



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

June 3, 2010 - Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Hearing - Fiscal Year 2011 Budget
 - a) Authorize Adoption of the Fiscal Year 2011 Budget in the Amount of \$38,259,999 RESOLUTION
4. Consent Calendar RESOLUTION

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

 - a) Approval of Minutes of May 6, 2010
 - b) Acceptance of Statement of Revenues and Expenses for April 2010
 - c) Authorize Adoption of Appropriations Limit for Fiscal Year 2011 in the Amount of \$506,713,853
5. Public Comment
Public testimony by each individual speaker shall be limited to one minute
6. Citizens Advisory Committee (CAC) Report
7. Chairperson's Report
8. SamTrans Liaison Report – May 12, 2010
9. Joint Powers Board Report
10. Report of Executive Director
11. Finance
 - a) Authorize an Amendment to the Fiscal Year 2010 Budget in the Amount of \$51.4 Million from \$68.61 Million to \$120.01 Million and Allocation of Measure A Funds to the Peninsula Corridor Joint Powers Board for the San Bruno Grade Separation Project RESOLUTION

12. Program
 - a) Program Report: Transit: South San Francisco and Redwood City Ferry Projects INFORMATIONAL
 - b) Update on State and Federal Legislative Program INFORMATIONAL
 - c) Capital Projects Quarterly Status Report - 3rd Quarter Fiscal Year 2010 INFORMATIONAL
13. Requests from the Authority
14. Written Communications to Authority
15. Report of Legal Counsel
16. Date, Time and Place of Next Meeting
Thursday, July 1, 2010 at 5:00 p.m., at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070
17. 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
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

SUBJECT: **PROPOSED BUDGET FOR FISCAL YEAR 2011**

ACTION

Staff proposes that the Authority adopt the attached budget for FY 2011 in the amount of \$38,259,999.

SIGNIFICANCE

The Fiscal Year 2011 Budget combines the operating and capital budgets in one budget statement, as shown in Attachment A.

San Mateo County Ordinance No. 04223, which authorized the Transportation Authority (TA) to extend the one-half of 1 percent retail transactions and use tax for an additional 25 years beginning January 1, 2009 and ending December 31, 2033, was approved by the voters in November 2004.

For FY2011, total revenue for the San Mateo County TA is projected to be \$70.9 million, an increase of \$1.2 million or 1.7 percent over the FY2010 revised budget. The projected revenue is composed of the following:

- Sales tax revenue projections remain flat at \$60.0 million due to current economic conditions.
- Interest income is increasing by \$286,240, or 5.4 percent, due to a slight increase in interest rate projections.
- Grant proceeds are increasing by \$918,000, or 27.8 percent. This change includes \$4.2 million in State Transportation Improvement Program (STIP) funds for the Broadway Interchange project offset by the \$3.3 million required for the Dumbarton Rail Corridor project in FY2010. Grant funds for the ongoing Dumbarton work were included in prior year budgets.

Proposed expenditures for FY2011 fall in four categories, as further discussed below.

Annual Allocations (line 14)

In accordance with the 2004 Transportation Expenditure Plan (2004 TEP), annual allocations have been budgeted to five plan categories based on a percentage of projected sales tax revenue as listed below.

Allocation to Local Entities	22.5%
Transfer to SMCTD for Caltrain Operations	8%
Paratransit Services	4%
Shuttle Services	4%
SFO BART Extension	2%

Total annual allocations are projected to increase by \$27,120, or 0.1 percent, compared to the FY2010 revised budget. This change is due to an increase in the allocation to the City of Menlo Park shuttle program in the amount of \$60,000, which was included in the Alternative Congestion Relief category in prior years, offset by a decrease in TA Caltrain Shuttles of \$32,880, which is attributed to a change in projected hourly rates for Parking Company of America.

The 4 percent allocation for the shuttle program is projected to be \$2.4 million. The amount set aside in the annual allocation section for shuttles includes \$1.1 million for the TA Caltrain Shuttles program, \$300,000 for City and County Association of Governments (C/CAG) and \$60,000 for the City of Menlo Park shuttle program. Approximately \$940,000 is included in the program expenditure section for the FY2011 call for shuttle projects.

Program Expenditures (line 16)

Program expenditures include projects with FY2011 funding requirements which are detailed in Attachment B. In previous years, these expenditures were captured in the TA's Capital Budget. A full list of ongoing projects along with the proposed FY2011 program expenditures is included as Attachment C.

Program Expenditures include the following categories:

- **Alternative Congestion Relief** –The \$600,000 budgeted for FY2011 is the full 1 percent of projected sales tax outlined in the 2004 TEP.
- **Dumbarton** –The budget of \$420,500 for Dumbarton Maintenance of Way (TA project #745) will fund the annual insurance premium and maintenance activities associated with the Dumbarton Rail Corridor right of way.

- **Caltrain** –The San Mateo County Local Share (TA project #605) for the system-wide improvement program for FY2011 is tentatively budgeted at \$3 million, subject to potential changes to the final FY2011 Caltrain Capital Budget. System-wide capital improvements anticipated to be undertaken in FY2011 for the Caltrain system include: “State of Good Repair” rolling stock, signal and track rehabilitation work, communication upgrades and safety improvements.
- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$1.8 million includes FY2011 funding for a call for projects and a C/CAG pedestrian and bicycle plan. The 2004 TEP designates 3 percent of sales tax revenues for this category. Staff anticipates initiating a call for projects in the second quarter of FY2011.
- **Local Shuttle** – In accordance with the 2004 TEP, a line item titled “Local Shuttle Call for Projects” has been added to the budget. The \$941,112 budget for this line item will fund projects that are selected under the call for projects currently underway.
- **Streets and Highways** – The FY2011 budget for the Streets and Highways program category is \$6,218,000, which includes funding for projects including the Broadway Interchange (TA project #621), the Willow Interchange (TA project #622) and the 84/101 Interchange (TA project #768). Broadway Interchange funds of \$4,218,000 will provide the budget capacity necessary if the TA successfully secures STIP funds to supplement Measure A funds for the design phase of the project. The additional funds of \$1 million each for the Willow and 84/101 Interchanges are needed to complete the environmental work on the projects.

Oversight (line 18)

The oversight category contains \$970,000 for TA costs associated with implementing the various TEP categories of the original and new Measure A programs. Oversight includes programming and monitoring of projects, calls for projects and development of the 2004 TEP policy and procedures. These expenditures will be funded with investment interest earned on fund balances.

Administrative (line 24)

Total administrative expenditures are projected to increase by \$56,598 **\$74,007** or ~~6.5~~ **8.4** percent from the FY2010 revised budget. This increase is mostly due to an increase in TA programs which require additional staff support. For FY2011, ~~it is proposed that \$588,981 be used for staff support, which represents less than~~ staff support is 1 percent of projected sales tax revenue as allowed for such expenditures in the TEP.

Any changes from the staff report and Attachment A distributed on May 6th are presented in bold italics.

Prepared by: Ladi Bhuller, Manager, Budgets
 Angela Ho, Senior Budget Analyst

650-508-7755
 650-508-6416

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2011 PROPOSED BUDGET

	FY2009 <u>ACTUAL</u> A	FY2010 <u>ADOPTED</u> B	FY2010 <u>REVISED</u> C	FY2011 <u>PROPOSED</u> D	FY11 PROPOSED TO FY10 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
REVENUE:							
1 Sales Tax	60,022,443	64,716,300	60,000,000	60,000,000	-	0.0%	1
2							2
3 Interest Income	(15,810,960)	7,292,600	5,271,000	5,557,240	286,240	5.4%	3
4							4
5 Rental Income	1,076,495	1,077,120	1,077,120	1,085,640	8,520	0.8%	5
6							6
7 Grant Proceeds	7,419,581	3,300,000	3,300,000	4,218,000	918,000	27.8%	7
8							8
9 TOTAL REVENUE	<u>52,707,560</u>	<u>76,386,020</u>	<u>69,648,120</u>	<u>70,860,880</u>	<u>1,212,760</u>	<u>1.7%</u>	9
10							10
11							11
12 EXPENDITURES:							12
13							13
14 Annual Allocations	17,762,681	25,053,218	23,331,768	23,358,888 (2)	27,120	0.1%	14
15							15
16 Program Expenditures	49,571,443	34,642,506	167,766,696 (1)	12,979,612 (2)	(154,787,084)	-92.3%	16
17							17
18 Oversight	1,392,660	800,000	800,000	970,000 (2)	170,000	21.3%	18
19							19
20 Administrative:							20
21 Staff Support	487,298	510,955	510,955	606,390	95,435	18.7%	21
22 Information and Education	13,169	17,500	17,500	12,000	(5,500)	-31.4%	22
23 Other Admin Expenses	245,352	349,037	349,037	333,109	(15,928)	-4.6%	23
24 Total Administrative	<u>745,819</u>	<u>877,492</u>	<u>877,492</u>	<u>951,499</u>	<u>74,007</u>	<u>8.4%</u>	24
25							25
26 TOTAL EXPENDITURES	<u>69,472,603</u>	<u>61,373,216</u>	<u>192,775,956</u>	<u>38,259,999</u>	<u>(154,515,957)</u>	<u>-80.2%</u>	26
27							27
28 EXCESS/(DEFICIT)	(16,765,044)	15,012,805	(123,127,836)	32,600,881	155,728,717	-126.5%	28
29							29
30 BEGINNING FUND BALANCE	463,713,314	449,848,997	421,948,270	298,820,434	(123,127,836)		30
31							31
32 TRANSFER OF PARATRANSIT FUNDS	(25,000,000)	-	-	-	-	0.0%	32
33							33
34 ESTIMATED ENDING FUND BALANCE	<u>421,948,270</u>	<u>464,861,802</u>	<u>298,820,434</u>	<u>331,421,315</u>	<u>32,600,881</u>	<u>10.9%</u>	34
35							35
36							36
37							37
38 FUND BALANCE							38
39							39
		<u>1988 Measure</u>	<u>2004 Measure</u>	<u>Aggregate</u>			
40 Beginning Fund Balance		244,594,434	54,226,000	298,820,434			40
41 Excess/(Deficit)		(6,800,789)	39,401,670	32,600,881			41
42 Ending Fund Balance		<u>237,793,645</u>	<u>93,627,670</u>	<u>331,421,315</u>			42
43							43
44 Capital Appropriation Carryover		186,959,004	15,833,380	202,792,384			44
45 Undesignated		50,834,641	77,794,290	128,628,931			45
46 Total Ending Fund Balance		<u>237,793,645</u>	<u>93,627,670</u>	<u>331,421,315</u>			46
47							47
48 (1) Includes \$51.4M for San Bruno Grade Separation before the Board June 3, 2010.							48
49 (2) See Attachment B for details.							49

ATTACHMENT B

FY2011 ALLOCATIONS AND EXPENDITURES

	<u>Prior Approved Budget</u>	<u>FY2011 Proposed</u>	<u>Total Approved Budget</u>	<u>Budgeted Non-Measure A</u>	<u>Total Measure A Share</u>
ANNUAL ALLOCATIONS:					
ALLOCATION TO LOCAL ENTITIES	N/A	13,500,000			N/A
TRANSFER TO SMCTD FOR CALTRAIN	N/A	4,800,000			N/A
PARATRANSIT	N/A	2,400,000			N/A
SAN MATEO COUNTY SHUTTLE	N/A	1,458,888			N/A
SFO BART EXTENSION	N/A	1,200,000			N/A
		<u>23,358,888</u>			
PROGRAM EXPENDITURES:					
ALTERNATIVE CONGESTION RELIEF		600,000	600,000		600,000
DUMBARTON					
00741 Maintenance of Way	415,000	420,500	835,500	-	835,500
CALTRAIN					
00605 San Mateo Local Share JPB CIP	43,804,440	3,000,000	46,804,440		46,804,440
PEDESTRIAN AND BICYCLE PROGRAM					
TBD Set-aside for Call for Projects	-	1,700,000	1,700,000	-	1,700,000
TBD CCAG Pedestrian and Bicycle Plan		100,000	100,000		100,000
LOCAL SHUTTLE					
TBD Set-aside for Call for Projects	-	941,112	941,112	-	941,112
STREETS AND HIGHWAYS					
00621 Broadway Interchange	8,000,000	4,218,000	12,218,000	4,218,000 (a)	8,000,000
00622 Willow Interchange	4,000,000	1,000,000	5,000,000	-	5,000,000
00768 84/101 Interchange	6,200,000	1,000,000	7,200,000	-	7,200,000
	<u>62,419,440</u>	<u>12,979,612</u>	<u>75,399,052</u>	<u>4,218,000</u>	<u>71,181,052</u>
OVERSIGHT:					
TBD Program Planning and Management	500,000	970,000	1,470,000	-	1,470,000
	<u>500,000</u>	<u>970,000</u>	<u>1,470,000</u>	<u>-</u>	<u>1,470,000</u>

(a) State Transportation Improvement Program funds for FY2011

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
PROPOSED FY2011 PROGRAM EXPENDITURES**

PROJECTS	A	B	C (A-B)	FY2011 BUDGET REQUEST					I (D+F)	J	K (A+I+J)
	PRIOR APPROVED	ACTUAL EXPENDITURE	AVAILABLE PROJECT BUDGET AS OF 3/31/10	PROPOSED FY 2011 BUDGET	MEASURE A ** <small>(Source: Original/New)</small>	BUDGET AMENDMENTS & TRANSFERS	RESOLUTION #	PHASE	REVISED FY11 BUDGET REQUEST	BUDGETED Non-Measure A REIMBURSEMENT*	Total Measure A Share
	CAPITAL BUDGET	INCEPTION - 3/31/2010									
DUMBARTON RAIL CORRIDOR											
00612 Right of Way Acquisition	14,249,852	14,249,852	0					ROW			14,249,852
00745 Maintenance of Way	415,000	194,834	220,166	420,500	Original			ROW			835,500
00613 Environmental/Engineering	19,299,000	7,512,758	11,786,242					Environmental		(13,881,100)	5,417,900
00741 Dumbarton Design	9,792,000	5,697,096	4,094,904					Preliminary Eng.		(8,618,000)	1,174,000
TOTAL DUMBARTON SPUR	43,755,852	27,654,541	16,101,312	420,500					0	(22,499,100)	21,677,252
TA-CALTRAIN Project											
00605 San Mateo Local Share JPB CIP	43,804,440	36,135,163	7,669,277	3,000,000	Original			ENV/DSG/CON			46,804,440
00708 Burlingame/Broadway Station Platform	2,870,000	856,719	2,013,281					Design			2,870,000
00727 Downtown Extension	14,030,000	8,282,929	5,747,071					ENV/PE			14,030,000
00765 Int Outside Brdng Platform-Atherton	2,790,000	106,747	2,683,253					Design			2,790,000
00707 SSF Stn Platform/Track Design	9,736,000	2,671,562	7,064,438					Design			9,736,000
00734 SM County Local Safety & Access Impr	18,400,000	15,070,670	3,329,330					Construction			18,400,000
00735 Parking Expansion @ Hillsdale, RC & MP	1,000,000	82,468	917,532					Study			1,000,000
00737 Caltrain Electrification	11,250,000	46,801	11,203,199					ENV/PE			11,250,000
00746 SSF Station Parking Lot improvement	1,515,000	17,335	1,497,665					Design			1,515,000
TOTAL CALTRAIN	105,395,440	63,270,394	42,125,046	3,000,000					0		108,395,440
PEDESTRIAN AND BICYCLE PROGRAM											
00747 Ralston Ave. Bicycle/Pedestrian Overcrossing Project	596,696	0	596,696					Construction			596,696
TBD Bike & Ped Call for Projects	0	0	0	1,700,000	New			Planning			1,700,000
TBD CCAG Bike/Ped Plan	0	0	0	100,000	New			Planning			100,000
TOTAL PEDESTRIAN AND BICYCLE PROGRAM	596,696	0	596,696	1,800,000					0		2,396,696
FERRY											
00743 South San Francisco Ferry Terminal	15,040,000	303,156	14,736,844					Construction			15,040,000
TOTAL FERRY	15,040,000	303,156	14,736,844	0					0		15,040,000
LOCAL SHUTTLE											
00744 Local Shuttle Needs Assessment	200,000	70,948	129,052					Study			200,000
TBD Shuttle Call for Projects - Placeholder	0	0	0	941,112	New			Planning			941,112
TOTAL LOCAL SHUTTLE	200,000	70,948	129,052	941,112					0		1,141,112
RAILROAD GRADE SEPARATIONS											
00676 25th Avenue	6,250,000	956,603	5,293,397					Study			6,250,000
00698 Right of Way Preservation	16,074,000	15,484,068	589,932					ROW			16,074,000
00757 Grade Sep -Menlo Park	550,000	243,440	306,560					Study			550,000
00758 Grade Sep -Linden	10,900,000	4,762,777	6,137,223					Study			10,900,000
00759 Grade Sep -San Bruno	120,010,000	22,061,165	97,948,835					Construction			120,010,000
00760 Grade Sep -Poplar/Tilton	17,000,000	4,701,236	12,298,764					Construction	(14,000,000)		3,000,000
00764 San Mateo County Grade Sep	1,000,000	926,164	73,836					Study			1,000,000
00738 Grade Sep Evaluation/Prioritization	2,000,000	1,367,607	632,393					Study			2,000,000
00773 Grade Separation Project Study Rpts	2,000,000	0	2,000,000					Study			2,000,000
TOTAL RR GRADE SEPARATIONS	175,784,000	50,503,062	125,280,938						0	(14,000,000)	161,784,000
STREETS AND HIGHWAYS											
00774 Highway Evaluation Program	3,000,000	773,950	2,226,050					Study			3,000,000
Route 101 Interchanges:											
00621 Broadway	8,000,000	2,494,724	5,505,276	4,218,000	Original			ENV/PE		(4,218,000)	8,000,000
00622 Willow 1C	4,000,000	1,299,796	2,700,204	1,000,000	Original			ENV/PE			5,000,000
00625 Candlestick	1,011,000	4,366	1,006,634					Study			1,011,000
Route 101 Aux Lanes:											
00631 Ralston to Marsh	25,774,063	20,937,875	4,836,188					Monitoring		(3,000,000)	22,774,063
00636 Hillsdale to Ralston	6,125,000	4,552,680	1,572,320					Monitoring			6,125,000
00629 Marsh to SM/SC line	36,912,000	1,125,095	35,786,905					ENV/PE			36,912,000
00723 San Bruno to Sierra Point	1,361,000	16,379	1,344,621					Study			1,361,000
00724 Sierra Point to SF Line	811,000	11,066	799,934					Study			811,000
00725 3rd to Millbrae	92,580,000	80,533,093	12,046,907					Construction			92,580,000

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
PROPOSED FY2011 PROGRAM EXPENDITURES**

PROJECTS	A	B	C (A-B)	D	E	F	G	H	I (D+F)	J	K (A+I+J)
	PRIOR APPROVED	ACTUAL EXPENDITURE	AVAILABLE PROJECT BUDGET AS OF 3/31/10	FY2011 BUDGET REQUEST				REVISED	BUDGETED	Total Measure A	
	CAPITAL BUDGET	INCEPTION - 3/31/2010		PROPOSED FY 2011 BUDGET	MEASURE A ** <small>(Source: Original/New)</small>	BUDGET AMENDMENTS & TRANSFERS	RESOLUTION #	PHASE	FY11 BUDGET REQUEST	Non-Measure A REIMBURSEMENT*	Share
00730 Ramp Metering Hillsdale-SM/SC	600,000	137,225	462,775					Construction			600,000
00739 University to Embarcadero	2,000,000	0	2,000,000					ENV/PE			2,000,000
Route 92:											
00652 Half Moon Bay to Pilarcitos Creek	13,400,000	2,954,848	10,445,152					ENV/PE			13,400,000
00654 Route 35 to I-280	9,281,000	399,985	8,881,015					ENV/PE			9,281,000
00733 Route 101 to Route 280	1,145,207	445,146	700,061					Study			1,145,207
Route 84:											
00656 Bayfront Expwy, Extension: Marsh to ECR	800,000	468,600	331,400					Study			800,000
00768 84/101 Interchange	6,200,000	1,025,955	5,174,045	1,000,000	Original			Study			7,200,000
00769 Woodside Road Widening	1,500,000	731,576	768,424					Study			1,500,000
Route 280:											
00753 280/380 Local Access	1,660,236	634,465	1,025,771					Study			1,660,236
00754 EB Rt1 to SB 280 and Serramonte	730,000	385,955	344,045					Study			730,000
Route 1:											
00615 Fassler Ave to Westport	5,573,000	2,821,875	2,751,125					ENV/PE			5,573,000
TOTAL STREETS & HIGHWAYS	222,463,506	121,754,656	100,708,850	6,218,000					0	(7,218,000)	221,463,506
OVERSIGHT											
00685 CCAG Services	395,000	157,406	237,594					Planning			395,000
00731 Strategic Plan	1,056,900	1,038,830	18,070					Planning			1,056,900
00761 CCAG Ramp Metering Study	370,000	164,030	205,970					Study			370,000
00762 CCAG Peninsula 2020 Gateway Study	465,000	211,947	253,053					Study			465,000
00771 CCAG ITS Study	4,170,000	910,664	3,259,336					Design			4,170,000
00740 Program Planning and Management (1989 Meas)	500,000	500,000	(0)					Planning			500,000
TBD Program Planning and Management (2009 Meas)	500,000	343,922	156,078					Planning			500,000
TOTAL OVERSIGHT	7,456,900	3,326,799	4,130,101	0					0	0	7,456,900
ALTERNATIVE CONGESTION RELIEF											
TBD Alternative Congestion Relief Programs				600,000	New						600,000
TOTAL ALTERNATIVE CONGESTION RELIEF				600,000							600,000
GRAND TOTAL	\$570,692,394	\$266,883,555	\$303,808,839	\$12,979,612		\$0			\$0	(\$43,717,100)	\$539,954,906

Notes:

* "Budgeted Non-Measure A Reimbursement" represents the amount of the project line item that will be reimbursed by non-Measure A fund sources, but which needs to be budgeted for contract authority and repayment purposes.

** "Original" represents the Measure A 1/2 cent sales tax for transportation that voters approved in 1988. "New" program represents the reauthorized Measure A program that voters approved in 2004

RESOLUTION NO. 2010 –

BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY

**ADOPTING A BUDGET IN THE AMOUNT OF
\$38,259,999 FOR FISCAL YEAR 2011**

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

WHEREAS, in accordance with Section 131266 of the California Public Utilities Code, the Authority conducted a public hearing concerning the annual budget at its meeting on June 3rd, 2010; and

WHEREAS, the Executive Director has prepared and presented to the Board of Directors the proposed budget for Fiscal Year 2011 which includes; Annual Allocations in the amount of \$23,358,888, Program Expenditures in the amount of \$12,979,612, Oversight in the amount of \$970,000, and an Administrative Expenses in the amount of \$951,499.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority adopt the budget for Fiscal Year 2011, copies of which are attached and incorporated by this reference.

Regularly passed and adopted the 3rd day of June 2010, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

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

MINUTES OF MAY 6, 2010

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

MEMBERS ABSENT: R. Gordon

STAFF PRESENT: G. Harrington, C. Harvey, J. Hurley, R. Lake,
M. Lee, M. Martinez, N. McKenna, J. McKim,
S. Murphy, M. Scanlon, M. Simon, S. van Hoften

Chair Rosanne Foust called the meeting to order at 5:02 p.m. Director Jim Vreeland led the Pledge of Allegiance.

CONSENT CALENDAR

Approval of Minutes of April 1, 2010

A motion (Lee/Groom) to approve the minutes was passed.

Items moved from the Consent Calendar:

Acceptance of Statement of Revenues and Expenses for March 2010

Director Karyl Matsumoto asked for an explanation of checks in the amount of \$2.3 million for the Peninsula Corridor Joint Powers Board (JPB) and \$500,000 for the San Mateo County Transit District (SamTrans). She asked staff to follow up at a later date.

A motion (Matsumoto/Nagel) to accept the Statement of Revenues and Expenses was approved.

Annual Adoption of the Investment Policy and Authorization to Invest Monies with the Local Agency Investment Fund

Director Matsumoto asked for clarification on investing with the Local Agency Investment Fund (LAIF). Deputy CEO Gigi Harrington said TA funds are in three places: San Mateo County Treasurer; Bill Osher, CSI Capital Management, Inc.; and the LAIF, which is used to hold money for specific needs.

Ms. Harrington said staff recommends the TA Board reaffirm the investment policy for TA funds with the San Mateo County Treasurer; TA Investment Advisor Bill Osher and with the LAIF.

A motion (Matsumoto/Vreeland) to adopt the investment policy and invest with the LAIF was approved.

PUBLIC COMMENT

Pat Dixon, Redwood Shores, recently attended a High Speed Rail (HSR) meeting in Redwood City and said Peninsula Rail Program Director Bob Doty did a wonderful job as spokesperson.

Pat Giorni, Burlingame, said the San Francisco International Airport (SFO) Commission is running a free shuttle bus at the Millbrae Intermodal Station to SFO for its employees and travelers. She said the TA should look into supporting this service.

CITIZENS ADVISORY COMMITTEE REPORT

Chair Dixon said, at its March 30, 2010, meeting the CAC received information on the following:

- Annual adoption of the TA investment policy and investment with the LAIF
- San Bruno Grade Separation Project – Funding Options
- Fiscal Year 2011 Preliminary Budget
- Highway 101 Auxiliary Lane Project Marsh Road to Embarcadero Road
- State and Federal legislative report

The CAC welcomed new member James Whittemore and congratulated reappointed members John Fox, Austin Mader-Clark, Doris Maez and George Zimmerman.

NOMINATING COMMITTEE FOR CITIZENS ADVISORY COMMITTEE MEMBERS

The Nominating Committee (Chair Foust and Director John Lee) conducted interviews. The following five applicants were recommended for appointment to terms ending May 31, 2013: Incumbents Mr. Fox, Ms. Mader-Clark, Ms. Maez and Mr. Zimmerman and new appointee Mr. Whittemore.

A motion (Lee/Matsumoto) was made to appoint the five recommended applicants to the CAC.

Director Matsumoto asked if the TA CAC strives for regional diversity. Chair Foust replied yes, and said applications are not necessarily received from all geographic areas. Director Matsumoto asked for a list of current CAC members, which will be provided by staff.

Director Terry Nagel asked if it would be possible to review the applications prior to the presentation by the committee of its recommendations.

CHAIRPERSON'S REPORT – ROSANNE FOUST

Thanked Director Lee and CAC Chair Dixon for participating in the CAC interview process and Director, TA Program Joe Hurley and Assistant District Secretary Rosemary Lake for coordinating all details.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The April 14, 2010 report is in the agenda packet.

REPORT OF THE EXECUTIVE DIRECTOR

No Report

FINANCE

Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2010

Bill Osher, CSI Capital Management, Inc. said the goal in managing the portfolio is safety first. The only government bonds in the portfolio carry the full faith and credit of the U.S. government and the Federal Deposit Insurance Corporation. There is concern about increased interest rates because the economy is beginning to come out of a severe recession with growth of more than 3 percent this quarter. There is global concern about the financial crisis in Greece. People are returning to U.S. treasuries for more secure assets, which reduces interest rates. Interest rates need to increase for investment in higher yield investments, but the portfolio will continue to put safety first with the expectation to grow at a safe rate.

A motion (Vreeland/Nagel) to accept the Quarterly Investment Report was approved.

Authorization to Enter into a Cooperative Agreement with Caltrans Regarding the Route 101 Auxiliary Lanes Between Marsh Road and Embarcadero Road, Amendment to the Fiscal Year 2010 Capital Budget in the Amount of \$30 Million and Allocation of the Subject Funding in the Amount of \$32,584,000

TA Project Manager Jim McKim acknowledged Caltrans Project Manager Ron Moriguchi. Mr. McKim provided the following details:

- The section of Highway 101 between Marsh and Embarcadero roads is at full capacity during morning and afternoon peak periods; and the project goal is to relieve congestion on Highway 101 by improving traffic operations and efficiency.
- The total project budget of \$112,933,000 includes the study report, environmental document, plans and specifications, right of way support and capital and construction support and capital.
- Project limits start at Marsh Road in Menlo Park and end at Embarcadero Road, just over the county line.
- Project features include auxiliary lanes on southbound and northbound Highway 101, replacement of an overcrossing in Menlo Park, and modifications to the Willow and University avenue interchanges.
- Segment one, from Marsh Road to University Avenue will cost \$73.4 million and will be completed in March 2012; Segment two, from University Avenue to Embarcadero Road, will cost \$36.5 million and will be completed in November 2013; Segment three – replacement landscaping from Marsh Road to Embarcadero Road, will cost \$3 million and will be completed in November 2017.

Director Matsumoto asked for clarification of original funding of \$6 million and total funding of \$36 million. Mr. McKim said the current budget is \$6.9 million with the addition of \$30 million of original Measure A funding for a new total of \$36.9 million.

Director Lee asked how Santa Clara County is involved with the project. Mr. McKim said their project is from Highway 85 into the south side of Embarcadero Road.

Public Comment

Jim Bigelow, Redwood City, San Mateo County Chamber of Commerce, said state Senator

Joe Simitian was responsible for obtaining \$180 million for the project. He said the chamber also supports the agenda item on San Bruno Grade Separation Project funding options.

A motion (Lee/Nagel) to enter into a cooperative agreement with Caltrans, amend the FY2010 Capital Budget and allocate funding for the Route 101 Auxiliary Lane Project was approved.

San Bruno Grade Separation Project – Funding Options

Budgets and Grants Director April Chan provided the following details:

- The project scope involves eliminating three street-level crossings by lowering San Bruno, San Mateo and Angus avenues and raising the railroad tracks; building pedestrian underpasses at Euclid, San Bruno and Sylvan avenues; and replacing the existing station at Sylvan Avenue with a new elevated station between San Bruno and San Mateo avenues.
- The project scope does not include HSR elements.
- The cost estimate of a two-track structure is \$165 million.
- Project status: final design – March 2010; invitation for bid process – March-June 2010; contract award anticipated for July 1, 2010; and construction – July 2010 to June 2012.
- Secured funding includes:
 1. \$100 million budgeted: \$60 million Existing Measure A funds; \$30 million Proposition 1B Highway Railroad Crossing Safety Account HRSCA (Grade Separation) account funds; and \$10 million of Public Utility Commission (PUC) 190 Grade Separation funds.
 2. Options for \$65 million: \$3.75 million Proposition 1B State-Local Partnership Program, which is included in the \$9.25 million available to the TA over the life of the Proposition 1B program; and \$19.2 million State Transportation Improvement Program for a total of \$22.95 million.
- Funding options include:
 1. American Recovery and Reinvestment Act High-speed Rail Program; Federal earmarks; and Federal Jobs legislation.
 2. Original Measure A: \$3 million in grade separation category.
 3. New Measure A: Fifteen percent or approximately \$9 million per year for grade separation projects. If non-Measure A funds are not available, the project will need up to \$62 million in new Measure A funds (\$13 million expected to be collected through the end of FY2010 and will need \$49 million from FY2011 through middle of FY2016).
- New Measure A funding criteria for special circumstances require that the project be included in the Expenditure Plan, that the project address safety and/or security issues and that it leverages non-Measure A funds with certain expenditure or other deadlines.
- Staff recommends \$65 million required can be funded by:
 1. Non-Measure A total of \$22.95 million.
 2. Measure A total of \$42.05 million (\$3 million original Measure A plus \$39.05 million in new Measure A).
- Construction contract scheduled for award at the July 1, 2010 JPB meeting.

Director Matsumoto asked if allocating \$49 million of new Measure A funds for fiscal years 2011 to 2016 will commit all of the TA grade separation money in the new Measure A. Executive Director Michael Scanlon said it does.

Director Nagel received emails from a resident of San Bruno who said the work being done on the grade separation project will prevent HSR from being built in a trench. She said, as she understands under the alternatives analysis, that this option has been taken off the table and the grade separation will be elevated. Deputy CEO Chuck Harvey said that is the case because the BART subterranean structure is underneath the tracks in that area and a covered trench cannot be constructed in that location. He said Highway 380 passes just to the north eliminating the possibility of an aerial structure that would be higher than a standard type of road-under and road-over construction.

Director Nagel said one of the emails received states the project can only have a speed of 65 miles per hour; the project was pushed through too quickly; it is a sad design because it was rushed to qualify for \$30 million in funding; the project construction would last a minimum of three years; and some of the work would have to be demolished to make way for HSR.

Mr. Harvey said the project has an aggressive timeline to qualify for significant leveraged funds and to take advantage of an opportunity of a Caltrain construction window before other very pressing projects need to be done. There is a need to get this project built because it is the seventh most dangerous railroad crossing in the State of California as ranked by the PUC. The design, done in cooperation with the City of San Bruno, does not preclude the ability to add the second two tracks for HSR. The project has been staged in such a manner that the two-track structure can be built, and if the HSR project moves forward, an additional exterior mechanically stabilized earth wall (MSE) can be built and an additional two tracks added. This project will take longer to build but it would have taken longer to build anyway because Caltrain can't build four tracks all at the same time. A temporary shoofly and elevated structure need to be built, and then a second elevated structure, which would take three years. Mr. Harvey said the contract currently has an option to build it either in a two-track arrangement or with a wider footprint to accommodate the four tracks. He said demolition to accommodate HSR would be paid for and done by HSR.

Director Nagel asked what the maximum construction period would be for the neighborhood in the project area. Mr. Harvey said it would take an extra year if the project continued into a four-track alignment.

Director Nagel asked what would happen if HSR was put on hold. Mr. Harvey said the project would be completed in about two years as a two-track alignment because there wouldn't be a need to build a shoofly.

Mr. Harvey said the current configuration of tracks in the San Bruno area has a fairly large curve to the north of the grade separation area near Linden Avenue. The curve is currently rated for a maximum speed of 60 miles per hour. The new curve will be straightened somewhat with a new curve base design for 65 miles per hour. He said Caltrain has Federal Railroad Administration approval in the configuration to run Caltrain trains on this new curve at a speed of 74 miles per hour, which is almost at the current 79 miles per hour maximum speed. The second tracks for HSR can be designed for higher speeds but Union Pacific (UP) freight trains cannot run at those higher degrees of super elevation so they remain as a common denominator; and Caltrain is designing to the UP limitations under the two-track arrangement that is strictly for Caltrain and

UP at this time. He said trains will probably not be going faster than 70 miles per hour in this area because they will need to slow down to stop at the Millbrae Intermodal Station going southbound and will be accelerating out of Millbrae going northbound.

Preliminary Budget for Fiscal Year 2011

Manager of Budgets Ladi Bhuller said staff has combined the Operating and Capital budgets into one budget statement. She provided the following details:

- FY2011 revenues include: \$60 million sales tax; \$5.6 million interest income; \$1.1 million rental income; and \$4.2 million in grant proceeds for the Broadway Interchange, for total revenues of \$70.9 million.
- Sales tax revenues remain flat at \$60 million. Interest income is projected to increase \$300,000 and grant proceeds by \$900,000.
- Annual allocations included: \$13.5 million for local entities; \$2.4 million for paratransit; \$1.5 million for San Mateo County shuttles; \$4.8 million transfer to SamTrans for Caltrain operations; and \$1.2 million for BART, for total allocations of \$23.4 million.
- Program expenditures included: \$600,000 for alternative congestion relief; \$400,000 for Dumbarton Rail; \$3 million for Caltrain; \$1.8 million for pedestrian and bicycle; \$900,000 for shuttles; and \$6.2 million for streets and highways; for an expenditure total of \$12.9 million.
- FY2011 expenditures include: \$23.4 annual allocations; \$12.9 program expenditures; \$1 million oversight; and \$900,000 administration costs; for total expenditures of \$38.2 million.
- Expenditure changes include: \$103.5 million decrease in program expenditures; \$200,000 increase in oversight and administration, which includes projected resources to deliver board-approved strategy for various calls for projects, with a net decrease of \$103.3 million. The major decrease is due to significant allocations, which will be made in FY2010 and include: \$46 million for the San Bruno Grade Separation Project; \$30 million for the Route 101 auxiliary lane Marsh to Embarcadero; and \$15 million for the South San Francisco Ferry Terminal Project.

Director Nagel said line items 21 and 22 show staff support is increasing 15.3 percent and information and education is reduced by 31.4 percent. She said this is only 0.2 percent of the entire budget, but asked for additional explanation. Ms. Bhuller said items such as printing are included in the information and education line item and staff is projecting less printing in FY2011. She said the staff support line item is due to the allocation of more time for an accountant and two contract officers.

Call for a Public Hearing at the June 3, 2010 Meeting on the Preliminary Budget for Fiscal Year 2011

A motion (Vreeland/Nagel) to call for a public hearing at the June 3, 2010 meeting on the preliminary budget for FY2011 was approved.

JOINT POWERS BOARD REPORT

Mr. Scanlon reported on the meeting of May 6, 2010.

- Metropolitan Transportation Commission (MTC) liaison Sue Lempert urged the JPB partner agencies to do what they could to prevent any reductions in service.
- Heard a report from the CAC in support of Caltrain electrification.
- Shared the monthly performance for March 2010 and that was better for the second month in a row. Year-to-date was better but still off about 7.5 percent in riders and 3 percent in revenue because of the fare increase.
- California High-Speed Rail Authority Regional Manager Dominic Spaethling presented an update on the Peninsula Rail Program. The alternatives analysis for the San Francisco to San Jose segment was released. Seven community workshops have been held for feedback on the document.
- Mr. Harvey presented the annual passenger count data.
- The baseball service is averaging 4,100 riders per game.
- Talked about Bay to Breakers and advertising at the San Francisco Station.
- A bikes-on-board count and dwell study is proceeding.
- The Bicycle Advisory Committee application deadline has been extended to 5 p.m. on May 14, 2010.
- The Board:
 - a. Approved the Consent Calendar.
 - b. Accepted the Statement of Revenues and Expenses.
 - c. Received a preliminary look at the Operating Budget, which is down to about \$12.5 million and a Capital Budget. Member agencies haven't agreed on their contribution.
 - d. Called for a public hearing on June 3 to hear public comment and to consider declaring a fiscal emergency.
 - e. Received a Quarterly Investment Report from Mr. Osher.
 - f. Adopted a Comprehensive Access Policy.
 - g. Authorized the publication of a proposed Disadvantaged Business Enterprise goal of 10.5 percent for Federal Transit Administration assisted grants for Fiscal Years 2011-2013.
 - h. Authorized a contract with URS Corporation in the amount of \$11.8 million over a three-year period for construction management. The most significant contract was the San Bruno Grade Separation.
 - i. Authorized routine purchases of computer software licenses and hardware equipment.
 - j. Received a legislative update.

Chair Foust asked if the Board, as transit advocates, could receive talking points on the severity of the JPB financial situation. Mr. Scanlon said staff would provide information. He said Caltrain's farebox recovery of approximately 44 percent is second only to BART and does better than the agency partners. SamTrans cannot continue its current contribution to the JPB and continue to operate a public system.

Chair Foust said Board members sit on various agencies and talk about livable communities, getting cars off the road, and supporting a bus system that provides some of the neediest county residents. That message needs to be delivered on behalf of both transit agencies.

Director Nagel said it would be helpful to portray to the public the kind of cuts that are coming and explain options. Mr. Scanlon said it is a challenge to find a model that will work.

Director Nagel said there was a discussion on the Grand Boulevard project and asked when there will be a discussion among the three partner agencies about a permanent funding solution for the rail corridor. Mr. Scanlon said discussions began last month.

Director Vreeland said he appreciates SamTrans' efforts because there is a need for bus service and many people need the mobility, don't live on the corridor and don't have the resources to ride Caltrain.

Verbal Update on State and Federal Legislative Program

Director Matsumoto asked about AB 2121 – HSR. Government Affairs Manager Seamus Murphy said this is amended and no longer a repeal of Proposition 1A funding. It is now a proposal to require more oversight and transparency of the CHSRA Board of Directors.

Mr. Murphy said the State auditor, budget committee and committees in both houses had hearings on HSR and were very critical. There is a growing sense that some sort of legislative oversight and accountability will be applied to the rail authority this session. There are several bills to accomplish this, including AB 1375, and the Senate is interested in bringing these bills together in a collaborative effort that would not only bring oversight but also start to have more fiscal accountability and to more directly guide the expenditures by the Authority and of the American Recovery and Reinvestment Act funds.

Director Matsumoto asked if there is a good chance these will pass. Mr. Murphy said it is unclear what the details would be but the rail authority, as it exists today, will probably change significantly over the next year.

Director Vreeland thanked Mr. Harvey for the bus shelters on the coastside and hopes to have more in the future.

Mr. Scanlon said everyone is very proud that Chair Foust was named President and CEO of the San Mateo County Economic Development Association.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None

LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

The next meeting is scheduled for Thursday, June 3, 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.

Adjourned 6:18 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 APRIL 30, 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 April 2010 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$55,712,290 - line 6) is *worse* than staff projections by \$928,672 or 1.6 percent. Within total revenue, *Sales Tax* (\$48,859,437 - line 1) and *Miscellaneous Income* (\$1,520,602 - line 4) are \$240,196 or 0.5 percent and \$708,936 or 31.8 percent, respectively, *worse* than staff projections.

Total Revenue (\$55,712,290 - line 6) is \$15,286,531 or 37.8 percent *higher* than prior year performance, driven by *Interest Income* (\$4,439,736 - line 2) which is \$21,787,335 or 125.6 percent *higher* due to prior year investment losses.

Expenditures: *Total Administration* (\$563,130 - line 32) is *better* than the year-to-date staff projections by \$121,559 or 17.8 percent. Within total administration, *Staff Support* (\$396,063 - line 25), *Professional/Legal* (\$141,272 - line 27) and *Other Services & Supplies* (\$17,004 - line 28) combined are \$116,449 or 17.4 percent *better* than staff projections.

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

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
APRIL 2010

% OF YEAR ELAPSED: **83.33**

	MONTH		YEAR TO DATE			ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% of PROJ	ADOPTED BUDGET	STAFF PROJECTION	% of PROJ
REVENUE								
Sales Tax	4,956,181	52,113,380	48,859,437	49,099,633	99.5%	64,716,300	60,000,000	81.4%
Interest Income	544,620	(17,347,599)	4,439,736	4,414,550	100.6%	7,292,600	5,271,010	84.2%
Rental Income	91,153	897,858	892,515	897,240	99.5%	1,077,120	1,077,120	82.9%
Miscellaneous Revenue	78,795	4,762,121	1,520,602	2,229,538	68.2%	3,300,000	3,300,000	46.1%
TOTAL REVENUE	5,670,748	40,425,759	55,712,290	56,640,962	98.4%	76,386,020	69,648,130	80.0%
EXPENDITURES:								
LOCAL ENTITIES	1,115,141	11,283,740	10,993,373	11,047,418	99.5%	14,561,168	13,500,000	81.4%
PARATRANSIT	198,247	804,182	1,954,378	1,963,985	99.5%	2,588,652	2,400,000	81.4%
TSM/ACR	38,133	451,867	396,249	774,616	51.2%	987,506	940,343	42.1%
MEASURE A INFORMATION & EDUCATION	0	13,169	9,000	15,410	58.4%	17,500	17,500	51.4%
SM COUNTY SHUTTLE PROGRAM	118,855	1,116,522	1,167,234	1,208,781	96.6%	1,431,768	1,431,768	81.5%
TRANSFER TO SMCTD FOR CALTRAIN	396,495	1,685,332	3,908,755	3,927,971	99.5%	5,177,304	4,800,000	81.4%
BART SERVICE OPERATING COST	99,124	412,049	977,189	981,993	99.5%	1,294,326	1,200,000	81.4%
ADMINISTRATION								
Staff Support	41,390	411,614	396,063	425,796	93.0%	510,955	510,955	77.5%
Board Of Directors	900	6,919	6,446	6,592	97.8%	8,400	8,400	76.7%
Professional/Legal	27,105	123,571	141,272	220,663	64.0%	295,770	295,770	47.8%
Other Services & Supplies	1,531	32,283	17,004	24,329	69.9%	35,167	35,167	48.4%
Travel & Meeting	280	9,223	2,346	7,310	32.1%	9,700	9,700	24.2%
TOTAL ADMINISTRATION	71,207	583,610	563,130	684,689	82.2%	859,992	859,992	65.5%
SUB-TOTAL	2,037,200	16,539,037	19,969,308	20,604,862	96.9%	26,918,216	25,149,603	79.4%
CAPITAL PROGRAMS	4,286,932	36,902,875	34,104,257 (1)	34,104,257	100.0%	86,366,696	86,366,696	39.5%
TOTAL EXPENDITURES	6,324,133	53,441,912	54,073,564	54,709,119	98.8%	113,284,912	111,516,299	48.5%
EXCESS (DEFICIT)	(653,384)	(13,016,153)	1,638,726	1,931,843		(36,898,892)	(41,868,169)	
BEGINNING FUND BALANCE	Not Applicable	463,713,314	425,328,119	449,848,997		449,848,997	449,848,997	
ENDING FUND BALANCE	Not Applicable	425,980,497	426,966,845 (2)	451,780,840		412,950,105	407,980,828	
Includes the following balances:								
Cash and Liquid Investments		484,556		FY 2009 Capital Carryover (Budgeted)		176,980,683		
TSM		551,087		FY 2010 Additional Capital Appropriation		34,455,000		
Capital Appropriation Balance		218,814,749 (3)		Resolution 2009-15		596,696		
Undesignated Cash & Net Receivables		207,116,452		Resolution 2009-16		1,515,000		
Total		426,966,845 (2)		Resolution 2009-17		11,000,000		
				Resolution 2010-01		35,000,000		
				Resolution 2010-02		3,800,000		
				Approved Budget - Total Capital Appropriation		263,347,379		
				Less: Year End Adjustment for Audited Carryove		(9,773,201)		
				Less: Excess budget for completed projects		(655,172)		
				Less: Current YTD Capital Expenditures		(34,104,257) (1)		
				Current Capital Appropriation Balance		218,814,749 (3)		

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

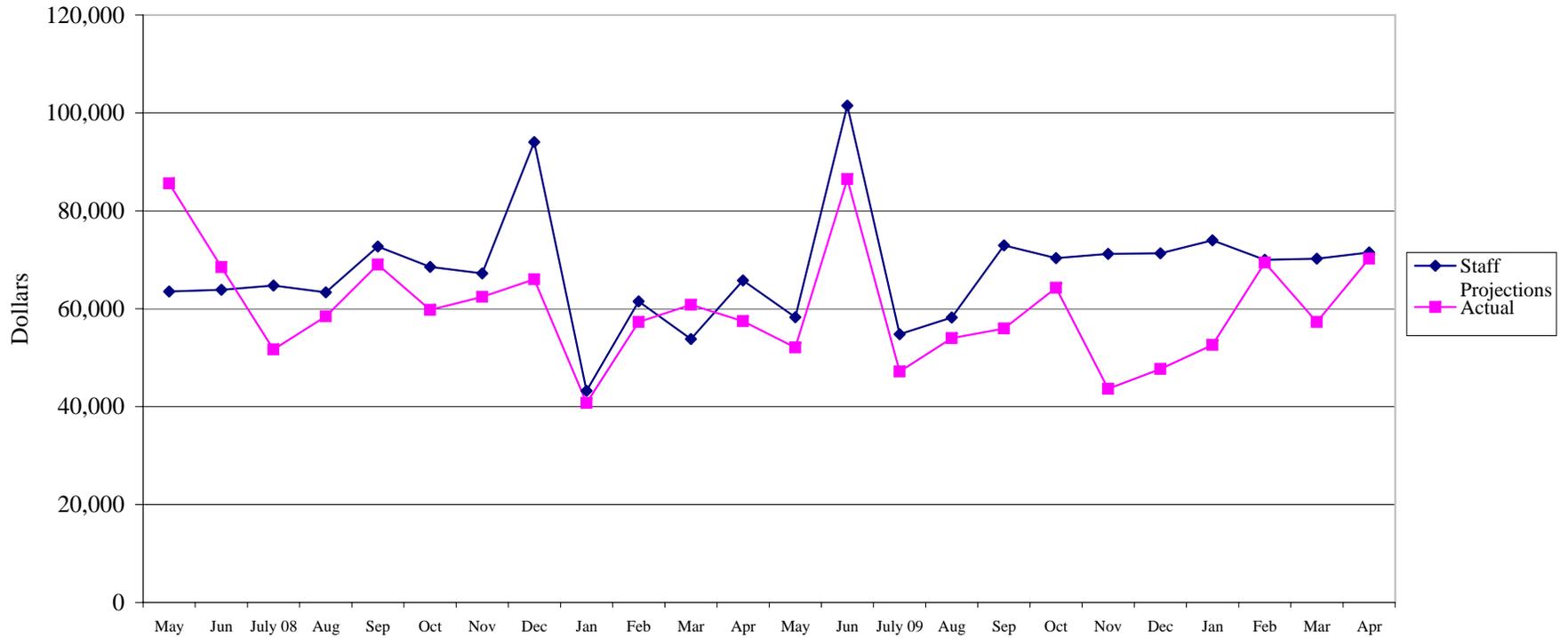
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
**TRANSPORTATION SYSTEM MANAGEMENT/
 ALTERNATIVE CONGESTION RELIEF PROGRAM**
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2010
APRIL 2010

	% OF YEAR ELAPSED: 75.00						
	MONTH CURRENT ACTUAL	PRIOR ACTUAL	YEAR TO DATE			ANNUAL	
			CURRENT ACTUAL	STAFF PROJECTION	% of PROJECT.	STAFF PROJECTION	% of PROJECT.
REVENUE	49,562	91,059	514,924	490,995	104.9%	600,000	85.8%
TOTAL REVENUE	49,562	91,059	514,924	490,995	104.9%	600,000	85.8%
ALLOCATIONS	38,133	505,432	396,249	774,614	51.2%	940,343	42.1%
TOTAL ALLOCATIONS	38,133	505,432	396,249	774,614	51.2%	940,343	42.1%
EXCESS (DEFICIT)	11,429	(414,373)	118,675	(283,619)		(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	3,116,785	713,048 *	122,731	581.0%	66,007	1080.3%

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

* Includes revenue net of expense accruals totalling \$161,961 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	70,025	70,225	71,525		
Actual	47,163	53,965	55,937	64,268	43,640	47,668	52,573	69,421	57,289	71,207		
CUMULATIVE EXPENSES												
Staff Projections	54,784	113,013	185,975	256,334	327,559	398,905	472,913	542,938	613,164	684,689		
Actual	47,163	101,127	157,064	221,332	264,972	312,640	365,213	434,634	491,923	563,130		
Variance-F(U)	7,621	11,886	28,911	35,002	62,587	86,265	107,700	108,304	121,241	121,559		
Variance %	13.91%	10.52%	15.55%	13.65%	19.11%	21.63%	22.77%	19.95%	19.77%	17.75%		



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 APRIL, 2010

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	0.810%	\$ 261,360,050	\$ 261,736,244
Local Agency Investment Fund	Liquid Cash	0.588%	\$ 16,747,100	\$ 16,766,913
Investment Portfolio	Liquid Cash	2.128%	\$ 132,116,708	\$ 132,424,287
Other	Liquid Cash	0.050%	\$ 484,556	\$ 484,556
			<u>\$ 410,708,414</u>	<u>\$ 411,412,000</u>

Accrued Earnings for April 2010 \$ 413,566.50 (1)
 Cumulative Earnings FY2010 \$ 4,323,842.64

(1) Earnings do not include prior period adjustments

* County Pool average yield for the month ending April 30, 2010 was 0.810%. As of April 30, 2010, the amortized cost of the Total Pool was \$2,873,349,184.10 and the fair market value per San Mateo County Treasurer's Office was \$2,877,484,995.93.

** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.001183091 as reported by LAIF for quarter ending March 31, 2010.

*** 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
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 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TSM RESERVE ACCOUNT

AS OF APRIL, 2010

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
2004 Measure A Funds: County Pool #3 (Restr)	Liquid Cash	0.810%	\$ 551,087	\$ 551,880
			<u>\$ 551,087</u>	<u>\$ 551,880</u>

Interest Income:

Accrued Earnings for April 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 April 30, 2010 was 0.810%. As of April 30, 2010, the amortized cost of the Total Pool was \$2,873,349,184.10 and the fair market value per San Mateo County Treasurer's Office was \$2,877,484,995.93.

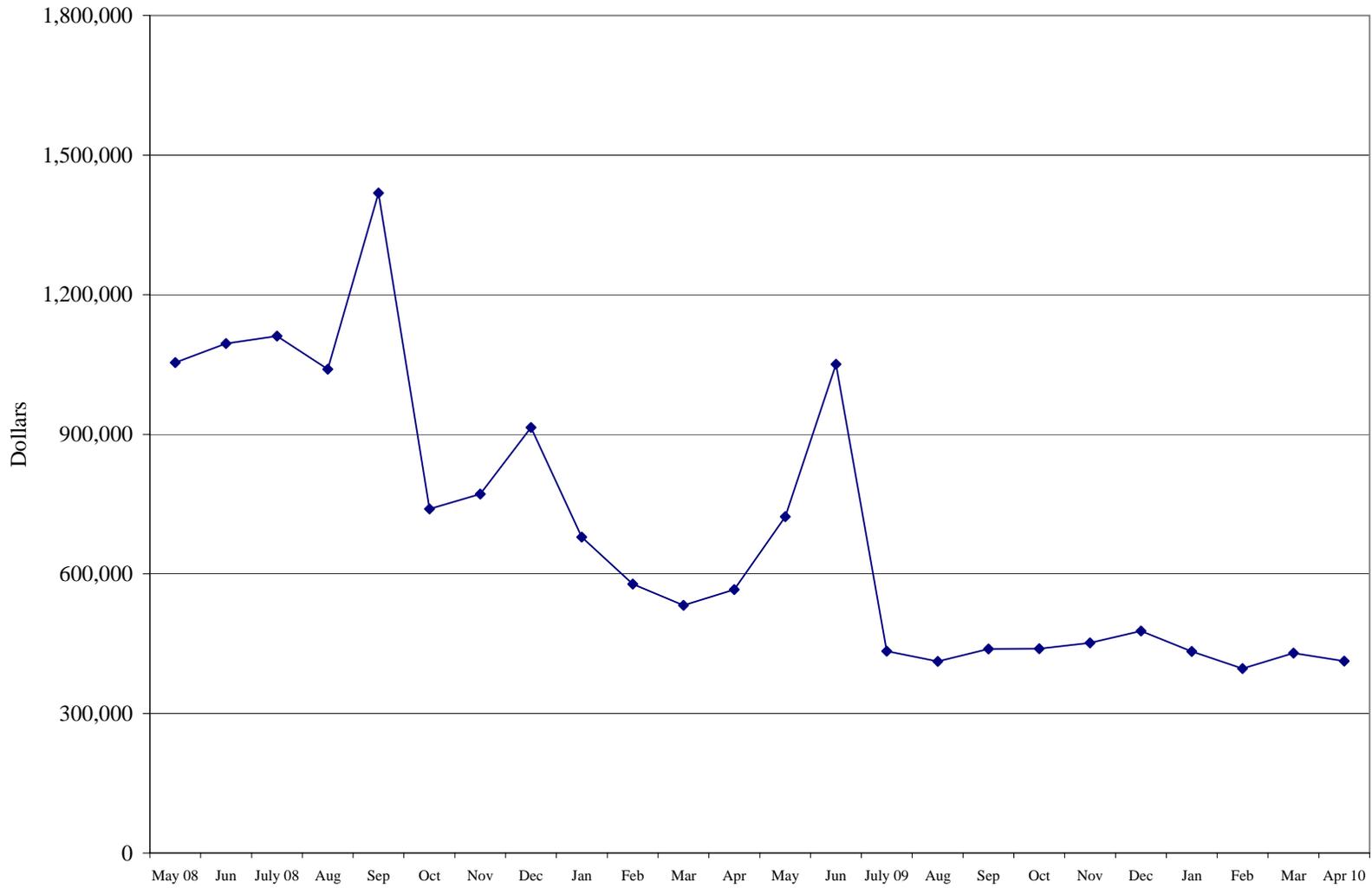
*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
APRIL 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	396,300.30	3,481,137.29
MARCH	429,949.42	3,911,086.71
APRIL (1)	412,755.93	4,323,842.64
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
APRIL 30, 2010**

DESCRIPTION	TOTAL INVESTMENT 04-30-10	INTEREST RECEIVABLE 03-31-10	INTEREST EARNED 04-30-10	INTEREST RECEIVED 04-30-10	ADJ.	INTEREST RECEIVABLE 04-30-10
LAIF	16,747,099.93	27,047.16	7,342.65	26,374.41	(672.75)	7,342.65
COUNTY POOL	261,911,137.37	620,269.38	174,409.55	620,131.56	(137.82)	174,409.55
BANK OF AMERICA	484,556.03	0.00	52.74	52.74	0.00	0.00
INVESTMENT PORTFOLIO	<u>132,116,707.85</u>	<u>526,875.34</u>	<u>231,609.51</u>	<u>104,753.31</u>	<u>152.05</u>	<u>653,883.59</u>
	<u>411,259,501.18</u>	<u>1,174,191.88</u>	<u>413,414.45</u>	<u>751,312.02</u>	<u>(658.52)</u>	<u>835,635.79</u>

APRIL 2010 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 04/30/10	412,755.93
Add:	
County Pool Adj.	
Misc. Income - Holly Property	
GASB 31	
Less:	
Management Fees	(10,389.52)
Securities Transaction Activity Fees	(3,609.32)
Capital Gain(Loss)	<u>145,862.47</u>
Total Interest & Capital Gain(Loss)	<u><u>544,619.56</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	4,323,842.64
Add:	
County Pool Adj.	
Misc. Income	16,600.05
GASB 31	
Less:	
Management Fees	(56,093.05)
Securities Transaction Activity Fees	(12,210.44)
Capital Gain(Loss)	<u>167,596.59</u>
Total Interest	<u><u>4,439,735.79</u></u>
Balance Per Ledger as of 04/30/10	
Int Acct. 409100 - Co. Pool	2,287,458.15
Int Acct. 409100 - LAIF	38,796.77
Int Acct. 409100 - B of A	558.09
Int Acct. 409100 - Misc. Income	16,600.05
Int Acct. 409101 - Portfolio Funds	1,928,726.14
Gain(Loss) Acct. 405210	167,596.59
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>4,439,735.79</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
APRIL 30, 2010**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	PAR VALUE
			PURCHASE PRICE	ADJUSTED 6-30-09	VALUE 04-30-10					REC'VBLE 03-31-10	EARNED 04-30-10			REC'VBLE 04-30-10	
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
* US INFLATION INDEXED	912828CZ1	12-12-08	2,133,506.80	2,251,020.00	0.00	04-15-10	0.875%	54.9966	15	9,036.38	824.95	10,009.39	148.06	0.00	2,287,860
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,122,021.25	10,153,372.00	04-15-14	1.250%	334.1083	30	15,611.40	10,023.25	19,469.64		6,165.01	9,729,235 8.63%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FHR SERIES 1832 - F	3133T65S6	11-26-08	122,386.16	119,563.76	120,014.00	03-15-11	6.500%	24.6866	30	2,897.40	740.60	740.61		2,897.39	120,023
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	1,432,062.40	1,498,679.05	1,495,600.00	12-28-12	5.270%	210.2934	30	609.57	6,308.80	6,308.79		609.58	1,400,978 1.09%
<u>FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS</u>															
FHLM GOLD POOL	31282SAC6	12-22-08	896,450.73	914,852.66	901,192.00	03-01-11	4.000%	102.9807	30	5,347.60	3,089.42	3,089.42		5,347.60	887,026 0.64%
* CALLED/MATURED			(9,140,456.80)	(9,277,970.00)											(9,287,860.00)
SUBTOTAL			128,851,197.21	129,056,609.39	129,158,776.00					526,875.34	226,544.66	99,684.51	148.10	653,883.59	126,737,262.34
<u>CERTIFICATE OF DEPOSITS</u>															
CDARS	(N/A)	04-02-09	2,041,221.47	2,041,221.47	2,041,221.47	03-31-11	1.890%	105.5321	30	0.00	3,165.96	3,168.44	2.48	0.00	2,041,221
CDARS	(N/A)	04-09-09	1,224,289.17	1,224,289.17	1,224,289.17	04-07-11	1.890%	63.2963	30	0.00	1,898.89	1,900.36	1.47	0.00	1,224,289 2.34%
SOLD / MATURED			-	-											-
TOTAL			<u>132,116,707.85</u>	<u>132,322,120.03</u>	<u>132,424,286.64</u>					<u>526,875.34</u>	<u>231,609.51</u>	<u>104,753.31</u>	<u>152.05</u>	<u>653,883.59</u>	<u>130,002,772.98</u>

Weighted Average Interest Rate 2.1277%

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

5/20/10 3:56 PM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
FY2009:					
1st Quarter	16,383,000	1st Quarter	17,259,436	876,436	17,259,436
2nd Quarter	17,387,000	2nd Quarter	15,981,534	(1,405,466)	15,981,534
3rd Quarter	15,217,000	3rd Quarter	12,941,406	(2,275,594)	12,941,406
4th Quarter	16,383,000	4th Quarter	13,840,067	(2,542,933)	13,840,067
FY2009 Total	65,370,000	FY2009 Total	60,022,443	(5,347,557)	60,022,443
FY2010:					
Jul. 09	4,430,000	Sep. 09	4,205,900	(224,100)	4,205,900
Aug. 09	4,430,000	Oct. 09	4,341,800	(88,200)	4,341,800
Sep. 09	5,950,000	Nov. 09	4,673,100	(1,276,900)	4,673,100
1st Qtr. Adjustment	1,367,000	Dec. 09	1,334,415	(32,585)	1,334,415
3 Months Total	16,177,000		14,555,215	(1,621,785)	14,555,215
Oct. 09	4,743,000	Dec. 09	4,193,800	(549,200)	4,193,800
Nov. 09	4,743,000	Jan. 10	4,352,600	(390,400)	4,352,600
Dec. 09	6,207,000	Feb. 10	5,591,800	(615,200)	5,591,800
2nd Qtr. Adjustment	1,461,000	Mar. 10	1,103,245	(357,755)	1,103,245
6 Months Total	33,331,000		29,796,660	(3,534,340)	29,796,660
Jan. 10	4,129,000	Mar. 10	3,353,000	(776,000)	3,353,000
Feb. 10	4,129,000	Apr. 10	3,532,900	(596,100)	3,532,900
Mar. 10	1,385,500	May 10		3,094,050	4,479,550 (1)
3rd Qtr. Adjustment	1,379,000	Jun. 10		1,452,096	2,831,096 (1)
9 Months Total	44,353,500		36,682,560	(360,294)	43,993,206
Apr. 10	4,224,600	Jun. 10		0	4,224,600 (1)
May 10	4,224,600	Jul. 10		0	4,224,600
Jun. 10	5,632,700	Aug. 10		0	5,632,700
4th Qtr. Adjustment	1,564,600	Sep. 10		360,294	1,924,894 (1) Apr
FY2010 Total	60,000,000	FY2010 Total	36,682,560	0	60,000,000 (1) Apr Portion
	14,555,215	1st Quarter			
	15,241,445	2nd Quarter			
	14,196,546	3rd Quarter			
	4,866,231	4th Quarter			
	<u>48,859,437</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF APRIL 30, 2010

	<u>4/30/2010</u>
Cash -- Bank of America Checking Account	484,556.03
LAIIF	16,747,099.93
County Pool	261,911,137.37
Investment Portfolio	132,116,707.85
	<hr/>
Total	<u><u>411,259,501.18</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- APRIL 2010

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000589	MATSUMOTO, KARYL M.	2010-04-05	100.00	WIR	Board of Directors Compensation
SMCTA	000590	GROOM, CAROLE	2010-04-05	100.00	WIR	Board of Directors Compensation
SMCTA	000591	NAGEL, TERRY	2010-04-05	100.00	WIR	Board of Directors Compensation
SMCTA	000592	SAN MATEO COUNTY TRANSIT DISTRICT	2010-04-12	146,157.31	WIR	Capital Programs
SMCTA	000593	CHICAGO TITLE COMPANY	2010-04-12	3,253,487.50	WIR	Capital Programs
SMCTA	000594	DEPARTMENT OF TRANSPORTATION	2010-04-19	681,161.84	WIR	Capital Programs
SMCTA	000595	PENINSULA CORRIDOR JOINT POWERS BOARD	2010-04-19	89,067.85	WIR	Capital Programs
SMCTA	002673	BKF ENGINEERS	2010-04-05	723.55	CHK	Capital Programs
SMCTA	002674	DMJM HARRIS/MARK THOMAS JV	2010-04-05	6,843.50	CHK	Capital Programs
SMCTA	002675	FOUST, ROSANNE	2010-04-05	100.00	CHK	Board of Directors Compensation
SMCTA	002676	GORDON, RICHARD S.	2010-04-05	100.00	CHK	Board of Directors Compensation
SMCTA	002677	LEE, JOHN	2010-04-05	100.00	CHK	Board of Directors Compensation
SMCTA	002678	SHAW/YODER & ANTWIH, INC.	2010-04-05	3,612.00	CHK	Legislative Advocate
SMCTA	002679	VREELAND, JIM	2010-04-05	100.00	CHK	Board of Directors Compensation
SMCTA	002680	CSI CAPITAL MANAGEMENT, INC	2010-04-12	17,004.52	CHK	Other Contract Services
SMCTA	002681	DMJM HARRIS/MARK THOMAS JV	2010-04-12	37,888.31	CHK	Capital Programs
SMCTA	002682	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2010-04-12	15,787.47	CHK	Legal Services
SMCTA	002683	HURLEY, JOSEPH	2010-04-12	74.11	CHK	Business Travel
SMCTA	002684	PARKING COMPANY OF AMERICA	2010-04-12	100,980.22	CHK	SMCTA Caltrain Shuttles
SMCTA	002685	S3, INC.	2010-04-12	7,699.38	CHK	Seminar and Training
SMCTA	002686	AT&T	2010-04-19	2,527.47	CHK	Capital Programs
SMCTA	002687	BKF ENGINEERS	2010-04-19	2,563.63	CHK	Capital Programs
SMCTA	002688	RACONTECH INC	2010-04-19	2,568.80	CHK	Capital Programs
SMCTA	002689	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	2010-04-26	17,996.16	CHK	Capital Programs
SMCTA	002690	PENINSULA TRAFFIC CONGESTION RELIEF	2010-04-26	18,881.00	CHK	Shuttles Payable
SMCTA	002691	PENINSULA TRAFFIC CONGESTION RELIEF	2010-04-26	35,662.25	CHK	Shuttles Payable
SMCTA	002692	RAJAPPAN & MEYER CONSULTING	2010-04-26	15,943.77	CHK	Capital Programs
SMCTA	002693	SAN JOSE MERCURY NEWS	2010-04-26	252.00	CHK	Legal Advertising
SMCTA	002694	SCANLON, MIKE	2010-04-26	270.00	CHK	Seminar and Training
SMCTA	002695	URS CORPORATION	2010-04-26	83,685.20	CHK	Capital Programs
				<u>4,541,537.84</u>		

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

**SUBJECT: ESTABLISHING THE APPROPRIATIONS LIMIT
FOR FISCAL YEAR 2011**

ACTION

Staff proposes that the Board approve an appropriations limit, which is applicable to the Transportation Authority during Fiscal Year 2011 in the amount of \$506,713,853.

SIGNIFICANCE

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

BUDGET IMPACT

There is no budget impact.

BACKGROUND

Last year, the Transportation Authority established its appropriations limit in the amount of \$513,907,103. Based on data regarding inflation and population changes released by the California Department of Finance, staff has calculated the limit for FY2011 to be \$506,713,853 which is a decrease of \$7,193,250 or 1.4 percent. The decrease is due to a 2.54 percent decrease in the California per capita personal income and a 1.17 percent increase in the population.

The Transportation Authority funds subject to the limit are \$60,000,000 (the projected Measure A tax receipts for the year) or 11.8 percent of the appropriations limit.

Attachment "A" is a Notice of Determination showing the calculations and stating the limit applicable during FY2011. State law requires this notice be posted in a conspicuous place at the TA's office at least 15 days before the Authority takes final action to approve the new limit at its June 3, 2010 meeting. This notice was posted on May 12, 2010, at 1250 San Carlos Avenue, San Carlos, CA 94070.

Prepared By: Ladi Bhuller, Manager, Budgets
Angela Ho, Sr. Budget Analyst

650-508-7755
650-508-6416

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

**NOTICE OF DETERMINATION
OF APPROPRIATIONS LIMIT
FOR FISCAL YEAR 2011**

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

Set out below is the methodology proposed to calculate the Fiscal Year 2011 appropriations limit for the San Mateo County Transportation Authority. The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on June 3, 2010.

Appropriations limit for FY 2010	\$513,907,103
Population change: (January 1, 2009 to January 1, 2010)	1.17%
Change in California per capita personal income (January 1, 2009 to January 1, 2010)	-2.54%
FY 2011 Adjustment Factor: (.9746 x 1.0117)	0.98600282
FY 2011 Appropriations Limit: (\$513,907,103 x .98600282)	\$506,713,853

Dated: May 10, 2010

RESOLUTION NO. 2010 –

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

* * *

**ESTABLISHING THE APPROPRIATIONS LIMIT APPLICABLE TO THE
SAN MATEO COUNTY TRANSPORTATION AUTHORITY DURING
FISCAL YEAR 2011**

WHEREAS, by Resolution No. 2009-8 enacted on May 21, 2009, the San Mateo County Transportation Authority established an appropriations limit applicable to the Authority during the Fiscal Year 2010 in the amount of \$513,907,103; and

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

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

WHEREAS, the applicable factors are as follows:

- (1) the change in the California per capita personal income was -2.54% and
- (2) the applicable change in population from January 2009 to January 2010 was 1.17%.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transportation Authority that the appropriations limit for Fiscal Year 2011 is hereby established as \$506,713,853.

Passed and adopted this 3rd day of June, 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
May 12, 2010**

The Community Relations Committee and Board

A proclamation designating May as "Older Americans Month," was presented to Denis O'Sullivan, Chair of the San Mateo County Commission on Aging.

Six winners of the Student Transit Art Contest, "Art Takes a Bus Ride" were introduced. Each winner was presented a certificate and summer youth pass and a certificate from the Board of Supervisors. All artwork will be featured in a bus wrap.

Manager of Accessible Transit Services Bill Welch reported March was a good month for Redi-Wheels late cancellation policy change. Staff will be meeting with San Francisco International Airport staff to discuss additional Redi-Wheels stops.

Paratransit Coordinating Council Nancy Keegan reported:

- Outgoing PCC Chair Kent Mickelson was presented a Certificate of Appreciation for 14 years of service.
- The local area Office of Emergency Services and Homeland Security gave a presentation on emergency preparedness for people with disabilities.

Citizens Advisory Committee Chair John Baker reported:

- Received a presentation on the Customer Survey Key Findings.
- Members expressed concerns about passengers getting wet from rain at the San Carlos shelter on El Camino Real and incorrect information posted at a stop in San Mateo.

Deputy CEO Chuck Harvey presented the Caltrain 2010 Annual Passenger Counts (attached).

Average weekday ridership for all modes for March 2010 compared to March 2009 was 91,139, a decrease of 6.1 percent.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for March 2010. Revenues are under budget by \$7 million. Total expenses were better than budget by \$5 million. Fuel was \$2.28 per gallon last week and \$2.05 per gallon year-to-date. The fuel hedge was tripped in April and \$24,539 was received from the bank.

Approved the Disadvantaged Business Enterprise (DBE) overall goal of zero percent for Federal Transit Administration (FTA) funds for fiscal years 2011-2013. The U.S. Department of Transportation (DOT) issued amending regulations, effective March 5, 2010, requiring DOT grantees to establish a DBE overall goal as a percentage of all FTA funds expected to be expended in the three forthcoming Federal fiscal years compared to the previous requirement for an annual overall goal. No federally-assisted projects were identified for FY2012-2013.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
May 12, 2010**

Authorized submittal of grant applications and the execution of standard agreements with Caltrans pertaining to FTA Section 5311 funds for fiscal years 2009 and 2010 in the amount of \$208,994. These funds will help the continued operation of existing rural demand-responsive transportation service on the Coastside for use in FY2010-2011.

Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended March 31, 2010. The portfolio is designed for safety. The biggest negative is interest rates are not increasing as fast as they might in an improving economy. Small business confidence is increasing, which is the driver of employment, spending and sales tax revenue.

Authorized execution of purchase orders over \$100,000 for technology-related products and services to vendors under cooperative purchasing agreements for FY2011 for an aggregate not-to-exceed amount of \$900,000. This will provide the District with a cost effective means to support its standardization policy and provide the latest technology and services through cooperative intergovernmental purchasing programs.

Authorized execution of purchase orders over \$100,000 for information technology license renewals, maintenance services and professional services for FY2011 for an aggregate not-to-exceed amount of \$850,000. This will allow the District to pay for recurring maintenance services, license renewal fees and professional services for proprietary software in excess of \$100,000 without bringing actions individually before the board for approval.

Authorized the purchase of seven Ford Focus automobiles through the State of California contract for a total estimated cost of \$104,248. This purchase is consistent with the District's commitment to become a more sustainable transportation system, including reducing its overall use of petroleum fuels and its carbon footprint.

Authorized the purchase of four hybrid Ford Escape vehicles through the State of California contract for a total estimated cost of \$125,035. These vehicles will provide better ground clearance to take on the Caltrain right of way and provide more cargo space to carry equipment and are consistent with the District's commitment to become a more sustainable transportation system.

Authorized award of contract to Office Max, Inc. for purchase and delivery of general office supplies and related items for a total estimated cost of \$325,000 for five years. This contract will allow the District to piggyback on Oakland County, Michigan's competitively negotiated contract with Office Max and provide immediate access for its day-to-day requirements for general office supplies.

Authorized award of contract to Ontira Communications, Inc. for provision of an Interactive Voice Response System and maintenance and support services for a fixed price of \$167,622. This is a call reminder system for the District's paratransit service customers that will send telephone reminders to customers of the date and time of their scheduled ride.

Rejected the single bid received from National Transit Interiors, Inc. for the provision of automotive and bus upholstery repair services. The bid received was rejected because staff determined the bid pricing was not fair and reasonable.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
May 12, 2010**

- Reviewed the Preliminary Fiscal Year 2011 Operating Budget, which totals \$128.3 million. Estimated revenue is \$130.9 million, an increase of \$3 million from FY2010. Estimated expenses total \$128.3 million, a decrease of \$5.8 million from FY2010. The projected deficit for FY2011 results in the use of \$22.5 million in reserves.
- Reviewed the Preliminary Fiscal Year 2011 Capital Budget for \$5.2 million. Category highlights include revenue vehicle replacement and support of \$2 million, upgrade and replacement of informational technology equipment of \$1.3 million, development \$1 million, facilities \$600,000 and contingency \$500,000. Funding sources include Federal, State and District sales tax.

The Legislative Committee and Board

State

- Two Legislative subcommittees and a State audit called for reassessment of the California High-Speed Rail Authority's funding projections and overall financial management of the rail authority. SamTrans' legislative advocates attended the budget subcommittee hearings to highlight the value of the rail authority's \$1.6 million budget request to fund continued coordination with the Peninsula Rail Program.
- Expenditures for the rail authority are one of the most critical issues. The legislative leadership and SamTrans' delegation are receptive to the idea that in order to create jobs and aid economic recovery, the most ready to go projects should be funded first. Staff is hopeful the Federal Railroad Administration has the same principles in mind as it negotiates its cooperative agreement with the rail authority, which will determine how the American Recovery and Reinvestment Act grant money is spent.
- The governor's revised State budget was due May 14. Staff is hearing that lower than expected tax revenues in April could mean a larger than anticipated FY2011 budget shortfall in the range of \$18-19 billion. There is concern this could threaten the gas tax swap.
- The Local Taxpayer, Public Safety and Transportation Protection Act submitted 1.1 million signatures and will likely qualify for the November ballot.

Federal

Some progress has been seen on the Climate Change Bill. The transportation component of the bill would provide some revenues for the Highway Trust Fund.

Board of Directors

Report of the General Manager/CEO Michael Scanlon:

- Majid El-Khatib was presented a 25-year safe driver award and Generosa Maranan a 20-year safe worker award.
- The United Way committee members were recognized for their efforts in raising \$50,000.

The board met in closed session on the following:

1. Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Teamsters Union, Local 856 (Bus Transportation Supervisors, Dispatchers and Radio Controllers)

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
May 12, 2010**

2. Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Amalgamated Transit Union, Local 1574 (Customer Service Center Employees)

Legal Counsel met to discuss the pending labor negotiations. A report was given on recent developments.

The next meeting of the Board is scheduled for Wednesday, June 9, 2010.



2010 Annual Passenger Counts

May 2010



Presentation Outline

- Purpose
- Count Methodology
- 2010 Count Results
- Conclusions
- Next Steps

Purpose of Ridership Counts

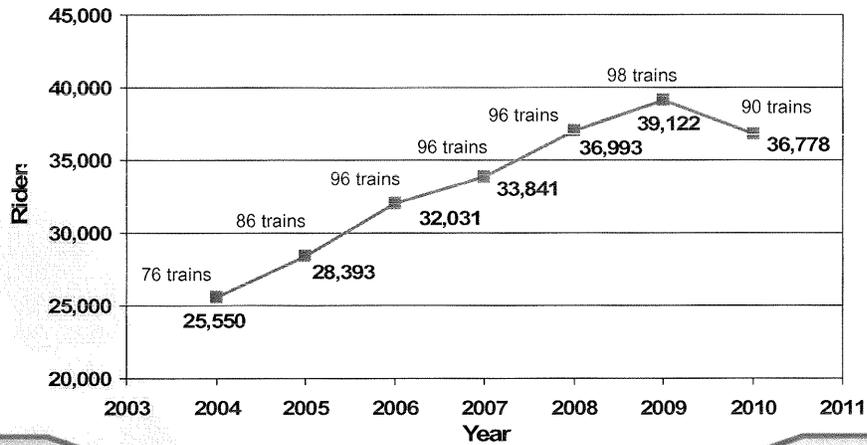
- Provide a measurement relative to previous years
 - February counts exist from 1995
- Data for evaluating service changes
 - Identify trends: station, time, train, direction
- Allocate resources
- Validate revenue-based ridership estimates
- Identify potential access issues
 - Parking capacity, connectivity

Data Collection Methodology

- Headcounts on every weekday train averaged over 5 weekdays
- Headcount on every weekend train for one weekend only
- Cost - approximately \$200,000
- Differs from monthly revenue-based average weekday ridership (AWR)
 - Monthly pass estimate
 - Go Pass estimate
 - Day Pass usage



Average Weekday Ridership 2004 – 2010



5



Riders by Time Period 2009 vs 2010

	2009 riders 98 trains	2010 riders 90 trains	Difference	% Change
Traditional Peak	18,515	17,299	-1,215	-6.6%
Midday	5,718	5,222	-495	-8.7%
Reverse Peak	12,807	12,095	-712	-5.6%
Night	2,082	2,162	79	3.8%
TOTAL	39,122	36,778	-2,344	-6.0%

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Midday Boardings: 2009 vs 2010

NORTHBOUND				SOUTHBOUND			
Train	Total Boardings		% Change	Train	Total Boardings		% Change
	2009	2010			2009	2010	
135	366	350	-4.4%	134	308	294	-4.6%
237	339	323	-4.7%	236	227	249	9.7%
139	229	316	37.8%	138	267	312	16.7%
241	209	-	-	240	195	-	-
143	177	353	99.0%	142	189	333	76.3%
245	192	-	-	244	178	-	-
147	179	335	87.6%	146	209	310	48.1%
249	183	-	-	248	196	-	-
151	180	370	105.6%	150	214	353	65.1%
253	311	-	-	252	181	-	-
155	309	382	23.7%	154	305	393	29.0%
257	307	288	-6.2%	256	269	263	-2.3%
	2,981	2,717	-8.8%		2,736	2,505	-8.5%



2010 Station Ridership

- 24 Stations: SF to Tamien
 - 2 stations increased ridership 2009 vs 2010
 - SF 0.3%
 - San Martin 1.8%
 - 27 stations decreased ridership 2009 vs 2010

22 nd St. -1.1%	Belmont -15.4%	Lawrence -11.7%
Bayshore -10.7%	San Carlos -14.1%	Santa Clara -14.7%
SSF -6.1%	Redwood City -6.9%	College Park -45.8%
San Bruno -19.1%	Menlo Park -4.8%	San Jose -9.5%
Millbrae -8.8%	Palo Alto -1.5%	Tamien -11.2%
Burlingame -10.9%	California Ave. -1.1%	Capitol -30.4%
San Mateo -10.7%	San Antonio -15.9%	Blossom Hill -25.7%
Hayward Park -4.3%	Mountain View -5.5%	Morgan Hill -14.5%
Hillsdale -5.5%	Sunnyvale -9.4%	Gilroy -23.7%



Station Rank - Top 10 2009 vs 2010

Station	2009 98 trains		2010 90 trains		Change In AWR	Change in % of Total AWR
	Rank	AWR	Rank	AWR		
San Francisco	1	8,646	1	8,673	26	0.3%
Palo Alto	2	3,962	2	3,905	-58	-1.5%
Mountain View	3	3,455	3	3,264	-191	-5.5%
San Jose Diridon	4	2,983	4	2,698	-285	-9.6%
Millbrae	5	2,724	5	2,485	-239	-8.8%
Redwood City	6	2,187	6	2,036	-151	-6.9%
Hillsdale	7	1,941	7	1,835	-106	-5.5%
Sunnyvale	8	1,916	8	1,736	-180	-9.4%
Menlo Park	9	1,446	9	1,377	-69	-4.8%
San Mateo	10	1,436	10	1,282	-154	-10.7%

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County-by-County Comparison

County	2009 AWR	2010 AWR	Change	%
San Francisco	9,727	9,726	-1	0.0%
San Mateo	12,973	11,842	-1,131	-8.7%
Santa Clara	16,423	15,210	-1,212	-7.4%
TOTAL	39,122	36,778	-2,344	-6.0%

- San Francisco County remains flat as San Mateo and Santa Clara share the ridership losses
- Santa Clara County shows highest decrease but still generates the most riders

10

Gilroy Extension Ridership

- Gilroy extension ridership was declining prior to introduction of Baby Bullet service
(Numbers represent cumulative ridership for 4 stations)
 - 2004: 667
 - 2005: 636
 - 2006: 471 (service reduced to 3 trains)
 - 2007: 441 (-31 average weekday riders)
 - 2008: 450 (+9 average weekday riders)
 - 2009: 421 (-29 average weekday riders)
 - 2010: 341 (-81 average weekday riders)
- Ridership has decreased 27.6% since 2006

2010 Riders per Train Type Peak Period

- Peak-period average ridership per train type

Train Type	Feb 2009	Feb 2010	Percent Change
Baby Bullet	549	534	-2.8%
Limited	476	443	-7.0%
Local	273	230	-15.6%



2010 Counts Maximum Loads: Top 5

NORTHBOUND

Train #	Depart SJ	February		Peak Month (adjusted +16%)	
		Max Load	Seats Full	Max Load	Seats Full
323	7:45 AM	598	92%	694	107%
329	8:03 AM	553	85%	642	99%
319	7:03 AM	534	82%	619	95%
369	4:45 PM	493	76%	572	86%
313	6:45 AM	493	76%	572	88%

SOUTHBOUND

Train #	Depart SF	February		Peak Month (adjusted +16%)	
		Max Load	Seats Full	Max Load	Seats Full
378	5:33 PM	607	93%	704	108%
372	5:14 PM	556	85%	644	99%
324	8:14 AM	554	85%	642	99%
280	5:56 PM	551	85%	639	98%
382	6:14 PM	498	77%	577	89%

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Average Trip Length 2009 vs 2010

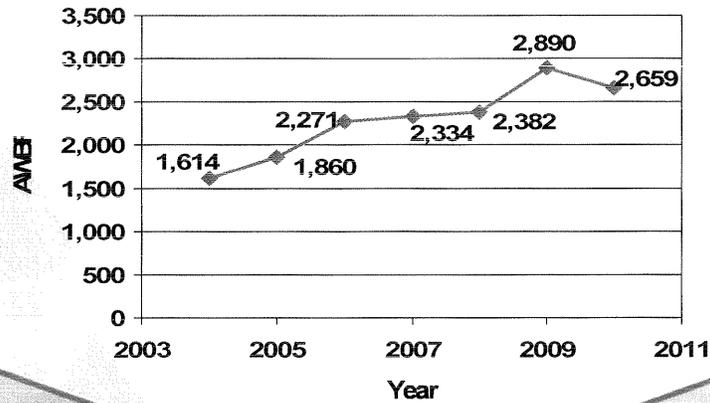
- Average trip length for 2010 has increased slightly from 22.3 miles in 2009

Train Type	Average Trip Length (mi)
Weekday	23.0
Baby Bullet	28.5
Peak Non-Baby Bullet	20.2
Off Peak	20.8
All Locals	20.5

14

Average Weekday Bicycle Ridership (AWBR)

- 2010 saw an 8.9% decrease in AWBR



Bicycle Boardings – Top 5 Stations: 2009 vs 2010

Station	2009 AWBR	2010 AWBR	% Change
San Francisco	650	635	-2.4%
Palo Alto	341	323	-5.5%
Mountain View	245	215	-12.6%
San Jose Diridon	200	181	-9.7%
Redwood City	183	158	-13.6%



2010 Bicycle Boarding – Top 10 Max Load

Train No.	# Bike Cars	Departs	Max Load	AWBR
324	2-B	8:14 AM SF	48	57
230	2-G	8:44 AM SF	45	55
220	2-G	7:44 AM SF	43	61
267	2-G	4:39 PM SJ	38	64
373	2-G	5:25 PM SJ	32	40
277	2-G	5:39 PM SJ	32	53
322	2-B	7:59 AM SF	31	37
261	2-G	3:44 PM SJ	31	44
383	1-G	6:25 PM SJ	31	37
369	2-B	4:45 PM SJ	30	43

B - Bombardier Car G - Gallery Car



Weekend Service

	2002	2009	2010	2009 to 2010	2002 to 2010
Saturday	10,653	10,439	11,010	571	357
Sunday	6,153	7,772	7,393	-379	1,240
TOTAL	16,806	18,211	18,403	192	1,597

- Total weekend ridership has surpassed pre-shutdown ridership
- Total weekend ridership increased 1.1% from 2009 to 2010

	2009		2010	
	Saturday	Sunday	Saturday	Sunday
Broadway	87	50	86	34
Atherton	62	69	45	34

Conclusions

- Ridership decreases are slightly less than expected given local economic climate
- Midday service reductions only mildly exacerbated midday ridership loss
- San Mateo and Santa Clara counties shared in the ridership loss with San Francisco remaining flat
- Peak trains with the shortest trip times (Baby Bullet) retained ridership to a greater degree than other types of peak service
- On-board Bike ridership reduced slightly more than overall riders
- Weekend discretionary trips continue to increase despite overall weekday ridership reductions

Next Steps

- FY2011 budget remains challenging with projected deficit
- Data used to develop service suspension scenarios that:
 - Impact the fewest number of customers
 - Maintains service productivity
 - Secures largest cost reduction with ability to reinstate service when possible

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **AMENDMENT TO THE FISCAL YEAR 2010 CAPITAL BUDGET
AND ALLOCATION OF MEASURE A FUNDS TO THE
PENINSULA CORRIDOR JOINT POWERS BOARD FOR THE SAN
BRUNO GRADE SEPARATION PROJECT**

ACTION

Staff recommends Board approval of the following actions related to the Peninsula Corridor Joint Powers Board's (JPB) San Bruno Grade Separation project:

1. Authorize an amendment to increase the Fiscal Year 2010 Capital Budget for Transportation Authority (TA) project #759, San Bruno Grade Separation, by \$51.4 million, to \$120.01 million;
2. Allocate \$51.4 million in a combination of original and new Measure A funds to the JPB for the San Bruno Grade Separation project;
3. Authorize the Executive Director or his designee to execute any necessary documents or agreements to encumber the subject funding.

SIGNIFICANCE

The total estimated cost of the San Bruno Grade Separation project (Project) has been revised downwards from \$165 million to \$147 million as a result of favorable construction bids received on May 18, 2010. The TA has previously allocated a total of \$60 million in original Measure A funds to the Project. In addition, the Project has been budgeted to receive \$30 million in Proposition 1B Highway-Railroad Crossing Safety Account (Prop 1B HRCSA) funds and \$10 million in State Public Utilities Commission Section 190 (PUC 190) funds. Prop 1B HRCSA and PUC 190 grant guidelines, however, require these funding amounts to be adjusted proportionately with adjustments to the total estimated project cost. Due to the reduction in the total estimated Project cost, the proportionate reduction in these funding sources would decrease the grants to \$26.7 million in Prop 1B HRCSA and \$8.9 million in PUC 190 funds. After accounting for the adjustments in Prop 1B HRCSA and PUC 190 funds, and including the previously allocated \$60 million from the TA, the Project thus far has secured a total of \$95.6 million in funding.

At its May 6, 2010 meeting, the TA Board was presented with a range of options for securing the remaining funding required for the Project. These funding options included, but were not limited to, the following: \$19.2 million in State Transportation Improvement Program (STIP) funds, \$3.75 million in Proposition 1B State Local Partnership Program funds, and potential Federal stimulus, Federal earmark, and Federal High Speed Rail funds.

It is uncertain whether the State funds identified will be available in light of current State budgetary constraints. With regard to the \$19.2 million in STIP funds, this funding has been programmed but not yet allocated for the Project. The State has approved pre-award spend authority for the funding, which would allow the JPB to advance local funds for the \$19.2 million and receive State reimbursement once the State funds become available for allocation. For the federal sources identified, there is no indication at this time whether these funds can be secured for the Project. In consideration of these uncertainties and unknowns, staff is recommending the TA to fully budget the Project with TA Measure A funds, including funds to advance the anticipated STIP and proposed federal funds. Should the identified State and Federal funds become available, these sources will substitute dollar-for-dollar for the TA funds approved for the Project. At the appropriate time, a budget amendment will be brought back to the TA Board to reflect such changes.

BUDGET IMPACT

The FY2010 Capital Budget is proposed to be increased by \$51.4 million in the line item titled Grade Separation – San Bruno under the Grade Separation program category. The \$51.4 million proposed to be budgeted and allocated to the JPB will come from a combination of original and new Measure A funds in the Grade Separation category.

The \$51.4 million proposed to be budgeted is made up of \$3 million in original and \$48.4 million in new Measure A funds. The estimated total of \$48.4 million in new Measure A funds will be collected and made available through Fiscal Year 2014. Should the identified Federal and State funds not materialize in the FY2011 and FY2012 time frame, when the Project needs the funding, it will be necessary to borrow against the Measure A fund balances, and then repay the fund balances from the Grade Separation category when these funds are collected.

BACKGROUND

The scope of the Project includes elimination of three street-level grade crossings by lowering San Bruno, San Mateo and Angus avenues and raising the railroad tracks. Pedestrian underpasses will be built at Euclid, San Bruno and Sylvan avenues. A new elevated Caltrain station between San Bruno and San Mateo avenues will replace the existing station at Sylvan Avenue. Streets and sidewalks, including those at Posy Park, also will be improved.

Implementation of this project will provide grade separations to eliminate conflicts between train, vehicular, and pedestrian traffic. The proposed new grade separated pedestrian crossing between Euclid Avenue and Walnut Street will facilitate safe access across the tracks north of San Bruno Avenue by directly linking neighborhoods on the opposite side of the tracks and will serve to reduce trespassing on the right of way.

Prepared by: April Chan, Director, Budgets and Grants

650-508-6228

RESOLUTION NO. 2010 –

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

* * *

**AUTHORIZE AMENDMENT TO THE FISCAL YEAR 2010 CAPITAL BUDGET
AND ALLOCATION OF MEASURE A FUNDS TO THE PENINSULA CORRIDOR
JOINT POWERS BOARD FOR THE SAN BRUNO GRADE SEPARATION PROJECT**

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

WHEREAS, the Transportation Expenditure Plan includes funding for grade separation projects, and the design of the San Bruno Grade Separation Project (Project) has been commenced with Measure A support; and

WHEREAS, the current budget for the Project is \$147 million, \$51.4 million of which is yet unsecured, though the Peninsula Corridor Joint Powers Board (JPB), as the lead agency, is seeking sources for portions of this funding shortfall by grants from State and Federal sources; and

WHEREAS, as it is uncertain at this time whether the State and Federal funds will become available in the time frame needed for the Project, the JPB has requested \$51.4 million of Measure A funding for funding of construction work and related activities for the Project; and

WHEREAS, the State and Federal funds will substitute dollar-for-dollar for the Measure A funds approved for the Project if and when they become available; and

WHEREAS, staff recommends approval of the actions requested by the JPB to enable construction work and related activities for the Project to begin.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the

San Mateo County Transportation Authority hereby approves the following actions:

1. Amend the FY2010 Capital Budget to increase the Grade Separation – San Bruno line item (TA Project #759) in the Grade Separation program category by \$51,400,000 for a total of \$120,010,000.
2. Allocate \$51,400,000 through a combination of original and new Measure A funds (TA Project #759) to the Peninsula Corridor Joint Powers Board for construction work and related activities for the San Bruno Grade Separation Project.

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

Regularly passed and adopted this 3rd day of June 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: TRANSIT: SOUTH SAN FRANCISCO AND
REDWOOD CITY FERRY PROJECTS**

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 that will provide an update on the proposed ferry projects as part of the Transit Program Category.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Included in the new Measure A program, which began January 2009, were funds to provide financial assistance for ferry service to South San Francisco and Redwood City. Two percent or \$30 million was projected to be available in Measure A dollars over the 25 year life of the new Measure A program. The two cities agreed to a 50/50 of the ferry funding.

In December 2008, the Authority Board authorized the advancement of \$15 million of new Measure A funding to accelerate the start of construction activities associated with the South San Francisco Terminal which included dredging and dock demolition work.

Last month, the Water Emergency Transportation Authority (WETA) awarded construction contracts for the South San Francisco Ferry Terminal, gangway, floats and viewing terrace. WETA also has an environmental consultant on board and recently authorized the solicitation for a firm to develop a conceptual design to support the environmental work associated with a Redwood City Ferry Terminal.

This month's presentation will provide an update on activities associated with both locations and 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: 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

On May 14, the governor released the May Revision to his proposed Fiscal Year 2010-2011 State Budget. The proposal preserves revenues reserved for transit in the Public Transportation Account in accordance with the “gas tax swap” proposal approved by the Legislature earlier this year.

Under the gas tax swap proposal, funding for the State Transportation Improvement Program, State Highway Operation and Protection Plan and Highway Users Tax Account was increased, but the May Revision proposes diverting \$650 million from these programs, which would bring funding levels for these programs back to pre-gas tax swap levels. This diversion would have no impact on funding for transit programs.

High Speed Rail Budget Hearings

The Senate Budget Subcommittee on Resources, Environmental Protection, Energy and Transportation met to review the California High-Speed Rail Authority’s FY2010-2011 budget requests including a \$1.6 million request for funding to participate in the Peninsula Rail Program.

Caltrain staff met with individual subcommittee members and legislative staff to clarify the nature of the rail authority’s request, which was ultimately approved.

Subcommittee members also indicated a desire to provide funding for a more active and engaged Peer Review Committee pursuant to AB 3034. They also approved \$1 million for a new ridership study and reduced the rail authority's request for land acquisition from \$250 million to \$1 million.

FEDERAL ISSUES

American Power Act (APA)

On May 12, Senators John Kerry, Joe Lieberman and Lindsey Graham released their legislative proposal to address climate change. The APA bill directs up to \$6.25 billion per year for transportation investments from revenues generated from carbon fees and emissions auctions. A minimum of \$19.5 billion in funds will be generated from motor fuels production in 2013, which is the first year the bill would become effective, with that amount significantly increasing in subsequent years. This means that at least 77 percent of revenue generated from pollution fees on gasoline and diesel is diverted away from investment in transportation in the first year. In later years as the price of carbon increases, the percentage diverted could be as much as 91 percent.

Staff plans to work with the American Public Transportation Association and California's Senators to ensure that any fee associated with an increase in the price of gasoline be used to finance a long-term transportation authorization bill.

Federal Tax Extenders Legislation (HR 4213)

Congress is working to approve a \$200 billion tax extenders bill that would extend jobless benefits and contains a number of one year fuel tax credit extensions including the \$0.50 per gallon alternative fuel tax credit for liquid fuels derived from biomass, compressed or liquefied biogas, natural gas and propane, as well as the alternative motor vehicle credit for heavy hybrids (i.e., hybrid motor vehicles that are not passenger automobiles or light trucks). Congress will need to pass the bill by June 1 to prevent unemployment benefits from expiring.

Prepared by: Seamus Murphy, Manager, Government Affairs

650-508-6388

**SMCTA Bill Matrix
as of 5/25/2010**

Bill ID/Topic	Location	Summary	Position
<p>AB 133 Smyth R</p> <p>Subdivisions: major thoroughfares.</p>	<p>SENATE L. GOV. 5/20/2010 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L. GOV.</p> <p>6/9/2010 9:30 a.m. - Room 112 SENATE LOCAL GOVERNMENT, COX, Chair</p>	<p>The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The fees collected are deposited in a planned bridge or major thoroughfare fund. If the benefit area of a bridge fund is one in which more than one bridge is required to be constructed, a fund may be established that covers all of the bridge projects in that benefit area. For the unincorporated area of San Diego County only, "construction" is defined to include design, acquisition of rights-of-way, actual construction, and reasonable administrative expenses, as specified.</p> <p>This bill would authorize a local agency to establish a fund for a benefit area that covers all of the bridge and major thoroughfare projects in that benefit area when that benefit area is one in which more than one bridge or major thoroughfare is required to be constructed. The definition of "construction" for the unincorporated area of San Diego County would also be applied to the unincorporated area of , and, in specified circumstances, to other specified areas within, Los Angeles County.</p> <p>Last Amended on 5/20/2010</p>	
<p>AB 231 Huffman D</p> <p>California Global Warming Solutions Act of 2006: Climate Protection Trust Fund.</p>	<p>SENATE E.Q. 6/18/2009 - 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 6/26/2009</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 497 Block D</p> <p>Vehicles: high-occupancy vehicle lanes: used by physicians.</p>	<p>SENATE T. & H. 6/23/2009 - From T. & H.: Failed passage Reconsideration granted.</p>	<p>Existing law authorizes a physician when traveling in response to an emergency call to be exempt from certain speed limit requirements, as specified, if the vehicle being used by the physician displays an insigne approved by the Department of the California Highway Patrol indicating that the vehicle is owned by a licensed physician.</p> <p>This bill would authorize the Department of Transportation and local authorities to also permit exclusive or preferential use of high-occupancy vehicle lanes by a vehicle driven by a physician if the vehicle is driven by a physician in response to an emergency call and the vehicle displays the insignia approved by the Department of the California Highway Patrol. The exemption from certain speed limit requirements would not apply to the use of an HOV lane by a physician under this provision. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/14/2009</p>	
<p>AB 569 Emmerson R</p> <p>Meal periods: exemptions.</p>	<p>SENATE L. & I.R. 5/18/2010 - In committee: Set, first hearing. Hearing canceled at the request of author.</p> <p>6/23/2010 9:30 a.m. - Rose Ann Vuich Hearing Room (2040) SENATE LABOR AND INDUSTRIAL RELATIONS, DESAULNIER, Chair</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.</p> <p>Last Amended on 9/11/2009</p>	
<p>AB 619 Blumenfield D</p> <p>Transportation projects: federal funds: delays.</p>	<p>SENATE T. & H. 6/17/2009 - 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>	

Bill ID/Topic	Location	Summary	Position
<p>AB 726 Nielsen R</p> <p>Transportation capital improvement projects.</p>	<p>SENATE T. & H. 6/16/2009 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects.</p> <p>This bill would state that local road rehabilitation projects are eligible for these funds.</p>	
<p>AB 732 Jeffries R</p> <p>Transportation projects: design-sequencing contracts.</p>	<p>SENATE APPR. SUSPENSE FILE 8/27/2009 - In committee: Held under submission.</p>	<p>Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct phase 2 of a pilot project through the utilization of design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, which are selected by the Director of Transportation taking into consideration specified geographical considerations.</p> <p>This bill would extend the operative date of those provisions until July 1, 2010, thereby extending the authority of the department to conduct phase 2 of the pilot project. The bill would instead specify that the pilot project consist of not more than 9 transportation projects.</p> <p>Last Amended on 6/16/2009</p>	
<p>AB 744 Torrico D</p> <p>Transportation: toll lanes: Express Lane Network.</p>	<p>SENATE APPR. SUSPENSE FILE 12/10/2009 - (Corrected December 10.) In committee: Held under submission.</p>	<p>Authorize development of a comprehensive network of high-occupancy toll — or HOT — lanes on Bay Area freeways, and allows solo drivers to pay a toll to use these lanes.</p> <p>Last Amended on 7/15/2009</p>	
<p>AB 810 Caballero D</p> <p>Sales and use tax exemption: manufacturing equipment: research and development.</p>	<p>SENATE REV. & TAX 2/4/2010 - Re-referred to Com. on REV. & TAX.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, and provides various exemptions from the taxes imposed by that law.</p> <p>This bill would exempt from a specified portion of those taxes, for calendar years beginning on or after January 1, 2011, the gross receipts from the sale of, and the storage, use, or other consumption of, sustainable development equipment investments of tangible personal property purchased for use by a qualified person to be used in manufacturing or other processes, as specified, and tangible personal property purchased by a qualified person and used primarily during the research and development process for qualified research, as defined. This bill contains other related provisions.</p> <p>Last Amended on 1/13/2010</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1405 De Leon D</p> <p>California Global Warming Solutions Act of 2006: Community Benefits Fund.</p>	<p>SENATE INACTIVE FILE 9/10/2009 - To inactive file on motion of Senator Cedillo.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee to be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for purposes of carrying out the act.</p> <p>This bill would establish the Community Benefits Fund, and would require a minimum of 30% of revenues generated pursuant to the act, including the fee discussed above, other than revenues collected for administrative purposes, to be deposited into that fund. The moneys in the fund would be used, upon appropriation by the Legislature, in the most impacted and disadvantaged communities in California to accelerate greenhouse gas emission reductions or mitigate direct health impacts of climate change in those communities. The state board would be required to develop a methodology to identify the most impacted and disadvantaged communities. The state board would be required to prepare a report by June 30, 2011, that describes how this bill will be implemented. The bill would require the report to provide for the formation of an independent panel to review, evaluate, and recommend approval of projects and programs solicited for funding. The state board would also be required to develop and adopt biennial plans for the use of funds.</p> <p>Last Amended on 9/1/2009</p>	
<p>AB 1409 John A. Perez D</p> <p>Public contracts: county highways: work authorizations.</p>	<p>SENATE T. & H. 2/2/2010 - 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 .</p> <p>Last Amended on 6/2/2009</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 1500 Lieu D</p> <p>High-occupancy lanes: single occupancy vehicles: sunset date.</p>	<p>SENATE INACTIVE FILE 9/11/2009 - To inactive file on motion of Senator Florez.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2011, by certain low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. Existing law, until January 1, 2011, makes it a misdemeanor to illegally use a decal, label, or other identifiers issued by the department.</p> <p>This bill would extend the date, to January 1, 2014, that specified low-emission vehicles can use high-occupancy lanes, the department can issue low-emission decals or other identifiers, and illegal use of a department-issued decal on a low-emission vehicle is considered a misdemeanor, creating a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 7/14/2009</p>	
<p>AB 1747 Galgiani D</p> <p>High-Speed Rail Authority.</p>	<p>SENATE RLS. 5/20/2010 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts including purchasing high-speed trains, as specified.</p> <p>Last Amended on 4/14/2010</p>	
<p>AB 1760 Blumenfield D</p> <p>Design-sequencing contracts.</p>	<p>SENATE T. & H. 5/20/2010 - Referred to Com. on T. & H.</p>	<p>Until January 1, 2010, the Department of Transportation was authorized to conduct a pilot project to let design-sequencing contracts, as defined, for design and construction of not more than 12 transportation projects. These provisions are now repealed.</p> <p>This bill would reenact similar provisions, authorizing the department to let design-sequencing contracts for the design and construction of transportation projects, to be effective until January 1, 2016. The bill would require the department to prepare a status report to the Legislature each year during which design-sequencing contracts are underway, as specified.</p> <p>Last Amended on 4/19/2010</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 2121 Harkey R</p> <p>High-speed rail.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/12/2010 - In committee: Set, first hearing. Referred to APPR. suspense file.</p> <p>5/28/2010 Upon Adjournment of Session - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS SUSPENSE, FUENTES, Chair</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would require the authority to annually adopt a 6-year high-speed train program, as specified, for submission to the Legislature and the Governor. The bill would also require the authority to annually prepare and submit to the Legislature and the Governor a report including, among other things, a description of the progress made on the program and a detailed financing plan to pay for construction of the high-speed train network.</p> <p>Last Amended on 4/28/2010</p>	<p>Bill was amended – TA position of oppose retracted.</p>
<p>AB 2144 Gilmore R</p> <p>Commercial motor vehicles: driver compliance.</p>	<p>SENATE T. & H. 5/20/2010 - Referred to Com. on T. & H.</p>	<p>Existing law authorizes a court to order a person issued a notice to appear for a traffic violation to attend a traffic violator school licensed under certain provisions of the Vehicle Code, in lieu of adjudicating the traffic offense, and with the consent of the defendant, or after conviction of a traffic offense. A court may order a continuance against a person who receives a notice to appear in court for a violation of a statute relating to the safe operation of a vehicle, in consideration for attendance at a licensed school for traffic violators, a licensed driving school, or any other court-approved program of driving instruction. After that attendance, the court may dismiss the complaint and the record of the Department of Motor Vehicles relating to this proceeding and dismissal of the complaint is confidential. This bill would delete all references to "complaint" and instead substitute a "traffic violator school conviction" for dismissal of the complaint and would provide that the department's record of a traffic violator school conviction is not confidential if either of 2 conditions applies.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 4/14/2010</p>	
<p>AB 2147 V. Manuel Perez D</p> <p>Safe Routes to School construction program.</p>	<p>SENATE T. & H. 5/20/2010 - Referred to Com. on T. & H.</p>	<p>Existing law requires the Department of Transportation, in consultation with the Department of the California Highway Patrol, to establish and administer a "Safe Routes to School" construction program pursuant to authority granted under specified federal law and to use federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects. Existing law requires the department to make grants available to local agencies under the program through a competitive grant process that considers various factors in rating the proposals.</p> <p>This bill would additionally require, in rating a proposal, the consideration of the proposal's benefit to a disadvantaged community, as defined, and the use of a public participation process, including a public meeting, as specified.</p> <p>Last Amended on 5/3/2010</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 2311 Mendoza D</p> <p>California Global Warming Solutions Act of 2006: low-carbon fuel standard review.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 4/28/2010 - In committee: Set, first hearing. Referred to APPR. suspense file.</p> <p>5/28/2010 Upon Adjournment of Session - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS SUSPENSE, FUENTES, Chair</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reduction.</p> <p>This bill would require the executive officer of the state board to conduct 3 reviews on the implementation of the low- carbon fuel standard regulations adopted by the state board to regulate greenhouse gas emissions from transportation fuels. The bill would also require the executive officer of the state board to establish a low-carbon fuel standard advisory panel for purposes of participating in the reviews, as specified.</p> <p>Last Amended on 4/19/2010</p>	
<p>AB 2324 John A. Perez D</p> <p>Transit: public transit facilities.</p>	<p>SENATE RLS. 5/13/2010 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law prohibits a person from knowingly possessing specified weapons and other items within any sterile area, as defined, of an airport or passenger vessel terminal, except as specified. This bill would make it a misdemeanor, punishable as specified, for any person to knowingly possess at a public transit vehicle facility, as defined, specified weapons, if a notice is posted at the facility, as specified. By creating a new crime, the bill would impose a state-mandated local program.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/10/2010</p>	

Bill ID/Topic	Location	Summary	Position
<p data-bbox="90 147 195 204">AB 2579 Evans D</p> <p data-bbox="90 240 262 386">Master Plan for Infrastructure Financing and Development Commission.</p>	<p data-bbox="325 147 772 237">ASSEMBLY APPR. SUSPENSE FILE 5/5/2010 - In committee: Set, first hearing. Referred to APPR. suspense file.</p> <p data-bbox="325 269 779 386">5/28/2010 Upon Adjournment of Session - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS SUSPENSE, FUENTES, Chair</p>	<p data-bbox="789 147 1906 204">The California Constitution regulates the issuance of debt by the state and requires that debt in excess of \$300,000 for which the state will be generally obligated be submitted to, and approved by, the voters.</p> <p data-bbox="789 240 1906 938">This bill would create the Master Plan for Infrastructure Financing and Development Commission, the mission of which would be to develop and recommend a plan to be presented to the Governor and Legislature that provides for financing, building , and maintaining the infrastructure necessary to meet the needs of Californians from the present to the year 2050, and to establish a process for periodically adjusting and adapting the plan in coming years to meet changing circumstances. The bill would require that the commission consist of 11 members: the Treasurer or his or her designee, and members appointed by the Governor, the Speaker of the Assembly, and the Senate Committee on Rules. The bill would authorize the Governor to appoint the chair of the commission who would work full time on commission business for an unspecified salary. The bill would authorize the chair, with the concurrence of the commission, to appoint an executive director, who would be exempt from civil service and be paid an unspecified salary. The bill would require that funding for the operating costs of the commission be available upon appropriation by the Legislature. The bill would require the chair of the commission to appoint the members of specified task force committees, to be composed of both members and nonmembers of the commission, and would require commission members to chair at least one task force committee in which they have expertise. The bill would provide that the subject matter responsibilities of these task force committees include, but not be limited to, planning and financing, transportation, housing, natural resources and conservation, and education. The commission would be required to establish a timeline for submission of periodic reports on its findings to the Governor and Legislature, provide opportunity for public comment and participation, and to incorporate existing state and local infrastructure reports, as specified, that reflect current or future infrastructure needs into its recommendations. The bill would require the commission to submit its final report to the Governor and Legislature no later than December 1, 2012, and to be dissolved 30 days after issuance of the final report.</p> <p data-bbox="789 971 1113 995">Last Amended on 4/19/2010</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 2620 Eng D</p> <p>Transportation: toll facilities.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/12/2010 - In committee: Set, first hearing. Referred to APPR. suspense file.</p> <p>5/28/2010 Upon Adjournment of Session - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS SUSPENSE, FUENTES, Chair</p>	<p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system and associated property. Existing law provides for the development of high-occupancy toll lanes on the state highway system by regional transportation agencies under specified circumstances and specifies the use of toll revenues generated from these facilities.</p> <p>This bill would require an unspecified percentage of net toll revenues generated by certain toll facilities on the state highway system developed on and after January 1, 2011, to be dedicated to maintenance, preservation, and rehabilitation of the state highway system, including funding of projects in the state highway operation and protection program. The bill would make legislative findings and declarations in that regard. The bill would require revenues dedicated to the state highway operation and protection program to be used for projects in the transportation corridor in which the revenues are generated and would also authorize the department, in consultation with a regional transportation authority, to apply to the California Transportation Commission to direct those revenues to other projects within the county in which a high-occupancy toll lane is located and the revenue is generated.</p> <p>Last Amended on 5/6/2010</p>	
<p>AB 2672 Cook R</p> <p>Public officers and employees: removal from office.</p>	<p>SENATE L. GOV. 5/20/2010 - Referred to Com. on L. GOV.</p> <p>6/9/2010 9:30 a.m. - Room 112 SENATE LOCAL GOVERNMENT, COX, Chair</p>	<p>Under existing law, an office becomes vacant on the occurrence of certain events. Existing law specifies that when a public officer is removed, declared insane, or convicted of a felony or offense involving a violation of his or her official duty, or when his or her election or appointment is declared void, the body or person before whom the proceedings are had is required to give notice thereof to the officer empowered to fill the vacancy.</p> <p>This bill would provide that an appointed individual also vacates an office where the individual has been debarred, suspended, disqualified, or otherwise excluded from participating in federal "covered transactions," as prescribed under federal law.</p> <p>Last Amended on 4/20/2010</p>	

Bill ID/Topic	Location	Summary	Position
<p>AB 2703 John A. Perez D</p> <p>Federal transportation economic stimulus funds: 2nd round.</p>	<p>SENATE RLS. 5/20/2010 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law establishes special procedures and formulas for allocation and expenditure of federal transportation economic stimulus funds awarded to the state in 2009. Under these provisions, the Department of Transportation, with the approval of the Department of Finance, may make a loan or loans from a specified portion of those federal funds for the purpose of advancing projects meeting certain criteria that otherwise would be funded from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a general obligation bond measure approved by the voters in November 2006 as Proposition 1B.</p> <p>This bill would provide similar authority to advance those projects with loans of federal funds awarded to the state in 2010 under the 2nd round of federal transportation economic stimulus funds. In order to be eligible for an advance, a project would need to have been programmed for Proposition 1B bond funds by May 1, 2010 , and be ready to be awarded within 90 days of federal apportionment. Upon repayment of the loans, these funds would be available for appropriation by the Legislature for the State Highway Operation and Protection Program. This bill contains other related provisions.</p> <p>Last Amended on 5/17/2010</p>	
<p>AB 2704 Gaines R</p> <p>Transportation: local government funds.</p>	<p>SENATE T. & H. 5/6/2010 - Referred to Com. on T. & H.</p>	<p>Existing law requires state fuel excise tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to, and deposited monthly in, the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for annual and monthly apportionment by the Controller of specified revenues in the Highway Users Tax Account to counties and cities for the transportation purposes authorized by Article XIX of the California Constitution.</p> <p>This bill would require funding to be maintained to cities and counties for local snow removal from specified revenues in the Highway Users Tax Account as in effect on January 1, 2010.</p> <p>Last Amended on 4/8/2010</p>	
<p>ACA 9 Huffman D</p> <p>Local government bonds: special taxes: voter approval.</p>	<p>ASSEMBLY INACTIVE FILE 1/14/2010 - To inactive file on motion of Assembly Member Torrico.</p>	<p>Creates an additional exemption to the 1% limit on the tax rate on real property for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs that is approved by 55% of the voters of the city, county, or city and county.</p> <p>Last Amended on 6/26/2009</p>	
<p>ACA 15 Arambula I</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY INACTIVE FILE 6/1/2009 - To inactive file on motion of Assembly Member Arambula.</p>	<p>Amends the California Constitution to change the two-thirds voter-approval requirement for transportation related special taxes to 55%.</p>	

Bill ID/Topic	Location	Summary	Position
<p>ACR 14 Niello R</p> <p>California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY NAT. RES. 4/27/2009 - 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.</p> <p>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 3/27/2009</p>	
<p>SB 165 Lowenthal D</p> <p>Vehicles: parking violation.</p>	<p>ASSEMBLY TRANS. 6/29/2009 - 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.</p> <p>Last Amended on 6/23/2009</p>	
<p>SB 535 Yee D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY INACTIVE FILE 9/10/2009 - Placed on inactive file on request of Assembly Member Torrico.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2011, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime.</p> <p>This bill would revise that provision to provide that it shall remain in effect only until the Secretary of State receives that specified notice, with respect to a vehicle that meets California's super ultra-low exhaust emission standard and the federal inherently low-emission evaporative emission (ILEV) standard and a vehicle produced during the 2004 model-year or earlier that meets the California ultra-low emission vehicle standard and the ILEV standard. With respect to all other vehicles described above, this provision shall be operative only until January 1, 2011, or only until the Secretary of State receives that specified notice, whichever occurs first. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 9/4/2009</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 686 DeSaulnier D</p> <p>Environment: CEQA exemption: addition and deletion.</p>	<p>ASSEMBLY NAT. RES. 5/11/2009 - 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>	
<p>SB 894 Committee on Local Government</p> <p>Local Government Omnibus Act of 2010.</p>	<p>ASSEMBLY DESK 5/10/2010 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law authorizes the use of mediation in any action brought in the superior court relating to the approval or denial by a public agency of any development project, any act or decision of a public agency made pursuant to the California Environmental Quality Act, the failure of a public agency to meet the time limits specified by the Permit Streamlining Act or the Subdivision Map Act, fees levied against development projects by school districts or for construction or reconstruction of school facilities, fees for development projects, the adequacy of a general plan or specific plan, the validity of any sphere of influence, urban service area, change of organization or reorganization, or any other decision made pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, the adoption or amendment of a redevelopment plan pursuant to the Community Redevelopment Law, the validity of any specified zoning decision, or the validity of any decision made pursuant by an Airport Land Use Commission, as specified.</p> <p>This bill would include a cross-reference to this authorization in each of the affected provisions. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 4/12/2010</p>	
<p>SB 927 Huff R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE RLS. 2/11/2010 - To Com. on RLS.</p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles.</p> <p>This bill would make technical, nonsubstantive changes to that provision of law.</p>	

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 E.Q. 4/5/2010 - Set, first hearing. Failed passage in committee. (Ayes 2. Noes 4. Page 3083.) Reconsideration granted.</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.</p> <p>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 RLS. 2/18/2010 - To Com. on RLS.</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.</p> <p>This bill would make technical, nonsubstantive changes to those provisions.</p>	
<p><u>SB 1061</u> <u>Hancock</u> D</p> <p>San Francisco-Oakland Bay Bridge: capital projects.</p>	<p>SENATE APPR. SUSPENSE FILE 5/21/2010 - Set for hearing May 27. (Suspense - for vote only.)</p> <p>5/27/2010 Upon adjournment of session SENATE APPROPRIATIONS SUSPENSE, KEHOE, Chair</p>	<p>Existing law specifies the respective powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority relative to the state-owned toll bridges in the Bay Area. Existing law specifies the major capital projects on the bridges that may be funded from toll revenues. Existing law provides that the authority may increase the toll rates to provide funds for various purposes, including the planning, design, construction, operation, maintenance, repair, replacement, rehabilitation, and seismic retrofit of these bridges.</p> <p>This bill would include, among the projects that may be funded from state-owned toll bridge revenues, a major project on the San Francisco-Oakland Bay Bridge consisting of a bicycle-pedestrian-maintenance pathway linking the pathway on the replacement eastern span with San Francisco , subject to certain conditions. The bill would provide that the project may be sponsored by the Metropolitan Transportation Commission. The bill would prohibit the Bay Area Toll Authority from increasing tolls to fund this project.</p> <p>Last Amended on 4/8/2010</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 1245 Simitian D</p> <p>High-occupancy vehicle lanes.</p>	<p>SENATE APPR. SUSPENSE FILE 5/21/2010 - Set for hearing May 27. (Suspense - for vote only.)</p> <p>5/27/2010 Upon adjournment of session SENATE APPROPRIATIONS SUSPENSE, KEHOE, Chair</p>	<p>Existing law provides for the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles (HOVs). Existing law authorizes the development and implementation of high-occupancy toll (HOT) lanes under limited circumstances, pursuant to which vehicles that do not meet the vehicle occupancy requirements for use of an HOV lane may use the lane upon payment of a toll.</p> <p>This bill would provide that a vehicle that meets the applicable occupancy level for a high-occupancy vehicle for use of an HOV lane, including a HOT lane, shall not be charged a toll. The bill would also provide that an increase in the vehicle occupancy level for an HOV lane may only be implemented if the department determines that the change will maximize person throughput with respect to the affected highway. The bill would require the department to obtain the approval of the applicable transportation planning agency and report to the Legislature before implementing the change .</p> <p>Last Amended on 4/22/2010</p>	
<p>SB 1268 Simitian D</p> <p>Toll bridges, lanes, and highways: electronic toll collection mechanisms: disclosure of personal information.</p>	<p>SENATE APPR. 5/19/2010 - From committee with author's amendments. Read second time. Amended. Re-referred to Com. on APPR.</p> <p>5/27/2010 Upon adjournment of session SENATE APPROPRIATIONS, KEHOE, Chair</p>	<p>Existing law authorizes development and implementation of various electronic bridge and highway toll collection mechanisms.</p> <p>This bill would prohibit a transportation agency, as defined, from selling or providing personally identifiable information of a person obtained pursuant to the person's participation in an electronic toll collection system or use of a toll facility, subject to specified exceptions. The bill would require a transportation agency to establish a privacy policy regarding personally identifiable information in that regard and to provide the policy to subscribers and post the policy on its Internet Web site. The bill would allow a transportation agency to store certain personally identifiable information of a person and would require it to discard other information within a designated time period. The bill would authorize a person whose personally identifiable information has been sold or provided in violation of the bill to bring specified actions for recovery of damages, costs, and attorney's fees. The bill would authorize a transportation agency to impose an administrative fee to implement these provisions, as specified. By imposing new duties on local transportation agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/19/2010</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 1299 Lowenthal D</p> <p>Vehicles: vehicle miles traveled fee (VMT).</p>	<p>SENATE APPR. SUSPENSE FILE 5/21/2010 - Set for hearing May 27. (Suspense - for vote only.)</p> <p>5/27/2010 Upon adjournment of session SENATE APPROPRIATIONS SUSPENSE, KEHOE, Chair</p>	<p>Existing law requires the Department of Motor Vehicles and the Department of the California Highway Patrol to each shall file, at least monthly with the Controller, a report of money received by the department covering all fees for applications accepted by the department and all other moneys received by the Department of Motor Vehicles under the Vehicle Code and, at the same time, to remit all money so reported to the Treasurer. This bill would require the Department of Motor Vehicles to develop and implement, by January 1, 2012, a pilot program designed to assess the following issues related to implementing a vehicle miles traveled (VMT) fee in California. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2012.</p> <p>This bill contains other existing laws.</p>	
<p>SB 1320 Hancock D</p> <p>Transit fare evasion and passenger misconduct: administrative adjudication.</p>	<p>ASSEMBLY TRANS. 5/20/2010 - To Com. on TRANS.</p>	<p>Existing law provides that it is an infraction, punishable by a fine not to exceed \$250 and by specified community service, to evade the payment of any fare of, or to engage in passenger misconduct on or in a facility or vehicle of a public transportation system. Existing law authorizes the City and County of San Francisco and the Los Angeles County Metropolitan Transportation Authority to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties, with specified administrative adjudication procedures for the imposition and enforcement of the administrative penalties , including an initial review and opportunity for a subsequent administrative hearing . Fare evasion and passenger misconduct violation penalties are deposited in the general fund of the City and County of San Francisco or the County of Los Angeles, as applicable.</p> <p>This bill would authorize the Alameda-Contra Costa Transit District to adopt and enforce a similar administrative adjudication ordinance. Fare evasion and passenger misconduct violation penalties would be deposited in the general fund of the county in which the citation is administered. This bill contains other related provisions.</p> <p>Last Amended on 4/26/2010</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 1371 Lowenthal D</p> <p>Federal transportation economic stimulus funds: 2nd round.</p>	<p>ASSEMBLY DESK 5/10/2010 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law generally provides for programming and allocation of state and federal transportation capital improvement program funds pursuant to the state transportation improvement program process administered by the California Transportation Commission. Under these provisions, 25% of available funds are available for interregional improvement projects nominated by the Department of Transportation, subject to a requirement that 60% of these funds be available for projects in nonurbanized areas on the interregional road system and for intercity rail projects. The remaining 75% of available funds are available for regional improvement projects nominated by regional agencies. All funds programmed through the state transportation improvement program process are subject to the north-south split, and the regional improvement funds are further subject to the county shares formula.</p> <p>This bill would require the Department of Transportation to work with local transportation agencies to develop a list of potential projects that may be awarded within a 90-day period of the award to the state of 2nd round federal transportation economic stimulus funds. The bill would require the department to submit a monthly status report to the Legislature, as specified, with respect to certain milestones for expenditure of these funds. The bill would make related legislative findings and declarations. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p>SB 1418 Wiggins D</p> <p>Transportation: motorist aid services.</p>	<p>SENATE THIRD READING 5/12/2010 - Read second time. To third reading.</p> <p>5/27/2010 #83 SENATE SENATE BILLS-THIRD READING FILE</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes the Metropolitan Transportation Commission to function as the service authority for freeway emergencies in the San Francisco Bay area counties upon adoption of a resolution, as specified. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires any plan or amendment to a plan for a motorist aid system of call boxes for any state highway route to be approved by the Department of Transportation and the Department of the California Highway Patrol.</p> <p>This bill would authorize those service authorities to be established for freeway and expressway services, instead of only freeway emergencies , and would revise the provisions authorizing excess moneys to be used for additional motorist aid services to authorize those moneys to be used for the implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, among other things, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, and traveler information systems. The bill would authorize the Metropolitan Transportation Commission to place call boxes to assist motorists in specified parking or roadway areas in mutually agreed upon state and federal parks. The bill would authorize a service authority to impose a fee of up to \$2 per year on vehicles registered in the counties served by the service authority. The bill would provide that any amendment to an existing plan for a motorist aid network of call boxes adopted by a service authority shall be deemed to be approved by the Department of Transportation and the Department of the California Highway Patrol unless rejected within 120 days of receipt of the amendment.</p> <p>Last Amended on 4/26/2010</p>	
<p>SCA 5 Hancock D</p> <p>State budget.</p>	<p>SENATE THIRD READING 9/1/2009 - Read second time. To third reading.</p> <p>5/27/2010 #30 SENATE SENATE BILLS-THIRD READING FILE</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. This measure would exempt General Fund appropriations in the Budget Bill from the 2/3 vote requirement.</p> <p>This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p>SCA 9 Ducheny D</p> <p>Finance: state budget: taxes.</p>	<p>SENATE B. & F.R. 4/22/2010 - Hearing postponed by committee. (Refers to 4/22/2010 hearing)</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.</p> <p>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. 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</p> <p>Statewide initiative measures: legislative amendment.</p>	<p>SENATE THIRD READING 1/12/2010 - Read second time. To third reading.</p> <p>5/27/2010 #32 SENATE SENATE BILLS-THIRD READING FILE</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.</p> <p>This bill contains other existing laws.</p> <p>Last Amended on 8/17/2009</p>	
<p>SCA 14 Ducheny D</p> <p>Initiative measures: funding source.</p>	<p>SENATE THIRD READING 1/12/2010 - Read second time. To third reading.</p> <p>5/27/2010 #33 SENATE SENATE BILLS-THIRD READING FILE</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. 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.</p> <p>Last Amended on 8/17/2009</p>	

Bill ID/Topic	Location	Summary	Position
<p>SCA 15 Calderon D</p> <p>State budget.</p>	<p>SENATE B. & F.R. 4/28/2010 - Hearing postponed by committee. (Refers to 4/22/2010 hearing)</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. 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.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 4/13/2009</p>	
<p>SCA 16 DeSaulnier D</p> <p>Initiatives: indirect initiatives.</p>	<p>SENATE THIRD READING 9/1/2009 - Read second time. To third reading.</p> <p>5/27/2010 #31 SENATE SENATE BILLS-THIRD READING FILE</p>	<p>The measure would alternatively authorize the electors to propose, and to adopt or reject, statutes and amendments to the Constitution pursuant to a process of initial review by the Legislature. The measure would require that the petition presented to the Secretary of State be certified as signed by electors equal in number to 3% in the case of a statute, or 6% in the case of an amendment to the Constitution, of the votes for all candidates for Governor at the last gubernatorial election. The measure would require the Secretary of State to transmit that petition to the Legislature within 10 days. This bill contains other existing laws.</p>	

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: C.H. (Chuck) Harvey
Deputy Chief Executive Officer

SUBJECT: CAPITAL PROJECTS QUARTERLY STATUS REPORT
3rd QUARTER FISCAL YEAR 2010

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

Capital Projects

Quarterly Status Report

3rd Quarter FY2010 : January 1 – March 31, 2010

Report prepared for the June 3, 2010 TA 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.

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	Q2 FY10	Q3 FY10	Q2 FY10	Q3 FY10	Q2 FY10	Q3 FY10	Q2 FY10	Q3 FY10	
<u>Dumbarton Rail Corridor</u>									
									3
00613 / 00741- Dumbarton Preliminary Engineering / Environmental / 30% Design Phase - Environmental									4
<u>TA – Caltrain Projects</u>									
									7
00727 - Downtown Extension Phase - Preliminary Engineering									8
00734 - SM County Local Safety & Access Improvement Phase - Construction									9
00737 - Caltrain Electrification Phase - PS&E									10
00746 - South San Francisco Parking Lot Phase - PS&E									11
<u>Railroad Grade Separations</u>									
									13
00759 - Grade Separation Project - San Bruno Phase - PS&E									14
00760 - Grade Separation Study - Poplar / Tilton Phase - Environmental and PS&E									15
<u>Streets and Highways</u>									
									17
00615 - State Route 1 - Fassler Ave to Westport Phase - Environmental									18
00621 - Highway 101 - Broadway Interchange Phase - Environmental									19
00629 - Highway 101 - Marsh to San Mateo / Santa Clara County Line (Auxiliary Lanes) Phase - PS&E									20
00725 - Highway 101 - 3rd to Millbrae (Auxiliary Lanes) Phase - Construction									21



= 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.
TA Role: Project Initiator

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

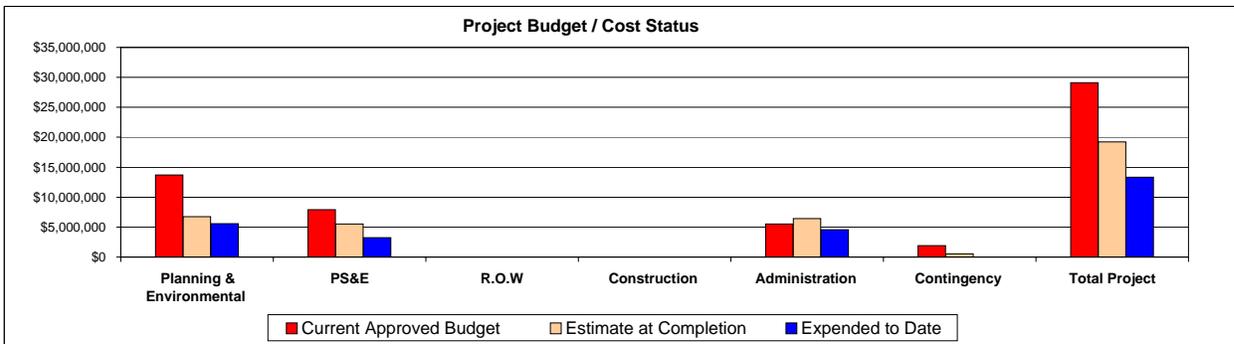
- Issues:**
- (1) Environmental Mitigation – Pending the result of the findings in the Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) and under the National Environmental Policy Act (NEPA), the project may be required to implement various mitigation conditions 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	\$5,569,623	\$1,174,134	\$6,743,757	\$6,958,533
PS&E	\$7,931,520	\$3,214,816	\$2,312,184	\$5,527,000	\$2,404,520
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$5,527,290	\$4,570,505	\$1,871,335	\$6,441,840	(\$914,550)
Contingency	\$1,929,900	\$0	\$529,269	\$529,269	\$1,400,631
Total Project	\$29,091,000	\$13,354,944	\$5,886,922	\$19,241,866	\$9,849,134

NOTE: Decrease in Expended to Date costs results from 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
(b) 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	10/29/12
08/01/07	03/30/12

Progress

This Quarter:

Jan - Mar 2010

CAP = Citizen Advisory Panel
DBROC = Dumbarton Bridge Route Operations Committee
FTA = Federal Transit Administration
MTC = Metropolitan Transportation Commission
PAC = Policy Advisory Committee
PDT = Project Development Team
UPRR = Union Pacific Railroad

- Continued ridership sensitivity modeling runs and analyses on the variables of increased frequency and station stops, as well as the effectiveness of a shuttle type of service between Union City and Redwood City.
- Provided responses to comments from the review of the administrative draft environmental document and technical reports.
- The Capitol Corridor is preparing a grant application to the Federal Railroad Administration (FRA) High Speed Intercity Passenger Rail program (HSIPR) in Summer 2010 for eight projects that include the procurement and construction of Segment G of the Dumbarton Rail Corridor Project in Union City. Staff continued to coordinate with Capitol Corridor to provide updates on the right of way negotiation strategy.
- A meeting was held with MTC and High Speed Rail/Altamont Corridor staff to discuss JPB comments on the Altamont Corridor Initial Alternatives. Staff also met with Peninsula Rail Program (PRP) and HNTB High Speed Rail design team to review the preliminary design for the integration at the Redwood Junction for Dumbarton, Caltrain and High Speed Rail operations.
- Staff continued to coordinate with MTC and DBROC members to follow-up on the interim bus enhancement plan. DBROC members are collaborating to develop a service plan for future PAC review.
- A proposal was received from Wilbur Smith Associates to perform project management and planning support work for the Technical Analysis. The proposal was reviewed and approved with Notice to Proceed (NTP) issued on 3/23/10.

Future

Activities:

Apr - Jun 2010

- Continue working on the technical analysis for updating the draft environmental document. Coordinate with California High Speed Rail Authority (CHSRA) and Altamont Corridor project teams to integrate environmental planning and analyses.
- Initiate meetings to engage Wilbur Smith Associates on the transitioning of project management from PB and new service planning work.
- Continue to work with Capitol Corridor on UPRR right of way negotiations.
- Continue to work with DBROC members on the interim bus enhancement plan.
- Continue to coordinate with stakeholders on funding opportunities.

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
TA	\$6,591,900	23%	\$6,591,900	23%	\$13,354,944	69%	\$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%	\$13,354,944	69%	\$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 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.
TA Role: Funding Agency

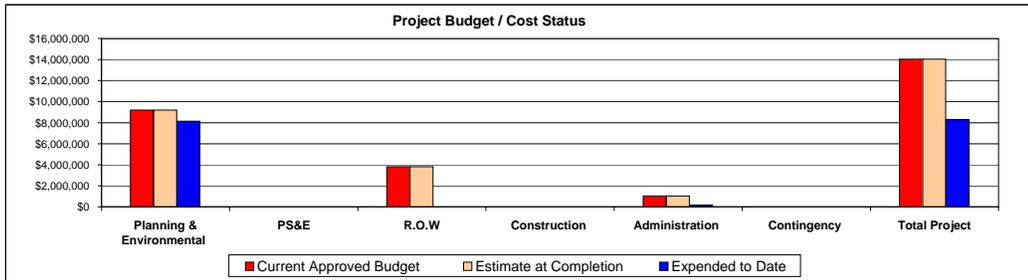
Project Status Summary: Current phase is Preliminary Engineering.

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	\$8,127,874	\$1,079,126	\$9,207,000	\$0
PS&E	\$0	\$0	\$0	\$0	\$0
R.O.W	\$3,800,000	\$0	\$3,800,000	\$3,800,000	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$1,023,000	\$161,475	\$861,525	\$1,023,000	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$14,030,000	\$8,289,349	\$5,740,651	\$14,030,000	\$0

Note: Cost reduction in Planning & Environment due to credit received from Caltrain.



Issues: EAC reflects staff level of effort commensurate with the TJPA work.

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
 Jan - Mar 2010 (1) Performed preliminary engineering activities.
 (2) Conducted Right Of Way activities.

By Caltrain
 (1) Updated Overall Schedule with DTX and North Terminal activities.
 (2) Further developed Tunnel and Station safety protocol procedures.
 (3) Coordinated with the TJPA on the TTC Station floor plans and platform layout.
 (4) Continued review of TJPA submittals.

Future Activities:

By TJPA
 Apr - Jun 2010 (1) Continue to perform preliminary engineering activities.
 (2) Continue to conduct Right Of Way activities.

By Caltrain
 (1) Continue review of TJPA submittals.
 (2) Coordinate with the TJPA on the 100% design development plan.

Issues: None.

Funding :

	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$10,230,000	100%	\$14,030,000	100%	\$8,289,349	59%	\$14,030,000	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%	\$14,030,000	100%	\$8,289,349	59%	\$14,030,000	100%

Note: In January 2010, TA board approved an amendment to increase the FY2010 budget by \$3.8 million; and allocated the amended amount to TJPA for the acquisition of Unit # 500 at 580 Howard Street in San Francisco necessary for construction.

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).
TA Role: Funding Agency

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

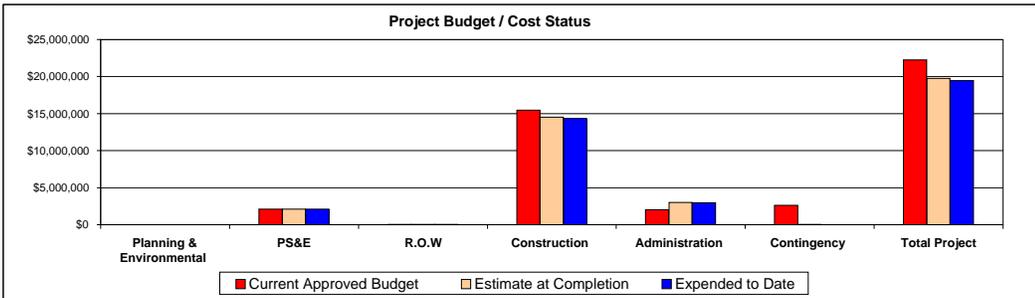
Issues: None.

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	\$478	\$2,114,005	(\$13,614)
R.O.W	\$44,000	\$53,521	\$289	\$53,810	(\$9,810)
Construction	\$15,462,000	\$14,348,258	\$185,130	\$14,533,388	\$928,612
Administration	\$2,039,000	\$2,945,939	\$72,111	\$3,018,050	(\$979,050)
Contingency	\$2,608,609	\$0	\$33,747	\$33,747	\$2,574,862
Total Project	\$22,254,000	\$19,461,245	\$291,755	\$19,753,000	\$2,501,000

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	05/30/10
Project Close-out	09/27/10	11/30/10	09/27/10	11/30/10	06/01/10	08/09/10

Progress (1) Crossing work was completed at:
This Quarter: - Zone 2: Main Street in Redwood City.
Jan - Mar 2010 - Zone 5: 1st Avenue in San Mateo.
 - Zone 6: Oak Grove Avenue in Menlo Park; and Fair Oaks Lane and Watkins Avenue in Atherton.
 (2) Finalized punch list items and change orders at completed crossings.

Future Activities: (1) Perform final signal cutover for Fair Oaks (Atherton). The EGMS will be cut into service in April, pending arrival of spare parts.
Apr - Jun 2010 (2) Finalize punch list items and change order work.
 (3) Continue contract close-out activities.

Issues: The final signal cutover at Fair Oaks (Atherton) was delayed again, pending replacement of Emergency Gate Management System (EGMS) spare parts. Initial spares received but failed. The Fair Oaks quad gate cutover will be re-scheduled for April.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$7,400,000	79%	\$20,254,000	91%	\$17,712,234	99%	\$17,975,230	91%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$2,000,000	21%	\$2,000,000	9%	\$1,749,011	98%	\$1,777,770	9%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$9,400,000	100%	\$22,254,000	100%	\$19,461,245	99%	\$19,753,000	100%

NOTE: Total TA 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.

TA 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.

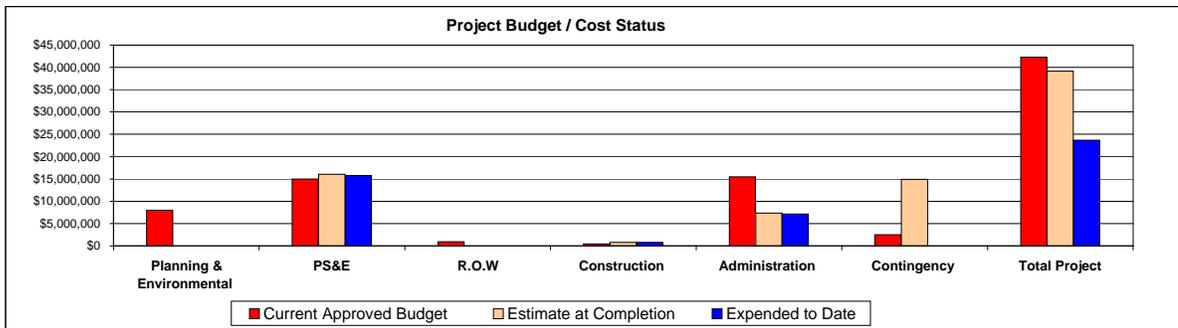
Issues:

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	\$15,742,666	\$307,645	\$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	\$7,158,820	\$220,580	\$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	\$23,701,885	\$15,437,854	\$39,139,739	\$3,157,724



Issues:

None.

Schedule:



(b)

Major Milestones:

- PS&E (35% Design)
- Environmental

	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	05/13/10

Progress

This Quarter:

Jan - Mar 2010

PG&E continued processing applications for 115 kV service at both South San Francisco and San Jose.

Future

Activities:

Apr - Jun 2010

- (1) Continue coordination of project with JPB Capital Program and engineering to keep electrification documents current.
- (2) Coordinate with California High-Speed Train Project (CHSTP) on 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
TA	\$11,250,000	27%	\$11,250,000	27%	\$54,195	0%	\$11,250,000	29%
Others								
Federal	\$15,676,817	37%	\$15,676,817	37%	\$11,942,083	85%	\$14,084,318	36%
State	\$4,000,000	9%	\$4,051,442	10%	\$3,074,200	85%	\$3,625,666	9%
Other	\$11,298,183	27%	\$11,319,204	27%	\$8,631,407	85%	\$10,179,755	26%
Total	\$42,225,000	100%	\$42,297,463	100%	\$23,701,885	61%	\$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.

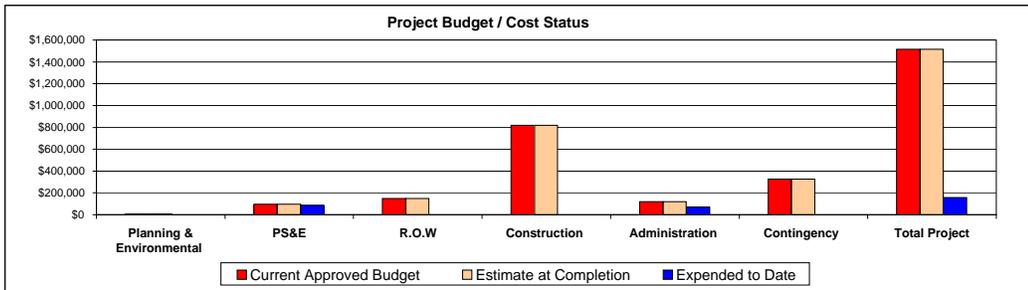
Project Status Summary: Current phase is Final Design.

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	\$87,338	\$8,662	\$96,000	\$0
R.O.W	\$148,000	\$0	\$148,000	\$148,000	\$0
Construction	\$820,000	\$530	\$819,470	\$820,000	\$0
Administration	\$120,000	\$69,009	\$50,991	\$120,000	\$0
Contingency	\$326,000	\$0	\$326,000	\$326,000	\$0
Total Project	\$1,515,000	\$156,877	\$1,358,123	\$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	05/04/10
3. Bid & Award/ NTP	04/16/10	09/08/10	04/16/10	09/17/10	05/05/10	10/14/10
4. Construction	09/22/10	12/22/10	09/22/10	01/20/11	10/15/10	02/10/11
5. Project Close-out	12/23/10	02/22/11	12/23/10	03/18/11	02/11/11	04/08/11

Progress

This Quarter:

Jan - Mar 2010

- (1) Received and reviewed 65% design documents.
- (2) Conducted 3/15/10 Phase Gate meeting and received approval to proceed with 100% Final Design.
- (3) Initiated 100% Invitation for Bid (IFB) Final Design.

Future

Activities:

Apr - Jun 2010

- (1) Receive 100% IFB design package for review.
- (2) Conduct 100% IFB design package review.
- (3) Issue 100% IFB design package to Contracts & Procurement for legal review.
- (4) Advertise the construction package.

Issues: None.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$1,515,000	100%	\$1,515,000	100%	\$156,877	10%	\$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%	\$156,877	10%	\$1,515,000	100%

Issues: None.

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Railroad Grade **Separations**

00759 - GRADE SEPARATION PROJECT - SAN BRUNO

Scope: This project has been re-scoped and re-scheduled in conjunction with Caltrain'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 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.



TA Role: Funding Agency

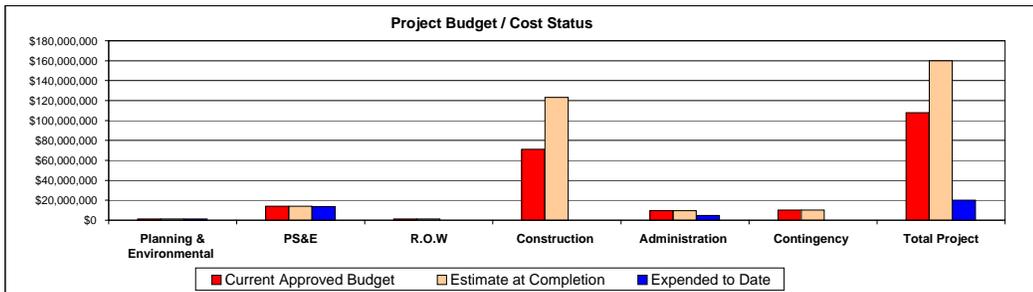
Project Status Summary: The project is currently at the 95% design phase. Current scope is through 100% design and construction.

Issues: The project has developed a two staged contract delivery plan to minimize Caltrain funding risk. A Caltrain 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	\$1,296,762	\$39,811	\$1,336,573	\$0
PS&E	\$14,133,000	\$13,832,276	\$300,724	\$14,133,000	\$0
R.O.W	\$1,162,000	\$123,325	\$1,038,675	\$1,162,000	\$0
Construction	\$71,245,435	\$127,910	\$123,092,090	\$123,220,000	(\$51,974,565)
Administration	\$9,730,000	\$4,806,565	\$4,923,435	\$9,730,000	\$0
Contingency	\$10,218,427	\$0	\$10,218,427	\$10,218,427	\$0
Total Project	\$107,825,435	\$20,186,838	\$139,613,162	\$159,800,000	(\$51,974,565)



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 TA budget authority of \$35.2 million for construction 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	08/01/12

Progress

- This Quarter:** (1) Board concurred with the staff recommendation for award of Box Culvert contract work at the February Board meeting. (2) Finalized design review of 95% final Grade Separation plans & specifications. Incorporated comments into the Invitation for Bid (IFB) and issued IFB to Contracts & Procurement. Advertisised the San Bruno Grade Separation project in March. (3) Continued negotiations with BART concerning design review approvals. (4) Issued Purchase Orders for Owner Furnished Signal Equipment (March Board) and Rail Crossovers (February Board). (5) Continued negotiations with City relative to design issues and C&M Agreement. (6) Initiated utility relocation work. (7) Issued Limited Notice to Proceed (LNTTP) to the Box Culvert contractor to mobilize staff and begin construction planning and administrative activities. (8) Continued negotiations pertaining to real estate acquisition with five property owners. Obtained Orders of Possession for three out of five proposed acquisitions.
- Jan - Mar 2010**

Future Activities:

- Apr - Jun 2010** (1) Issue Notice to Proceed (NTP) to Disney Construction for Box Culvert construction. (2) Sign C&M Agreement with the City of San Bruno. (3) Obtain Orders of Possession for remaining two real estate acquisitions. (4) Issue Addendums 1-7 to the Grade Separation IFB package. (5) Begin 35% design of BART retrofit work. (6) Receive Grade Separation bids in May 2010. Evaluate bids and prepare staff recommendation for July Board.

Issues: None.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$68,610,000	60%	\$61,210,000	57%	\$20,186,838	22%	\$90,714,756	57%
Others								
Federal	\$6,600,000	6%	\$6,615,435	6%	\$0	0%	\$9,804,241	6%
State	\$40,000,000	35%	\$40,000,000	37%	\$0	0%	\$59,281,003	37%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$115,210,000	100%	\$107,825,435	100%	\$20,186,838	13%	\$159,800,000	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 \$98M has been approved by both the San Mateo County Transportation Authority (SMCTA) and Peninsula Corridor Joint Powers Board (PCJPB) for the design and front-end construction phase of the project. However, this amount is still short of the Estimate-at-Completion (EAC) of \$160M required to complete the project. Additional budget authority will need to be approved by the Board later in the Summer 2010 to fully fund the project.

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

Scope: This project provides funding to Caltrain 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.

TA Role: Funding Agency

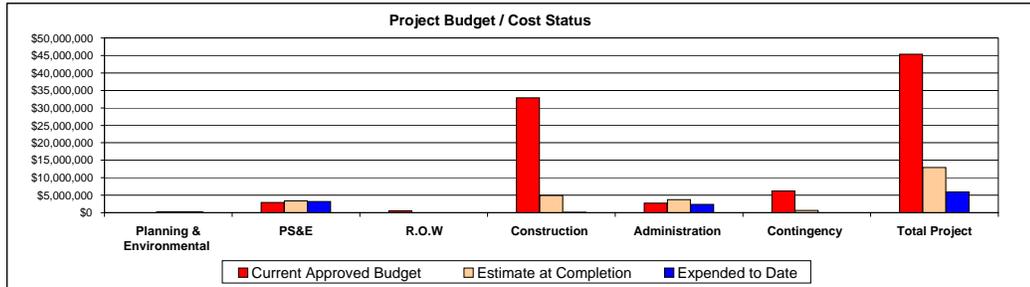
Project Status Summary: The environmental evaluation and design phase are in progress.

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	\$270,934	\$28,966	\$299,900	(\$299,900)
PS&E	\$2,931,751	\$3,231,539	\$113,861	\$3,345,400	(\$413,649)
R.O.W	\$585,516	\$0	\$0	\$0	\$585,516
Construction	\$32,923,178	\$51,739	\$4,897,361	\$4,949,100	\$27,974,078
Administration	\$2,748,158	\$2,360,999	\$1,339,601	\$3,700,600	(\$952,442)
Contingency	\$6,209,466	\$0	\$629,000	\$629,000	\$5,580,466
Total Project	\$45,398,069	\$5,915,211	\$7,008,789	\$12,924,000	\$32,474,069



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:



(a)

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
Procurement	10/28/08	04/01/09	08/29/09	03/21/10	02/15/10	08/13/10
Construction	04/02/09	09/28/10	03/22/10	02/22/11	08/16/10	05/31/11
Close out	01/19/06	10/27/08	02/23/11	04/26/11	06/01/11	08/03/11

Progress

This Quarter: (1) Issued IFB documents to Contracts and Procurement.
Jan - Mar 2010 (2) Received FHWA E-76 funding allocation from Caltrans on 3/23/10.
 (3) Received Phase Gate approval to advertise project for construction.
 (4) Continued coordination of underground water utility relocations.

Future

Activities: (1) Advertise project for construction.
Apr - Jun 2010 (2) Continue coordination of water utility relocations.
 (3) Real Estate department is to acquire an utility relocation agreement with Cal Water.
 (4) Initiate additional Historic American Engineering Record work for the four railroad grade separation bridges.
 (5) Receive and evaluate construction bids. Prepare recommendation of award for the July Board.

Issues: Schedule has slipped due to the time required by Caltrans to plan and include the project in FY2010 FTIP.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$6,229,018	13%	\$6,229,018	14%	\$3,292,580	186%	\$1,773,288	14%
Others								
Federal	\$11,384,734	24%	\$8,703,522	19%	\$0	0%	\$2,477,734	19%
State	\$29,600,000	63%	\$29,600,000	65%	\$2,622,631	31%	\$8,426,578	65%
Other	\$0	0%	\$865,529	2%	\$0	0%	\$246,400	2%
Total	\$47,213,752	100%	\$45,398,069	100%	\$5,915,211	46%	\$12,924,000	100%

Issues: None.

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Streets and Highways

00615 - Calera Parkway Project (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.
TA Role: Project Manager

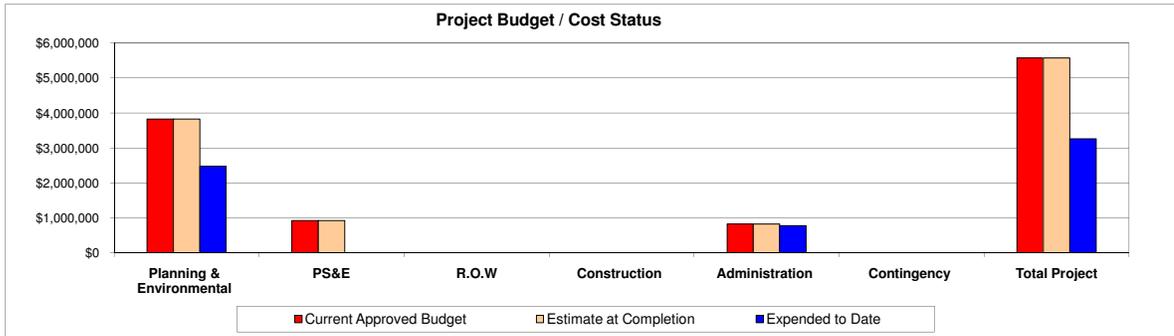
Project Status Summary: The project is at the environmental phase with the TA and the city of Pacifica as sponsors and Caltrans as the lead agency.

Issues:

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	\$3,824,895	\$2,482,683	\$1,342,212	\$3,824,895	\$0
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	\$825,105	\$782,011	\$43,094	\$825,105	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$5,573,000	\$3,264,694	\$2,308,306	\$5,573,000	\$0



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	08/09/10	09/24/10	TBD	TBD
Environmental PS&E	03/01/07	03/01/10	03/01/07	07/01/11	03/01/07	07/01/11
	TBD	TBD	TBD	TBD	TBD	TBD

Progress

- This Quarter:** (1) Caltrans final review and approval of the NES.
 (2) Caltrans submitted the Wetland Technical Report to the Army Corps of Engineers.
 (3) Revised and resubmitted the Administrative Draft Environmental Impact Report / Environmental Assessment.
 (4) Commenced Environmental Document Notice of Preparation. Held Environmental Scoping meeting on 03MAR10.
 (5) Updated the Draft Project Report per Caltrans comments.

Future

- Activities:** (1) Continue to work on Right of Way Impact Analysis.
 (2) Caltrans formal review of the Administrative Draft Environmental Impact Report / Environmental Assessment.
 (3) Commence work on obtaining Environmental Permits.
 (4) Preparation for public information meeting.
 (5) Caltrans review and approval of the Biological Assessment.

Issues: Schedule may be impacted by the recent request to hold additional public outreach through a public information meeting and a request to add new Landscaped Median alternative.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$3,873,000	100%	\$5,573,000	100%	\$3,264,694	59%	\$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%	\$3,264,694	59%	\$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.
TA Role: Project Manager

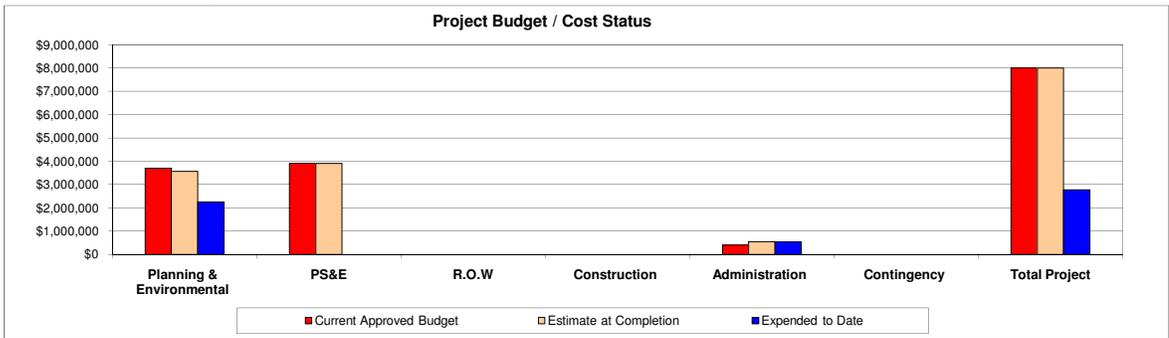
Project Status Summary: Current phase is Environmental with the TA and the city of Burlingame as sponsors and Caltrans as the lead agency.

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 when approved.

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	\$3,700,000	\$2,247,791	\$1,310,142	\$3,557,933	\$142,067
PS&E	\$3,900,000	\$0	\$3,900,000	\$3,900,000	\$0
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$400,000	\$528,718	\$13,349	\$542,067	(\$142,067)
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$8,000,000	\$2,776,509	\$5,223,491	\$8,000,000	\$0



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	TBD	TBD	See Note Below
Environmental	10/02/08	11/30/10	10/02/08	11/30/10	10/02/08	TBD	See Note Below

Progress

This Quarter:
Jan - Mar 2010

- (1) Caltrans conducted final review of the Storm Water Data Report.
- (2) State Historic Preservation Office (SHPO) reviewed Cultural Resource Studies.
- (3) Submitted the Draft Project Report.
- (4) Continued agency review of the Traffic Operations Analysis Report (TOAR).
- (5) Revised and resubmitted the Drainage Impact Report.
- (6) Received Caltrans final review and approval of the Advanced Planning Study.

Future

Activities:
Apr - Jun 2010

- (1) Caltrans final review and approval of the Drainage Impact Report.
- (2) Caltrans review of the Geometric Approval Drawings (GAD's).
- (3) Caltrans final review and approval of the Traffic Operations Analysis Report (TOAR).
- (4) Develop 2nd Draft Project Report.
- (5) Caltrans begins formal review of the first draft Initial Site / Environmental Assessment (IS/EA).

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 when approved.

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%	\$2,776,509	35%	\$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%	\$2,776,509	35%	\$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

TA 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. TA completed the PSR in 2005 and will fund the Right-Of-Way (ROW) capital and construction.

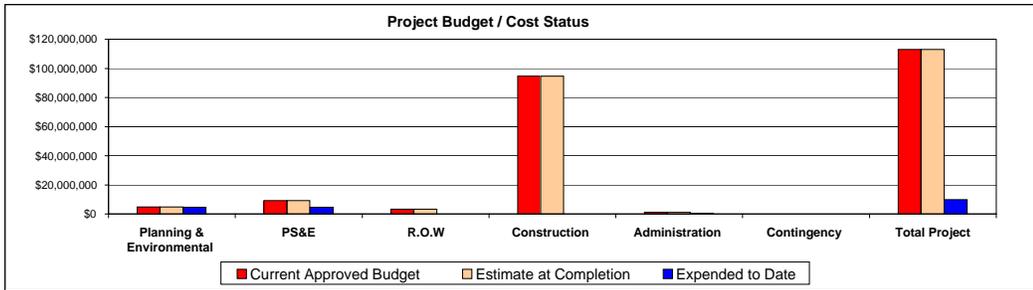
Issues: None.

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	\$4,530,708	\$4,654,292	\$9,185,000	\$0
R.O.W	\$3,244,000	\$71,142	\$3,172,858	\$3,244,000	\$0
Construction	\$94,660,000	\$0	\$94,660,000	\$94,660,000	\$0
Administration	\$1,074,169	\$534,859	\$539,310	\$1,074,169	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$112,987,837	\$9,761,377	\$103,226,460	\$112,987,837	\$0

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

Future

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

Issues: None.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$36,966,837	33%	\$36,966,837	33%	\$1,130,669	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%	\$8,630,708	12%	\$74,221,000	66%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$112,987,837	100%	\$112,987,837	100%	\$9,761,377	9%	\$112,987,837	100%

Issues: None.

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

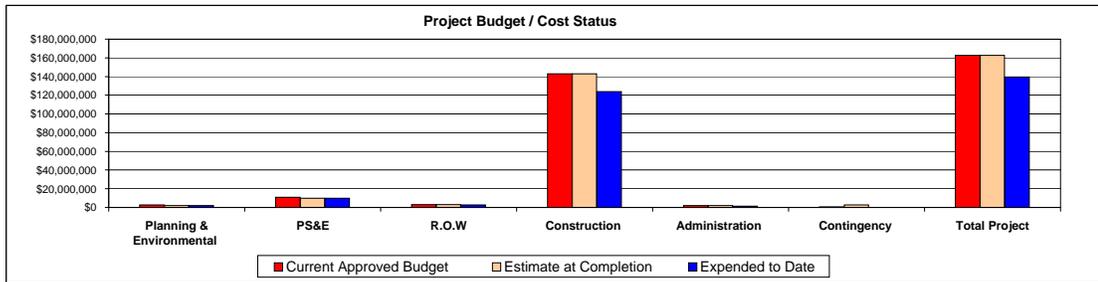
Scope: This project is for the design and construction for the addition of an auxiliary lane in both directions of Hwy 101 between 3rd Avenue and Millbrae Avenue. The project also includes the reconstruction of the Peninsula Avenue interchange, the Monte Diablo pedestrian over crossing, construction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

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

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	\$123,727,515	\$19,283,485	\$143,011,000	\$0
Administration	\$2,200,000	\$1,317,125	\$882,875	\$2,200,000	\$0
Contingency	\$826,000	\$0	\$2,602,183	\$2,602,183	(\$1,776,183)
Total Project	\$162,800,000	\$139,536,423	\$23,263,577	\$162,800,000	\$0



Issues: None.

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	06/30/10
Monitoring/ Plant Establishment	04/02/10	04/02/13	04/02/10	04/02/13	07/01/10	06/30/13
Close Out	04/03/13	07/03/13	04/03/13	07/03/13	07/01/13	10/01/13

Progress

This Quarter: (1) Completed median island, barrier and sidewalk along north side of Peninsula overcrossing.
 Jan - Mar 2010

- (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.
 - Work on curbs, gutters, and sidewalk along south side of Peninsula Avenue.

Future

- Activities:** (1) Continue the following work:
- Electrical work for highway lighting and for TOS (Traffic Operation System).
 - Work on Peninsula Avenue overcrossing including sidewalks and barrier rails.
 - Landscaping and irrigation.
- (2) Complete the following work:
- Roadway work at Peninsula Avenue and Airport Blvd.
 - Mainline paving and striping under the Peninsula Avenue overcrossing.
 - Drainage work

Issues: None, schedule slipped by two months due to weather condition.

Funding :

	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$92,580,000	58%	\$92,580,000	57%	\$81,217,893	88%	\$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%	\$57,079,688	84%	\$67,670,000	42%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$160,250,000	100%	\$162,800,000	100%	\$139,536,423	86%	\$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>TA Funding \$22,774,063</p> <p>Expended \$20,936,454</p> <p>Remaining \$1,837,609</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>TA Funding \$6,125,000</p> <p>Expended \$4,552,409</p> <p>Remaining \$1,572,591</p>

Projects In Development

TA - 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 \$5,042,579</p> <p>Remaining \$5,857,421</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

<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 \$1,300,069</p> <p>Remaining \$2,699,931</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>\$16,379</p>	<p>\$1,344,621</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 \$11,066</p> <p>Remaining \$799,934</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 \$773,950</p> <p>Remaining \$2,226,050</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 \$1,025,955</p> <p>Remaining \$5,174,045</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:</p> <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>Phase: Design</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 \$910,664</p> <p>Remaining \$3,259,336</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.

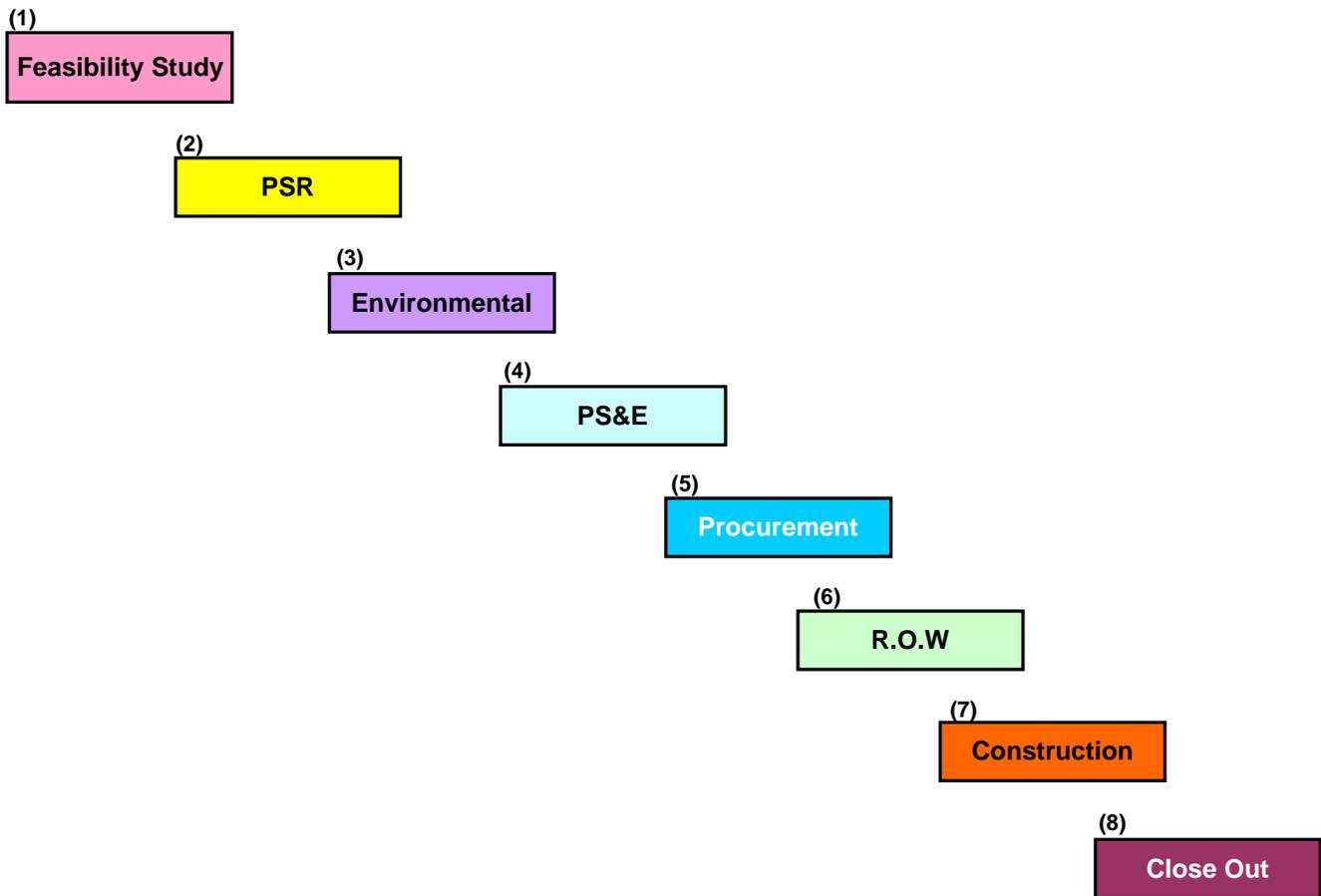
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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>