335	91,059	706,992	758,393	93.2%	1,294,326	1,294,326	54.6%
ADMINISTRATION								
Staff Support	38,485	275,236	266,075	298,057	89.3%	510,955	510,955	52.1%
Board Of Directors	635	4,959	4,242	4,617	91.9%	8,400	8,400	50.5%
Professional/Legal	15,208	99,411	85,494	146,721	58.3%	295,770	295,770	28.9%
Other Services & Supplies	1,885	24,999	11,337	18,234	62.2%	35,167	35,167	32.2%
Travel & Meeting	360	3,473	2,065	5,285	39.1%	9,700	9,700	21.3%
TOTAL ADMINISTRATION	56,573	408,077	369,213	472,913	78.1%	859,992	859,992	42.9%
SUB-TOTAL	2,183,803	10,198,312	14,352,849	15,744,720	91.2%	26,918,216	26,918,216	53.3%
CAPITAL PROGRAMS	6,091,150	30,093,602	24,608,282 (1)	24,608,282	100.0%	85,770,000	85,770,000	28.7%
TOTAL EXPENDITURES	8,274,953	40,291,914	38,961,131	40,353,002	96.6%	112,688,216	112,688,216	34.6%
EXCESS (DEFICIT)	(2,204,862)	(14,623,508)	1,373,591	4,080,763		(36,302,196)	(36,302,196)	
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	441,174,469	426,701,710 (2)	453,929,760		413,546,801	413,546,801	

Includes the following balances:

Cash and Liquid Investments	496,926	FY 2009 Capital Carryover (Budgeted)	176,980,683
TSM	644,125	FY 2010 Additional Capital Appropriation	34,455,000
Capital Appropriation Balance	228,369,200 (3)	Resolution 2009-16	1,515,000
Undesignated Cash & Net Receivables	197,191,459	Resolution 2009-17	11,000,000
Total	<u>426,701,710 (2)</u>	Resolution 2010-01	35,000,000
		Resolution 2010-02	<u>3,800,000</u>
		Approved Budget - Total Capital Appropriation	262,750,683
		Less: Year End Adjustment for Audited Carr	(9,773,201)
		Less: Current YTD Capital Expenditures	<u>(24,608,282) (1)</u>
		Current Capital Appropriation Balance	<u><u>228,369,200 (3)</u></u>

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

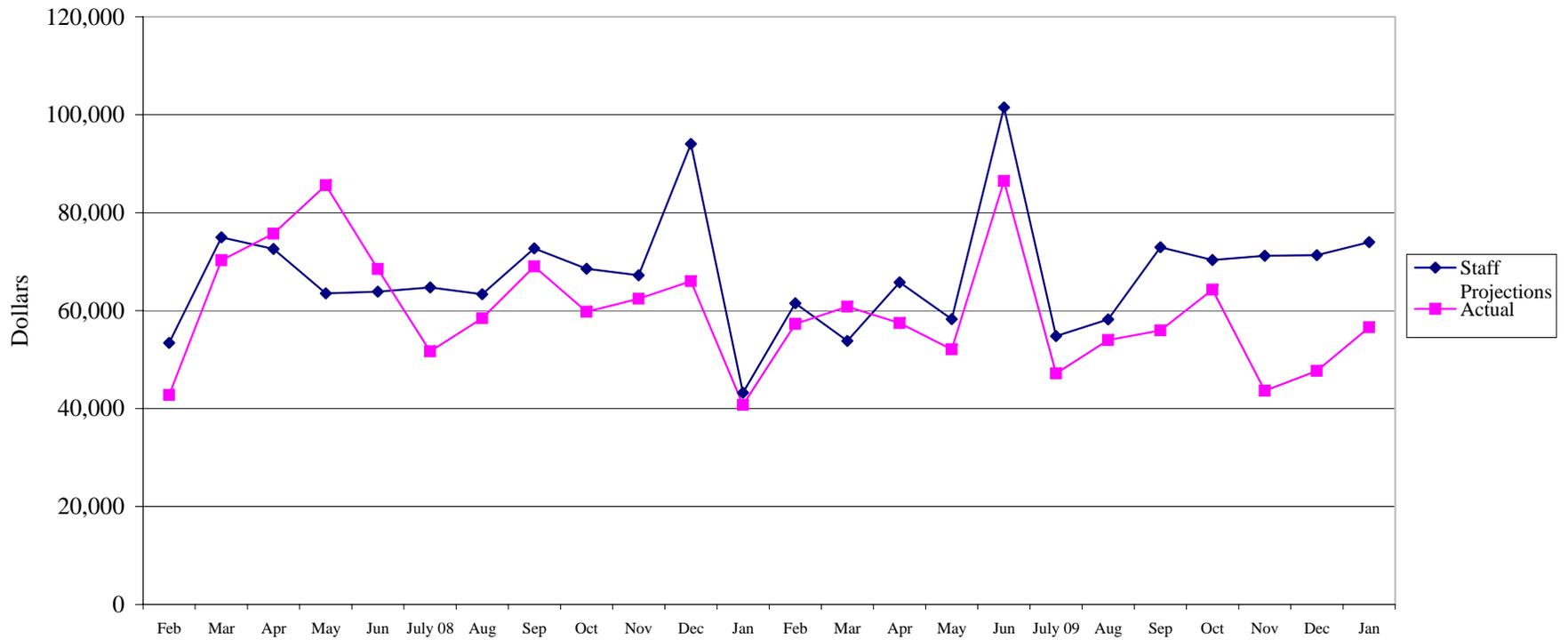
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
**TRANSPORTATION SYSTEM MANAGEMENT/
 ALTERNATIVE CONGESTION RELIEF PROGRAM**
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2010
JANUARY 2010

	MONTH		YEAR TO DATE			% OF YEAR ELAPSED: 58.33	
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% of PROJECT.	ANNUAL STAFF PROJECTION	% of PROJECT.
REVENUE	54,168	45,529	379,826	379,197	100.2%	647,163	58.7%
TOTAL REVENUE	54,168	45,529	379,826	379,197	100.2%	647,163	58.7%
ALLOCATIONS	38,133	341,445	266,928	568,002	47.0%	987,506	27.0%
TOTAL ALLOCATIONS	38,133	341,445	266,928	568,002	47.0%	987,506	27.0%
EXCESS (DEFICIT)	16,035	(295,916)	112,898	(188,805)		(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	3,280,772	707,271 *	217,545	325.1%	66,007	1071.5%

"% 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 \$63,146 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	74,008					
Actual	47,163	53,965	55,937	64,268	43,640	47,668	56,573					
CUMULATIVE EXPENSES												
Staff Projections	54,784	113,013	185,975	256,334	327,559	398,905	472,913					
Actual	47,163	101,127	157,064	221,332	264,972	312,640	369,213					
Variance-F(U)	7,621	11,886	28,911	35,002	62,587	86,265	103,700					
Variance %	13.91%	10.52%	15.55%	13.65%	19.11%	21.63%	21.93%					



BOARD OF DIRECTORS 2010

ROSANNE FOUST, CHAIR
 JOHN LEE, VICE CHAIR
 RICH GORDON
 CAROLE GROOM
 KARYL MATSUMOTO
 TERRY NAGEL
 JIM VREELAND

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF JANUARY, 2010

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	0.890%	\$ 290,548,267	\$ 290,772,455
Local Agency Investment Fund	Liquid Cash	0.558%	\$ 13,650,726	\$ 13,663,664
Investment Portfolio	Liquid Cash	2.255%	\$ 104,767,412	\$ 105,430,812
Other	Liquid Cash	0.050%	\$ 496,926	\$ 496,926
			<u>\$ 409,463,331</u>	<u>\$ 410,363,857</u>

Accrued Earnings for January 2010 \$ 427,965.39 (1)
 Cumulative Earnings FY2010 \$ 3,084,836.99

(1) Earnings do not include prior period adjustments

* County Pool average yield for the month ending January 31, 2010 was 0.890%. As of January 31, 2010, the amortized cost of the Total Pool was \$2,529,849,302.22 and the fair market value per San Mateo County Treasurer's Office was \$2,531,801,343.16.

** 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 2010

ROSANNE FOUST, CHAIR
 JOHN LEE, VICE CHAIR
 RICH GORDON
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MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TSM RESERVE ACCOUNT

AS OF JANUARY, 2010

<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	0.890%	\$ 138,964	\$ 139,072
2004 Measure A Funds: County Pool #3 (Restr)	Liquid Cash	0.890%	\$ 505,161	\$ 505,550
			<u>\$ 644,125</u>	<u>\$ 644,622</u>

Interest Income:

Accrued Earnings for January 2010	\$	-
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 January 31, 2010 was 0.890%. As of January 31, 2010, the amortized cost of the Total Pool was \$2,529,849,302.22 and the fair market value per San Mateo County Treasurer's Office was \$2,531,801,343.16.

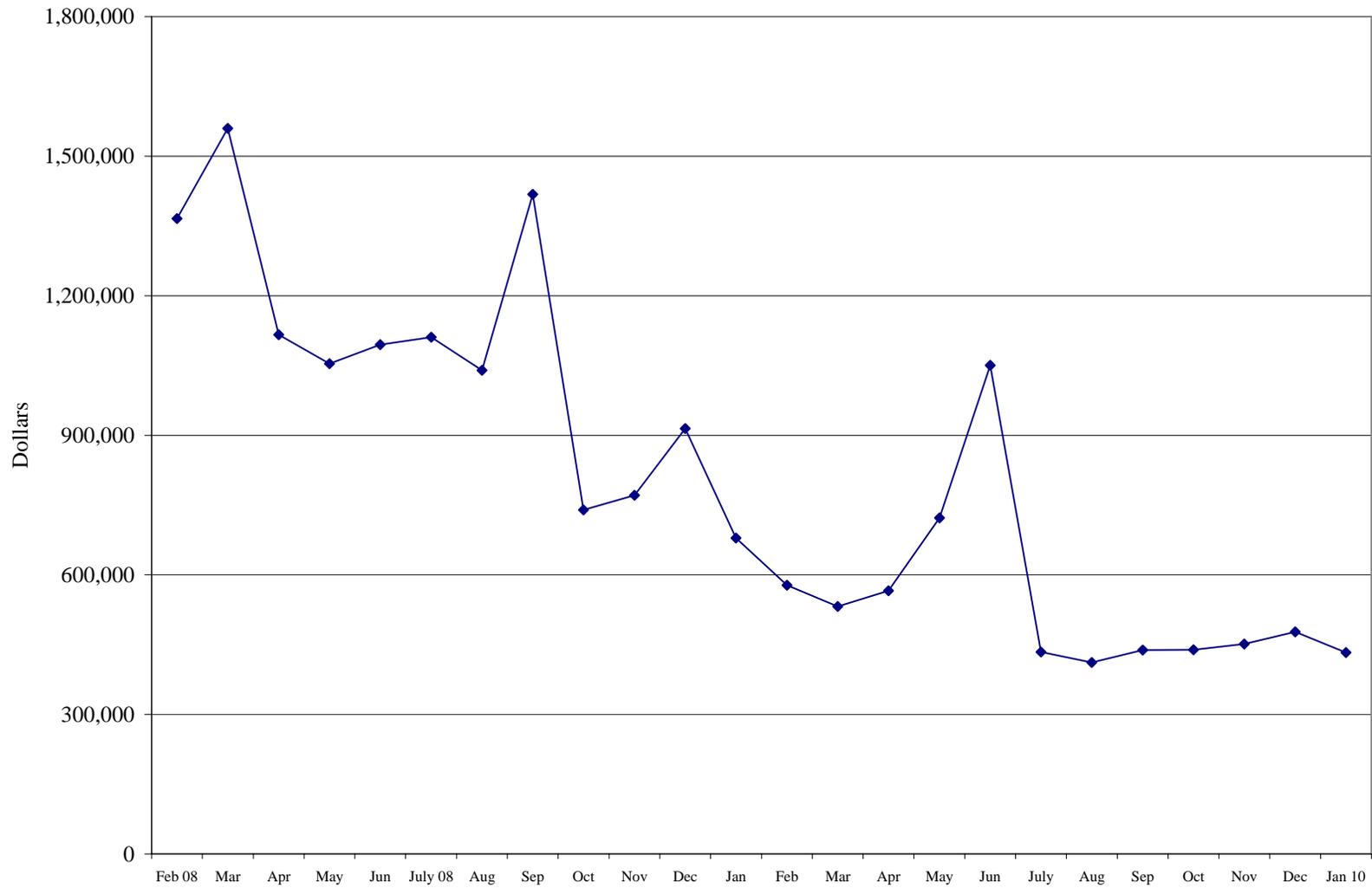
*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
JANUARY 2010**

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 (1)	433,082.65	3,084,836.99
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
JANUARY 31, 2010**

DESCRIPTION	TOTAL INVESTMENT 01-31-10	INTEREST RECEIVABLE 12-31-09	INTEREST EARNED 01-31-10	INTEREST RECEIVED 01-31-10	ADJ.	INTEREST RECEIVABLE 01-31-10
LAIF	13,650,725.52	3,639.73	7,663.23	3,867.29	227.56	7,663.23
COUNTY POOL	291,192,392.16	764,221.26	222,735.02	769,110.96	4,889.70	222,735.02
BANK OF AMERICA	496,926.08	0.00	34.37	34.37	0.00	0.00
INVESTMENT PORTFOLIO	104,767,411.94	640,330.21	197,413.05	275,378.63	119.72	562,484.35
	<u>410,107,455.70</u>	<u>1,408,191.20</u>	<u>427,845.67</u>	<u>1,048,391.25</u>	<u>5,236.98</u>	<u>792,882.60</u>

JANUARY 2010 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 01/31/10	433,082.65
Add:	
Less County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	373.24
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>37,201.76</u>
Total Interest & Capital Gain(Loss)	<u><u>470,657.65</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	3,084,836.99
Add:	
Less County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(37,513.53)
Securities Transaction Activity Fees	(3,193.01)
Capital Gain(Loss)	<u>48,913.21</u>
Total Interest	<u><u>3,093,043.66</u></u>
 Balance Per Ledger as of 01/31/10	
Int Acct. 409100 - Co. Pool	1,715,652.06
Int Acct. 409100 - LAIF	12,742.94
Int Acct. 409100 - B of A	431.31
Int Acct. 409101 - Portfolio Funds	1,315,304.14
Gain(Loss) Acct. 405210	48,913.21
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>3,093,043.66</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
JANUARY 31, 2010**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 01-31-10	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 12-31-09	INTEREST EARNED 01-31-10	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 01-31-10	PAR VALUE
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>														
FHR SERIES 1832 - F	3133T65S6	11-26-08	178,452.19	175,010.24	03-15-11	6.500%	35.1594	30	2,897.39	1,054.78	1,054.77		2,897.40	175,007
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	1,555,469.44	1,628,606.51	12-28-12	5.270%	227.9750	30	609.58	6,839.25	6,839.25		609.58	1,521,707 2.94%
<u>FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS</u>														
FHLMC GOLD POOL	31282SAC6	12-22-08	1,011,416.19	1,017,866.23	03-01-11	4.000%	115.2702	30	5,347.59	3,458.11	3,458.10		5,347.60	1,000,783 0.98%
* SOLD / MATURED			(6,387,730.29)											
SUBTOTAL			101,516,915.47	102,180,315.29					640,330.21	192,212.06	270,165.25	107.33	562,484.35	100,158,871.22
<u>CERTIFICATE OF DEPOSITS</u>														
CDARS	(N/A)	04-02-09	2,031,836.27	2,031,836.27	03-31-11	1.890%	104.8729	31	0.00	3,251.06	3,258.75	7.69	(0.00)	2,031,836
CDARS	(N/A)	04-09-09	1,218,660.20	1,218,660.20	04-07-11	1.890%	62.9010	31	0.00	1,949.93	1,954.63	4.70	0.00	1,218,660 3.20%
SOLD / MATURED			-	-										-
TOTAL			<u>104,767,411.94</u>	<u>105,430,811.76</u>					<u>640,330.21</u>	<u>197,413.05</u>	<u>275,378.63</u>	<u>119.72</u>	<u>562,484.35</u>	<u>103,409,367.69</u>

17-Feb-10

Weighted Average Interest Rate #REF!

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2009 & FY2010
 JANUARY 2010

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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	4,352,600	(390,400)	4,352,600
Dec. 09	6,207,000	Feb. 10		(615,000)	5,592,000 (1)
2nd Qtr. Adjustment	1,461,000	Mar. 10		92,289	1,553,289 (1)
6 Months Total	33,331,000		23,101,615	(3,084,096)	30,246,904
Jan. 10	4,129,000	Mar. 10		0	4,129,000 (1)
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		1,542,046	2,921,046 (1) Jan
9 Months Total	48,384,000		23,101,615	(1,542,050)	46,841,950 Portion
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		1,542,050	3,054,350
FY2010 Total	64,716,300	FY2010 Total	23,101,615	(0)	64,716,300
	14,555,215	1st Quarter			
	15,691,689	2nd Quarter			
	5,102,682	3rd Quarter			
		4th Quarter			
	<u>35,349,586</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JANUARY 31, 2010

	<u>1/31/2010</u>
Cash -- Bank of America Checking Account	496,926.08
LAIIF	13,650,725.52
County Pool	291,192,392.16
Investment Portfolio	104,767,411.94
Total	<u><u>410,107,455.70</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- JANUARY 2010

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000563	DEPARTMENT OF TRANSPORTATION	2010-01-11	880,214.11	WIR	Capital Programs
SMCTA	000564	PENINSULA CORRIDOR JOINT POWERS BOARD	2010-01-11	4,471,310.48	WIR	Capital Programs
SMCTA	000565	SAN MATEO COUNTY TRANSIT DISTRICT	2010-01-11	176,468.73	WIR	Capital Programs
SMCTA	000566	PENINSULA CORRIDOR JOINT POWERS BOARD	2010-01-19	66,037.43	WIR	Capital Programs
SMCTA	000567	SAN MATEO COUNTY TRANSIT DISTRICT	2010-01-19	23,337.98	WIR	Capital Programs
SMCTA	000568	MATSUMOTO, KARYL M.	2010-01-19	100.00	WIR	Board of Directors Compensation
SMCTA	000569	GROOM, CAROLE	2010-01-19	100.00	WIR	Board of Directors Compensation
SMCTA	000570	NAGEL, TERRY	2010-01-19	100.00	WIR	Board of Directors Compensation
SMCTA	000571	SAN MATEO COUNTY TRANSIT DISTRICT	2010-01-25	1,338,905.92	WIR	Capital Programs
SMCTA	002612	PBS&J	2010-01-04	75,207.53	CHK	Capital Programs
SMCTA	002613	URS CORPORATION	2010-01-04	17,670.88	CHK	Capital Programs
SMCTA	002614	CARTER & BURGESS, INC.	2010-01-11	12,911.35	CHK	Capital Programs
SMCTA	002615	DMJM HARRIS/MARK THOMAS JV	2010-01-11	5,458.46	CHK	Capital Programs
SMCTA	002616	PARKING COMPANY OF AMERICA	2010-01-11	96,590.34	CHK	SMCTA Caltrain Shuttles
SMCTA	002617	SF BAY AREA WATER EMERGENCY TRANS AUTH	2010-01-11	132,579.66	CHK	Capital Programs
SMCTA	002618	URS CORPORATION	2010-01-11	113,007.34	CHK	Capital Programs
SMCTA	002619	BKF ENGINEERS	2010-01-19	510.88	CHK	Capital Programs
SMCTA	002620	BPS REPROGRAPHIC SERVICES	2010-01-19	510.50	CHK	Printing and Information Svcs
SMCTA	002621	FOUST, ROSANNE	2010-01-19	100.00	CHK	Board of Directors Compensation
SMCTA	002622	GORDON, RICHARD S.	2010-01-19	100.00	CHK	Board of Directors Compensation
SMCTA	002623	HURLEY, JOSEPH	2010-01-19	221.64	CHK	Business Travel
SMCTA	002624	LEE, JOHN	2010-01-19	100.00	CHK	Board of Directors Compensation
SMCTA	002625	LEVIN SALES COMPANY	2010-01-19	15.64	CHK	Miscellaneous
SMCTA	002626	PENINSULA TRAFFIC CONGESTION RELIEF	2010-01-25	109,086.50	CHK	Shuttles Payable
SMCTA	002627	TAMALPAIS WEALTH ADVISORS	2010-01-25	12,286.76	CHK	Other Contract Services
SMCTA	002628	VAVRINEK, TRINE, DAY & CO., LLP	2010-01-25	1,000.00	CHK	Annual Audit Services
				<u>7,533,932.13</u>		

**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: **ASSIGNMENT OF CONTRACT FOR PROVIDING INVESTMENT
MANAGEMENT SERVICES**

ACTION

Staff recommends Board approval of the assignment of the remainder of the current investment management services agreement (Agreement) between the San Mateo County Transportation Authority (TA) and Tamalpais Wealth Advisors (TWA) from TWA to CSI Capital Management, Inc. (CSI) on the same terms and conditions contained in the Agreement.

SIGNIFICANCE

Approval of the above action will provide the TA with uninterrupted investment advisory services in accordance with the Agreement; with William Osher as the primary representative for the TA and the same transparent reporting requirements including a quarterly written report and an oral economic forecast presentation by Mr. Osher.

BUDGET IMPACT

The current operating budget includes the cost for this service.

BACKGROUND

TWA has provided investment management services to the TA since October 2008 and has approximately one and one half years remaining on its current three-year Agreement. TWA's appointment as investment advisor to the TA was fundamentally due to Mr. Osher consistently providing favorable portfolio performance results for the San Mateo County Transit District since 1987. The TA's portfolio is held in the Bank of New York, as the custodial bank, on behalf of the TA. The TA's funds are not held by TWA as they are solely a financial advisory firm and not an investment house.

A sister company to TWA, Tamalpais Bank, has recently experienced liquidity issues, which led Mr. Osher to seek out a new parent company to provide better resources and support for his institutional clients. Consequently, TWA has entered into an agreement with CSI, a San Francisco-based wealth management firm established in 1978. CSI is an employee-owned,

SEC-registered investment advisory firm with approximately \$1.5 billion dollars under management, when combined with TWA. The Agreement brings the entire TWA team under the CSI name providing the desired resources and support for institutional clients.

To ensure that the TA continues to receive uninterrupted professional investment portfolio management services, TWA has requested the assignment of the remaining term of the current contract to CSI. CSI has agreed to continue providing all investment management services under the terms of the Agreement and has furnished the TA with information demonstrating its qualifications to assume such investment management services. Mr. Osher, as Director Fixed Income Investments/Chief Economist for CSI, will continue to be responsible for the daily management of the TA's portfolio as well as the preparation of monthly reports and a quarterly economic forecast presentation to the Board.

The TA will issue a Request for Proposals for future investment advisory services toward the end of the Agreement.

Prepared by: Lori Snow, Manager Treasury

650-508-6425

RESOLUTION NO. 2010 –

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

* * *

**CONSENTING TO ASSIGNMENT OF
INVESTMENT MANAGEMENT SERVICES AGREEMENT
BY TAMALPAIS WEALTH ADVISORS TO
CSI CAPITAL MANAGEMENT, INC.**

WHEREAS, by Resolution No. 2008-16 enacted on August 7, 2008 the San Mateo County Transportation Authority (Transportation Authority) authorized the execution of an Investment Management Services Agreement (Agreement) with Tamalpais Wealth Advisors (TWA) for a base three-year term, with two one-year options, with the understanding that William Osher would serve as the primary representative to undertake, render and oversee all contractual services; and

WHEREAS, a sister company to TWA, Tamalpais Bank, has recently experienced liquidity issues, which has led Mr. Osher to seek out a larger institution as a parent company in order to provide better resources and support for his institutional clients; and

WHEREAS, TWA recently entered into an agreement with CSI Capital Management, Inc. (CSI), a San Francisco-based, employee-owned, SEC-registered wealth management firm established in 1978 that, when combined with TWA, will have approximately \$1.5 billion dollars under its management and is able provide the desired resources and support for TWA's institutional clients; and

WHEREAS, the Agreement permits the assignment of TWA's rights and the transfer of its obligations under the Agreement to another firm upon the prior written consent of the Transportation Authority; and

WHEREAS, CSI has agreed to continue providing all investment management services under the terms of the Agreement and has furnished the Transportation Authority with information demonstrating its qualifications to assume such investment management services; and

WHEREAS, Staff recommends that the Board of Directors consent to the assignment of the remainder of the term of the Investment Management Services Agreement from Tamalpais Wealth Advisors to CSI Capital Management, Inc.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby consents to the assignment of the remainder of the term of the Investment Management Services Agreement from Tamalpais Wealth Advisors to CSI Capital Management, Inc. on the same terms and conditions contained in the Agreement; and

BE IT FURTHER RESOLVED that the Executive Director is authorized to execute appropriate documents as approved by General Counsel to give effect to this assignment.

Passed and adopted this 4th day of March, 2010, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
February 10, 2010**

The Community Relations Committee and Board

Accessible Services Coordinator Tina Dubost said the new policy to reduce late cancellations and to improve operating efficiencies is scheduled to be implemented February 22.

CAC Chair John Baker reported the CAC received a presentation on coastside Route 17.

Deputy CEO Chuck Harvey presented the Shuttle Performance Report (attached).

Average weekday ridership for all modes for December 2009 compared to December 2008 was 83,525, a decrease of 8.8 percent.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for December 2009. Sales tax revenues are under budget. The sales tax budget was decreased to \$62 million. Total expenses were better than budget. Fuel was \$1.98 per gallon last week. The fuel hedge was tripped in January and SamTrans will be receiving approximately \$4,000.

Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended December 31, 2009. The quality of the portfolio remains high in an economic environment with many problems. For the quarter ending December 31, the General Fund portfolio returned 0.28 percent compared to the benchmark of 0.13 percent. The Paratransit Fund portfolio returned 0.15 percent compared to the benchmark return of -0.88 percent.

Authorized the filing of Federal Transit Administration applications and to file and execute certifications, assurances and grant agreements required to receive Federal financial assistance for transportation projects.

Authorized an award of a maintenance contract to Giro, Inc. for a not-to-exceed amount of \$523,417 to continue maintenance and support services for Hastus software, which will provide the District with continued maintenance and support services for software under the Giro license over a six-year term. The scheduling software is used to develop bus and operator assignments.

Authorized award of a contract with Wilbur Smith Associates to provide on-call transportation planning and program support for up to \$4,000,000 for a three-year base term and authorized the General Manager/CEO or his designee to exercise up to two, additional one-year option terms for up to \$1,000,000 for each option term with both to be shared in aggregate among any other awards issued against the same solicitation.

Authorized award of contract to Gannett Fleming, Inc. for on-call general engineering consulting services for a total not-to-exceed amount of \$1,750,000 for a five-year term. The contract will provide the District with a dedicated consultant for continued on-call multi-disciplinary engineering, design, architectural and construction management support services for various projects associated with SamTrans bus systems facilities and District administrative office facilities.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
February 10, 2010**

Rejected the lowest monetary bid from RL Controls as non-responsive and awarded a contract to Kimball Midwest to furnish and service bolts, nuts, fasteners and related items for a total estimated cost of \$143,912 for a five-year term. The contract will provide the District with a continued dedicated supplier that supports repair and maintenance work to revenue vehicles.

Rejected the lowest monetary bid from WWC Services as non-responsive and authorized a contract to Universal Building Services and Supply Company to provide routine and emergency bus stop cleaning services to District-owned bus shelters, benches, and trash receptacles for a total estimated cost of \$503,216 for a three-year base term.

The Legislative Committee and Board

Update on State and Federal Legislative Program:

- The State Senate has conveyed the District's opposition to the governor's budget plan to circumvent last year's court ruling that gasoline sales tax spillover revenue can only be used for public transportation. The Senate is considering a counter proposal to create more than 100,000 new jobs without raising taxes and will only require a majority vote of the Legislature. The Senate's alternative to the gas tax proposal claims to save 18,000 jobs by retaining \$1.2 billion the governor's plan would have eliminated. Sales tax on gasoline would be eliminated but would be replaced with an indexed excise tax increase and transit's share of the revenue would be used to pay down transportation bond debt service normally covered by the General Fund. In return the State would grant some type of fee-based local authority to raise revenue for transit. Staff is opposed to any solution that eliminates sales tax on gasoline and supports the compromise position, which would maintain some baseline transit funding, but still allow the State to access some gasoline sales tax spillover revenue in the short-term.
- The Federal Jobs Bill is on hold in the Senate due to weather. The Senate is pursuing a multi-bill approach. The first bill includes an extension of SAFETEA-LU through December 31, 2010, which is three months longer than the House version and allows the Highway Trust Fund to retain the interest it earns and transfers retroactive interest back to the Highway Trust Fund and the Mass Transit Account. It is expected that supplemental transportation spending will come in a future bill at a level included in the American Reinvestment and Recovery Act, which brought about \$495 million to the region.

California will receive \$2.25 billion for the State's High Speed Rail (HSR) project. Funding allocation is to be decided. The original Bay Area application included \$980 million matched dollar-for-dollar by Proposition 1A bond revenue. Job creation is going to be a priority when funds are awarded. Staff was successful in getting Caltrain projects included in the original application. The California High Speed Rail Authority will need to negotiate a new spending plan with the Federal Railroad Administration based on the actual grant amount. Congress approved an additional \$2.5 billion for HSR last year and the president announced another \$1 billion for HSR in the proposed budget. Staff is looking forward to an eventual surface transportation bill that authorizes at least \$50 billion over the next six years.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
February 10, 2010**

Board of Directors

Presented a Resolution of Appreciation to outgoing Director Jim Hartnett.

Report of the General Manager/CEO Michael Scanlon:

- Service was cut 7.5 percent on December 20 and fare increases were effective February 1.
- Participated in the Chief Executive Officer workshop sponsored by the American Public Transportation Association.
- Two MV Transportation employees were recognized for outstanding service during January.
- Thirty-one of the 73 new buses received are in service; three are in service on coastside Route 17.
- A CAC member's request for a change in Route 292 was adopted and suggestions for Routes 43 and 53 have been provisionally approved.
- The maintenance department averaged 20,200 miles between service calls and Redi-Wheels averaged 25,400 miles between service calls; both exceeded the District's goal of 19,000 miles.
- The marketing department is doing a promotion of new Route 359, which goes from Foster City to the Millbrae Intermodal Station. Average weekday ridership for January was 120.
- Caltrain's future is invested in electrification. Staff will be working with the Metropolitan Transportation Commission in an effort to get a portion of the \$4.5 billion Proposition 1B regional transportation funding.

The next meeting of the Board is scheduled for Wednesday, March 18, 2010.

The Board met in closed session on two items:

1. Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956 (a), Kim-Jian Huo v. San Mateo County Transit District. Instructions have been given to staff and special counsel with regards to the disposition of this case.
2. Real Estate Negotiations – Pursuant to Government Code 54956.8. This matter has to do with the San Bruno Grade Separation Project real estate acquisition program. A report was provided to the Board with regards to the status of notices to property owners and ongoing negotiations. This matter will be heard, with respect to some of these parcels at the March 18 meeting, where property owners have been given notice of an opportunity to appear before the Board on potential resolutions of necessity to acquire those properties.

samTrans

Shuttles Performance Report

February 10, 2010

Shuttle Programs

samTrans

- Shuttle Program Details
- Business Partners
- Partnerships
- FY2010 Program
- Funding
- Ridership
- Community Shuttles
- FY2011 Issues
- Summary



Shuttle Program Details

samTrans

- **Caltrain – 31 routes**
 - Operates in 3 counties
 - Serves 19 of 32 stations
 - Links rail stations with employment centers
- **BART – 8 routes**
 - 6 BART stations to business sites
- **OTP – 99 percent**
- **Safety – 782,411 miles** since last preventable accident
- **Complaints – 2 or 3** per 150,000 trips per month



Business Partners

samTrans

Some of the Partners:

- Genentech
- Pacific Shores
- Stanford University
- Oracle
- DHL
- Applied Biosystems
- Electronics for Imaging
- Gilead Sciences
- UPS Freight Systems
- Intel
- Hewlett Packard
- Google
- BiRite Foods
- AMD
- Dolby Laboratories
- See's Candy
- VWR Scientific
- Apria Healthcare
- Cushman & Wakefield



Partnerships

samTrans

- BAAQMD
- C/CAG (Grant Program and TFCA funding)
- Alliance
- Several Cities through the Alliance
- San Mateo County Transportation Authority

FY10 Program

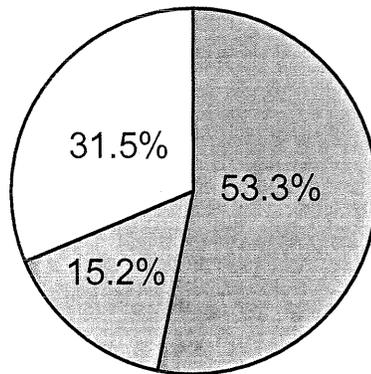
samTrans



SamTrans/BART Shuttles	\$1,848,955
Caltrain (SM Co.) & Community Shuttles	\$1,457,005
Caltrain Shuttles	\$2,726,120

SamTrans/BART Funding

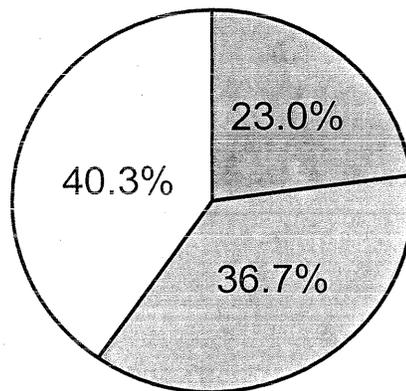
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- Employer
- SamTrans
- AB 434

JPB Funded Caltrain

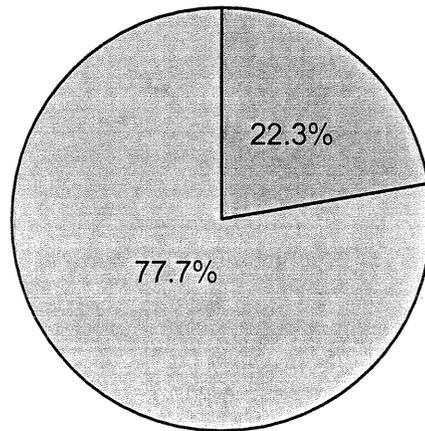
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- Employer
- Caltrain
- AB 434

Caltrain/SMC & Community Funding

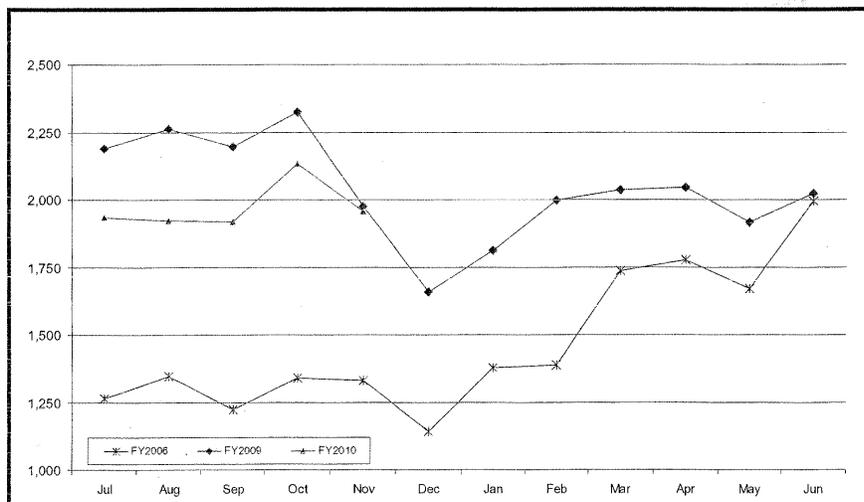
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Employer
TA

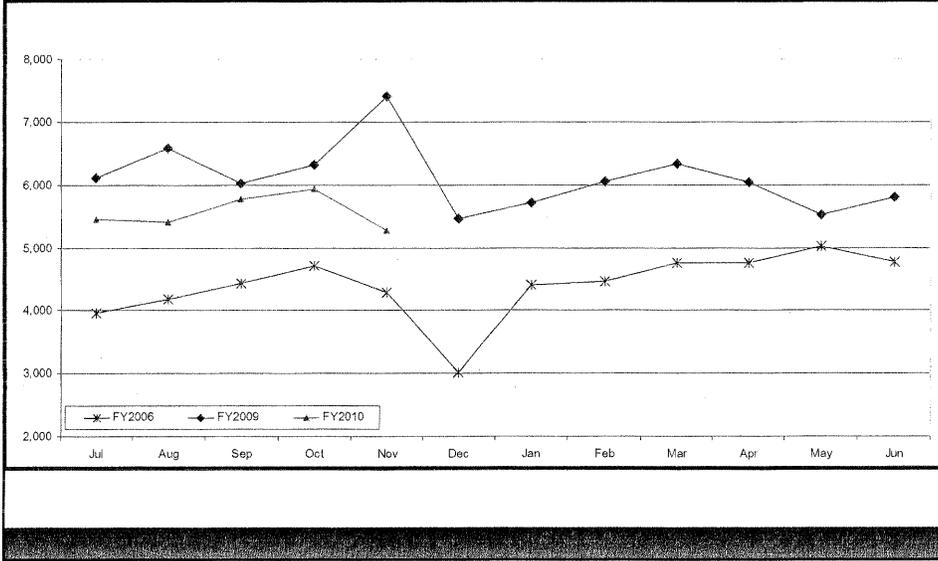
Shuttle AWR - BART

samTrans



Shuttle AWR - Caltrain

samTrans



Community Shuttles

samTrans

- Brisbane/Bayshore
- East Palo Alto
- Broadway/Millbrae
- Belmont/Hillsdale



FY2011 Issues

samTrans

- Operator contract for 22 Shuttles ends 9-30-10
 - RFP in final development
- 1-year \$1 million BAAMQD grant executed 1-26-10
 - Second half of FY2011 funding at risk
- C/CAG grant fluctuates based on license plate fees, down from \$631k in FY2009 to \$540k in FY2011
- City of San Mateo may stop funding Norfolk Shuttle
 - Shuttle route termination likely if local match isn't replaced

Summary

samTrans

- Shuttle program provides a vital link for patrons between Caltrain, BART, businesses and within communities.
- Funding from multiple sources has enabled the Shuttles program to leverage grant funds to expand services.
- Limited TA, BAAQMD, and District funds restrict ability to expand program.
- While shuttles had significant growth in prior years, business layoffs are now impacting ridership.
- Shuttle program could be expanded into more community based shuttles using new Measure A funds, provided partnerships and matching funds can be identified for worthy projects.
- FY2011 – external funding uncertainty

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

C. H. (Chuck) Harvey
Deputy CEO

SUBJECT: **AUTHORIZE AMENDMENT OF THE FISCAL YEAR 2010 OPERATING BUDGET**

ACTION

Staff proposes that the Board authorize an amendment to decrease the Fiscal Year 2010 (FY2010) Operating Budget expenditures by \$1,768,613 for a new total of \$25,149,603 (Line 40 of Attachment A).

This amendment primarily reflects a reduction in actual and projected sales tax income since the budget's adoption, which triggers corresponding decreases in pass-throughs and expenditures that were set forth in the 2004 Transportation Expenditure Plan. Interest income also has been reduced.

SIGNIFICANCE

OPERATING REVENUES:

Sales Tax: Decrease of \$4,716,300

Actual Measure A half-cent sales tax revenues received through January 2010 are \$2.6 million, or 10.0 percent lower than forecasted revenues. FY2010 sales tax revenue projections for January through June 2010 have been adjusted to reflect a more realistic outcome for sales tax revenues for the fiscal year.

Interest Income: Decrease of \$2,021,590

Due to the material difference between budget and actual for interest income year-to-date, staff reassessed anticipated interest income for FY2010 for the entire portfolio taking into account differences to-date and a lower expected return for the balance of the fiscal year. This decrease reflects the expected change for the entire portfolio. Investments through Tamalpais Wealth Advisors have been tracking with budget, however the majority of the TA portfolio is still invested through the San Mateo County Pool. Staff projected the FY2010 budget for funds invested through the County Pool based on a return of 1.75 percent; however, the actual return over the first six months of the fiscal year was 0.94 percent. FY2010 interest income projections have been adjusted to reflect the difference in returns to-date and a projected return of 0.90 percent for County Pool invested funds for the remainder of the fiscal year per County Pool guidance.

OPERATING EXPENSES:

The following expenditures have been adjusted commensurately based on the projected decrease in the FY2010 sales tax projections:

Allocation to Local Entities: Decrease of \$1,061,168

As per the new Expenditure Plan, the allocation rate is 22.5 percent of annual tax revenue. The proposed revised budget reflects the decrease in projected sales tax revenues.

Paratransit: Decrease of \$188,652

As per the new Expenditure Plan, the allocation rate is 4 percent of annual tax revenue. The proposed revised budget reflects the decrease in projected sales tax revenues.

Transportation System Management/Alternative Congestion Relief: Decrease of \$47,163

As per the new Expenditure Plan, the allocation rate is 1 percent of annual tax revenue. The proposed revised budget reflects the decrease in projected sales tax revenues.

Transfer to San Mateo County Transit District for Caltrain: Decrease of \$377,304

As per the new Expenditure Plan, the allocation rate is 8 percent of annual tax revenue. The proposed revised budget reflects the decrease in projected sales tax revenues.

San Francisco Airport Bay Area Rapid Transit (BART) Extension: Decrease of \$94,326

As per the new Expenditure Plan, the allocation rate is 2 percent of annual tax revenue. The proposed revised budget reflects the decrease in projected sales tax revenues.

Administration – Staff support

The total administration costs are not projected to change. With the revision of the sales tax, staff support represents 0.85 percent of annual tax revenue, which is below the 1 percent cap allowed for such expenditures.

CAPITAL EXPENSES:

Current Year Capital Programs

Since the adoption of the budget, the Board has approved four amendments increasing the Current Year Capital Programs estimate to \$85,770,000.

BUDGET IMPACT

The overall impact to the FY2010 Operating Budget is a decrease of \$1,768,613, from \$26,918,216 to \$25,149,603.

BACKGROUND

The Transportation Authority annually adopts an operating budget. On May 21, 2009 the Board adopted the FY2010 budget in the amount of \$26,918,216 as per Board Resolution No. 2009-10. Staff is proposing to amend the budget for a new total of \$25,149,603.

Note that the transactions affected by the proposed amendment are highlighted in blue on the attached budget.

Prepared by: Ladi Bhuller, Manager, Budgets

650-508-7755

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2010 REVISED OPERATING BUDGET

Attachment A

DESCRIPTION	FY2008	FY2009	FY2009	FY2010	FY2010	FY10 REVISED	BUDGET
	ACTUAL	ADOPTED	REVISED	ADOPTED	REVISED	Compared to FY10 ADOPTED Increase (Decrease) F = E - D	PERCENT CHANGE G = F/D
	A	B	C	D	E		
1 REVENUE							
2 Sales Tax	68,669,604	65,370,000	65,370,000	64,716,300	60,000,000	(4,716,300)	-7.3%
3 Interest Income	17,753,167	11,838,560	11,838,560	7,292,600	5,271,010	(2,021,590)	-27.7%
4 Rental Income	996,862	935,210	935,210	1,077,120	1,077,120	-	0.0%
5 Proceed from Sale of Asset	4,343,404	-	-	-	-	-	0.0%
6 Grant Proceeds	1,820,764	5,635,000	5,635,000	3,300,000	3,300,000	-	0.0%
7 TOTAL REVENUE	93,583,801	83,778,770	83,778,770	76,386,020	69,648,130	(6,737,890)	-8.8%
9 EXPENDITURES:							
11 Allocation to Local Entities	13,733,921	13,864,000	13,864,000	14,561,168	13,500,000	(1,061,168)	-7.3%
13 PARATRANSIT	1,255,430	2,110,090	2,110,090	2,588,652	2,400,000	(188,652)	-7.3%
16 TRANSPORTATION SYSTEMS MANAGEMENT/ ALTERNATIVE CONGESTION RELIEF	482,947	669,800	669,800	987,506	940,343	(47,163)	-4.8%
18 INFORMATION & EDUCATION	14,374	31,500	31,500	17,500	17,500	-	0.0%
20 SAN MATEO COUNTY SHUTTLE	1,074,089	1,360,942	1,360,942	1,431,768	1,431,768	-	0.0%
22 DUMBARTON	181,753	383,185	383,185	-	-	-	0.0%
24 TRANSFER TO SMCTD FOR CALTRAIN	-	2,528,000	2,528,000	5,177,304	4,800,000	(377,304)	-7.3%
26 SFO BART EXTENSION	-	632,000	632,000	1,294,326	1,200,000	(94,326)	-7.3%
28 BOND INTEREST EXPENSE	407,330	-	-	-	-	-	0.0%
30 BOND PRINCIPAL PAYMENT	8,855,000	-	-	-	-	-	0.0%
32 ADMINISTRATION:							
33 Staff Support	592,136	570,110	570,110	510,955	510,955	-	0.0%
34 Board of Directors	7,496	8,400	8,400	8,400	8,400	-	0.0%
35 Professional/Legal	159,650	168,667	168,667	295,770	295,770	-	0.0%
36 Other Expenses & Services	26,031	56,600	56,600	35,167	35,167	-	0.0%
37 Training & Business Travel	8,558	11,000	11,000	9,700	9,700	-	0.0%
38 TOTAL ADMINISTRATION	793,870	814,777	814,777	859,992	859,992	-	0.0%
40 SUB TOTAL	26,798,715	22,394,294	22,394,294	26,918,216	25,149,603	(1,768,613)	-6.6%
42 Current Year Capital Programs	50,744,712	46,336,000	49,336,000	34,455,000	85,770,000	51,315,000	148.9%
44 SUPPLEMENTAL ALLOCATION TO SAMTRANS	1,524,262	912,792	912,792	-	-	-	0.0%
46 TRANSFER TO SAMTRANS	-	-	24,899,742	-	-	-	0.0%
48 TOTAL EXPENDITURES/TRANSFERS	79,067,689	69,643,086	97,542,828	61,373,216	110,919,603	49,546,387	80.7%
50 FUND BALANCE							
52 Allocation of Beginning Fund Balance:							
53 Reserved							
54 Reserved for Debt Service	9,480,522	-	-	-	-	-	0.0%
55 Paratransit Programs	25,000,000	25,000,000	25,000,000	(0)	-	0	0.0%
56 Unreserved							
57 Designated for TSM	4,105,164	547,574	3,622,217	406,350	594,373	188,023	5.2%
58 Designated for Paratransit Program	2,437,054	912,792	812,533	-	-	-	0.0%
59 Bond Reimbursement Fund	10,053,125	-	-	-	-	-	0.0%
60 Capital Appropriation Carryover	210,810,169	184,398,273	167,218,317	183,542,163	167,207,482	(16,334,681)	-9.8%
61 Undesignated	187,311,167	278,872,184	267,060,246	266,000,742	255,296,986	(10,703,756)	-4.0%
62 Total Beginning Fund Balance	449,197,201	489,730,823	463,713,313	449,949,255	423,098,841	(26,850,414)	-5.8%
64 Revenues Over/(Under) Expenditures	14,516,112	14,135,684	(13,764,058)	15,012,804	(41,271,473)	(56,284,277)	408.9%
66 Estimated Ending Fund Balance	463,713,313	503,866,507	449,949,255	464,962,059	381,827,368	(83,134,691)	-18.5%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 PARATRANSIT TRUST FUND
 FY2010 ADOPTED BUDGET

<u>DESCRIPTION</u>	<u>FY2008 ACTUAL A</u>	<u>FY2009 ADOPTED B</u>	<u>FY2009 REVISED C</u>	<u>FY2010 ADOPTED D</u>	<u>FY2010 REVISED E</u>	<u>FY10 ADOPTED TO FY09 REVISED Increase (Decrease) F = E- D</u>	<u>BUDGET PERCENT CHANGE G = F/D</u>
REVENUE							
INTEREST INCOME	1,155,172	846,090	846,090	-	-	-	0.0%
Sales Tax	-	1,264,000	1,264,000	-	-	-	0.0%
TOTAL REVENUE	1,155,172	2,110,090	2,110,090	-	-	-	0.0%
ALLOCATIONS							
SAMTRANS R/W - ADA (FROM INTEREST)	1,255,430	846,090	846,090	-	-	-	0.0%
SAMTRANS R/W - ADA (FROM 2004 MEASURE A)	-	1,264,000	1,264,000	-	-	-	0.0%
SAMTRANS R/W - ADA (SUPPLEMENTAL ALLOCATION)	1,524,262	912,792	912,792	-	-	-	0.0%
TOTAL ALLOCATIONS	2,779,692	3,022,882	3,022,882	-	-	-	0.0%
EXCESS (DEFICIT)	(1,624,520)	(912,792)	(912,792)	-	-	-	0.0%
BEGINNING FUND BALANCE	27,437,054	25,912,792	25,812,534	(0)	-	-	0.0%
TRANSFER TO SAMTRANS	-	-	(24,899,742)	-	-	-	0.0%
ENDING FUND BALANCE	25,812,534	25,000,000	(0)	(0)	-	-	0.0%

Note: The Paratransit trust fund has been transferred to SamTrans in January 2009

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION SYSTEMS MANAGEMENT (TSM)/
ALTERNATIVE CONGESTION RELIEF PROGRAMS
FY2010 ADOPTED BUDGET

<u>DESCRIPTION</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2009</u>	<u>FY2010</u>	<u>FY2010</u>	<u>FY10 REVISED</u> Compared to FY10 ADOPTED Increase (Decrease) F = E - D	<u>BUDGET</u> <u>PERCENT</u> <u>CHANGE</u> G = F/D
	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>		
REVENUE							
Sales Tax	-	261,480	261,480	647,163	600,000	(47,163)	-7.3%
	-	261,480	261,480	647,163	600,000	(47,163)	
ALLOCATIONS							
TSM	482,947	669,800	669,800	987,506	940,343	(47,163)	-4.8%
TOTAL ALLOCATIONS	482,947	669,800	669,800	987,506	940,343	(47,163)	-4.8%
CURRENT YEAR SURPLUS /(DEFICIT)	(482,947)	(408,320)	(408,320)	(340,343)	(340,343)	(94,326)	27.7%
RESERVE BALANCE - PRIOR YEAR	4,105,164	547,574	3,622,217	406,350	594,373	-	0.0%
TRANSFER TO GENERAL FUND			(2,807,547)	-			0.0%
TOTAL FUND BALANCE	3,622,217	139,254	406,350	66,007	254,030	188,023	284.9%

RESOLUTION NO. 2010 –

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

**AUTHORIZING AN AMENDMENT TO DECREASE THE FISCAL YEAR 2010
OPERATING BUDGET IN THE AMOUNT OF \$1,768,613
FOR A TOTAL BUDGET OF \$25,149,603**

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

WHEREAS, on May 21, 2009 and pursuant to Resolution No. 2009-10, the Board of Directors of the Authority adopted the Fiscal Year 2010 Operating Budget in the amount of \$26,918,216; and

WHEREAS, since the adoption of the Fiscal Year 2010 Operating Budget in May of 2009, the Authority has received Measure A half-cent sales tax revenues that are lower than forecasted due to economic slowdown, and a decrease in interest income due to lower interest rates;

WHEREAS, the potential impact of the aforementioned reduction in projected sales tax revenues and interest earnings will result in a corresponding decrease of \$1,768,613 in funding for programs and projects including allocations to Local Entities, Paratransit, Transportation System Management/ Alternative Congestion Relief, Transfers to SamTrans for Caltrain, and the San Francisco Airport Bay Area Rapid Transit (BART) Extension in accordance with the 2004 Transportation Expenditure Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby approves an amendment decreasing the Fiscal Year 2010 Operating Budget by \$1,768,613, for a total amended Operating Budget of \$25,149,603.

Regularly passed and adopted this 4th day of March 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

State Budget

The California Legislature is expected to vote soon on a revised version of the governor's proposed "gas tax swap". The governor's proposal would eliminate virtually all Public Transportation Account (PTA) revenues by eliminating the sales tax on gasoline and diesel fuel and replacing it with an increase in the State fuel excise tax.

The proposal allows for State General Fund savings since excise tax revenues can be used to fund State transportation bond debt service, whereas gasoline sales tax revenues are required to fund public transportation according to the court's ruling in *Shaw v Chiang* last year.

The Legislature's compromise proposal would still create State General Fund savings through the gas tax swap, but it would retain the sales tax on diesel fuel, increase the tax rate from 4.75 percent to 6.75 percent and direct these revenues toward the State Transit Assistance (STA) program and other PTA programs including intercity passenger rail. The excise tax on diesel fuel would be concurrently reduced to maintain current fuel prices.

The compromise proposal also includes a \$400 million STA appropriation covering the remainder of the current year along with Fiscal Year 2010-11.

The proposal would provide a minimum of \$350 million for the STA program in FY2011-12 and 2012-13. STA revenues would grow to approximately \$511 million by FY2020-21.

The package also contains a provision permitting local metropolitan planning organizations, subject to voter approval, to impose a regional fee on motor vehicle fuels to supplement transit funding.

Other transportation programs, including local streets and roads and highway programs, which are traditionally funded through the sales tax on gasoline, would see their funding replaced by revenues generated through the increased excise tax. Funding for these programs would be increased by approximately \$200 million. However, because of the source, this funding is less reliable, more prone to diversion and would increase at a slower rate compared to the gasoline sales tax allocations through Proposition 42.

FEDERAL ISSUES

Jobs for Main Street Act of 2010 – (H.R. 2847)

The Senate is expected to approve the Hiring Incentives to Restore Employment Act (S.A. 3310), also known as the HIRE Act, which is the first component of a multi-bill jobs package.

The HIRE Act includes an extension of SAFETEA-LU authorization through the end of the year and also includes the transfer of \$19.5 billion to the Highway Trust Fund, including \$4.8 billion to the Mass Transit Account (MTA). This transfer is expected to ensure the solvency of the MTA through the end of FY2011. The Senate Finance Committee based the transfer on restoring interest payments to the Highway Trust Fund. The HIRE Act would also expand the Build America Bonds program, allowing states and local governments to borrow at lower costs to finance more infrastructure projects.

The HIRE Act will need to be approved by the House prior to the expiration of SAFETEA-LU authorization on February 28 in order to ensure continued surface transportation expenditures.

Staff is working with the American Public Transportation Association (APTA) to ensure that future components of the Senate's jobs package will include supplemental transportation funding and an extension of the alternative fuels tax credit. APTA members have identified more than \$15 billion in public transportation projects that could provide much needed American jobs and crucial funding for financially strapped public transportation systems that have been affected by the recession.

Like the HIRE Act, future jobs-related legislation approved by the Senate will need to be approved by the House, or reconciled with the Jobs for Main Street Act of 2010, which the House approved last year. This bill would authorize and appropriate supplemental transportation funding including:

- \$8.4 billion for Federal Transit Administration (FTA) programs
- \$27.5 billion in Federal Highway Administration (FHWA) programs

The bill would also allow agencies to reserve 10 percent of their allocation for emergency operating expenses.

**San Mateo County Transportation Authority
State Legislative Matrix as of 2/16/2010**

Bill ID/Topic	Location	Summary	Position
<p>AB 231 Huffman (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>AB 266 Carter (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>AB 569 Emmerson (R)</p> <p>Meal periods: exemptions.</p>	<p>SENATE L. & I.R. 02/04/2010-Re-referred to Com. on L. & I.R.</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the order is consistent with the health and welfare of affected employees.</p> <p>This bill would exempt from these provisions employees in a construction occupation, commercial drivers in the transportation industry, and employees in the security services industry employed as security officers if those employees are covered by a valid collective bargaining agreement containing specified terms, including meal period provisions. It would specify that its provisions do not affect the requirements for meal periods for certain other employees or employers. Last Amended on 09/11/2009</p>	
<p>AB 619 Blumenfield (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>AB 726 Nielsen (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>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 2/16/2010**

Bill ID/Topic	Location	Summary	Position
<p>AB 732 Jeffries (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 nine transportation projects. Last Amended on 06/16/2009</p>	
<p>AB 744 Torrice (D)</p> <p>Transportation: toll lanes: Express Lane Network.</p>	<p>SENATE APPR. SUSPENSE FILE 12/10/2009 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>	
<p>AB 1409 John A. Perez</p> <p>Public contracts: county highways: work authorizations.</p>	<p>SENATE T. & H. 02/02/2010-Joint Rule 62(a), file notice suspended. (Page 1756.) 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. Last Amended on 06/02/2009</p>	
<p>AB 1609 Evans (D)</p> <p>2010-11 Budget.</p>	<p>ASSEMBLY BUDGET 01/21/2010</p>	<p>This bill would make appropriations for support of state government for the 2010-11 fiscal year. This bill contains other related provisions.</p>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 2/16/2010**

Bill ID/Topic	Location	Summary	Position
<p>AB 1794 Gilmore (R)</p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY PRINT 02/11/2010-From printer. May be heard in committee March 13.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990.</p> <p>The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures, as defined, by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012. This bill would make technical and nonsubstantive revisions to the above requirements.</p>	
<p>ABX2 4 Niello (R)</p> <p>Public contracts: design-build: public-private partnerships.</p>	<p>SENATE RLS. 02/14/2009-In Senate. To Com. on RLS.</p>	<p>Existing law designates the Judicial Council as the entity having full responsibility, jurisdiction, control, and authority over trial court facilities for which title is held by the state, including the acquisition and development of facilities. This bill would also authorize the Director of General Services or the Secretary of the Department of Corrections and Rehabilitation, as appropriate, to use the design-build procurement process in contracting and procuring a state office facility or prison facility, and would authorize the Judicial Council to use that same process in contracting and procuring a court facility, but would limit this authorization to 5 total projects, to be approved by the Department of Finance, as specified.</p> <p>The bill would require the Department of General Services, the Department of Corrections and Rehabilitation, and the Judicial Council to submit to the Joint Legislative Budget Committee, before January 1, 2014, a report containing a description of each public works project procured through the design-build process, as specified. The bill would require a bidder participating in the process to provide written declarations, subject to misdemeanor penalties, and would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 02/14/2009</p>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 2/16/2010**

Bill ID/Topic	Location	Summary	Position
<p>ABX8 37 Calderon, Charles (D)</p> <p>Environment: California Environmental Quality Act (CEQA).</p>	<p>ASSEMBLY PRINT 02/11/2010-From printer.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR. The bill would enact the CEQA Litigation Protection Pilot Program of 2010 and would require the Business, Transportation and Housing Agency to select projects that meet specified requirements from specified regions for each calendar year between 2010 and 2014.</p> <p>The bill would exempt from judicial review, pursuant to CEQA, a lead agency's decision to certify the EIR of, or to adopt a mitigated negative declaration based on an initial study for, the selected projects, a lead agency's and responsible agency's approval of the selected project, and the Business, Transportation and Housing Agency's selection of the projects. The bill would require the Business, Transportation and Housing Agency, by December 31 of each year, to submit an annual report to the Governor and to the Legislature summarizing the designation of projects, and the job creation and investment attributable to the designated projects.</p>	
<p>ACR 14 Niello (R)</p> <p>California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY NAT. RES. 04/27/2009-In committee: Refused adoption.</p>	<p>This measure would call upon the State Air Resources Board, prior to any regulatory action being taken consistent with the scoping plan for the implementation of the California Global Warming Solutions Act of 2006, to perform an economic analysis that will give the State of California a more complete and accurate picture of the costs and benefits of the act's implementation. The measure would also call upon the Governor to use the authority granted by the act to adjust any applicable deadlines for regulations.</p> <p>Last Amended on 03/27/2009</p>	
<p>SB 165 Lowenthal (D)</p> <p>Vehicles: parking violation.</p>	<p>ASSEMBLY TRANS. 06/29/2009-Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law makes it a violation for a person to park or leave standing a vehicle in a stall or space designated for disabled persons and disabled veterans unless the vehicle displays a special identification license plate or a distinguishing placard.</p> <p>This bill would establish a schedule of penalties, which are collected as civil penalties, for the violation of the above provision. Last Amended on 06/23/2009</p>	
<p>SB 686 DeSaulnier (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
State Legislative Matrix as of 2/16/2010**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1010</u> <u>Correa</u> (D)</p> <p>Environment: California Environmental Quality Act (CEQA).</p>	<p>SENATE PRINT 02/11/2010-From print. May be acted upon on or after March 13.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR. The bill would enact the CEQA Litigation Protection Pilot Program of 2010 and would require the Business, Transportation and Housing Agency to select projects that meet specified requirements from specified regions for each calendar year between 2010 and 2014. The bill would exempt from judicial review, pursuant to CEQA, a lead agency's decision to certify the EIR of, or to adopt a mitigated negative declaration based on an initial study for, the selected projects, a lead agency's and responsible agency's approval of the selected project, and the Business, Transportation and Housing Agency's selection of the projects. The bill would require the Business, Transportation and Housing Agency, by December 31 of each year, to submit an annual report to the Governor and to the Legislature summarizing the designation of projects, and the job creation and investment attributable to the designated projects. This bill contains other related provisions.</p>	
<p><u>SB 1012</u> <u>Runner</u> (R)</p> <p>Environmental quality: California Environmental Quality Act:(CEQA).</p>	<p>SENATE PRINT 02/11/2010-From print. May be acted upon on or after March 13.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would make technical, nonsubstantive changes to those provisions.</p>	
<p><u>SBX8 1</u> Committee on Budget and Fiscal Review</p> <p>Budget Act of 2009.</p>	<p>ASSEMBLY THIRD READING 02/16/10</p>	<p>This bill would express the intent of the Legislature to enact statutory changes relating to the Budget Act of 2009. The California Constitution authorizes the Governor to declare a fiscal emergency and to call the Legislature into special session for that purpose. The Governor issued a proclamation declaring a fiscal emergency, and calling a special session for this purpose, on January 8, 2010. This bill contains other related provisions.</p>	
<p><u>SCA 5</u> <u>Hancock</u> (D)</p> <p>State budget.</p>	<p>SENATE THIRD READING</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>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 2/16/2010**

Bill ID/Topic	Location	Summary	Position
<p>SCA 9 Ducheny (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>	
<p>SCA 10 Ducheny (D) Statewide initiative measures: legislative amendment.</p>	<p>SENATE THIRD READING 02/16/10</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>SCA 14 Ducheny (D) Initiative measures: funding source.</p>	<p>SENATE THIRD READING 02/16/10</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>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 2/16/2010**

Bill ID/Topic	Location	Summary	Position
<p>SCA 15 Calderon (D) 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>	
<p>SCA 16 DeSaulnier (D) Initiatives: indirect initiatives.</p>	<p>SENATE THIRD READING 02/16/10</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: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **RESOLUTION IN SUPPORT OF THE LOCAL TAXPAYER, PUBLIC SAFETY AND TRANSPORTATION PROTECTION ACT OF 2010 FOR CALIFORNIA'S NOVEMBER 2010 STATEWIDE BALLOT**

ACTION

Staff recommends Board adoption of a resolution in support of the Local Taxpayer, Public Safety, and Transportation Protection Act of 2010.

SIGNIFICANCE

This resolution supports a statewide ballot measure sponsored by the California Transit Association (CTA), the League of California Cities and the California Alliance for Jobs that would protect local government revenues including historic sources of public transportation funding.

BUDGET IMPACT

This action would result in no immediate budget impact. If the ballot measure is approved by the voters, it would potentially result in significant revenue benefits.

BACKGROUND

In collaboration with the League of California Cities and the California Alliance for Jobs, the CTA is sponsoring the Local Taxpayer, Public Safety and Transportation Protection Act of 2010, which has been filed with the California Secretary of State for inclusion on the November 2010 ballot. The measure would protect local government revenues, including public transportation funding, from cuts or diversions by the State.

The measure has received a Title and Summary from the California Attorney General and the sponsoring coalition's committee, Californians to Protect Local Taxpayers and Vital Services, has launched a statewide signature gathering effort. The sponsors will need to collect approximately 700,000 signatures to qualify the measure for the ballot.

The transportation component of this measure would protect against the diversion of State transportation funding sources including:

- The State sales tax on gasoline and diesel fuel, including Proposition 42 and spillover
- The State excise taxes on gasoline and diesel fuel
- The sales tax on nine cents of the excise tax
- The quarter-cent sales tax specified by the Transportation Development Act
- Local transportation sales tax generated by Self-Help Counties Coalition

The measure would also preserve the traditional uses of these revenues for:

- The Public Transportation Account, including the State Transit Assistance program
- The State Transportation Improvement Program
- Local transportation needs funded through the Transportation Development Act
- The Highway Users Tax Account

Over the past several years, the governor and the legislature have consistently diverted voter-approved public transportation funding in order to balance the State's General Fund deficit. Since 2007, the State has diverted approximately \$2.8 billion from the State Transit Assistance program. According to the Metropolitan Transportation Commission, had this funding been available, the San Mateo County Transit District would have received an additional \$36 million and the Peninsula Corridor Joint Powers Board would have received an additional \$37 million.

Prepared by: Seamus Murphy, Manager, Government Affairs

650-508-6388

RESOLUTION NO. 2010 –

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

**SUPPORTING THE LOCAL TAXPAYER, PUBLIC SAFETY, AND
TRANSPORTATION PROTECTION ACT OF 2010, TO BE PLACED BEFORE THE
VOTERS OF THE STATE OF CALIFORNIA FOR THEIR CONSIDERATION**

WHEREAS, San Mateo County Transportation Authority (TA) was formed in 1988 with the passage of a voter-approved half-cent sales tax for countywide transportation projects and programs; and

WHEREAS, the TA's role is to administer the proceeds of this sales tax to fund a broad range of transportation-related projects and programs; and

WHEREAS, the voters of the State of California have passed several statewide ballot measures designed to provide guaranteed funding for public transportation services; and

WHEREAS, since 2007, the Governor of California and the California State Legislature have diverted approximately \$2.8 billion from the State Transit Assistance program to the State General Fund resulting in a loss of more than \$36 million for the San Mateo County Transit District and a loss of more than \$37 million for the Peninsula Corridor Joint Powers Board; and

WHEREAS, the California State Budget signed into law by the Governor on February 20, 2009 eliminated 100 percent of funding for the State Transit Assistance Program through 2013; and

WHEREAS, following the diversion of State Transit Assistance funding, both the San Mateo County Transit District's fixed route bus operations and the Peninsula Corridor Joint Powers Board's commuter rail operations have eliminated service, raised fares and laid off administrative and service employees; and

WHEREAS, this loss of funding reduces the TA's capacity for improving commute

corridor congestion and meeting local mobility needs as included in the TA's 2009-2013 Strategic Plan; and

WHEREAS, the California Transit Association, as part of a coalition of taxpayers and public safety, local government, transportation, business and labor interests, seeks to place the Local Taxpayer, Public Safety, and Transportation Protection Act of 2010 before the voters of the State of California; and

WHEREAS, this measure, if approved by a majority of voters, will require that existing sources of State public transportation funding be used to fund public transportation programs and will prevent the State from diverting these funds in the future.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transportation Authority does hereby support the Local Taxpayer, Public Safety, and Transportation Protection Act of 2010, which would preserve and protect funding for public transit investments, and does urge that the measure be placed before the voters of California for their consideration and approval; and

BE IT FURTHER RESOLVED, that a copy of this resolution be transmitted to the California Transit Association.

Regularly passed and adopted this 4th day of March 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: C.H. (Chuck) Harvey
Deputy CEO

SUBJECT: **PROGRAM REPORT: PARATRANSIT PROGRAM AND THE
SENIOR MOBILITY INITIATIVE AND ACTION PLAN**

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 Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a report on the Paratransit Program and Senior Mobility Initiative and Action Plan under the Transit Program Category.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Since 1989, the Transportation Authority has provided Measure A funding to support the capital and operating needs of paratransit service in San Mateo County. The original Measure A created a \$25 million reserve fund that will be maintained in perpetuity. Interest earned from this fund was allocated for paratransit. Recognizing the growing need and cost of this service, voters approved the new Measure A, which allocates 4 percent of the total sales tax revenue to help meet the special mobility needs of county through paratransit and other accessible services.

The Senior Mobility Initiative and Plan develops options for seniors transitioning from driving to alternative transportation modes. Efforts to-date have focused on providing information and education. The goal is to provide programs and services that can stay mobile, active and connected to the community.

This month's presentation will be presented via PowerPoint.

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –
2nd QUARTER FISCAL YEAR 2010**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Kelvin Yu, Manager, Project Controls 650-622-7853
Joseph M. Hurley, Director, Transportation Authority Program 650-508-7942

Capital Projects

Quarterly Status Report

2st Quarter FY10 : October 1 – December 31, 2009

Report prepared for the March 4, 2010 SMCTA Board Meeting



**San Mateo County
Transportation Authority**



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The following projects represent a sub-set of the total Capital Program and have been selected for inclusion into the Quarterly Report due to project value, operational significance, and/or impact on customers.

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= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

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Dumbarton Rail **Corridor Project**

00613 / 00741 - DUMBARTON PRELIMINARY ENGINEERING / ENVIRONMENTAL / 30% DESIGN

Scope:



The current phase is for the development of a plan which includes environmental studies work and 30% design associated with the Dumbarton Rail Corridor project to extend commuter rail service across the Bay between the Peninsula and the East Bay by rehabilitating and reconstructing rail facilities on the existing railroad alignment and right-of-way. Three new passenger rail stations in Menlo Park/East Palo Alto, Newark, Union City, and a new layover facility in the East Bay will be constructed, as well as upgrading the Fremont Centerville Station. The proposed Dumbarton train service will consist of six trains across the bridge during the morning commute and six during the evening commute. Morning trains will originate at the Union City Intermodal Station, cross the bay to Redwood City, and then three trains will travel north to San Francisco and three will travel south to San Jose. In the evening, all trains will reverse pattern and travel back to Union City. An alternative analysis report has been developed and evaluated various options to upgrade the existing Dumbarton Rail Corridor to a condition capable of serving as a commuter rail line that would connect the east and west bay. The report includes: both a rail and bus alternative.
SMCTA Role: Project Initiator

Project Status Summary: Project is currently in Environmental and 30% Design phases.

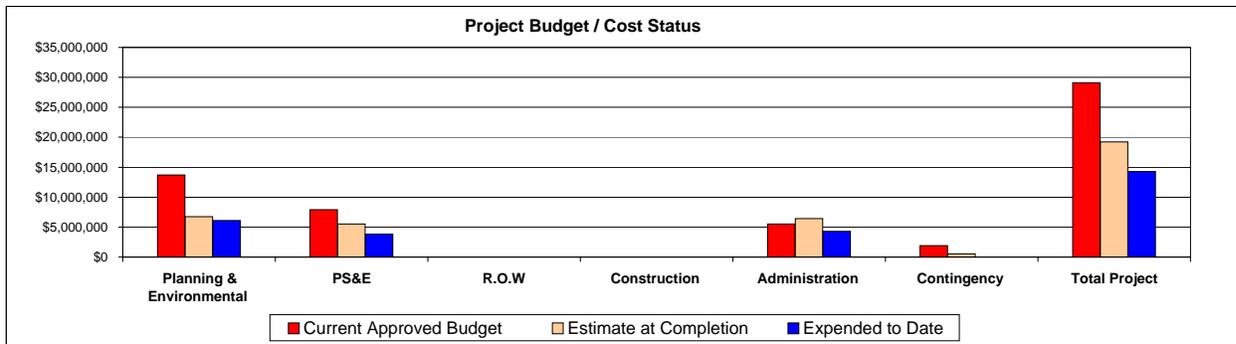
- Issues:**
- (1) Environmental Mitigation – Pending the result of the findings in the Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) and under the National Environmental Policy Act (NEPA), the project may be required to implement various mitigation conditions in the bay and the wetlands. This may result in additional studies, schedule delays and / or cost increase.
 - (2) Future required negotiations for right of way acquisition and operating and capital agreements with other affected railroads and agencies (i.e. the Union Pacific Railroad and the Capitol Corridor) may result in potential schedule delays, additional studies, or capital and operating costs.
 - (3) Dumbarton Bridge – The existing bridge has been out of service since the mid-1980s. Uncertainties surrounding the existing condition of the bridge and also various regulations and other needs may heavily impact the options and the designs for rehabilitation and replacement of the Dumbarton Bridge.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$13,702,290	\$6,115,991	\$627,766	\$6,743,757	\$6,958,533
PS&E	\$7,931,520	\$3,832,721	\$1,694,279	\$5,527,000	\$2,404,520
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$5,527,290	\$4,315,150	\$2,126,690	\$6,441,840	(\$914,550)
Contingency	\$1,929,900	\$0	\$529,269	\$529,269	\$1,400,631
Total Project	\$29,091,000	\$14,263,862	\$4,978,004	\$19,241,866	\$9,849,134

NOTE: Decrease in Administrative Costs is due to a reconciliation between PCJPB and TA costs.



- Issues:**
- MTC reprogrammed \$91 million of the project's funding to the BART Warm Springs extension in September 2008. Remaining project funding would be insufficient even for Phase 1 construction. The repayment of the \$91 Million after FY 2019-20 would delay the project ten years. The certainty of the payback is in question, as it depends upon the willingness of a future Alameda County Congestion Management Agency (ACCMA) action to honor the action of its current board. A public hearing was held on January 14, 2009 for the RM2 funding reassignment and the action was formally approved by the commissioners at the January 28, 2009 MTC Meeting. This places the Dumbarton Project focus on near-term and interim actions as follows: 1) Completion of the draft EIR/EIS; 2) Steps towards purchase of needed right-of-way; 3) Expansion of bus service in the corridor in the interim.

00613 / 00741 - DUMBARTON PRELIMINARY ENGINEERING / ENVIRONMENTAL / 30% DESIGN

Schedule:



Major Milestones:

Environmental
30% Design

Original Baseline	
Start	Finish
01/04/05	01/31/10
08/01/07	07/15/09

Current Baseline	
Start	Finish
01/04/05	01/31/10
08/01/07	07/15/09

Current Forecast	
Start	Finish
01/04/05	11/01/11
08/01/07	04/04/11

Progress

This Quarter:

Oct - Dec 2009

CAP = Citizen Advisory Panel
DMU = Diesel Multiple Units
FTA = Federal Transit Administration
MTC = Metropolitan Transportation Commission
PAC = Policy Advisory Committee
PDT = Project Development Team
UPRR = Union Pacific Railroad

- 1) Conducted PDT 12/1/09 Meeting in Newark, CAP 12/9/09 Meeting in Newark, and PAC 12/18/09 Meeting at the Palo Alto Council Chambers. An informational presentation was made on the UPRR Oakland Subdivision negotiation plan (for Segment G in Union City) and on the potential use of RM2 Operating Funds for Interim Bus Service. The PAC motioned to approve the staff recommendation on the proposed technical analysis scope and budget.
- 2) The geotechnical and structural analyses are almost complete and the cost estimate has been updated. The bridge design and constructability reports focus on better reliability and performance, and minimizing environmental impacts.
- 3) The Capitol Corridor is preparing a grant application to the Federal Railroad Administration (FRA) High Speed Intercity Passenger Rail program (HSIPR) in spring 2010 for eight projects that include the procurement and construction of Segment G of the Dumbarton Rail Corridor project in Union City. Staff will continue to provide updates in the future on the application status and the strategy for right-of-way negotiation.
- 4) Continued to coordinate with the Dumbarton bus consortium in planning for interim bus enhancements in the corridor.

Future

Activities:

Jan - Mar 2010

- 1) Conduct PDT meeting, CAP meeting, and PAC meeting in spring 2010. An update on the status of the technical analysis, interim bus enhancement plans, and the status of the Capitol Corridor's FRA funding application are expected to be presented to the PAC.
- 2) Complete the technical analysis for updating the draft environmental document for FTA review and public circulation.
- 3) Continue to coordinate with stakeholders to explore funding opportunities and interim measures. Evaluate viable funding strategies and possible alternatives for the project implementation.
- 4) Continue to work on a strategy for negotiations with UPRR on right-of-way issues, and evaluate the status of any interim bus enhancement plan.
- 5) Coordinate with High Speed Rail Authority and Altamont Corridor project teams to integrate environmental planning and analyses.

Issues:

Environmental reviews have taken longer than expected. This is due to a delayed start of the scoping period, the development of new phasing options, and the need to consider phasing options in the environmental evaluation. The project schedule was also significantly affected by a delay in obtaining concurrence with project partners MTC and the FTA regarding inputs to the ridership model.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$6,591,900	23%	\$6,591,900	23%	\$14,263,862	74%	\$19,241,866	100%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Other	\$22,499,100	77%	\$22,499,100	77%	\$0	0%	\$0	0%
Total	\$29,091,000	100%	\$29,091,000	100%	\$14,263,862	74%	\$19,241,866	100%

NOTE: TA will be reimbursed for a total of \$23.3M (TA Resolution 2006-20) by funding partners ACTIA (Alameda County Transportation Improvement Authority), VTA (Santa Clara Valley Transportation Authority) and MTC (Metropolitan Transportation Commission).

Issues:

None.

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TA – Caltrain Projects

00727 - DOWNTOWN EXTENSION

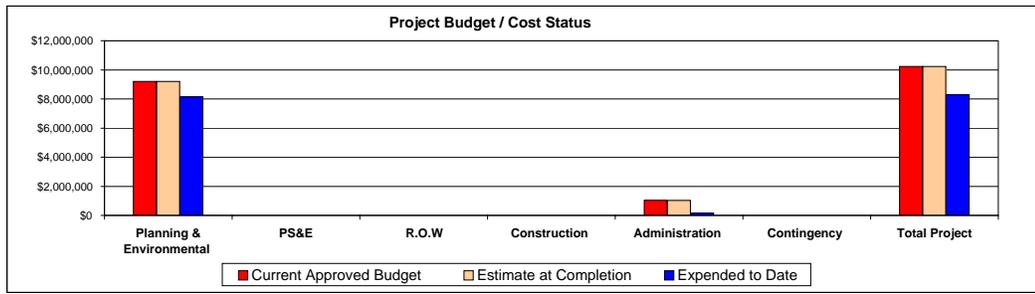
Scope: This project is to support design of the Caltrain Downtown Rail Extension (DTX), which extends Caltrain from 4th and King to the Transbay Terminal in downtown San Francisco. The work is being performed by the TJPA (Transbay Joint Powers Authority) in providing preliminary engineering and agency support; and also by the PCJPB (Peninsula Corridor Joint Powers Board) in providing technical support and oversight.
SMCTA Role: Funding Agency

Project Status Summary: Current phase is Preliminary Engineering.

Issues: (1) Construction timeline needs to be developed - specifically, an agreement needs to be made regarding construction phasing and operations.
 (2) Further coordination is required to fully develop joint CHSR/Caltrain operational requirements into building architectural drawings.

Budget:

	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$9,207,000	\$8,140,516	\$1,066,484	\$9,207,000	\$0
PS&E	\$0	\$0	\$0	\$0	\$0
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$1,023,000	\$143,746	\$879,254	\$1,023,000	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$10,230,000	\$8,284,262	\$1,945,738	\$10,230,000	\$0



Issues: EAC reflects staff level of effort commensurate with the TJPA work. Additional budget may be required and is subject to further review.

Schedule:

Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR	12/30/05	06/30/11	12/30/05	06/30/11	12/30/05	06/30/11

Progress

This Quarter: By TJPA
 Oct - Dec 2009 Performed preliminary engineering activities.

By PCJPB

- Reviewed Transbay Center Station floor plans, Geotechnical Studies, 5th Street Sewer Relocation, Station Wayfinding Signs, and Fire and Life and Safety system criteria.
- Completed DTX Track Plans; and 6th St. Sewer Relocation Plans.
- Participated in further design meetings concerning Terminal floor plans and station operations layout for Caltrain and CHSR.
- Continued Fire, Life Safety Advisory Committee meetings.
- Followed up discussions on wayfinding signs, escalator/elevator and passenger flow path planning issues.

Future

Activities: By TJPA
 Jan - Mar 2010 Continue to perform preliminary engineering activities.

By PCJPB

- Update Overall Schedule with DTX and North Terminal activities.
- Continue review of TJPA submittals.
- Further develop Tunnel and Station safety protocol procedures.
- Coordinate with the TJPA on the TTC Station floor plans.

Issues: None.

Funding :

	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,230,000	100%	\$10,230,000	100%	\$8,284,262	81%	\$10,230,000	100%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$10,230,000	100%	\$10,230,000	100%	\$8,284,262	81%	\$10,230,000	100%

Issues: None.

00734 - SM COUNTY LOCAL SAFETY & ACCESS IMPROVEMENT



Scope: The scope of the At-Grade Crossing Improvement Program is to evaluate, design and construct safety improvements at, and in the vicinity of (25) at-grade crossings on the Caltrain Corridor in San Mateo County. Improvements will be made in regards to railroad, pedestrian, traffic, and roadway safety systems. At-grade crossings to be considered for improvements include: Center St. in Millbrae; Broadway Avenue, Oak Grove Avenue and Peninsula Avenue in Burlingame; Villa Terrace Avenue, 1st Avenue, 2nd Avenue, 3rd Avenue, 4th Avenue, 5th Avenue, 9th Avenue and 25th Avenue in San Mateo; Whipple Avenue, Brewster Avenue, Broadway Avenue, Maple Avenue, Main Street, and Chestnut Street in Redwood City; Fair Oaks Lane and Watkins Avenue in Atherton; Encinal Avenue, Glenwood Avenue, Oak Grove Avenue, and Ravenswood Avenue in Menlo Park. Improvements needed at each location may differ depending on the at grade crossing configurations and diagnostics, among other considerations. Also includes Phase 1 of South Linden (TA 00758).
SMCTA Role: Funding Agency

Project Status Summary: The project continued with construction phase activities.

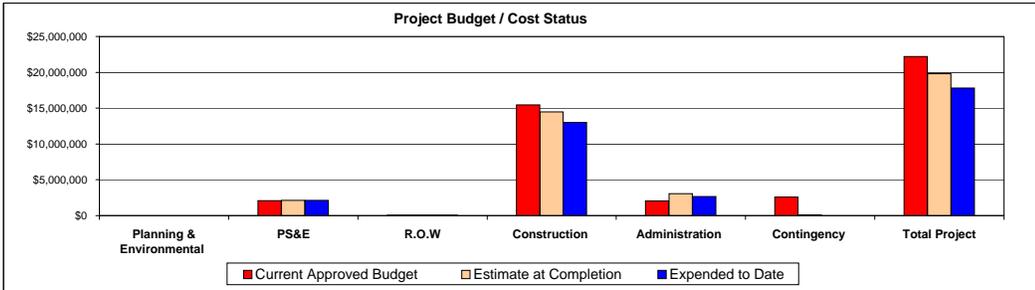
Issues: None.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$0	\$0	\$0	\$0	\$0
PS&E	\$2,100,391	\$2,113,527	\$528	\$2,114,055	(\$13,664)
R.O.W	\$44,000	\$53,521	\$289	\$53,810	(\$9,810)
Construction	\$15,462,000	\$13,010,520	\$1,469,868	\$14,480,388	\$981,612
Administration	\$2,039,000	\$2,650,648	\$409,352	\$3,060,000	(\$1,021,000)
Contingency	\$2,574,609	\$0	\$94,747	\$94,747	\$2,479,862
Total Project	\$22,220,000	\$17,828,216	\$1,974,784	\$19,803,000	\$2,417,000

Note: Expended Costs and EAC reflect JPB Project 01777 - SMC Grade Crossing plus JPB Project 01716 - South Linden.



Issues: Project is forecasting a potential underrun of about \$2.5 Million from the current approved budget.

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	04/16/07	07/30/08	04/16/07	07/30/08	04/16/07	07/30/08
Procurement	07/31/08	01/20/09	07/31/08	01/20/09	07/31/08	01/12/09
Construction	01/21/09	09/24/10	01/21/09	09/24/10	01/13/09	03/31/10
Project Close-out	09/27/10	11/30/10	09/27/10	11/30/10	07/30/10	06/09/10

Progress
This Quarter: (1) Crossing work was completed at:
 - Zone 4: Broadway and Oak Grove Avenue in Burlingame.
Oct - Dec 2009 (2) Crossing work started at:
 - Zone 6: Fair Oaks Lane and Watkins Avenue in Atherton.
 (3) Crossing work continued at:
 - Zone 5 - 1st Avenue in San Mateo.
 (4) Signal cut-overs were completed for Broadway (Burlingame).

Future Activities: (1) Complete crossing work at:
 - Zone 5: 1st Avenue in San Mateo.
 - Zone 6: Fair Oaks Lane and Watkins Avenue in Atherton.
 (2) Begin and complete crossing work at:
 - Zone 2: Main Street in Redwood City.
 - Zone 6: Oak Grove Avenue in Menlo Park.
 (3) Signal cut-overs are scheduled for Oak Grove (Burlingame) and Fair Oaks (Atherton) in January.
 (4) Finalize punch list items and change orders in previous zones.

Issues: None.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$7,400,000	79%	\$20,220,000	91%	\$17,828,216	100%	\$17,803,000	90%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$2,000,000	21%	\$2,000,000	9%	\$0	0%	\$2,000,000	10%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$9,400,000	100%	\$22,220,000	100%	\$17,828,216	90%	\$19,803,000	100%

NOTE: Total SMCTA Current Contribution includes \$1.82M from South Linden Grade Separation project.

Issues: None.

00737 - CALTRAIN ELECTRIFICATION

Scope:



(b)

The Electrification Program will electrify the 52-mile Caltrain Commuter line from San Francisco to the Tamien station in San Jose. The project will include the following activities:

- (1) An approved Environmental Assessment / Environmental Impact Report (EA/EIR).
- (2) Design and installation of approximately 150 single track miles of overhead contact system (OCS) that will distribute power to the electrically-powered locomotives or electric multiple unit (EMU) train sets.
- (3) Design and construction of two traction power substations and eight autotransformer stations to deliver the 25kV, 60Hz, single-phase, alternating current to the OCS.
- (4) Design and installation of enhancements to the signaling and grade crossing control systems to make the system compatible with electrification and to provide for future operations service levels.
- (5) Integration of the Electrification System, Signaling modifications and Electric Rolling Stock.

SMCTA Role: Funding Agency

Project Status Summary:

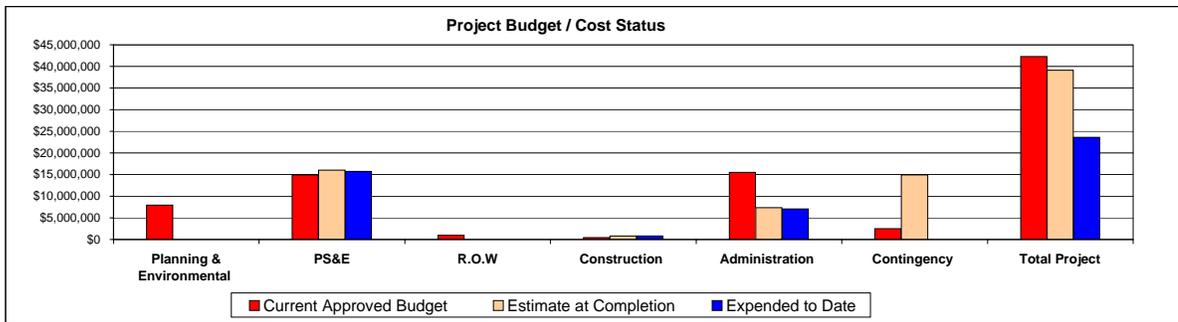
Caltrain is currently working with California High Speed Rail Authority, among others, to determine the impact of high speed rail development on this project. Project scope is under review.

Issues: None.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$7,963,877	\$0	\$0	\$0	\$7,963,877
PS&E	\$14,953,011	\$15,734,009	\$316,302	\$16,050,311	(\$1,097,300)
R.O.W	\$919,300	\$18,000	\$0	\$18,000	\$901,300
Construction	\$461,520	\$782,399	\$0	\$782,399	(\$320,879)
Administration	\$15,509,200	\$7,081,609	\$297,791	\$7,379,400	\$8,129,800
Contingency	\$2,490,555	\$0	\$14,909,629	\$14,909,629	(\$12,419,074)
Total Project	\$42,297,463	\$23,616,017	\$15,523,722	\$39,139,739	\$3,157,724



Issues: None.

Schedule:



(b)

Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E (35% Design)	06/01/05	01/31/08	06/01/05	11/21/08	06/01/05	01/25/10
Environmental	05/24/04	12/15/07	05/24/04	02/02/09	05/24/04	03/11/10

Progress

This Quarter:

Oct - Dec 2009

- (1) PG&E continued processing applications for 115 kV service at both South San Francisco and San Jose.
- (2) Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) on December 17, 2009, regarding the EA/EIR document.

Future

Activities:

Jan - Mar 2010

- (1) Continue coordination of project with JPB Capital Program and engineering to keep electrification documents current.
- (2) Coordinate project with CHSTP engineering and planning activities for the Caltrain Corridor.

Issues:

Obtaining Electrification California Environmental Quality Act (CEQA) certification from the Board has been postponed until further notice.

Funding :



(b)

	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$11,250,000	27%	\$11,250,000	27%	\$33,395	0%	\$11,250,000	29%
Others								
Federal	\$15,676,817	37%	\$15,676,817	37%	\$11,909,224	85%	\$14,084,318	36%
State	\$4,000,000	9%	\$4,051,442	10%	\$3,065,741	85%	\$3,625,666	9%
Other	\$11,298,183	27%	\$11,319,204	27%	\$8,607,657	85%	\$10,179,755	26%
Total	\$42,225,000	100%	\$42,297,463	100%	\$23,616,017	60%	\$39,139,739	100%

Issues:

Total Estimate-at-Completion (EAC) shown above is through 35% Engineering Design only. Once the scope of the project is coordinated with California High Speed Rail Authority (CHSRA), the budget for the balance of the project will be updated and reflected in the report. Full funding for the project will depend on the coordination of the project with the CHSRA.

00746 - SOUTH SAN FRANCISCO PARKING LOT

Scope: The project will rehabilitate and improve the existing parking lot at the South San Francisco Caltrain station. This will provide interim improvements until such time as High Speed Rail and the new South San Francisco Station Project come to fruition.



The project will rehabilitate the existing parking lot by patching the existing pavement, where necessary, and adding a new asphalt top coat. In addition, the project will provide proper drainage, improve the lighting, and provide traffic islands and striping. This project will provide up to 74 parking spaces.

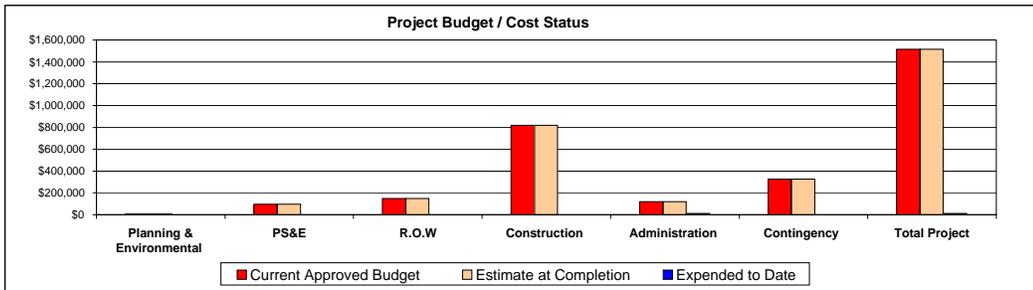
Project Status Summary: Current phase is Preliminary Engineering.

Issues: None.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$5,000	\$0	\$5,000	\$5,000	\$0
PS&E	\$96,000	\$0	\$96,000	\$96,000	\$0
R.O.W	\$148,000	\$0	\$148,000	\$148,000	\$0
Construction	\$820,000	\$0	\$820,000	\$820,000	\$0
Administration	\$120,000	\$11,253	\$108,747	\$120,000	\$0
Contingency	\$326,000	\$0	\$326,000	\$326,000	\$0
Total Project	\$1,515,000	\$11,253	\$1,503,747	\$1,515,000	\$0



Issues: None.

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
1. 65% Design	11/01/09	12/15/09	11/01/09	02/11/10	12/15/09A	02/11/10
2. Final Design/ Specs	12/16/09	04/15/10	12/16/09	04/15/10	02/11/10	04/15/10
3. Bid & Award/ NTP	04/16/10	09/08/10	04/16/10	09/17/10	04/16/10	09/17/10
4. Construction	09/22/10	12/22/10	09/22/10	01/20/11	09/22/10	01/20/11
5. Project Close-out	12/23/10	02/22/11	12/23/10	03/18/11	12/23/10	03/18/11

Progress

This Quarter:

Oct - Dec 2009

- (1) Awarded Work Directive (WD) for Engineering Design services on December 15, 2009.
- (2) Issued Notice to Proceed (NTP).
- (3) Began 65% design.

Future

Activities:

Jan - Mar 2010

- (1) Complete 65% design.
- (2) Conduct 65% Design review. Submit comments back to General Engineering Consultant (GEC) designer.
- (3) Proceed with 100% Final Design & Specifications.

Issues: None.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,515,000	100%	\$1,515,000	100%	\$11,253	1%	\$1,515,000	100%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$1,515,000	100%	\$1,515,000	100%	\$11,253	1%	\$1,515,000	100%

Issues: None.

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Railroad Grade **Separations**

00738 - GRADE SEPARATION EVALUATION - PROJECT PRIORITIZATION STUDY

Scope: The footprint study is to develop and assess grade separation options that will improve safety and local traffic flow in San Mateo, South San Francisco, Millbrae, Burlingame, Redwood City, Atherton and Menlo Park.
SMCTA Role: Project Manager

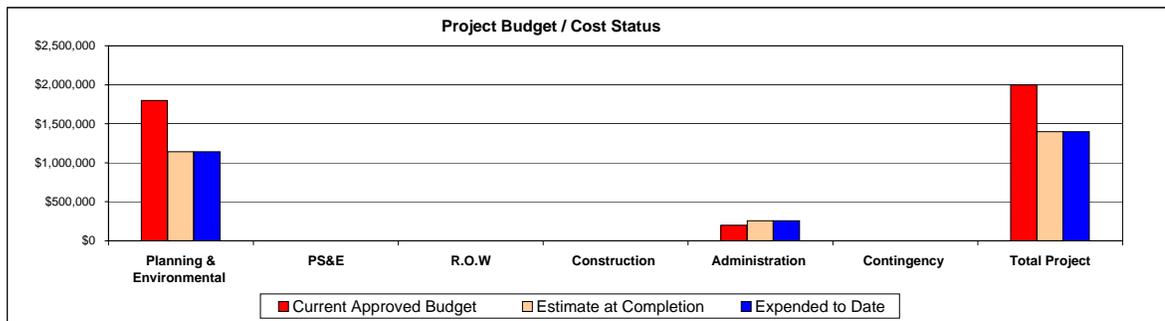
Project Status Summary: The footprint study has been completed and will be presented to each city.

Issues: None.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$1,800,000	\$1,142,580	\$0	\$1,142,580	\$657,420
PS&E	\$0	\$0	\$0	\$0	\$0
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$200,000	\$257,253	\$747	\$258,000	(\$58,000)
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$2,000,000	\$1,399,833	\$747	\$1,400,580	\$599,420



Issues: An underrun of approximately \$360K is forecasted.

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Footprint Study	05/01/08	06/30/09	05/01/08	06/30/09	05/01/08	10/31/09

Progress

This Quarter: (1) Conducted meetings with cities.
 Oct - Dec 2009 (2) Close out project.

This will be the final report for the project.

Future

Activities: None.
 Jan - Mar 2010

Issues: None.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,000,000	100%	\$2,000,000	100%	\$1,399,833	100%	\$1,400,580	100%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$2,000,000	100%	\$2,000,000	100%	\$1,399,833	100%	\$1,400,580	100%

Issues: None.

00759 - GRADE SEPARATION PROJECT - SAN BRUNO

Scope: This project has been re-scoped and re-scheduled in conjunction with PCJPB's five-year Capital Improvement Program. Current phase is PS&E. The project will raise the railroad in a retained embankment and lower roadways crossing the railroad right-of-way from just south of the I-380 flyover to approximately San Felipe Road (MP 12.0) in San Bruno. The project will eliminate at-grade vehicular crossings at San Bruno Avenue, San Mateo Avenue and Angus Avenue and replace them with grade separated vehicular access with a four-track footprint. Pedestrian under-crossings will be constructed at Euclid and Sylvan Avenues in San Bruno. The existing San Bruno station will be relocated onto an elevated structure at San Bruno and San Mateo Avenues. The former site of the San Bruno Lumber will become a surface parking lot for the new San Bruno station.



SMCTA Role: Funding Agency

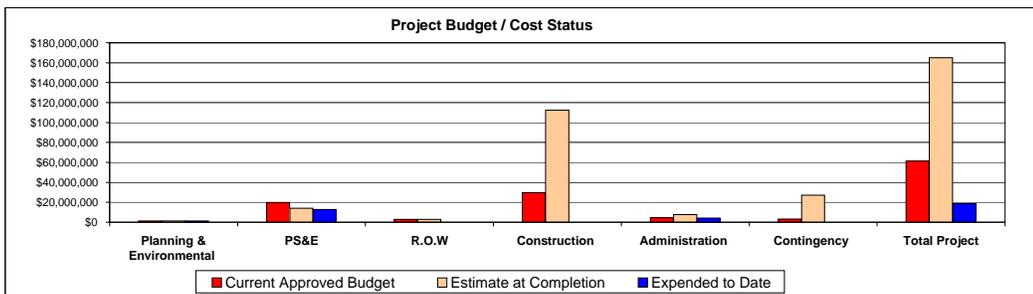
Project Status Summary: The project is currently at the 65% design phase. Current scope is through 100% design only.

Issues: The project has developed a two staged contract delivery plan to minimize PCJPB funding risk. A PCJPB funded initial contract will construct the two-track temporary shoofly and the western portion of the grade separation. California HSR is expected to fund and construct the balance of the grade separation and trackwork.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$1,336,573	\$1,296,720	\$39,853	\$1,336,573	\$0
PS&E	\$19,749,046	\$12,743,846	\$1,191,598	\$13,935,444	\$5,813,602
R.O.W	\$2,760,000	\$111,153	\$2,648,847	\$2,760,000	\$0
Construction	\$29,705,106	\$82,685	\$112,133,798	\$112,216,483	(\$82,511,377)
Administration	\$4,603,344	\$4,265,625	\$3,418,625	\$7,684,250	(\$3,080,906)
Contingency	\$3,055,932	\$0	\$27,067,250	\$27,067,250	(\$24,011,318)
Total Project	\$61,210,000	\$18,500,029	\$146,499,971	\$165,000,000	(\$103,790,000)



Issues: Funding of approximately \$26.0 million has been approved by both the San Mateo County Transportation Authority (SMCTA) and PCJPB Boards for the design phase of the project. **Additional SMCTA budget authority of \$35.2 million for the construction of this project was approved through Resolution 2010-1 at the January 2010 Board meeting.**

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	06/01/04	08/25/06	02/17/09	06/01/10	02/17/09	07/30/10
Construction	08/01/10	06/30/12	04/01/10	03/30/12	03/08/10	07/31/12

Progress

This Quarter:
Oct - Dec 2009

- (1) Obtained National Environmental Policy Act (NEPA) Environmental Clearance.
- (2) Completed review of 95% Box Culvert submittal and issued Invitation for Bids (IFB); advertised IFB and received 16 bids. Started bid evaluation and recommendation for PCJPB February Board.
- (3) Signed a Memorandum of Understanding (MOU) with the City of San Bruno.
- (4) Received 95% final Grade Separation design submittal and initiated PCJPB design review of plans & specifications.
- (5) Continued negotiations with BART concerning design review approvals.
- (6) Received Board instructions pertaining to real estate parcel acquisition. Began negotiations with five (5) property owners.
- (7) Continued negotiations with City relative to design issues and C&M Agreement.

Future Activities:

Jan - Mar 2010

- (1) Finalize February Board recommendation for award of Box Culvert contract work.
- (2) Finalize PCJPB design review of 95% final Grade Separation plans & specifications. Incorporate comments into IFB and issue draft IFB. Advertise final Grade Separation IFB.
- (3) Continue negotiations with BART concerning design review approvals.
- (4) Prepare Purchase Order for Owner Furnished Signal Equipment (March Board) and Rail Crossovers (February Board).
- (5) Continue negotiations with City relative to design issues and C&M Agreement.
- (6) Initiate utility relocation work.
- (7) Issue Limited Notice to Proceed (LNTF) to the Box Culvert contractor to mobilize staff and begin construction planning and administrative activities.
- (8) Continue negotiations pertaining to real estate acquisition with five (5) property owners.

Issues: None.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$68,610,000	100%	\$61,210,000	100%	\$18,500,029	11%	\$165,000,000	100%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$68,610,000	100%	\$61,210,000	100%	\$18,500,029	11%	\$165,000,000	100%

NOTE: (1) Original Contribution includes total amounts authorized through Resolution 2009-17.
(2) Current contribution reflects reallocation of \$7.4M per Resolution 2007-8 to the San Bruno Interim Safety Improvements project.

Issues: Current Board Approved Budget of \$25M has been approved by both the San Mateo County Transportation Authority (SMCTA) and Peninsula Corridor Joint Powers Board (PCJPB) for the design phase of the project. Additional budget authority of \$73M for the construction of this project will be requested at the January 2010 Board meeting; however, this amount is still short of the Estimate-at-Completion (EAC) of \$165M required to complete the project. Additional budget authority will need to be approved by the Board later in the Spring 2010 to fully fund the project.

00760 - GRADE SEPARATION PROJECT (SAN MATEO BRIDGES REHAB PROJECT) - POPLAR / TILTON

Scope: This project provides funding to PCJPB to prepare a grade separation project study report, environmental document and to seismically retrofit of foundations/abutments of four Caltrain bridges located at Poplar Ave., Santa Inez Ave., Monte Diablo Ave. and Tilton Ave. in San Mateo.



The scope of the project was modified to better coordinate with High Speed Rail (HSR) and also to make certain that a project invested today isn't deemed obsolete in the near future, Caltrain has decided to re-scope the project and perform the seismic improvement work that was designed as part of the replacement project.

As an interim solution, the bridges will be maintained and kept in a state of good repair. It is anticipated that the bridges will be replaced in the future, possibly as part of the High Speed Rail project.

SMCTA Role: Funding Agency

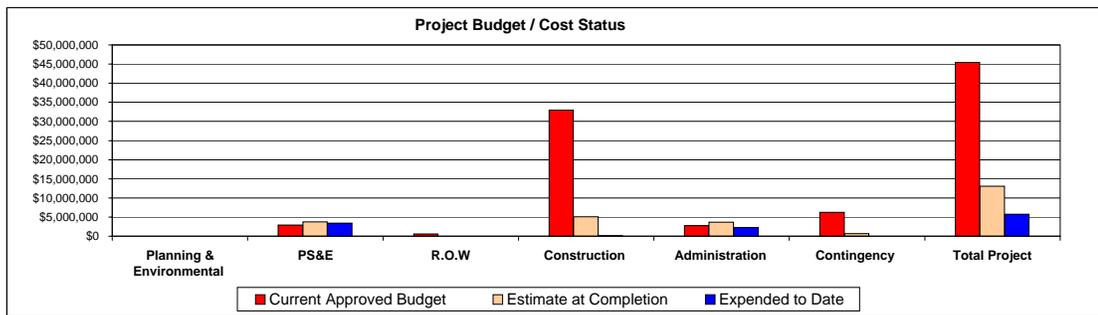
Project Status Summary: The environmental evaluation is completed and design phase is in progress.

Issues: None.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$0	\$0	\$0	\$0	\$0
PS&E	\$2,931,751	\$3,419,419	\$322,287	\$3,741,706	(\$809,955)
R.O.W	\$585,516	\$0	\$0	\$0	\$585,516
Construction	\$32,923,178	\$57,860	\$4,999,904	\$5,057,764	\$27,865,414
Administration	\$2,748,158	\$2,222,521	\$1,399,622	\$3,622,143	(\$873,985)
Contingency	\$6,209,466	\$0	\$657,891	\$657,891	\$5,551,575
Total Project	\$45,398,069	\$5,699,800	\$7,379,704	\$13,079,504	\$32,318,565



Issues: Total project Estimate-at-Completion (EAC) has been updated based on the 100% Issue for Bid design package and to reflect the reduction in the scope to only retrofit the bridge foundations and replace none of the bridges at this time. JPB will evaluate the timing of the bridges replacement after information is made available from High Speed Rail (HSR). Budget and schedules will be re-evaluated at that time.

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Environmental	03/01/05	11/07/08	03/01/05	05/29/09	03/01/05	05/29/09
PS&E	01/19/06	10/27/08	01/19/06	08/28/09	01/19/06	11/19/09
(a) Construction	04/02/09	09/28/10	03/22/10	02/22/11	04/16/10	05/03/11
Close out	01/19/06	10/27/08	02/23/11	04/26/11	05/04/11	07/07/11

Progress

This Quarter: (1) Continued coordination of underground gas and water utility relocations.
Oct - Dec 2009 (2) Completed Issue for Bid (IFB) of the re-design retrofit package.
 (3) Continued review of the re-design retrofit package by Caltrans.

Future

Activities: (1) Contracts and Procurement and Legal Departments to begin review of IFB package.
Jan - Mar 2010 (2) Issue Work Directive Amendment Request to perform the required historic documentation for the bridges recordation.
 (3) Continue coordination of underground gas and water utility relocations.
 (4) Caltrans to program project into the FY10 Federal Transportation Improvement Program (FTIP).

Issues: Schedule has slipped due to the time required by Caltrans to plan and include the project in FY10 FTIP.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$6,229,018	13%	\$6,229,018	14%	\$3,472,157	56%	\$6,229,018	48%
Others								
Federal	\$11,384,734	24%	\$8,703,522	19%	\$0	0%	\$1,522,206	12%
State	\$29,600,000	63%	\$29,600,000	65%	\$2,227,643	43%	\$5,176,903	40%
Other	\$0	0%	\$865,529	2%	\$0	0%	\$151,377	1%
Total	\$47,213,752	100%	\$45,398,069	100%	\$5,699,800	44%	\$13,079,504	100%

Issues: None.

Streets and Highways

00615 - STATE ROUTE 1 - FASSLER AVE TO WESTPORT



Scope: The current project scope is for the preparation of the Project Report (PR), Environmental Document (ED) and to begin work on PS&E . This project addresses the current and projected congestion on Route One in Pacifica between Fassler Avenue and Reina Del Mar during the morning and evening commute.
SMCTA Role: Project Manager

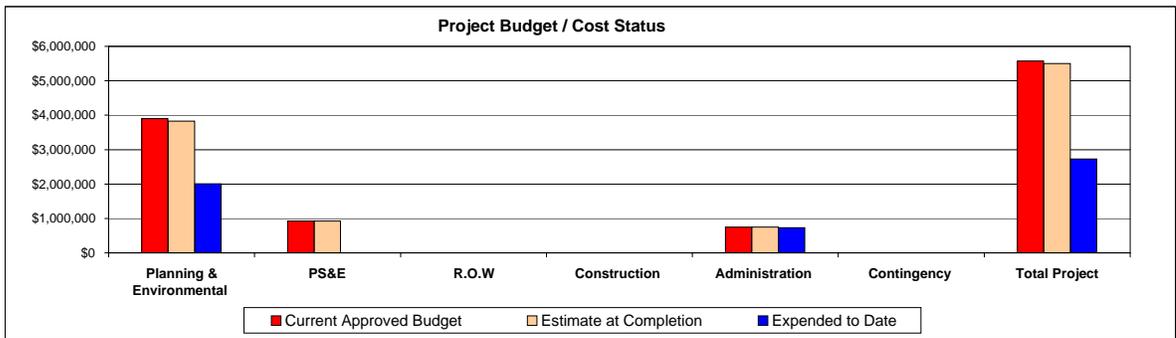
Project Status Summary: The project is at the environmental phase, being performed by SMCTA.

Issues: **Changed Conditions including the addition of new design variations are currently under consideration to be studied and included in the project technical reports. The changed conditions have necessitated a change in the agreed upon scope of services. The impacts to the scope of work resulting from these changes are currently under negotiation.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$3,900,000	\$2,005,151	\$1,819,744	\$3,824,895	\$75,105
PS&E	\$923,000	\$0	\$923,000	\$923,000	\$0
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$750,000	\$726,093	\$23,907	\$750,000	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$5,573,000	\$2,731,244	\$2,766,651	\$5,497,895	\$75,105



Issues: None.

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Environmental Document Circulation Period	08/11/09	09/28/09	08/11/09	09/28/09	07/14/10	09/01/10
(c) Environmental	03/01/07	03/01/10	03/01/07	03/01/10	03/01/07	See Issues Below

Progress

- This Quarter:**
Oct - Dec 2009
- (1) Received Caltrans approval of the Advance Planning Study Geotechnical Memo.
 - (2) Received Caltrans approval of the the Archeological Survey Report.
 - (3) Received Caltrans approval of the Noise Impact Report.
 - (4) Received Caltrans approval of the Air Quality Impact Report.
 - (5) Received Caltrans approval of the Purpose and Need.
 - (6) Received Caltrans approval of the Historical and Architectural Resource Studies

Future

- Activities:**
Jan - Mar 2010
- (1) Revise Geometric Refinement / Alternatives Analysis per Caltrans comments.
 - (2) Submit 2nd Administrative Draft Environmental Impact / Environmental Assessment.
 - (3) Update draft project report per Caltrans comments.
 - (4) California Coastal Commission / Caltrans Review Wetland Technical Report.
 - (5) Caltrans review Biological Assessment .
 - (6) Prepare and Submit Draft Transportation Management Plan.

Issues: **Changed Conditions including the addition of new design variations are currently being evaluated and will be included in the project technical reports. The impacts of these changes are currently under review. A re-baseline of the project will be required to reflect the final negotiated scope of work and revised delivery schedule.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,873,000	100%	\$5,573,000	100%	\$2,731,244	49%	\$5,573,000	100%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$3,873,000	100%	\$5,573,000	100%	\$2,731,244	49%	\$5,573,000	100%

Issues: None.

00621 - HIGHWAY 101 - BROADWAY INTERCHANGE

Scope: The project will modify the existing interchange to relieve traffic congestion and improve safety. Current scope is to develop the project report and environmental document for the Broadway Interchange. The project scope is anticipated to include detailed design and construction at a later date as additional funds are authorized.
SMCTA Role: Project Manager

Project Status Summary: Current phase is Environmental, being performed by SMCTA.

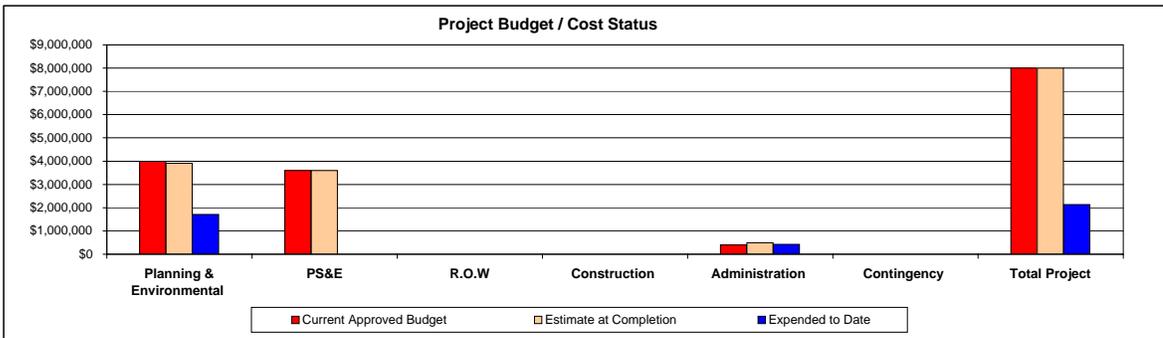
Issues: Revised Scope is currently being negotiated to keep the existing pedestrian overcrossing and the new scope will be reported in the next Quarterly Report.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$4,000,000	\$1,713,662	\$2,193,600	\$3,907,262	\$92,738
PS&E	\$3,600,000	\$0	\$3,600,000	\$3,600,000	\$0
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$400,000	\$426,320	\$66,418	\$492,738	(\$92,738)
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$8,000,000	\$2,139,982	\$5,860,018	\$8,000,000	\$0

Planning EAC reduced to reflect forecast for Administration EAC



Issues: Budget and Estimate at Completion will be re-evaluated when the new scope is finalized.

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR	05/01/00	11/30/05	05/01/00	11/30/05	05/01/00	11/30/05
Environmental Document Circulation Period	03/03/10	04/07/10	03/03/10	04/07/10	06/30/10	07/30/10
Environmental	10/02/08	11/30/10	10/02/08	11/30/10	10/02/08	TBD See Issues Below

Progress

- This Quarter:** (1) Revised Fact Sheet for Pedestrian Overcrossing.
 (2) Submitted the first draft of the Environmental Document.
 (3) Caltrans performed final review of Traffic Management Plan.
 (4) Revised and resubmitted the Air Quality Report.
 (5) Caltrans performed final review of Cultural Resource Studies.
 (6) Caltrans continued review of the Traffic Operations Analysis Report.

Future

- Activities:** (1) Caltrans to review Storm Water Data Report.
 (2) Continue to work on Draft Project Report.
 (3) Caltrans to review Advance Planning Study.
 (4) Continue to develop Right of Way Data Sheet.
 (5) Caltrans review of the first draft Environmental Document.

Issues: Revised schedule is currently being reviewed to reflect: (a) Caltrans furlough days; (b) keeping the existing pedestrian overcrossing; (c) the delay in approval of the Traffic Operations Analysis Report; and (d) the review sequence of the Draft Environmental Document prior to approval of all Environmental Technical Studies. A new baseline schedule will be reported in the next report.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$8,000,000	100%	\$8,000,000	100%	\$2,139,982	27%	\$7,950,671	100%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$8,000,000	100%	\$8,000,000	100%	\$2,139,982	27%	\$7,950,671	100%

Issues: None.

00629 - HIGHWAY 101 - MARSH TO SAN MATEO / SANTA CLARA COUNTY LINE (AUXILIARY LANES)

Scope: The project scope includes:



- 1) Prepare Project Study Report (PSR), Environmental and PS&E.
- 2) Widen US 101 to add auxiliary lanes in each direction from Marsh Road Interchange in San Mateo County to the Embarcadero Road Interchange in Santa Clara County.
- 3) Widen/ modify various on/off-ramps at four interchanges that lie within the project limits.
- 4) Re-construct Ringwood Pedestrian Overcrossing to accommodate the auxiliary lanes.
- 5) Install Intelligent Transportation System (ITS) equipment within the project limits.

Scope will be delivered in three segments:

- Segment 1 – US 101 Auxiliary Lanes – Marsh Road to University Avenue.
- Segment 2 – US 101 Auxiliary Lanes – University Avenue to Embarcadero Road.
- Segment 3 – US 101 Replacement Landscaping – Embarcadero Road Interchange to Marsh Road Interchange

SMCTA Role: Project Manager

Project Status Summary: Current PS&E phase is being performed by Caltrans. Caltrans completed the environmental work in 2008 and will be in charge of the bidding process and construction management. SMCTA completed the PSR in 2005 and will fund the Right-Of-Way (ROW) capital and construction.

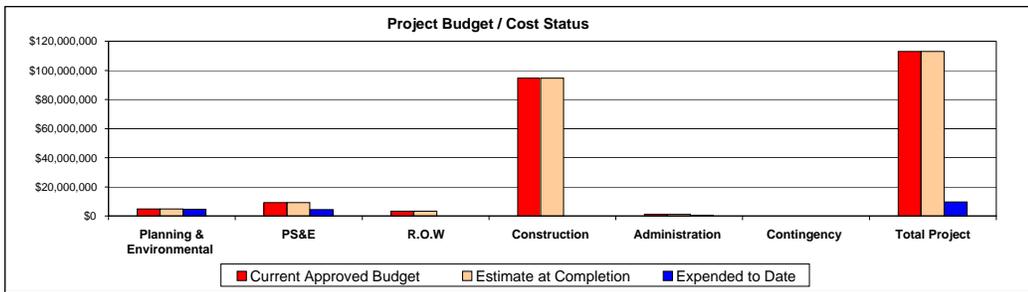
Issues: None.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$4,824,668	\$4,624,668	\$200,000	\$4,824,668	\$0
PS&E	\$9,185,000	\$4,358,708	\$4,826,292	\$9,185,000	\$0
R.O.W	\$3,244,000	\$49,288	\$3,194,712	\$3,244,000	\$0
Construction	\$94,660,000	\$0	\$94,660,000	\$94,660,000	\$0
Administration	\$1,074,169	\$511,243	\$562,926	\$1,074,169	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$112,987,837	\$9,543,907	\$103,443,930	\$112,987,837	\$0

Note:(1) Current approved SMCTA budget is \$6,912,000. (2) The above proposed budget is from the California Department of Transportation.



Issues: None.

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Environmental	03/31/07	10/31/08	03/31/07	10/31/08	03/31/07	10/31/08
Segment 1 (Marsh Road to University Avenue)						
PS&E	11/03/08	08/20/10	11/03/08	08/20/10	11/03/08	08/20/10
Construction	01/03/11	03/23/12	01/03/11	03/23/12	01/03/11	03/23/12
Segment 2 (University Avenue to Embarcadero Road)						
PS&E	11/03/08	09/20/11	11/03/08	09/20/11	11/03/08	09/20/11
Construction	02/06/12	11/22/13	02/06/12	11/22/13	02/06/12	11/22/13
Segment 3 (Embarcadero Road Interchange to Marsh Road Interchange)						
PS&E	11/03/08	06/18/13	11/03/08	06/18/13	11/03/08	06/18/13
Construction	09/05/13	11/08/17	09/05/13	11/08/17	09/05/13	11/08/17

Progress

- This Quarter:** (1) Finalized design for pedestrian overcrossing with City of Menlo Park.
Oct - Dec 2009 (2) Continued PS&E work for segment 1 (Marsh Road to University Avenue).

Future

Activities: Continue PS&E work for segment 1 (Marsh Road to University Avenue).
Jan - Mar 2010

Issues: None.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$36,966,837	33%	\$36,966,837	33%	\$1,085,199	3%	\$36,966,837	33%
Others								
Federal	\$1,800,000	2%	\$1,800,000	2%	\$0	0%	\$1,800,000	2%
State	\$74,221,000	66%	\$74,221,000	66%	\$8,458,708	11%	\$74,221,000	66%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$112,987,837	100%	\$112,987,837	100%	\$9,543,907	8%	\$112,987,837	100%

Issues: None.

00725 - HIGHWAY 101 - 3RD AVENUE TO MILLBRAE AVENUE (AUXILIARY LANES)

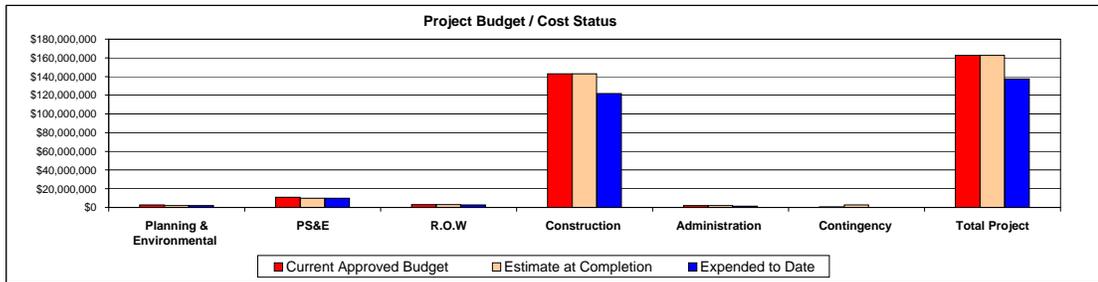
Scope: This project is for the design and construction for the addition of an auxiliary lane in both directions of Hwy 101 between 3rd Avenue and Millbrae Avenue. The project also includes the reconstruction of the Peninsula Avenue interchange, the Monte Diablo pedestrian over crossing, construction of the Broadway pedestrian over crossing and construction of sound walls.
SMCTA Role: Project Manager

Project Status Summary: Construction is currently performed by Caltrans and Design Services During Construction (DSDC) are provided by SMCTA.

Issues: None.

Budget:

	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$2,563,000	\$1,892,837	\$0	\$1,892,837	\$670,163
PS&E	\$11,000,000	\$9,893,980	\$0	\$9,893,980	\$1,106,020
R.O.W	\$3,200,000	\$2,704,966	\$495,034	\$3,200,000	\$0
Construction	\$143,011,000	\$121,780,391	\$21,230,609	\$143,011,000	\$0
Administration	\$2,200,000	\$1,291,921	\$908,079	\$2,200,000	\$0
Contingency	\$826,000	\$0	\$2,602,183	\$2,602,183	(\$1,776,183)
Total Project	\$162,800,000	\$137,564,095	\$25,235,905	\$162,800,000	\$0



Issues: Estimate At Completion (EAC) is adjusted to reflect federal expenditure that was not captured in previous quarters.

Schedule:

Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Construction	04/09/07	04/01/10	04/09/07	04/01/10	04/09/07	04/20/10
Monitoring/ Plant Establishment	04/02/10	04/02/13	04/02/10	04/02/13	04/21/10	04/16/13
Close Out	04/03/13	07/03/13	04/03/13	07/03/13	04/17/13	07/16/13

Progress

- This Quarter:** (1) Completed the following work:
 - Landscaping and irrigation between Broadway Avenue and Peninsula Avenue.
 - Asphalt Concrete (AC) paving between Broadway Avenue and Peninsula Avenue.
 - Construction of median barrier between Broadway Avenue and Peninsula Avenue.
 - Opengrade AC from 3rd Avenue to Peninsula Avenue.
- (2) Continued the following work:
 - Electrical work for highway lighting and for Traffic Operation System (TOS).
 - Work on Peninsula Avenue overcrossing.
 - Landscaping and irrigation.
 - Final Striping.
 - Roadway work on Airport Blvd.

Future

- Activities:** Continue the following work:
 - Electrical work for highway lighting and for TOS (Traffic Operation System).
 - Construction of approach ramps to Peninsula Avenue overcrossing.
 - Construction of new Peninsula Avenue on and off ramps.
 - Work on Peninsula Avenue overcrossing including sidewalks and barrier rails.
 - Landscaping and irrigation.
 - Final Striping.
 - Roadway work on Airport Blvd.
 - Asphalt Concrete (AC) paving in the vicinity of Peninsula overcrossing.

Issues: None.

Funding :

	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$92,580,000	58%	\$92,580,000	57%	\$80,178,329	87%	\$92,580,000	57%
Others								
Federal	\$0	0%	\$2,550,000	2%	\$1,238,842	49%	\$2,550,000	2%
State	\$67,670,000	42%	\$67,670,000	42%	\$56,146,924	83%	\$67,670,000	42%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$160,250,000	100%	\$162,800,000	100%	\$137,564,095	84%	\$162,800,000	100%

Issues: None.

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Monitoring and **Plant Establishment**

Streets and Highways

<p>00631 - Highway 101 - Ralston to Marsh (Auxiliary Lanes)</p> <p>Scope: This project is for the construction of northbound and southbound auxiliary lanes, including monitoring and plant establishment, within the limits of Ralston Avenue in Belmont to Marsh Road in Redwood City. The project also includes a separate contract to construct the wetland mitigation site.</p> <p>Phase: Construction Status: Construction is complete; continue with Monitoring and Plant Establishment through 2012.</p>	<p>SMCTA Funding \$22,774,063</p> <p>Expended \$20,884,733</p> <p>Remaining \$1,889,330</p>
<p>00636 - Highway 101 - Hillsdale to Ralston (Auxiliary Lanes)</p> <p>Scope: This project is for the construction of the northbound and southbound auxiliary lanes within the limits of Route 92 and Ralston Avenue in Belmont. These improvements will help to alleviate traffic congestion along the Highway 101 corridor.</p> <p>Phase: Construction Status: Construction is complete; continue with Monitoring and Plant Establishment through 2012.</p>	<p>SMCTA Funding \$6,125,000</p> <p>Expended \$4,551,077</p> <p>Remaining \$1,573,923</p>

Projects In Development

SMCTA - Caltrain Projects:

<p>00708 - Burlingame / Broadway Station Platform</p> <p>Scope: This project is for the design and construction of an interim northbound outboard platform and installation of a center fence to eliminate the hold-out rule. The existing Broadway station is located at the Broadway Avenue intersection which causes excessive gate downtime. This reconstruction work will result in the northbound train stopping north of the Broadway intersection which in turn will allow for a better flow of vehicular traffic and less gate downtime.</p> <p>Phase: PS&E Status: On Hold Reason: Decision was made to put on hold any further design effort until the footprint study for San Mateo County Grade Separation alternatives is completed.</p>	<p>SMCTA Funding \$2,870,000</p> <p>Expended \$856,718</p> <p>Remaining \$2,013,282</p>
<p>00735 - Parking Expansion @ Hillsdale, Redwood City & Menlo Park</p> <p>Scope: This project is for the JPB to study parking needs/ expansion at Hillsdale, Redwood City & Menlo Park.</p> <p>Phase: Study Status: On Hold Reason: Original study identified access improvement needs beyond auto parking. A follow-up study is being discussed and scoped out.</p>	<p>SMCTA Funding \$1,000,000</p> <p>Expended \$82,468</p> <p>Remaining \$917,532</p>
<p>00765 - Interim Outside Boarding Platform - Atherton</p> <p>Scope: This project provides funding to the JPB to construct an interim outside boarding platform and a center fence to eliminate the hold-out rule.</p> <p>Phase: PS&E Status: On Hold Reason: There are questions related to how the Atherton Station area will tie into the Dumbarton Project (SMCTA #00613). Further design effort was put on hold until rail modifications associated with Dumbarton Rail are developed and evaluated.</p>	<p>SMCTA Funding \$2,790,000</p> <p>Expended \$106,747</p> <p>Remaining \$2,683,253</p>
<p>Railroad Grade Separations</p>	
<p>00698 - Right of Way Preservation</p> <p>Scope: This project is for the purchase of segments of the right of way in the proximity of the JPB right of way for grade separation projects. Locations include: Whipple Avenue - Redwood City; 25th Avenue - San Mateo; Holly Street - San Carlos; a strip of land between 25th Avenue and Hillsdale stations; and San Bruno Avenue - San Bruno.</p> <p>Phase: Property Management Status: Property Management is on-going.</p>	<p>SMCTA Funding \$16,074,000</p> <p>Expended \$15,484,068</p> <p>Remaining \$589,932</p>

Railroad Grade Separations (cont.)

<p>00757 - Grade Separation Study - Menlo Park</p> <p>Scope: This project provides funding to the City of Menlo Park to conduct grade separation feasibility studies for Oak Grove, Glenwood, Encinal and Ravenswood Avenues.</p> <p>Phase: Study Status: On Hold Reason: Preferred concept of 4 tracks, involves relocation of historic buildings within the train station complex; trees will also need to be removed along the corridor. Mitigation is required. Expansion of alternatives is being evaluated.</p>	<p>SMCTA Funding \$550,000</p> <p>Expended \$243,440</p> <p>Remaining \$306,560</p>
<p>00758 - Grade Separation Study - Linden Avenue</p> <p>Scope: This project provides funding to the JPB for the South Linden Grade Separation Project.</p> <p>Phase: PS&E Status: On Hold Reason: Scope and schedule being revised as part of an overall revision to the JPB five-year CIP.</p>	<p>SMCTA Funding \$10,900,000</p> <p>Expended \$5,041,397</p> <p>Remaining \$5,858,603</p>
<p>00764 - San Mateo County Grade Separation Study</p> <p>Scope: This project provides funding to the JPB to carry out the grade separation conceptual alignment footprint study for San Mateo County.</p> <p>Phase: Study Status: On Hold Reason: Study is being reviewed by management. Need to issue final report and consolidate data with grade separation study for Grade Separation Evaluation/Prioritization (SMCTA Project #00738).</p>	<p>SMCTA Funding \$1,000,000</p> <p>Expended \$926,164</p> <p>Remaining \$73,836</p>
<p>00773 - Grade Separation Project Study Reports @ 3 TBD Locations</p> <p>Scope: This project provides funding to complete grade separation studies at three locations to be identified with the conclusions of the footprint study.</p> <p>Phase: Study Status: On Hold Reason: Awaiting completion of footprint study.</p>	<p>SMCTA Funding \$2,000,000</p> <p>Expended \$0</p> <p>Remaining \$2,000,000</p>

Streets and Highways

	SMCTA Funding	Expended	Remaining
<p>00622 - Willow Interchange</p> <p>Scope: This project is for the preparation of the Project Study Report (PSR), Project Report (PR) and the Environmental Document (ED) for the reconstruction of the Willow Interchange in Menlo Park and East Palo Alto. The project scope is anticipated to include detailed design and construction at a later date as the Board authorizes future budget.</p> <p>Phase: Environmental Status: Limited progress due to continuous discussions between Caltrans and Consultant regarding traffic operations and project benefits.</p>	<p>SMCTA Funding \$4,000,000</p>	<p>Expended \$1,278,755</p>	<p>Remaining \$2,721,245</p>
<p>00625 - Highway 101 - Candlestick</p> <p>Scope: This project is for the initial efforts of the interchange reconstruction at Candlestick Interchange on Highway 101. The project scope is anticipated to include environmental studies, PS&E and construction at a later date as the Board authorizes future budget.</p> <p>Phase: PSR Status: PSR is being developed by the City of Brisbane. The TA is monitoring the progress. Measure A funds may be allocated for future work.</p>	<p>SMCTA Funding \$1,011,000</p>	<p>Expended \$4,366</p>	<p>Remaining \$1,006,634</p>
<p>00652 - State Route 92 - Half Moon Bay to Pilarcitos Creek</p> <p>Scope: This project is for the design and construction of the improvements on Route 92 from Half Moon Bay city limits to Pilarcitos Creek. This project will include: - The realignment of the existing roadway to provide for standard width lanes and shoulders. - Curve corrections at critical locations to improve the traffic safety.</p> <p>Phase: PS&E Status: On Hold Reason: Design changes are required due to comments received from the State & Federal agencies on the environmental document. There is a funding shortfall due to the design changes from the regulatory agencies.</p>	<p>SMCTA Funding \$13,400,000</p>	<p>Expended \$2,954,848</p>	<p>Remaining \$10,445,152</p>

Streets and Highways (cont.)

	SMCTA Funding	Expended	Remaining
<p>00654 - State Route 92 - Route 35 to I-280</p> <p>Scope: This project is for the design and construction of the proposed improvements on Route 92; Route 35 (Skyline Boulevard) to I-280. This project will add an uphill lane and correct the road alignment at critical points. Work on this project includes: - A continuous uphill slow vehicle lane by widening the existing facility. - Lane realignment, as necessary, to provide curve improvements. - Wider shoulders to allow bicycle traffic. - The addition of a median barrier. - Road separation structure at the intersection of Route 92 and Route 35 at the top of the hill.</p> <p>Phase: Environmental Status: On Hold Reason: Additional funding needed.</p>	<p>\$9,281,000</p>	<p>\$399,985</p>	<p>\$8,881,015</p>
<p>00656 - State Route 84 - Bay Front Expressway Extension: Marsh to ECR</p> <p>Scope: This project is for the preparation of the Project Study Report (PSR) for extending Route 84 North on a new alignment from Marsh Road to Woodside Road/Seaport Blvd. The purpose of the project is to alleviate existing and projected traffic congestion by providing a parallel reliever route for Highway 101 between Marsh Road and Woodside Road. PSR has been completed.</p> <p>Phase: PSR Status: On Hold Reason: Traffic congestion relief has been realized as a result of the new Highway 101 auxiliary lanes in the area which is deferring the immediate need for this project. Further development of the work on the project was suspended per SMCTA Resolution 2001-2. Additionally, there are a number of right of way impacts associated with this project. Project is being considered part of the 2020 Gateway Study (SMCTA Project #00762).</p>	<p>\$800,000</p>	<p>\$468,600</p>	<p>\$331,400</p>
<p>00723 - Highway 101 - San Bruno to Sierra Point (Auxiliary Lanes)</p> <p>Scope: This project is for the initial efforts of preliminary design for the Highway 101 auxiliary lanes between San Bruno Avenue and Sierra Point. The project scope is anticipated to include environmental studies, PS&E and construction at a later date as the Board authorizes future budget.</p> <p>Phase: PSR Status: On Hold Reason: A segment of the auxiliary lanes between Grand and Bayshore were constructed as part of the Oyster Point interchange project, Phase 1.</p>	<p>\$1,361,000</p>	<p>\$1,598</p>	<p>\$1,359,402</p>

Streets and Highways (cont.)

<p>00724 - Highway 101 - Sierra Point to SF Line (Auxiliary Lanes)</p> <p>Scope: This project is for the initial efforts of the preliminary design for the auxiliary lanes between Sierra Point and the San Francisco County Line. The project scope is anticipated to include environmental studies, PS&E and construction at a later date as the Board authorizes future budget.</p> <p>Phase: PSR Status: On Hold Reason: Preparation of PSR was put on hold. This project requires close coordination with the Candlestick Interchange Project (SMCTA Project #00625).</p>	<p>SMCTA Funding \$811,000</p> <p>Expended \$6,544</p> <p>Remaining \$804,456</p>
<p>00730 - Highway 101 - Ramp Metering Hillsdale SM / SC (Auxiliary Lanes)</p> <p>Scope: This project is to fund capital costs to start up ramp metering system along the Highway 101 corridor.</p> <p>Phase: Construction Status: Complete Reason: The County of San Mateo took over the construction activities of the Ramp Metering at the Willow Road interchange. C/CAG and county are closing out project.</p>	<p>SMCTA Funding \$600,000</p> <p>Expended \$137,225</p> <p>Remaining \$462,775</p>
<p>00733 - State Route 92 - Route 101 to Route 280</p> <p>Scope: This project is for the preparation of the Project Study Report (PSR) for the additional auxiliary lanes from Highway 101 to I-280 in the uphill (westbound) direction. The project scope is anticipated to include environmental studies, PS&E and construction at a later date as the Board authorizes future budget. A PSR will be written to evaluate all alternatives which will include interchanges and evaluate the entire corridor for auxiliary lanes.</p> <p>Phase: PSR Status: On Hold Reason: Additional funding needed.</p>	<p>SMCTA Funding \$1,145,207</p> <p>Expended \$445,146</p> <p>Remaining \$700,061</p>
<p>00739 - Highway 101 - University to Embarcadero (Auxiliary Lanes)</p> <p>Scope: This project is for the preparation of the Project Study Report (PSR), Project Report (PR) and the Environmental Documents (ED) for the construction of the northbound and southbound auxiliary lanes within the limits of University Avenue and Embarcadero Road. The project scope is anticipated to include PS&E and construction at a later date as the Board authorizes future budget.</p> <p>Phase: Environmental Status: Caltrans is the lead agency and is working on PA/ED phase (Environmental).</p>	<p>SMCTA Funding \$2,000,000</p> <p>Expended \$0</p> <p>Remaining \$2,000,000</p>

Streets and Highways (cont.)

<p>00753 - Interstate 280 - 280 / 380 Local Access</p> <p>Scope: This project is for the preparation of the Project Study Report (PSR), Project Report (PR), the environmental documents and the PS&E for the I-280 highway program. The purpose of this project is to improve local access at the I-280/I-380 Interchange. The project scope is anticipated to include environmental studies, detailed design and construction at a later date as the Board authorizes future budget.</p> <p>Phase: PSR Status: On Hold Reason: PSR completed; future phases to be determined.</p>	<p>SMCTA Funding \$1,660,236</p> <p>Expended \$634,465</p> <p>Remaining \$1,025,771</p>
<p>00754 - Interstate 280 - EB Route 1 to SB I-280 and Serramonte</p> <p>Scope: This project is for professional engineering to perform services in connection with the I-280 highway program in the area of northbound Route 1 to southbound I-280 and Serramonte Blvd. The purpose of the project is to improve the connection from northbound Route 1 to southbound I-280 and Serramonte Blvd. The project scope is anticipated to include environmental studies, detailed design and construction at a later date as the Board authorizes future budget.</p> <p>Phase: PSR Status: On Hold Reason: PSR completed; future phases to be determined.</p>	<p>SMCTA Funding \$730,000</p> <p>Expended \$385,955</p> <p>Remaining \$344,045</p>
<p>00774 - Highway Evaluation Program</p> <p>Scope: The project is to conduct countywide highway operational studies to assess congestion forecasting and operational analysis.</p> <p>Phase: Study Status: Scope and schedule being developed.</p>	<p>SMCTA Funding \$3,000,000</p> <p>Expended \$413,905</p> <p>Remaining \$2,586,095</p>
<p>00768 - State Route 84 - 84 / 101 Interchange</p> <p>Scope: This project is for the preparation of the Project Report (PR) and the environmental document for reconstructing the Route 84 Woodside Road / Highway 101 Interchange.</p> <p>Phase: Study Status: On Hold Reason: SMCTA is working with Redwood City to assess impacts associated with changing uses to the surrounding land.</p>	<p>SMCTA Funding \$6,200,000</p> <p>Expended \$1,009,486</p> <p>Remaining \$5,190,514</p>

Streets and Highways (cont.)

<p>00769 - State Route 84 - Woodside Road Widening</p> <p>Scope: This project is for the widening of Woodside Road from two to four lanes from Broadway to El Camino Real.</p> <p>Phase: On Hold</p> <p>Status: Waiting for the outcome of the 84/101 interchange project report.</p>	<p>SMCTA Funding \$1,500,000</p> <p>Expended \$731,576</p> <p>Remaining \$768,424</p>
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Oversight

<p>00771 - C/CAG Study / ITS Program</p> <p>Scope: This project is for the development of an ITS (Intelligent Transportation System) strategic plan for the implementation of state-of-the-art intelligent transportation systems throughout San Mateo County. This study will include: <ul style="list-style-type: none"> - Define Incident Management Goals and Objectives for San Mateo County. - Establish a schedule for the development/implementation of the Traffic Incident Management Plan. - Develop Inter-Agency Cooperation and Inter-Agency Agreements/MOUs. </p> <p>Phase: Environmental</p> <p>Status: C/CAG leading effort and coordinating with Caltrans, SMCTA, and Cities to implement project. Progress: (1) PSR completed. (2) Alternative routes for Traffic Incident Guide completed. (3) Design of pilot project started.</p>	<p>SMCTA Funding \$4,170,000</p> <p>Expended* \$867,856</p> <p>Remaining \$3,302,144</p> <p>* Cost reduction due to reimbursement from CCAG.</p>
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Definition of Terms

Active Capital Projects - Engineering and Construction Projects currently being executed or funded by SMCTA including the PSR (Project Study Report) phase, the PA/ED (Project Approval and Environmental Document) phase, the PS&E (Plan, Specification and Estimate) phase, the Construction phase, and the Closeout phase.

Current Approved Budget – Originally Board approved budget for the current phase of the project or for the total project + additional budget subsequently approved.

Current Contribution – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project + additional funding subsequently approved.

Estimate at Completion (EAC) – The forecasted cost at completion of the current phase or the forecasted cost at completion of the total project. The estimate at completion cost can be different from the current approved budget. This difference reflects a cost variance at completion (underrun or overrun).

Expended to Date – The cumulative project costs that have been recorded through the current reporting period in the Agency’s accounting system + accrual costs of the work performed that have not been recorded in the accounting system; and costs incurred by other agencies as reported.

Issues - Identify major issues and problems (i.e. outside influences, procurement, property acquisitions, etc.) that may impact the project; quantify possible impacts and identify corrective actions.

On-Hold Projects – Projects not currently active due to (a) lack of funding, (b) lack of environmental permits, (c) projects funded but yet to be initiated, (d) projects being closed-out, and (e) schedule impacted by other related projects.

Original Contribution – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project.

Segment Group – A grouping to collect costs for specific types of tasks performed on the project:

- **Segment Group 1 – Planning & Engineering** – Consists of Feasibility Study, PSR (Project Study Report) and Environmental
- **Segment Group 2 – PS&E (Plan, Specifications and Estimates)** – Consists of Engineering Plans, Specifications and Estimating tasks from 35% Design to Final Design.



San Mateo County Transportation Authority

CAPITAL PROJECTS – Quarterly Progress Report

- **Segment Group 3 – R.O.W (Right-Of-Way)** – Consists of ROW/Easements and Utility Relocation.
- **Segment Group 4 – Construction** – Consists of Procurement and Construction.
- **Segment Group 5 – Administration** – Consists of Program Support and Project Management Services, Agency staff, Sponsor Staff & Administration, In-House Legal Service, and Other Direct costs incurred by agency staff.
- **Segment Group 6 – Contingency** – Consists of Project Contingency.

Variance at Completion – Difference between the Current Approved Budget and the EAC. Positive variance at completion reflects potential project underrun.



Abbreviations

CAP – Citizen Advisory Panel

CAC – Citizen Advisory Committee

CEQA – California Environmental Quality Act

EIR/EIS – Environmental Impact Report / Environmental Impact Study

ERM – Environmental Resource Management

EMU – Electric Multiple Unit trainset

MTC – Metropolitan Transportation Commission

NEPA – National Environmental Policy Act

PAC – Policy Advisory Committee

PA/ED – Project Approval/ Environmental Document – Project documents reflecting approval of environmental impact assessments to the project.

PDT – Policy Development Team / Project Development Team

PS&E – Plan, Specifications and Estimates – Perform Engineering Plans, Specifications, and Estimating tasks from 35% Design to Final Design.

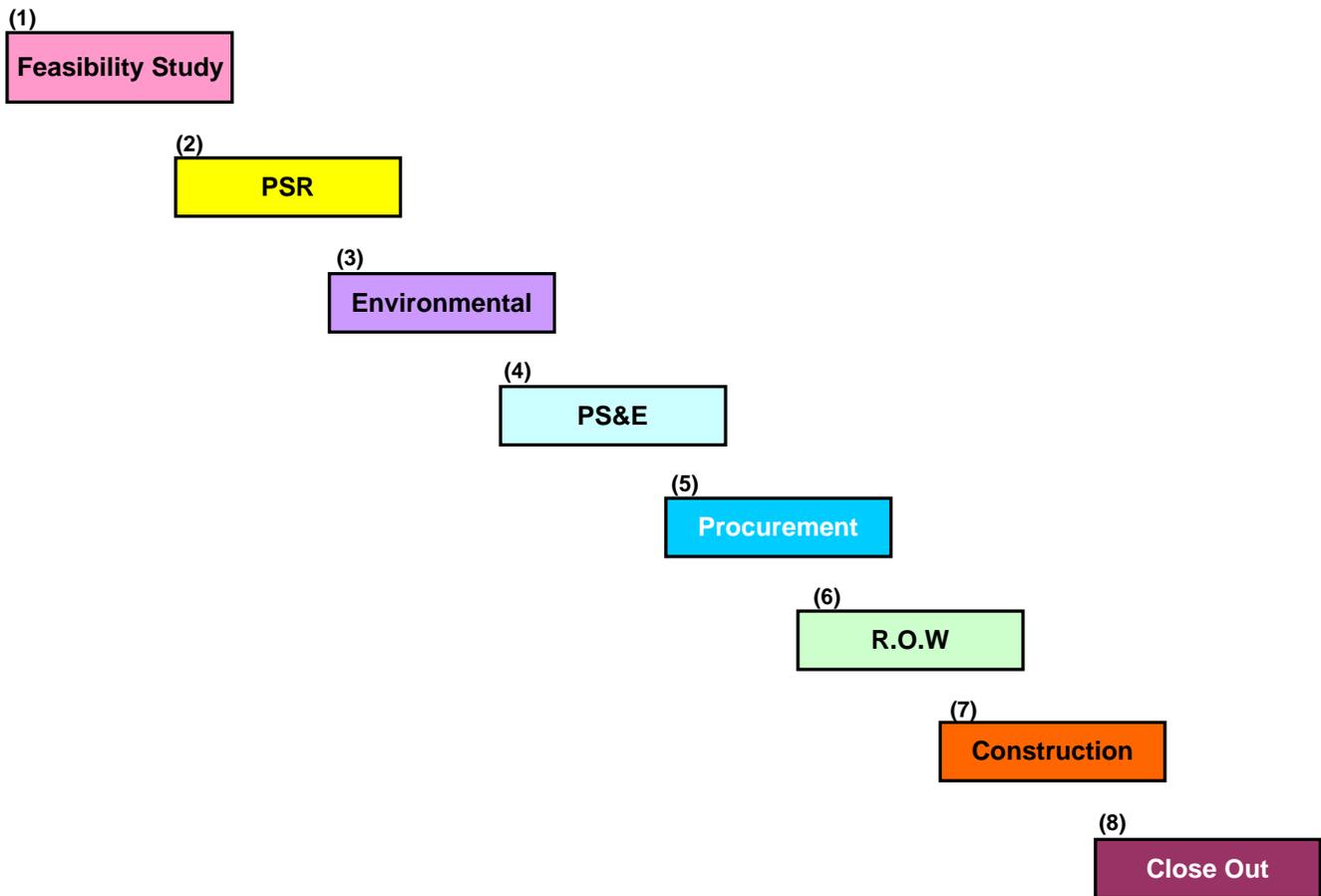
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

ROW – Right-of-Way – Land, property, or interest acquired for or devoted to transportation purpose.

RTIP – Regional Transportation Improvement Program

UPRR – Union Pacific Railroad

Project Phases



Note: Phase sequence is as shown; however some phases may overlap.



Performance Status (Traffic Light) Criteria

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
1. SCOPE	<p>(a) Scope is consistent with Budget or Funding.</p> <p>(b) Scope is consistent with other projects.</p> <p>(c) Scope change has been mitigated.</p>	<p>(a) Scope is NOT consistent with Budget or Funding.</p> <p>(b) Scope appears to be in conflict with another project.</p> <p>(c) Scope changes have been proposed.</p>	<p>(a) Significant scope changes / significant deviations from the original plan.</p>
2. BUDGET	<p>(a) Estimate at Completion forecast is within plus /minus 10% of the Current Approved Budget.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.</p>
3. SCHEDULE	<p>(a) Project milestones / critical path are within plus/minus two months of the current baseline schedule.</p> <p>(b) Physical progress during the report period is consistent with incurred expenditures.</p> <p>(c) Schedule has been defined.</p>	<p>(a) Project milestones / critical path show slippage. Project is more than two to six months behind the current baseline schedule.</p> <p>(b) No physical progress during the report period, but expenditures have been incurred.</p> <p>(c) Detailed baseline schedule NOT finalized.</p>	<p>(a) Project milestones / critical path show slippage more than two consecutive months.</p> <p>(b) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</p> <p>(c) Schedule NOT defined for two consecutive months.</p>
4. FUNDING	<p>(a) Expenditure is consistent with Available Funding.</p> <p>(b) All funding has been secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 100% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) No funding is secured or available for scheduled work.</p>