



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos, CA 94070

September 2, 2010 - Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Consent Calendar  
Members of the public or Board may request that an item under the Consent Calendar be considered separately
  - a) Approval of Minutes of July 1, 2010
  - b) Information on Statement of Revenues and Expenses for the Period Ending June 30, 2010
  - c) Acceptance of Statement of Revenues and Expenses for the Period Ending July 2010
4. Public Comment  
Public testimony by each individual speaker shall be limited to one minute
5. Citizens Advisory Committee (CAC) Report
6. Chairperson's Report
7. SamTrans Liaison Report – July 14, 2010
8. Joint Powers Board Report
9. Report of Executive Director
10. Call for a Public Hearing on October 7, 2010 for Adoption of an Updated Property Conveyance Policy and Fee Schedule
11. Finance
  - a) Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2010
  - b) Authorize Allocation to the Peninsula Corridor Joint Powers Board in the Amount of \$3,000,000 for San Mateo County's Local Share for the Caltrain Systemwide Capital Improvement Program for Fiscal Year 2011

MOTION

MOTION

MOTION

RESOLUTION

- c) Authorize Allocation to the Peninsula Congestion Relief Alliance up to an Amount of \$398,103 for the Alternative Congestion Relief (ACR) Program Funding Request for Fiscal Year 2011 RESOLUTION
  - d) Authorize Allocation to the City County Association of Governments (C/CAG) in the Amount of \$650,000 to Fund Implementation of Traffic Congestion Relief Programs Through Fiscal Year 2011 RESOLUTION
  - e) Authorize Allocation to the Metropolitan Transportation Commission (MTC) in the Amount of \$150,000 to Fund the US 101/SR 92 Interchange Study RESOLUTION
  - f) Authorize Allocation of \$170,625 of New Measure A Funds: Local Shuttle Program (Part 2 of 2) RESOLUTION
12. Program
- a) Update on State and Federal Legislative Program INFORMATIONAL
  - b) Capital Projects Quarterly Status Report – 4<sup>th</sup> Quarter Fiscal Year 2010 INFORMATIONAL
13. Requests from the Authority
14. Written Communications to the Authority
15. Report of Legal Counsel
16. Date, Time and Place of Next Meeting  
Thursday, October 7, 2010 at 5:00 p.m., at San Mateo Country Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070
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](http://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](mailto:board@smcta.com); or by phone at 650-508-6242, or TDD 650-508-6448.

### **Availability of Public Records**

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

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

**MINUTES OF JULY 1, 2010**

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

**MEMBERS ABSENT:** J. Vreeland

**STAFF PRESENT:** C. Cavitt, S. Cocke, G. Harrington, C. Harvey, R. Lake, M. Lee, M. Martinez, N. McKenna, D. Miller, T. Reavey, M. Scanlon, M. Simon

Chair Rosanne Foust called the meeting to order at 5:03 p.m. Director Terry Nagel led the Pledge of Allegiance.

**CONSENT CALENDAR**

- a. Approval of Minutes of June 3, 2010
- b. Acceptance of Statement of Revenues and Expenses for May 2010

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

**PUBLIC COMMENT**

None

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

Chair Pat Dixon said, at its June 29, 2010 meeting, the CAC received information on the following:

- Allocation of \$50 million in funds to the TA investment portfolio.
- Contracts for on-call environmental planning consulting services.
- Funding for the Measure A Local Shuttle Program.
- State and Federal legislative report.
- Auxiliary Lane Project Celebration – Highway 101: Auxiliary Lane Project-Millbrae Avenue to Third Avenue.

Chair Foust complimented the CAC for their work.

**CHAIRPERSON'S REPORT – ROSANNE FOUST**

Congratulated Director Rich Gordon for his primary win for a State Assembly seat.

**NOMINATING COMMITTEE FOR CITIZENS ADVISORY COMMITTEE MEMBER**

The Selection Committee (Chair Foust and Director John Lee) conducted interviews in April. Several well-qualified applicants were put on a list to be considered for future vacancies. The

committee is recommending appointment of Elizabeth Lasensky to fill a vacant seat that expires May 31, 2012.

Director Karyl Matsumoto asked what distinguished Ms. Lasensky for the position. Chair Foust said the Selection Committee was looking for applicants with knowledge of the TA; an understanding of transportation issues in the county, and familiarity with various transportation modes and regional transportation issues.

Director Matsumoto asked if incumbents are automatically recommended for appointment. Chair Foust said this was the first year incumbents were not interviewed because every report the Board has received on the activity, engagement, attendance and interest of the incumbents has been very positive. The Selection Committee also considers geographic representation throughout the county.

A motion (Lee/Matsumoto and Nagel) to recommend appointment of Ms. Lasensky to the CAC was approved.

Director Nagel said she was very impressed with the qualifications of CAC applicants.

### **SAMTRANS LIAISON REPORT – KARYL MATSUMOTO**

The June 9, 2010 report is in the agenda packet.

### **JOINT POWERS BOARD (JPB) REPORT**

Executive Director Michael Scanlon reported on the meeting of July 1, 2010:

- Public comment included bikes on board, special service, and the High Speed Rail (HSR) alignment in Mountain View.
- Peninsula Rail Program (PRP) Director Bob Doty was thanked for his presentation on HSR to the San Francisco Municipal Transportation Authority (SFMTA).
- Cat Tucker was reappointed to the JPB CAC to represent Santa Clara County.
- Heard a report from the JPB CAC.
- Metropolitan Transportation Commission (MTC) liaison Sue Lempert said new bridge tolls rolled out today.
- Year-to-date performance statistics for May 2010 compared to May 2009
  - a. Total Ridership was 10,913,828, a decrease of 6.4 percent.
  - b. Average Weekday Ridership was 37,555, a decrease of 6.5 percent.
  - c. Total Revenue was \$38,927,604, a decrease of 1.8 percent.
  - d. On-time Performance was 94.2 percent, a decrease of 1.1 percent.
  - e. Average Caltrain Shuttle Ridership was 5,560, a decrease of 9.1 percent.
- The Board received a Clipper card and brochure.
- Executive Officer, Customer Service and Marketing Rita Haskin and her team were recognized for the new Caltrain Web site. The site receives more than 250,000 hits a month.
- Special service:
  - a. Baseball ridership is up 1 percent to about 198,000 for the first 42 games of the season.
  - b. Three to four extra trains will be provided for the July 4<sup>th</sup> fireworks in San Francisco.

- c. A Saturday schedule, supplemented with a few additional limited trains, will be in effect for Monday, July 5 and will include a roundtrip to Gilroy.
- A Request for Proposals (RFP) has been released for the Caltrain operating contract. There are approximately 400 first-round questions from persons interested in bidding.
- The bikes-on-board count study should be completed by the end of July.
- The Bicycle Advisory Committee hopes to schedule its first meeting in July.
- Staff cannot apply for the \$10 million grant to improve onboard bicycle capacity because Caltrain cannot afford the required \$2.5 million local match. A smaller grant may be available later if Caltrain chooses to add more bicycle capacity.
- Presented introductory information on possible fare and service changes.
- Staff presented the proposed Fiscal Year (FY) 2011 Operating Budget. Staff and the MTC were thanked for their work during this extraordinarily difficult time to present a balanced Operating Budget. Staff must find about \$2.3 million in reduced expenses through service cuts and increased fares.
- The FY2011 Capital Budget is bare bones. Items that can be deferred will be deferred with the exception of safety items.
- Mr. Doty presented an update on the PRP and HSR.
- The Board:
  - a. Approved the Consent Calendar.
  - b. Accepted the Statement of Revenues and Expenses for May 2010.
  - c. Called for a public hearing on September 2, 2010 for consideration of service suspensions and fare changes.
  - d. Adopted a FY2011 Capital Budget.
  - e. Adopted a FY2011 Operating Budget contingent upon approval by the City and County of San Francisco Board of Supervisors.
  - f. Awarded a contract to Granite Construction Company, Inc. for a total amount of \$77,699,000 for the San Bruno Grade Separation Project. A contingency of California Transportation Commission funding in the amount of \$26.7 million was approved yesterday. The award is also contingent upon a construction management agreement with the city of San Bruno.
  - g. Legal Counsel reviewed a formal protest on a bid of \$6.3 million from Disney Construction, Inc. for the reconstruction of the Jerrold Avenue Bridge Replacement Project. The Board rejected the protest and awarded the contract to Disney Construction, Inc.
  - h. In the interest of fairness, rejected all bids for the San Mateo Bridges Phase 1 – Foundation Improvements Project due to some confusion by bidders. The project will be readvertised.
  - i. Authorized a contract to The Louis Berger Group, Inc. and Jones & Stokes Associates, Inc. for a total amount up to \$2,500,000 for a three-year base period to provide on-call environmental planning consulting services.
  - j. Received a State and Federal legislative update.
  - k. Legal Counsel briefed the Board on pending litigation against the JPB.
  - l. Cancelled the August 5 meeting. The next regularly scheduled meeting is September 2.

**REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon reported:

- A ribbon-cutting ceremony is scheduled for Thursday, July 22 at 10 a.m. at Coyote Point in Burlingame to celebrate the completion of the Highway 101 Auxiliary Lane Project: Millbrae Avenue to Third Avenue.
- Director Jim Vreeland provided a phone report to Mr. Scanlon prior to this meeting on outreach for the Calera Parkway that said outreach was well-attended. He is appreciative of staff's efforts to provide good dialogue and public understanding of the project. Written comments will be accepted until July 22.

**FINANCE**

**Authorization to Allocate an Additional \$50 Million in Funds to the Investment Portfolio Managed by CSI Capital Management, Inc.**

Deputy CEO Gigi Harrington said the request is to move \$50 million from the County Pool to an investment fund managed by the Agency and advised by CSI Capital Management Inc. (CSI). If approved, no more than \$10 million a month would be moved over the course of the fall beginning in September. In 2008, staff and a Board subcommittee worked to recommend moving the first \$100 million out of the County Pool, which was approved in summer 2008. The Board approved moving an additional \$50 million in December 2009. A total of \$124 million has been transferred out of the County Pool to the TA investment portfolio. An additional \$16 million is in the Local Agency Investment Fund.

Director Nagel said information she received from staff indicates the funds in the CSI-advised fund and the County Pool appear to fluctuate comparably when compared to the benchmark. She asked why staff would continue to transfer money from the County Pool if all things are equal, and whether the decision to move the funds is in reaction to the County Pool's loss of funds from investments in Lehman Brothers. Ms. Harrington said, when the TA was created in 1988, the funds were initially invested through the County Pool. Over the years, the amount of money in the County Pool has grown to more than \$450 million, as project funds were allocated but not drawn down. Long before the current economic downturn, and the collapse of Lehman, it was recommended that keeping such a substantial amount of funds in one location was an imprudent investment practice, and that the County Pool underperformed when compared to the SamTrans investment portfolio, which was invested with advice from CSI. Chair Foust and Directors Lee and Gordon spent six months looking at the pros and cons of moving the funds and also the investment advisor recommended by staff. The funds are held in a custodial account at the Bank of New York in the TA's name, not by a private investment firm. CSI makes recommendations to staff on where the funds may be placed based on cash flow needs and the world economy. Ms. Harrington said the Board delegated to her the authority and responsibility of investing TA funds. CSI investment advisor Bill Osher provides the TA with quarterly reports as part of the service he provides to the TA, JPB and San Mateo County Transit District (District). There are \$252 million TA funds in the County Pool. This recommendation would take the TA to approximately \$200 million in the TA portfolio managed by CSI and about \$200 million in the County Pool. Ms. Harrington said there is currently no long-term plan in mind as it is prudent for the investment policy and practices to be reviewed on an ongoing basis and adjusted as circumstances warrant. Staff is looking to diversify with two types of portfolios: the County

Pool, which is a money-market type approach, and the portfolio managed by CSI, which is generally the way one would manage local government funds.

Director Nagel asked if the benchmark from Bank of America Merrill Lynch is a composite index and if the benchmark needs to be updated. Ms. Harrington said she will provide this information to Director Nagel.

Mr. Scanlon commented on Director Nagel's reference to the performance of the County Pool and CSI. He said TA funds invested with recommendations from CSI have consistently outperformed the County Pool.

Director Nagel said she is looking at the growth to see how the County Pool performed and it appears to be a difference of just a couple of dollars. Mr. Scanlon said this is dealing with basis points on money this big, and it is significant.

Director of Finance Trish Reavey addressed Director Nagel's question about the benchmark. She said staff went through the investment policy with the investment advisor when it was adopted in May 2010. The plan is to review it again and, perhaps, revamp it next year. After the Lehman Brothers bankruptcy, the market has become much tighter and people are not investing in corporate bonds as much, which is the last line item in the benchmark in the TA's investment policy. She said it is very difficult and a little unrealistic for our investment advisor to compare to right now.

Ms. Reavey said the TA investment portfolio generally outperforms the County Pool. She said the difference looks close because the information provided only goes back to November. Ms. Reavey said the County Pool has, on occasion, sold investments to show a larger return than they actually would be showing if they just held their investments to maturity as they usually do, or as they plan to do when investments are purchased, per their normal policy. After the Lehman loss, the County Pool sold investments at a gain so it could recover, or make up for, some of the loss that was showing. Ms. Reavey thinks it was done at fiscal year-end, as well, due to the jump in their returns in June. Generally, when the County Pool buys its investments, the return is spread over the life of that investment. When one sees a jump like that, it usually means something was sold for a profit. Ms. Reavey said, if the chart on the growth of \$1,000 that she provided to Director Nagel covered a longer period of time, it would show how the portfolio managed by CSI consistently outperformed the County Pool.

Director Nagel referred to Exhibit B – TA Report of Investments in the Board packet. She said it shows the TA investment portfolio includes a group of corporate bonds that are financial in nature including JP Morgan, Bank of America, Goldman Sachs and Wells Fargo. Ms. Reavey said these are fully backed by the US government and all are rated AAA.

Director Nagel said these are the same types of investments that went south before. Ms. Reavey said these are fully backed by the US government. Ms. Reavey said that, in the past, investments such as Lehman Brothers were not fully backed by the US government. She said the County Pool also has a lot of investments that are not rated AAA. Ms. Reavey sits on the Investment Advisory Committee for the County Pool and watches their investments. She believes the County Pool

continues to be a viable investment option for the TA. As Ms. Harrington noted, the TA keeps funds in the County Pool to diversify the portfolio, and it is also very liquid when spending needs develop.

Director Nagel asked if there was any risk with the collateralized mortgage obligations and Federal Home Loan Mortgage Corporation bonds in the portfolio. Ms. Reavey said these are backed by the full faith and credit of the US government.

Director Matsumoto said the city of South San Francisco issued a RFP for professional fund management a year ago and hired Chandler Asset Management. The city conducted a study session on its investment portfolio and Chandler Asset Management recommended the city hold back on investment with the County Pool.

Director Gordon said Mr. Osher makes recommendations for moving dollars and benefits from that recommendation. He asked if staff has independently looked at this. He said he would feel more comfortable if staff is making the recommendation to move money.

Ms. Harrington said a Board member asked if additional funds could be moved when the last transfer of funds was made from the County Pool. She said staff did not recommend moving additional funds because they didn't believe there were places to adequately and safely place the funds. She said staff works with Mr. Osher and he has found strong investments where he can invest the funds over the course of the next six months.

Chair Foust thanked Director Matsumoto for the memo from the city of South San Francisco on investment advice from Chandler Asset Management.

Director Nagel asked if staff looked at other financial investment firms. Ms. Harrington said staff has not done a competitive procurement. Staff brought the appointment of CSI to the Board, and it was approved. The advantage in hiring CSI is that they also advise the JPB and the District. There is a pooling of funds and staff is able to get advice at a lower rate. Ms. Harrington said the Board subcommittee interviewed Mr. Osher for an extended period of time to ensure they were comfortable with his services that staff was recommending.

Director Nagel said she would like to see long-term comparisons of both methods and see how they stack up over time because the Board is responsible for the welfare of that money and it would be nice to track investments over the long term.

Director Matsumoto said the County Pool does not track investment information or provide updates for the city of South San Francisco compared to the city's investment advisor firm.

A motion (Matsumoto/Gordon) to authorize allocation of an additional \$50 million to the investment portfolio managed by CSI was approved.

**Award of Contracts to The Louis Berger Group, Inc. and to Jones & Stokes Associates, Inc. to Provide On-call Environmental Planning Consulting Services for up to \$500,000 for a Three-year Term**

Director of Contracts and Procurement Cheryl Cavitt said staff is recommending the Board approve award of two contracts for on-call environmental planning and consulting services for up to \$500,000. That amount is to be shared in aggregate between the two consultants without guarantee of any specific work going to either one. Staff also recommends authorizing the Executive Director or his designee to exercise up to two additional one-year option terms for up to \$250,000 in total to be shared in aggregate between the above two firms, if deemed in the best interests of the TA. She said the first solicitation for this service in December 2009 resulted in rejection of all proposals. Staff readvertised and received five proposals. The above two firms were brought forward for award of contract and each has significant Disadvantaged Business Enterprise participation in their proposals.

A motion (Gordon/Nagel) to award the contracts for on-call environmental planning consulting services was approved.

**Allocation of New Measure A Funds: Local Shuttle Program (Part 1 of 2)**

Executive Officer, Planning and Development Marian Lee introduced Senior Planner Stacy Cocke. Ms. Cocke presented details on project overview, the review process, applications received, staff recommendations and the schedule.

- The policy that anchored staff was the 2004 voter-approved Expenditure Plan, the 2009-2013 Strategic Plan and the Implementation Plan that outlined a two-year call for projects and included project evaluation criteria and the process.
- The two-year call for projects is for Fiscal Years 2011 and 2012 with funding availability of \$1.45 million for each fiscal year for the existing shuttles funded under the original Measure A. This leaves about \$800,000 available per fiscal year to fund the new or competitive shuttle category for a total of \$2.25 million per year or \$4.5 million for the call for projects.
- Anyone can apply for funding but must receive sponsorship from SamTrans. Applications received are evaluated by the TA and the City/County Association of Governments of San Mateo County (C/CAG).
- Evaluation criteria included project need, policy consistency, readiness, effectiveness and sustainability. Applicants must be located in San Mateo County and meet mobility needs or connections to regional transit.
- Twelve existing shuttle programs applied: ten commuter shuttles, a midday shuttle and a senior shuttle.
- Eight new program applications were received. An amount of \$1.6 million is available for new shuttles so the TA is undersubscribed by \$950,000. This will roll over to future calls for projects. Staff recommends supporting three applications and requesting resubmission from five others with missing information. Projects that potentially duplicate SamTrans service will be monitored and projects with a low match will be notified. The total match for all eight new applications is \$650,000, which is just over 50 percent of available matching funds.
- Three new applications that met all criteria include the Foster City Blue Line, Foster City Red Line and Redwood City Mid Point. Five applicants that need to provide additional information include the South San Francisco Ferry Shuttle, East Palo Alto Shopper Shuttle,

East Palo Alto Youth Shuttle, Menlo Park Senior Shuttle Shopper and the Millbrae On-demand Shuttle.

Ms. Cocke said staff, along with TA CAC input, recommends the Board approve an allocation of \$99,718 for FY2011 for the Foster City Blue Line, Foster City Red Line and Redwood City Mid Point shuttles.

A motion (Nagel/Groom) to allocate \$99,718 for the three shuttles was approved.

## **Program**

### **Verbal Update on State and Federal Legislative Program**

Executive Officer, Public Affairs Mark Simon reported:

Mr. Simon congratulated Director Gordon for his primary win and said it will be exciting to work with someone through the Government Affairs office who is familiar with transit issues and an established champion for those issues.

#### State:

- The State government has not passed its budget for the 17<sup>th</sup> time in 20 years. Issues that could affect transit include an increase in the vehicle license fee rate and Assembly Democrats want to impose an oil severance tax.
- The Transit Funding Protection Initiative will appear on the November ballot as Proposition 22.
- The \$400 million State Transit Assistance appropriation resulting from the gas tax swap was released by the State Controller's Office on June 25. Funds include \$4.2 million for SamTrans and \$5.1 million for Caltrain, which are critical to current budget issues.
- AB 2620: Transportation toll facilities. In its original form, it dedicated up to 15 percent of net revenues from High Occupancy Toll lanes to the State Highway Operations and Protection Program. That language in the bill has been amended and instead legislators want to change the overhead rate the Department of Transportation (DOT) charges for reimbursed work it performs for local agencies or private entities. This could be very significant for the TA because it does a significant amount of work with Caltrans. Staff may come back and recommend an endorsement due to the language change.

#### Federal

- The main focus is on the energy bill authored by Senators John Kerry and Joe Lieberman, which is in a state of flux.
- There are some grant applications, mostly related to HSR projects, the DOT announced it will be accepting and staff is working closely to see if they proceed and find some additional funding opportunities.

Director Lee asked if the president authorized about \$4 billion for HSR and if there is a fight about who will get the money.

Mr. Simon said July 2 is the deadline for fiscal bills to pass out of their policy committees, and being in the Legislature doesn't mean it is the end of the process by which one can get their bill

to go forward. Staff is still looking to do this with the support of some significant members of the State Senate.

Mr. Scanlon said, at the Federal level, the second increment of the \$2.3 billion FY2011 Federal money the FRA issued is available for applications California received \$2.45 billion from the first installment and will be going back to get a piece of the \$2.3 billion installment. This will be incremental over years going forward and was part of the 2011 budget.

Mr. Simon said this is part of the reason staff is pushing hard to get some of the money allocated through SB 965. Staff is in a better position to compete for the next round of funding if prior available funding has been spent effectively.

Director Nagel said C/CAG supported SB 965 and asked how much support there was from San Mateo County or cities along the rail line. Mr. Simon said staff focused on critical cities that we knew had prior concerns about HSR, in cooperation with Senator Joe Simitian's office. He was interested in the cities that are members of the Paratransit Coordinating Council and where they stood. Mr. Simitian thought that was a reasonable threshold that if they were in support of this, there was no reason to assume that other cities would also find themselves in a comfortable position.

Chair Foust said the San Mateo County Economic Development Association sent a letter of support for SB 965 in support of the cities. Mr. Scanlon said staff has received letters of support from a range of interests including environmental, labor, cities and businesses. There has been a wide range of outreach and, in terms of where the agency stands with State Senate leadership, it is in a very good position.

#### **REQUESTS FROM THE AUTHORITY**

Director Matsumoto added congratulations to Director Carole Groom on her reelection to the Board of Supervisors.

#### **WRITTEN COMMUNICATIONS TO THE AUTHORITY**

None

#### **LEGAL COUNSEL**

David Miller reported on the outcome of a case called Russell Peterson against the JPB. This was a lawsuit aimed at deeming the Memorandum of Understanding (MOU) that was entered into between the JPB and the California High-Speed Rail Authority (CHSRA) approximately two years ago to be violative of a Trackage Rights Agreement between the Union Pacific Railroad Company (UP) and the JPB. This agreement was entered into when the JPB purchased the Peninsula rail corridor from Southern Pacific Transportation Company (SP) and, among other things, provides for freight and intercity rail rights and obligations to reside with SP. The freight and intercity rights and obligations now reside with UP, SP's successor. In the lawsuit the plaintiffs asserted that the JPB unlawfully entered into the MOU with the CHSRA. They claimed that without UP's consent any expenditures made by the JPB or the CHSRA under the MOU would constitute a waste of public funds. Notably, UP, with whom the JPB has ongoing excellent relations, did not intervene in the case or otherwise object to the JPB entering into the MOU.

Mr. Miller said the JPB's demurrer to the complaint recently was sustained by the trial court without leave to amend. As a result, absent an appeal, the case will be dismissed and the JPB's position vindicated.

**DATE AND PLACE OF NEXT MEETING**

The next meeting is scheduled for Thursday, September 2, 2010, at 5 p.m. at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070.

Chair Foust asked about the possibility of not having enough on the August agenda. Mr. Scanlon said staff recommends cancelling the August meeting and to convene for the September 2 meeting.

A motion (Gordon/Nagel) to cancel the August meeting was approved.

Adjourned 6:17 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 EXPENSES FOR  
THE PERIOD ENDING JUNE 30, 2010**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the October 7 meeting of the Board of Directors.

Prepared by: Patricia Reavey, Director of Finance

650-508-6434

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 JULY 31, 2010**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$5,129,678 - line 6) is *worse* than staff projections by \$437,752 or 7.9 percent. Within total revenue, *Interest Income* (\$421,266 - line 2) is \$86,094 or 17.0 percent *worse* than projections. *Rental Income* (\$90,135 - line 3) and *Grant Proceeds* (\$211 - line 4) combined are \$351,624 or 79.6 percent *worse* than staff projections.

*Total Revenue* (\$5,129,678 - line 6) is \$276,954 or 5.1 percent *lower* than prior year performance, driven mainly by *Sales Tax* (\$4,618,067 - line 1) which is \$267,400 or 5.5 percent *lower*.

**Expenditures:** *Total Administration* (\$56,893 - line 21) is *better* than the year-to-date staff projections by \$23,183 or 29.0 percent. Within total administration, *Other Admin Expenses* (\$12,935 - line 19) is \$15,626 or 54.7 percent *better* than staff projections.

**Budget Amendment:** There are no budget revisions for the month of July 2010.

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

650-508-6274  
650-508-7752

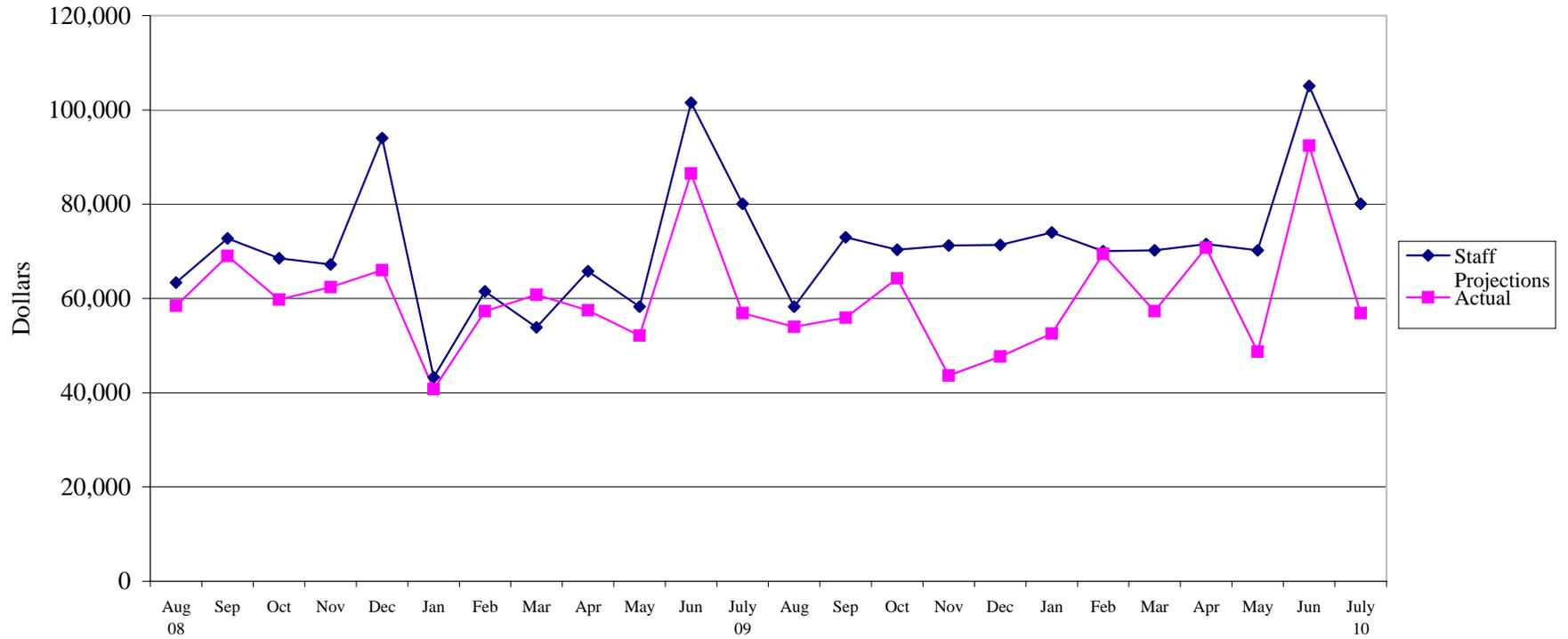
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**Fiscal Year 2011**  
**July 2010**

% OF YEAR ELAPSED: **8.3%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET	STAFF PROJECTION	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	4,618,067	4,885,467	4,618,067	4,618,100	100.0%	60,000,000	60,000,000	7.7%
2 Interest Income	421,266	430,167	421,266	507,360	83.0%	5,557,240	5,557,240	9.1%
3 Rental Income	90,135	89,074	90,135	90,470	99.6%	1,085,640	1,085,640	8.3%
4 Grant Proceeds	211	1,924	211	351,500	0.1%	4,218,000	4,218,000	0.0%
5								
6 <b>TOTAL REVENUE</b>	<b>5,129,678</b>	<b>5,406,632</b>	<b>5,129,678</b>	<b>5,567,430</b>	<b>92.1%</b>	<b>70,860,880</b>	<b>70,860,880</b>	<b>7.2%</b>
7								
<b>EXPENDITURES:</b>								
8								
9								
10 Annual Allocations	1,801,009	1,905,539	1,801,009	1,822,457	98.8%	23,358,888	23,358,888	7.7%
11								
12 Program Expenditures	265,463	(483,230)	265,463	1,081,635	24.5%	12,979,612	12,979,612	2.0%
13								
14 Oversight	11,399	38,589	11,399	80,833	14.1%	970,000	970,000	1.2%
15								
16 Administrative								
17 Staff Support	43,958	35,436	43,958	50,516	87.0%	606,390	606,390	7.2%
18 Measure A Info-Others	0	0	0	999	0.0%	12,000	12,000	0.0%
19 Other Admin Expenses	12,935	11,726	12,935	28,561	45.3%	333,109	333,109	3.9%
20								
21 Total Administrative	56,893	47,163	56,893	80,076	71.0%	951,499	951,499	6.0%
22								
23 <b>TOTAL EXPENDITURES</b>	<b>2,134,764</b>	<b>1,508,061</b>	<b>2,134,764 (1)</b>	<b>3,065,001</b>	<b>69.6%</b>	<b>38,259,999</b>	<b>38,259,999</b>	<b>5.6%</b>
24								
25 <b>EXCESS (DEFICIT)</b>	<b>2,994,914</b>	<b>3,898,571</b>	<b>2,994,914</b>	<b>2,502,429</b>		<b>32,600,881</b>	<b>32,600,881</b>	
26								
27 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>425,328,119</b>	<b>419,660,316</b>	<b>298,820,434</b>		<b>298,820,434</b>	<b>298,820,434</b>	
28								
29 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>429,226,690</b>	<b>422,655,230</b>	<b>301,322,863</b>		<b>331,421,315</b>	<b>331,421,315</b>	
30								
31								
32 Includes the following balances:								
33 Cash and Liquid Investments		521,164		FY 2010 Carryover of Commitments (Unaudited)		284,778,976		
34 Current Committed Fund Balance		320,904,211 (2)		FY 2011 Additional Commitments (Budgeted)		38,259,999		
35 Undesignated Cash & Net Receivable		101,229,855		Less: Current YTD expenditures		(2,134,764) (1)		
36 Total		<u>422,655,230</u>		Current Committed Fund Balance		<u>320,904,211 (2)</u>		
37								
38								
39								
40								
41 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
42 against the annual budget. When comparing it to the amounts shown in the								
43 "% of PROJ" column, please note that individual line items reflect variation:								
44 due to seasonal activities during the year.								

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## SMCTA Administrative Expenses



### Current Year Data

	Jul '10	Aug '10	Sep '10	Oct '10	Nov '10	Dec '10	Jan '11	Feb '11	Mar '11	Apr '11	May '11	Jun '11
<b>MONTHLY EXPENSES</b>												
Staff Projections	80,076											
Actual	56,893											
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	80,076											
Actual	56,893											
Variance-F(U)	23,183											
Variance %	28.95%											



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 JULY, 2010

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	1.120%	\$ 254,956,608	\$ 256,371,933
Local Agency Investment Fund	Liquid Cash	0.531%	\$ 10,765,645	\$ 10,783,342
Investment Portfolio	Liquid Cash	2.166%	\$ 139,412,899	\$ 140,407,437
Other	Liquid Cash	0.050%	\$ 521,164	\$ 521,164
			<u>\$ 405,656,316</u>	<u>\$ 408,083,876</u>

Accrued Earnings for July 2010 \$ 493,670.18 (1)  
 Cumulative Earnings FY2011 \$ 493,670.18

(1) Earnings do not include prior period adjustments

\* County Pool average yield for the month ending July 31, 2010 was 1.120%. As of July 31, 2010, the amortized cost of the Total Pool was \$2,374,683,718.11 and the fair market value per San Mateo County Treasurer's Office was \$2,387,866,155.58.

\*\* The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.001643776 as reported by LAIF for quarter ending June 30, 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  
 JOHN LEE, VICE CHAIR  
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 JIM VREELAND

MICHAEL J. SCANLON  
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TSM RESERVE ACCOUNT

AS OF JULY, 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	1.120%	\$ 668,040	\$ 671,748
			<u>\$ 668,040</u>	<u>\$ 671,748</u>

Interest Income:

Accrued Earnings for July 2010	\$	-
Cumulative Earnings FY2011	\$	-

\* 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.

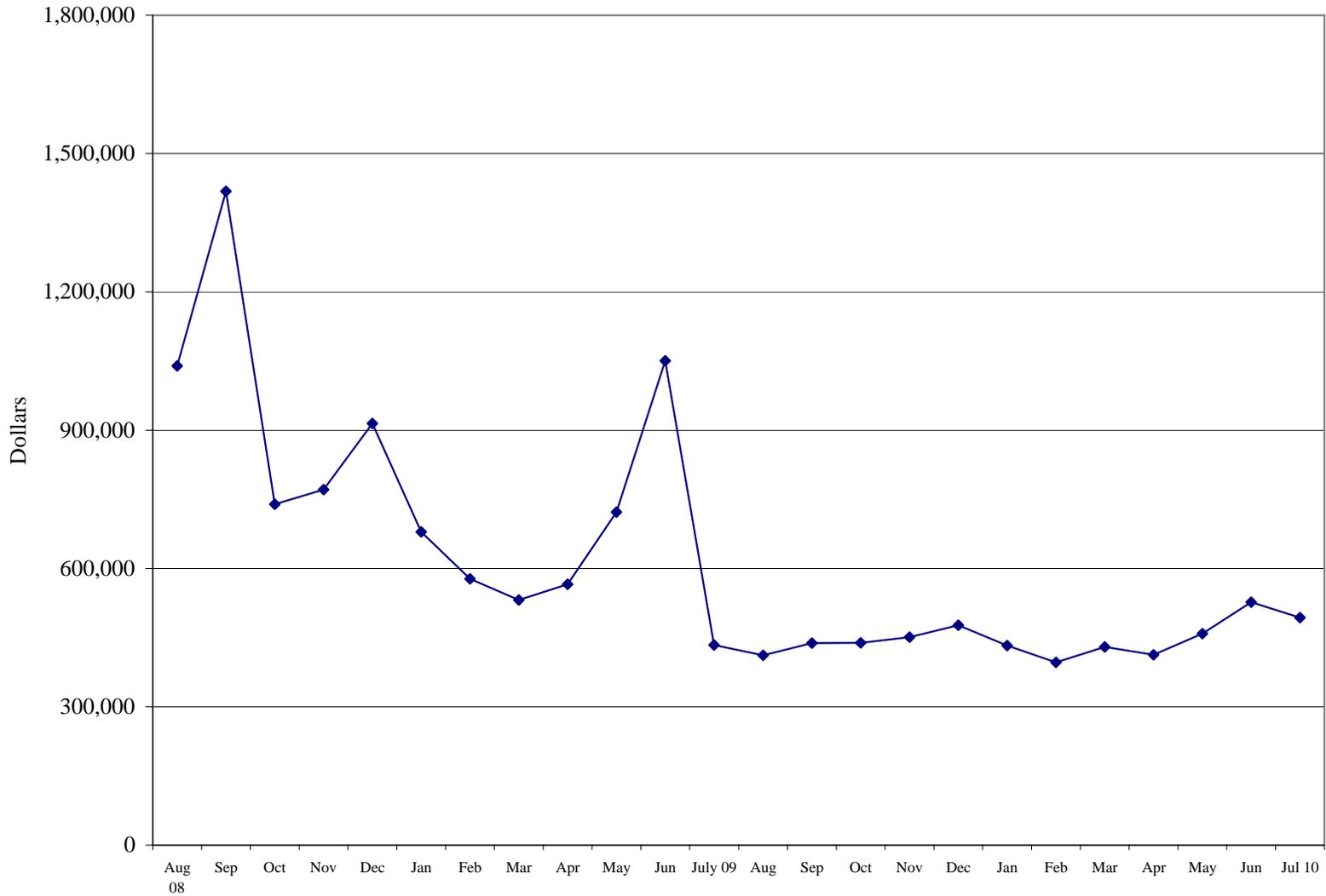
\*\* County Pool average yield for the month ending July 31, 2010 was 1.120%. As of July 31, 2010, the amortized cost of the Total Pool was \$2,374,683,718.11 and the fair market value per San Mateo County Treasurer's Office was \$2,387,866,155.58.

\*\*\* 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  
JULY 2010**

FY2011	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	493,670.18	493,670.18
AUGUST		
SEPTEMBER		
OCTOBER		
NOVEMBER		
DECEMBER		
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

## SMCTA Interest Income



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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**INTEREST ON INVESTMENTS**  
**JULY 31, 2010**

DESCRIPTION	TOTAL INVESTMENT 07-31-10	INTEREST RECEIVABLE 06-30-10	INTEREST EARNED 07-31-10	INTEREST RECEIVED 07-31-10	ADJ.	INTEREST RECEIVABLE 07-31-10
LAIF	10,765,645.45	23,545.52	3,665.72	23,545.52	0.00	3,665.72
COUNTY POOL	255,624,647.63	687,951.17	243,488.62	687,951.17	0.00	243,488.62
BANK OF AMERICA	521,164.29	0.00	29.55	29.55	0.00	0.00
INVESTMENT PORTFOLIO	<u>139,412,898.52</u>	<u>625,820.50</u>	<u>245,169.75</u>	<u>171,678.03</u>	<u>1,316.54</u>	<u>700,628.76</u>
	<u>406,324,355.89</u>	<u>1,337,317.19</u>	<u>492,353.64</u>	<u>883,204.27</u>	<u>1,316.54</u>	<u>947,783.10</u>

**JULY 2010 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned Per Report 07/31/10	493,670.18
<b>Add:</b>	
County Pool Adj.	
Misc. Income	
GASB 31	
<b>Less:</b>	
Management Fees	(5,830.00)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(66,573.92)</u>
Total Interest & Capital Gain(Loss)	<u>421,266.26</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	493,670.18
<b>Add:</b>	
County Pool Adj.	
Misc. Income	
GASB 31	
<b>Less:</b>	
Management Fees	(5,830.00)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(66,573.92)</u>
Total Interest	<u>421,266.26</u>
Balance Per Ledger as of 07/31/10	
Int Acct. 409100 - Co. Pool	243,488.62
Int Acct. 409100 - LAIF	3,665.72
Int Acct. 409100 - B of A	29.55
Int Acct. 409100 - Misc. Income	0.00
Int Acct. 409101 - Portfolio Funds	240,656.29
Gain(Loss) Acct. 405210	(66,573.92)
GASB31 Acct. 405220	<u>0.00</u>
	<u>421,266.26</u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INVESTMENT PORTFOLIO  
JULY 31, 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 6-30-10	VALUE 07-31-10					REC'VBLE 06-30-10	EARNED 07-31-10			REC'VBLE 07-31-10	
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>															
<b><u>CORPORATE BONDS</u></b>															
JP MORGAN CHASE	481247AD6	12-16-08	2,028,000.00	2,018,418.00	2,015,844.00	12-01-10	2.625%	145.8333	30	4,375.00	4,375.00			8,750.00	2,000,000
BANK OF AMERICA	06052AAA9	12-23-08	2,000,000.00	2,012,478.00	2,011,604.00	12-23-10	1.700%	94.4444	30	755.56	2,833.33			3,588.89	2,000,000
GENERAL ELECTRIC	36967HAL1	04-24-09	2,014,900.00	2,019,360.00	2,019,126.00	03-11-11	1.800%	100.0000	30	11,000.00	3,000.00			14,000.00	2,000,000
BANK OF AMERICA	06050BAG6	12-28-09	2,032,960.00	2,048,120.00	2,049,862.00	04-30-12	2.100%	116.6667	30	7,116.67	3,500.00			10,616.67	2,000,000
GENERAL ELECTRIC	36967HAH0	03-24-10	1,530,600.00	1,539,582.00	1,542,022.50	06-08-12	2.200%	91.6667	30	2,108.34	2,750.00			4,858.34	1,500,000
GOLDMAN SACHS	38146FAA9	05-29-09	3,124,650.00	3,141,387.00	3,144,648.00	06-15-12	3.250%	270.8333	30	4,333.33	8,125.00			12,458.33	3,000,000
WELLS FARGO & CO	949744AC0	03-16-10	3,058,440.00	3,080,598.00	3,082,221.00	06-15-12	2.125%	177.0833	30	2,833.33	5,312.50			8,145.83	3,000,000
JOHN DEERE CAPITAL	24424DAA7	03-16-10	3,107,970.00	3,119,658.00	3,122,142.00	06-19-12	2.875%	239.5833	30	2,875.00	7,187.50			10,062.50	3,000,000
															13.28%
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>															
US TREASURY NOTE	912828JS0	02-11-09	3,517,500.00	3,515,040.06	3,512,033.00	11-30-10	1.250%	121.5278	30	3,705.60	3,645.83		59.77	7,411.20	3,500,000
US TREASURY NOTE	912828KB5	04-30-09	2,789,062.50	2,826,578.08	2,828,764.74	01-15-12	1.125%	87.5000	30	14,531.77	2,625.00	15,750.00	48.39	1,455.16	2,800,000
US TREASURY NOTE	912828KX7	03-22-10	1,525,312.50	1,537,032.13	1,538,086.60	06-15-12	1.875%	78.1250	30	1,229.51	2,343.75		38.42	3,611.68	1,500,000
US TREASURY NOTE	912828LH1	03-12-10	2,028,125.00	2,046,406.22	2,048,594.32	08-15-12	1.750%	97.2222	30	10,732.04	2,916.67		80.57	13,729.28	2,000,000
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,801,571.35	15,843,752.10	01-31-13	2.875%	1,197.9167	30	179,886.05	35,937.50		973.32	216,796.87	15,000,000
															17.80%
<b><u>U.S. GOVERNMENT AGENCIES</u></b>															
* FHLB	3133XRN22	12-23-08	2,065,360.00	2,002,500.00	0.00	07-16-10	3.500%	194.4444	15	32,083.33	2,916.67	35,000.00		0.00	2,000,000
FHLB	3133XBV28	04-21-09	5,230,400.00	5,067,187.50	5,051,562.50	11-02-10	4.250%	590.2778	30	34,826.39	17,708.33			52,534.72	5,000,000
FNMA	31398AVQ2	03-23-09	3,512,845.00	3,533,906.25	3,531,718.75	03-23-11	1.750%	170.1389	30	16,673.61	5,104.17			21,777.78	3,500,000
FHLB	3133XRY46	06-10-10	5,191,000.00	5,192,187.50	5,185,937.50	09-09-11	3.750%	520.8333	30	10,937.50	15,625.00			26,562.50	5,000,000
FHLB	3133XUT37	06-29-10	4,004,800.00	4,006,250.00	4,005,000.00	09-23-11	1.150%	127.7778	30	255.56	3,833.33			4,088.89	4,000,000
FNMA	31359MLS0	11-18-08	2,131,400.00	2,131,250.00	2,126,875.00	11-15-11	5.375%	298.6111	30	13,736.11	8,958.33			22,694.44	2,000,000
FANNIE MAE	31398AUU4	01-23-09	4,014,560.00	4,081,250.00	4,087,500.00	01-09-12	2.000%	222.2222	30	38,222.22	6,666.67	40,000.00		4,888.89	4,000,000
FHLB	3133XSWM6	01-23-09	3,000,000.00	3,067,500.00	3,069,375.00	01-23-12	2.100%	175.0000	30	27,650.00	5,250.00	31,500.00		1,400.00	3,000,000
FHLM	3128X9TY6	01-26-10	4,006,000.00	4,015,212.00	4,014,688.00	01-26-12	1.250%	138.8889	30	21,527.79	4,166.67	25,000.00		694.46	4,000,000
FNMA	3136FHEV3	04-24-09	5,035,200.00	5,053,125.00	5,051,562.50	03-23-12	2.375%	329.8611	30	32,326.39	9,895.83			42,222.22	5,000,000
FHLB	3133XR5T3	03-12-10	2,105,000.00	2,111,250.00	2,110,625.00	06-08-12	3.625%	201.3889	30	4,631.94	6,041.67			10,673.61	2,000,000
FHLM	3137EACC1	05-27-09	1,995,080.00	2,039,375.00	2,041,250.00	06-15-12	1.750%	97.2222	30	1,555.56	2,916.67			4,472.23	2,000,000
FHLB	3133XUD91	03-15-10	6,065,625.00	6,084,375.00	6,084,375.00	08-10-12	2.050%	341.6667	30	34,850.00	10,250.00			45,100.00	6,000,000
FNMA	31398AYM8	07-10-09	4,996,300.00	5,096,875.00	5,107,812.50	08-10-12	1.750%	243.0556	30	34,270.83	7,291.67			41,562.50	5,000,000
FHLM	3128X93T5	06-14-10	7,544,225.00	7,567,755.00	7,562,160.00	01-15-13	1.750%	364.5833	30	5,104.17	10,937.50	10,208.33		5,833.34	7,500,000
FHLM - STEP UP	3134G1HD9	06-28-10	5,995,800.00	6,005,064.00	6,005,652.00	03-28-13	0.750%	125.0000	30	375.00	3,750.00			4,125.00	6,000,000
FNMA - STEP UP	31398AL59	03-29-10	7,996,900.00	8,015,000.00	8,015,000.00	03-29-13	1.000%	222.2222	30	20,444.44	6,666.67			27,111.11	8,000,000

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INVESTMENT PORTFOLIO  
JULY 31, 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 6-30-10	VALUE 07-31-10					REC'VBLE 06-30-10	EARNED 07-31-10			REC'VBLE 07-31-10	
FNMA - STEP UP	3136FMJN5	04-12-10	3,993,200.00	4,018,750.00	4,017,500.00	04-12-13	1.100%	122.2222	30	9,655.56	3,666.67			13,322.23	4,000,000
FNMA	31398AM25	04-15-10	2,796,920.00	2,828,000.00	2,825,375.00	04-15-13	2.000%	155.5556	30	11,822.22	4,666.67			16,488.89	2,800,000 58.00%
<b><u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u></b>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,216,079.74	10,250,331.65	04-15-14	1.250%	336.3170	30	25,734.16	10,089.51		300.08	36,123.75	9,793,550 7.03%
<b><u>COLLATERIZED MORTGAGE OBLIGATIONS</u></b>															
FHLM SERIES 1832 - F	3133T65S6	11-26-08	72,853.69	71,155.32	71,441.35	03-15-11	6.500%	15.4346	30	463.04	463.04	463.03	(76.05)	387.00	71,447
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	1,342,576.74	1,407,622.61	1,392,241.06	12-28-12	5.270%	196.3599	30	589.08	5,890.80	5,890.80	(12.26)	576.82	1,313,435 0.99%
<b><u>FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS</u></b>															
FHLM GOLD POOL	31282SAC6	12-22-08	759,068.15	761,055.85	759,650.25	03-01-11	4.000%	86.7799	30	2,603.40	2,603.40	2,603.39	(99.78)	2,503.63	751,088 0.54%
* SOLD / MATURED			(2,065,360.00)	(2,002,500.00)											(2,000,000.00)
<b>SUBTOTAL</b>			<u>136,131,794.83</u>	<u>137,076,454.61</u>	<u>137,126,333.32</u>					<u>625,820.50</u>	<u>239,911.35</u>	<u>166,415.55</u>	<u>1,312.46</u>	<u>700,628.76</u>	<u>134,029,520.01</u>
<b><u>CERTIFICATE OF DEPOSITS</u></b>															
CDARS	(N/A)	04-02-09	2,050,968.34	2,050,968.34	2,050,968.34	03-31-11	1.890%	106.0305	31	0.00	3,286.95	3,289.44	2.49	(0.00)	2,050,968
CDARS	(N/A)	04-09-09	1,230,135.35	1,230,135.35	1,230,135.35	04-07-11	1.890%	63.5953	31	0.00	1,971.45	1,973.04	1.59	(0.00)	1,230,135 2.36%
SOLD / MATURED			-	-											-
<b>TOTAL</b>			<u>139,412,898.52</u>	<u>140,357,558.30</u>	<u>140,407,437.01</u>					<u>625,820.50</u>	<u>245,169.75</u>	<u>171,678.03</u>	<u>1,316.54</u>	<u>700,628.76</u>	<u>137,310,623.07</u>

20-Aug-10

Weighted Average Interest Rate 2.1657%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS  
 FY2010 & FY2011  
 JULY 2010

8/20/10 12:17 PM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
<b>FY2010:</b>					
1st Quarter	16,177,000	1st Quarter	14,555,215	(1,621,785)	14,555,215
2nd Quarter	17,154,000	2nd Quarter	15,241,445	(1,912,555)	15,241,445
3rd Quarter	11,022,500	3rd Quarter	13,642,315	2,619,815	13,642,315
4th Quarter	15,646,500	4th Quarter	16,561,025	914,525	16,561,025
<b>FY2010 Total</b>	<b>60,000,000</b>	<b>FY2010 Total</b>	<b>60,000,000</b>	<b>(0)</b>	<b>60,000,000</b>
<b>FY2011:</b>					
Jul. 10	4,110,600	Sep. 10		0	4,110,600 (1)
Aug. 10	4,110,600	Oct. 10		0	4,110,600
Sep. 10	5,480,800	Nov. 10		0	5,480,800
1st Qtr. Adjustment	1,522,400	Dec. 10		0	1,522,400 (1) Jul
3 Months Total	15,224,400		0	0	15,224,400 Portion
Oct. 10	4,295,900	Dec. 10		0	4,295,900
Nov. 10	4,295,900	Jan. 11		0	4,295,900
Dec. 10	5,727,900	Feb. 11		0	5,727,900
2nd Qtr. Adjustment	1,591,100	Mar. 11		0	1,591,100
6 Months Total	31,135,200		0	0	31,135,200
Jan. 11	3,741,000	Mar. 11		0	3,741,000
Feb. 11	3,741,000	Apr. 11		0	3,741,000
Mar. 11	4,987,900	May 11		0	4,987,900
3rd Qtr. Adjustment	1,385,500	Jun. 11		0	1,385,500
9 Months Total	44,990,600		0	0	44,990,600
Apr. 11	4,052,500	Jun. 11		0	4,052,500
May 11	4,052,500	Jul. 11		0	4,052,500
Jun. 11	5,403,400	Aug. 11		0	5,403,400
4th Qtr. Adjustment	1,501,000	Sep. 11		0	1,501,000
<b>FY2011 Total</b>	<b>60,000,000</b>	<b>FY2011 Total</b>	<b>0</b>	<b>0</b>	<b>60,000,000</b>
	4,618,067	1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>4,618,067</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

	<u>7/31/2010</u>
Cash -- Bank of America Checking Account	521,164.29
LAIF	10,765,645.45
County Pool	255,624,647.63
Investment Portfolio	139,412,898.52
Total	<u><u>406,324,355.89</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN -- JULY 2010

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000612	PENINSULA CORRIDOR JOINT POWERS BOARD	7/6/2010	33,825.96	WIR	Capital Programs
SMCTA	000613	SAN MATEO COUNTY TRANSIT DISTRICT	7/6/2010	125,523.33	WIR	Capital Programs
SMCTA	000614	MATSUMOTO, KARYL M.	7/6/2010	100.00	WIR	Board of Directors Compensation
SMCTA	000615	GROOM, CAROLE	7/6/2010	100.00	WIR	Board of Directors Compensation
SMCTA	000616	NAGEL, TERRY	7/6/2010	100.00	WIR	Board of Directors Compensation
SMCTA	000617	DEPARTMENT OF TRANSPORTATION	7/12/2010	642,489.34	WIR	Capital Programs
SMCTA	000618	PENINSULA CORRIDOR JOINT POWERS BOARD	7/19/2010	2,915.66	WIR	Capital Programs
SMCTA	000619	PENINSULA CORRIDOR JOINT POWERS BOARD	7/26/2010	105,247.16	WIR	Capital Programs
SMCTA	002744	BKF ENGINEERS	7/6/2010	882.28	CHK	Capital Programs
SMCTA	002745	FOUST, ROSANNE	7/6/2010	100.00	CHK	Board of Directors Compensation
SMCTA	002746	GORDON, RICHARD S.	7/6/2010	100.00	CHK	Board of Directors Compensation
SMCTA	002747	HOLLAND & KNIGHT LLP	7/6/2010	15,000.00	CHK	Legislative Advocate
SMCTA	002748	LEE, JOHN	7/6/2010	100.00	CHK	Board of Directors Compensation
SMCTA	002749	DELL MARKETING L.P.	7/12/2010	559.16	CHK	Software Maintenance and Licen
SMCTA	002750	GREEN CARPET LANDSCAPING	7/12/2010	7,710.00	CHK	Grounds Maintenance Service
SMCTA	002751	HARRIS ELECTRIC	7/12/2010	3,177.00	CHK	Capital Programs
SMCTA	002752	PARKING COMPANY OF AMERICA	7/12/2010	96,589.77	CHK	SMCTA Caltrain Shuttles
SMCTA	002753	RAJAPPAN & MEYER CONSULTING	7/12/2010	347.72	CHK	Capital Programs
SMCTA	002754	SAN FRANCISCO CHRONICLE	7/12/2010	468.00	CHK	Legal Advertising
SMCTA	002755	URS CORPORATION	7/12/2010	114,283.42	CHK	Capital Programs
SMCTA	002756	WILBUR SMITH ASSOCIATES	7/12/2010	15,763.56	CHK	Capital Programs
SMCTA	002757	ALVAREZ, JAY	7/19/2010	400.00	CHK	Promotional Advertising
SMCTA	002758	BARTHOLOMEW, TASHA	7/19/2010	300.00	CHK	Employee Expense
SMCTA	002759	CARTER & BURGESS, INC.	7/19/2010	7,683.36	CHK	Capital Programs
SMCTA	002760	S3, INC.	7/19/2010	6,000.00	CHK	Seminar and Training
SMCTA	002761	SHAW/YODER & ANTWIH, INC.	7/19/2010	3,612.00	CHK	Legislative Advocate
SMCTA	002762	BKF ENGINEERS	7/26/2010	1,538.86	CHK	Capital Programs
SMCTA	002763	DMJM HARRIS/MARK THOMAS JV	7/26/2010	41,333.70	CHK	Capital Programs
SMCTA	002764	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	7/26/2010	14,622.70	CHK	Legal Services
SMCTA	002765	MENLO PARK, CITY OF	7/26/2010	14,871.75	CHK	Alternative Congestion Relief
SMCTA	002766	PENINSULA TRAFFIC CONGESTION RELIEF	7/26/2010	54,543.25	CHK	Shuttles Payable
SMCTA	002767	SAN FRANCISCO COUNTY TRANSPORTATION	7/26/2010	2,712.27	CHK	Capital Programs
SMCTA	002768	WELLS FARGO OF CALIFORNIA	7/26/2010	122,351.25	CHK	Insurance Premiums
				<u>1,435,351.50</u>		

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
July 14, 2010**

The Community Relations Committee and Board

A proclamation in honor of the 20<sup>th</sup> anniversary of the Americans with Disabilities Act (ADA) was presented to Paratransit Coordinating Council (PCC) Chair Nancy Keegan.

Manager of Accessible Transit Services Bill Welch said there will be an ADA 20<sup>th</sup> anniversary event on July 26 at the Redwood City County Center. SamTrans will have a bus at the event to demonstrate its accessible features.

PCC Update – Chair Keegan reported:

- The quarterly newsletter was distributed.
- Redi-Wheels on-time performance and productivity continue to improve due to the change in the late cancellation policy.
- PCC staff is pleased to hear the Interactive Voice Response System may be implemented as soon as December, which will provide improved communication with automated calls to riders.
- The PCC's Quarterly Consumer Core Report, which is compiled from a group of anonymous riders about their ride experience, was presented at yesterday's meeting. This assists the PCC in evaluating a typical ride.

A Certificate of Recognition was presented to former PCC Chair Kent Mickelson.

Citizens Advisory Committee – Chair John Baker reported:

- There was no meeting in July but reported on the June meeting.
  1. Matey Matev will be leaving the committee to attend college.
  2. Marketing Manager Pat Boland provided an update on bus shelters.
  3. The CAC is in favor of merging Coastside Routes 294 and 17 on weekends.

Director of Bus Transportation Chester Patton presented the Performance Report – Mobility Management Fixed-route Bus Service (attached).

Average weekday ridership for all modes for May 2010 compared to May 2009 was 95,094, a decrease of 2.7 percent.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for April 2010. Revenues are under budget by \$2.5 million. Expenses are under budget by \$3.1 million. Fuel was \$2.13 per gallon last week. The fuel hedge was completed and half the fuel portfolio for Fiscal Year (FY) 2011 was locked in at \$2.20 per gallon.

Approved and ratified the FY2011 District Insurance Program for a total premium cost of \$1,276,103.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
July 14, 2010**

Authorized execution of a Memorandum of Understanding with the city of Daly City and San Mateo County Human Services Agency and filed claims to receive and pass through a total of \$536,917 of State Transit Assistance for Lifeline Transportation Projects.

Authorized disposition of 16 surplus service support vehicles that have reached the end of their useful lives. Methods of disposition are by sealed bid, public auction, negotiation, transfer to another public agency or by discarding as scrap.

Awarded contracts to The Louis Berger Group, Inc. and Jones & Stokes Associates, Inc. to provide on-call environmental planning consulting services for up to \$500,000 over a three-year base period to be shared in the aggregate by the two firms. Authorized two additional one-year option terms with the above firms for up to \$250,000 in total for both option terms to be shared in the aggregate by the firms, if deemed in the best interest of the District. There is no guarantee of any specific amount of on-call work to be authorized.

Awarded three on-call, no guarantee contracts for printing services, each for a three-year term, in an estimated total aggregate amount of \$455,400 to Essence Printing, Fong Brothers Printing, Inc. and Spectrum Lithographic. The contracts will provide the District with the necessary printing services required to print a variety of materials such as newsletters, route schedules and system maps.

The Legislative Committee and Board

The House Appropriations Subcommittee on Transportation approved FY2011 spending levels. Funding for Federal Transit Assistance programs increased by \$575 million, which included \$75 million for Positive Train Control nationwide. This is \$25 million more than the previous year. Funding for the High-Speed Rail program was \$1.4 billion, which is more than the president recommended but less than the \$2.5 billion the House approved last year. The bill does not include any funding for the Transit Investments for Greenhouse Gas and Energy Reduction Program that was launched as part of the American Recovery and Reinvestment Act. One of the most dramatic changes in the bill was the sharp reduction of member-requested appropriations. The subcommittee included 180 fewer requests compared to the 2010 bill. Even though congressional representatives submitted SamTrans' requests to the committee, the San Mateo County Congressional delegation was limited to one single transportation-related request; \$500,000 for San Francisco's Great Highway long-term planning. The Senate's version is scheduled to be marked up next week, but passage of a final bill before the end of the fiscal year is unlikely.

Staff expects Congress to enact a continuing resolution prior to September 30.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
July 14, 2010**

Planning, Development and Sustainability Committee and Board

- Manager of Strategic Development Corinne Goodrich presented the Grand Boulevard Initiative Multimodal Transportation Corridor Plan. The goal of the Corridor Plan is to facilitate development of a better match for land use and transportation on the El Camino Real Corridor from Daly City to San Jose's Diridon Station in support of smart growth. The plan is intended guide the transformation of El Camino Real into a pedestrian and transit friendly, high-performing multimodal arterial where all modes of transportation move efficiently and safely.
- Manager of Planning and Research Marisa Espinosa presented the Comprehensive Operational Analysis (COA). The focus of the COA is to reinvent San Mateo County Transit District's services; address the needs of the aging population and customers with disabilities and low-income patrons; integrate the initial recommendations of the Grand Boulevard Initiative Multimodal Transportation Corridor Plan; link transit service with land use; and improve connectivity between systems. Implementation is to be determined.

Board of Directors

Called for a public hearing on September 8, 2010 to consider paratransit agency group fare increases and minor codified tariff language changes.

Report of the General Manager/CEO Michael Scanlon:

- Recognized 25-year safe worker Rudy Chavez.
- Congratulated Chair Rose Guilbault on her appointment to the Board of Trustees of the Mineta Transportation Institute at San José State University.
- New officers for the Amalgamated Transit Union Local 1575 are President/Business Agent Ron Smith, Vice President Gene Rimando and Secretary/Treasurer Ernie Solero.
- Staff was acknowledged for work on the Grand Boulevard Initiative.

Executive Officer, Customer Service and Marketing Rita Haskin presented pictures from the recent Fun Destinations event at Onetta Harris Community Center in Menlo Park.

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

Legal Counsel discussed pending labor negotiations. This item will be calendared for the September 8 Board meeting.

The August Board meeting is cancelled. The next meeting of the Board is scheduled for Wednesday, September 8, 2010.



samTrans

# Mobility Management - Fixed-route Bus Service

San Mateo July 14, 2010

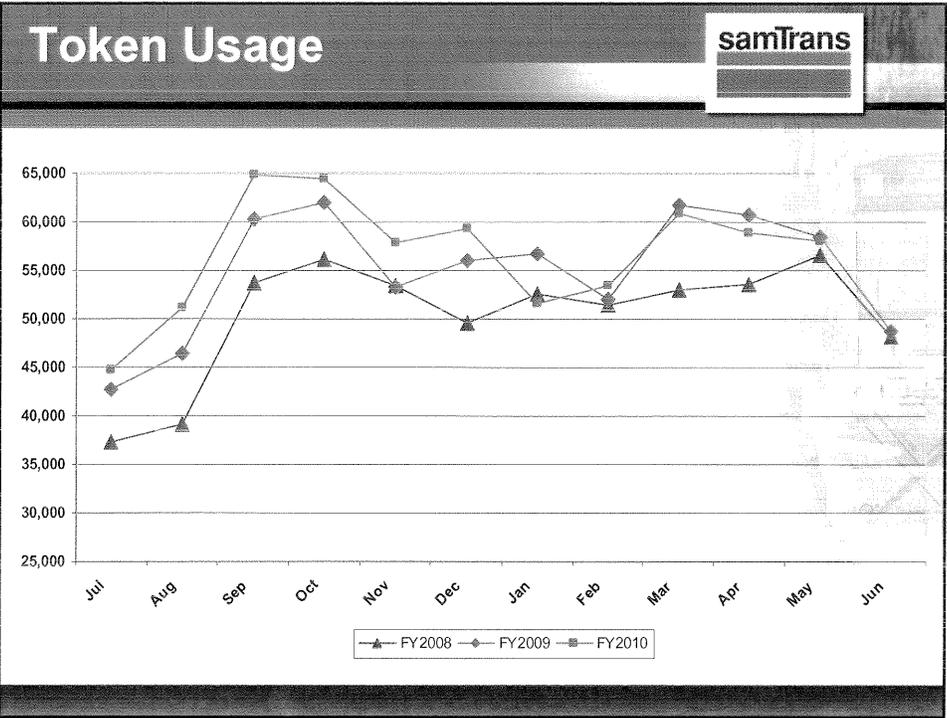
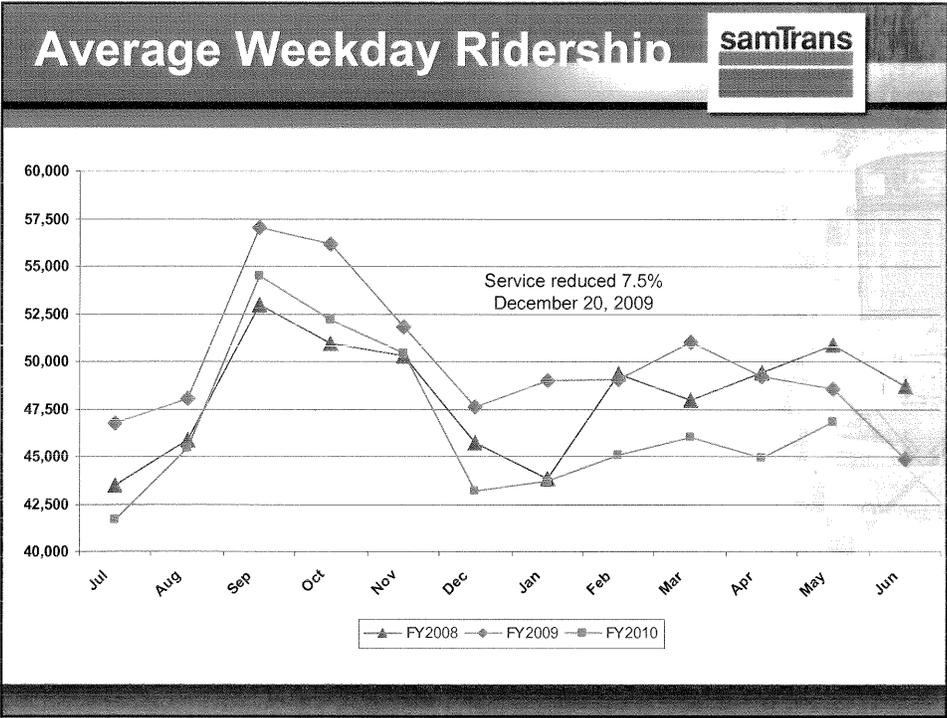
## Fixed-route Bus Service



samTrans

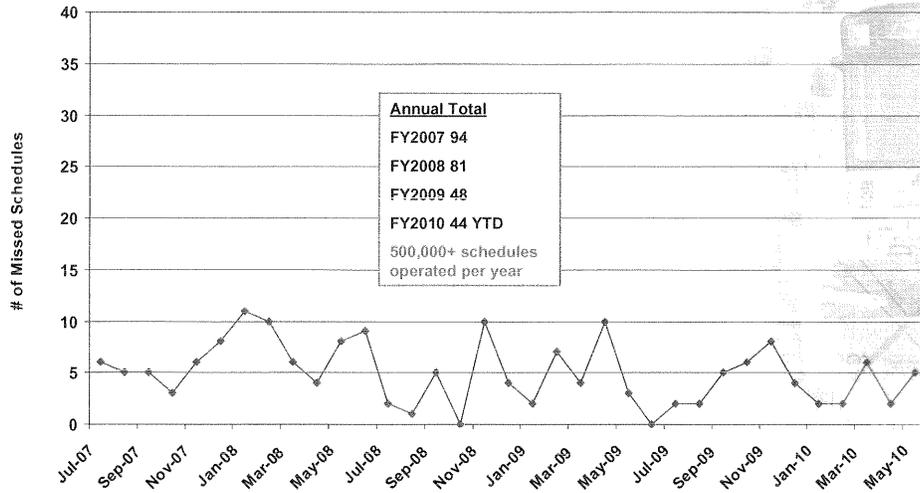
- Performance Statistics
- Human Capital Investment
- Projects Update
- Bus Service Contracts
- Route 17
- Sustainability
- Summary





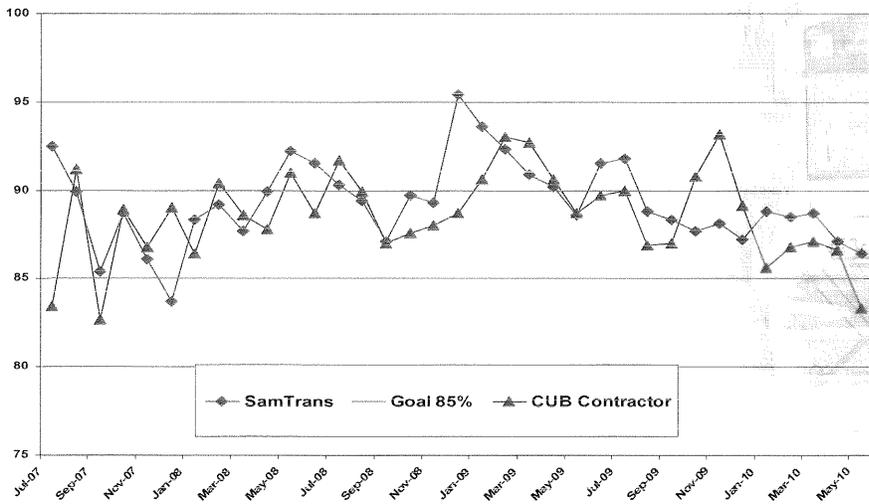
# Missed Schedules

samTrans



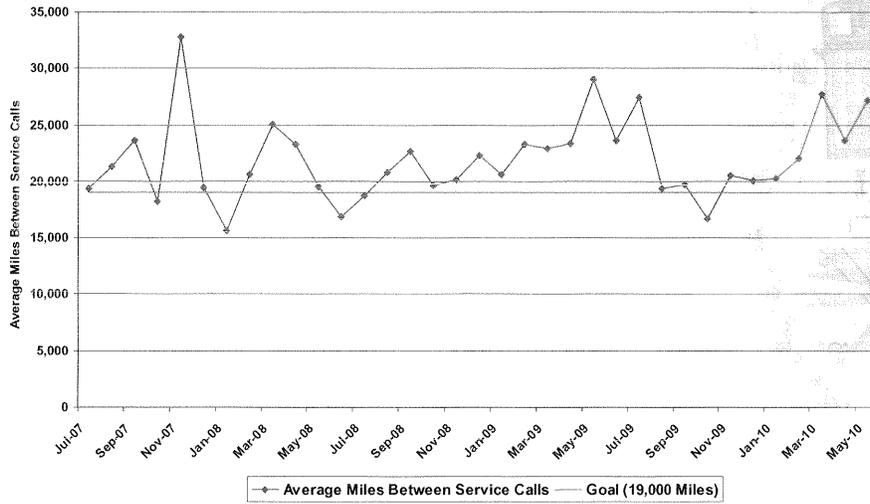
# On-time Performance

samTrans



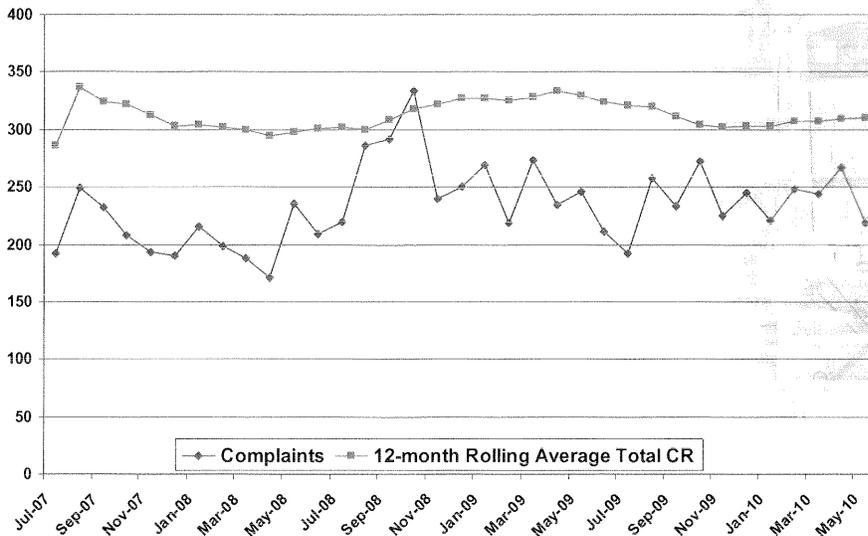
# Fleet Reliability

samTrans



# Consumer Reports

samTrans



## Human Capital Investment

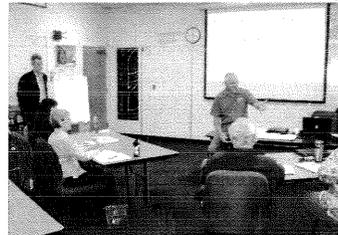
samTrans

### District Strategic Plan cites the following goals for employees:

- Attract and retain quality employees
- Encourage excellence and innovative thinking
- Invest in employees' professional development

### Supervisor Academy

- 144 graduates to date
- Next program - Bus Operators & Mechanics starts Fall 2010

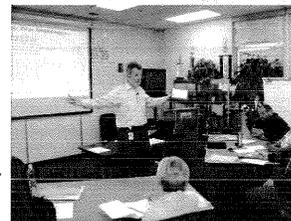


## Human Capital Investment

samTrans

### Leadership Program

- 12 administrative employees will complete modules this month
- Next program is scheduled for October 2010



### Mechanics Training

- Regional maintenance training initiated June 21 when JR Salazar of Monterey Salinas Transit entered the SamTrans training program



## Projects Update

samTrans

### New Buses

- 40-foot, 81 of 91 in service
- 35-foot, 4 of 40 in service
- 29-foot, all 4 in service

### Predictive Arrival System

- July – Factory Acceptance Testing
- Aug – Installation and testing at Daly City, Colma, Millbrae and Redwood City
- Oct – Implement live system

## Projects Update

samTrans

### Clipper

- Soft launch October 2010

### Farebox Revenue Collection System

- Receipt of equipment – Fall 2010
- Testing and training – late 2010
- AVL integration – late 2010
- Implementation – early 2011

## Bus Service Contracts

samTrans

### CUB Service

- 5<sup>th</sup> and final option year starts Oct. 1, 2010
- Negotiating a favorable rate

### Coastside Service – Route 17

- 1<sup>st</sup> of 2 option years starts July 1, 2010
- Favorable rate negotiated
- Weekend service changes Routes 17 and 294

### SamCoast Service – Pescadero (demand-response)

- Last option year expires Oct. 17, 2010
- Negotiating new agreement to preserve service

## Route 17

samTrans

New 29-foot buses in service Feb. 17; ridership up

Total monthly trips:	<u>2009</u>	<u>2010</u>
• March up 15.4%	8,887	10,257
• April up 11.1%	7,533	8,371
• May up 16.8%	8,212	9,591



## Sustainability

samTrans

**Employee committees are developing policies and working on projects, including:**

- Overarching sustainability policy
- Consolidation of fleet vehicles at Central
- Lights out reminder in conference rooms

**Greenhouse Gas Emissions Inventory and Sustainable ROI report underway**

## Summary

samTrans

- Performance statistics remain stable
- Bus ridership is down
- Investment in employee development, infrastructure, technology, rolling stock because sustainability must remain a top priority for the future of the District
- Continuing even the reduced level of service is being challenged by the District fiscal crisis

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael Scanlon  
Executive Director

FROM: Marian Lee  
Executive Officer, Planning and Development

SUBJECT: **CALL FOR PUBLIC HEARING ON PROPERTY CONVEYANCE POLICY  
AND FEE SCHEDULE UPDATE**

**ACTION**

Staff proposes that the Board call for a public hearing to address adoption of an updated *Policy Regarding Conveyance of Property Interests Involving Property Owned by the TA and Fee Schedule*, and possibly take action on such items, at its October 7, 2010 meeting.

**SIGNIFICANCE**

The proposed policy would provide administrative guidance for processing requests by third parties involving encroachment requests or grants of property rights.

The proposed fee schedule would set forth charges to third parties to enter Transportation Authority (TA) property. These fees would cover administrative expenses associated with the review and approval of property entry requests and oversight of projects on TA property. The current fee schedule is outdated by 10 years.

**BUDGET IMPACT**

The proposed changes are anticipated to promote administrative efficiencies and higher fee collection. Additional revenues realized will be reflected in future budget approvals.

**BACKGROUND**

The Board originally issued a policy for access to TA property in December 2000.

Prepared by:

Brian W. Fitzpatrick, Manager, Real Estate and Property Development

650-508-7781

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Virginia Harrington  
Deputy CEO

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

**ACTION**

Staff recommends that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2010.

**SIGNIFICANCE**

The Transportation Authority's Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on July 23, 2010 in order to meet the 30 day requirement.

**BUDGET IMPACT**

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

**BACKGROUND**

The Transportation Authority is required by state law to submit quarterly reports within 30 days of the end of the quarter covered by the report to the Board of Directors. The report is required to include the following information:

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

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

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on page 6 & 7. The schedule separates the investments into two groups: the Investment Portfolio, which is managed by CSI Capital Management, Inc. (CSI) and Liquidity funds, which are managed by Transportation Authority staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

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

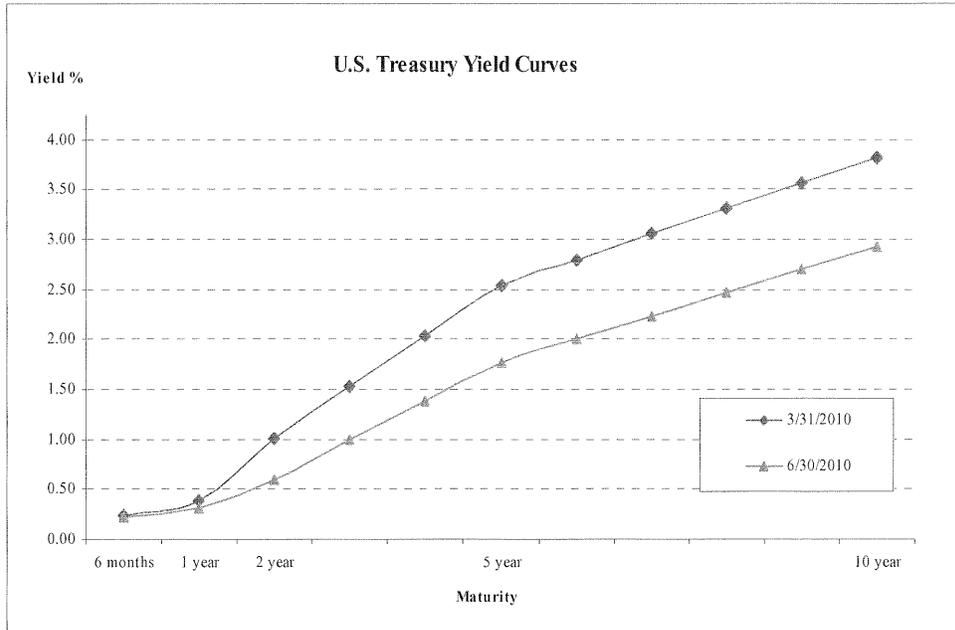
Due to the nature of securities, which are bought and sold in a principal market, such as fixed income securities, multiple market values may exist for a given security at any given time. CSI has chosen IDC as an unbiased estimator of these prices based on their leading role as a provider of end of the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

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

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

## DISCUSSION

### Market Review and Outlook



Data Source: Bloomberg

Fears of a slowdown in global growth and instability in the Euro zone pushed domestic interest rates to near or in some cases record lows during the second quarter of the year. For the quarter as a whole, rates fell between 40-90 basis points with longer-term interest rates experiencing the greatest declines.

The decline in interest rates began early in the quarter, as the depths of the fiscal problems in Greece came to light. Fears that other members of the European Monetary Union such as Portugal, Ireland and Spain would soon face similar problems quickly spread through the market. Austerity measures, subsequently announced by policymakers to calm panicky bond markets, lowered growth expectations and raised deflationary concerns across the developed economies.

The fiscal problems of Greece evolved into a wake-up call for governments large and small that financial markets will no longer tolerate irresponsible fiscal policy. The story of a government that doles out extensive services and lavish benefits, while pushing the resulting financial burden into the future by issuing massive amounts of debt, falls a little too close to home for most of the developed world. The result has been a call for fiscal restraint at a time when the global economy is struggling to regain its momentum.

Unfortunately, there is no easy way out of these fiscal problems. Exchanging current consumption for future work, the essence of borrow-and-spend policies, works only so long as there are investors willing to provide financing. Those investors have reached a point where mere promises of future fiscal responsibility are insufficient motivation to provide continued funding. As a result, country after country has begun to enact fiscal belt-tightening measures to

accommodate their bond markets. Left unchecked, these restrictive measures will produce an environment of meager growth, high unemployment and low returns on investments.

What makes the current environment so difficult is that the sovereign debt markets are offering developed nations, including the US, no alternative other than to meaningfully reduce their deficits. This leaves policymakers with two choices - either accept the ensuing economic malaise or try and offset it through monetary stimulus. This later path is no solution. The required monetary policies, known alternatively as quantitative easing or debt monetization, will inevitably lead to inflation, which at its very core is a tax on wealth.

The dilemma we are currently facing, the choice between years of uninspired growth or possible inflation, is a difficult one. Policymakers will invariably try to find a middle ground, but such a course is likely to fail. The razor's edge of this middle ground presents too fine a point and the policy tools we have to work with are not nearly precise enough.

For now, the important point is that the period of time when developed nations could run large trade and budget deficits and hope to make up the difference with debt is rapidly coming to a close. The coming fiscal discipline imposed by these circumstances leads us to the following conclusions.

1. The chances of a significant negative external financial event have risen noticeably and are likely to remain elevated for some time.
2. Global growth will suffer as developed nations strive for some semblance of fiscal responsibility.
3. Inflation has become less likely in the near term, but more likely down the road.
4. The demand for safe, risk-free investments has pushed the future return on these instruments well below what the fundamentals might otherwise dictate.

CSI did not foresee the recent declines in interest rates, as they focused on more fundamental drivers like domestic economic growth. Although the portfolio has performed in line with CSI's expectations, it has also lagged its benchmark. Ultimately, CSI believes the fundamentals will prevail and interest rates will rise. At that time, it is their belief that the portfolio's lower sensitivity to changes in interest rates will prove adequate in preserving value.

### **Strategy**

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

Given their outlook and the current level of uncertainty in the markets, CSI is comfortable keeping the portfolio's exposure to a change in interest rates below that of the benchmark.

As of the end of the quarter, the Transportation Authority's portfolio consisted of approximately 13.6 percent Government Guaranteed Corporate Bonds, 58.9 percent Agency Securities, 25.8 percent US Treasury securities, 1.7 percent Agency MBS and 0 percent Cash Equivalents;

see Exhibit 6.

### **Budget Impact**

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending June 30, the portfolio returned 1.02 percent. This compares to the benchmark return of 1.57 percent. The Performance graph in Exhibit 3 shows the relative performance of the Authority since inception. The Growth of a Thousand Dollars graph in Exhibit 4 shows the cumulative performance over this same time frame for the Authority's portfolio.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity, is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the portfolio's yield to maturity was 0.98 percent. The benchmark's yield to maturity was 1.14 percent.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the portfolio's rate of return on investments, at cost, was 1.66 percent.

For responses to Board Member inquires, please see Attachment A.

Prepared by: Lori Snow, Manager Finance Treasury

650-508-6425

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
REPORT OF INVESTMENTS  
FOR QUARTER ENDED JUNE 30, 2010**

**EXHIBIT 1**

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<b>FUNDS MANAGED BY CSI CAPITAL MANAGEMENT, INC.</b>						
<b>INVESTMENT PORTFOLIO:</b>						
<b>CORPORATE BONDS</b>						
JP Morgan Chase & Co.	12-01-10	2,000,000	2,018,418	2,018,418	4,375	2,022,793
Bank of America Corp.	12-23-10	2,000,000	2,012,478	2,012,478	756	2,013,234
General Electric Capital Corp	03-11-11	2,000,000	2,019,360	2,019,360	11,000	2,030,360
Bank of America Corp.	04-30-12	2,000,000	2,048,120	2,048,120	7,117	2,055,237
General Electric Capital Corp	06-08-12	1,500,000	1,539,582	1,539,582	2,108	1,541,690
Goldman Sachs	06-15-12	3,000,000	3,141,387	3,141,387	4,333	3,145,720
Wells Fargo & Co.	06-15-12	3,000,000	3,080,598	3,080,598	2,833	3,083,431
John Deere Capital	06-19-12	3,000,000	3,119,658	3,119,658	2,875	3,122,533
<b>GOVERNMENT BONDS</b>						
FHBL	07-16-10	2,000,000	2,002,500	2,002,500	32,083	2,034,583
FHBL	11-02-10	5,000,000	5,067,188	5,067,188	34,826	5,102,014
U.S. Treasury Note	11-30-10	3,500,000	3,515,040	3,515,040	3,706	3,518,746
FNMA	03-23-11	3,500,000	3,533,906	3,533,906	16,674	3,550,580
FHBL	09-09-11	5,000,000	5,192,188	5,192,188	58,333	5,250,521
FHBL	09-23-11	4,000,000	4,006,250	4,006,250	12,522	4,018,772
FNMA	11-15-11	2,000,000	2,131,250	2,131,250	13,736	2,144,986
FNMA	01-09-12	4,000,000	4,081,250	4,081,250	38,222	4,119,472
U.S. Treasury Note	01-15-12	2,800,000	2,826,578	2,826,578	14,532	2,841,110
FHBL	01-23-12	3,000,000	3,067,500	3,067,500	27,650	3,095,150
FHLM	01-26-12	4,000,000	4,015,212	4,015,212	21,528	4,036,740
FNMA	03-23-12	5,000,000	5,053,125	5,053,125	32,326	5,085,451
FHBL	06-08-12	2,000,000	2,111,250	2,111,250	4,632	2,115,882
FHLM	06-15-12	2,000,000	2,039,375	2,039,375	1,556	2,040,931
U.S. Treasury Note	06-15-12	1,500,000	1,537,032	1,537,032	1,230	1,538,262
FHBL	08-10-12	6,000,000	6,084,375	6,084,375	48,175	6,132,550
FNMA	08-10-12	5,000,000	5,096,875	5,096,875	34,271	5,131,146
U.S. Treasury Note	08-15-12	2,000,000	2,046,406	2,046,406	13,149	2,059,555
FHLM	01-15-13	7,500,000	7,567,755	7,567,755	27,708	7,595,463
U.S. Treasury Note	01-31-13	15,000,000	15,801,571	15,801,571	179,886	15,981,457
FHLM - Step Up	03-28-13	6,000,000	6,005,064	6,005,064	375	6,005,439
FNMA - Step Up	03-29-13	8,000,000	8,015,000	8,015,000	20,444	8,035,444
FNMA - Step Up	04-12-13	4,000,000	4,018,750	4,018,750	9,656	4,028,406
FNMA	04-15-13	2,800,000	2,828,000	2,828,000	11,822	2,839,822

**EXHIBIT 1 (Cont.)**

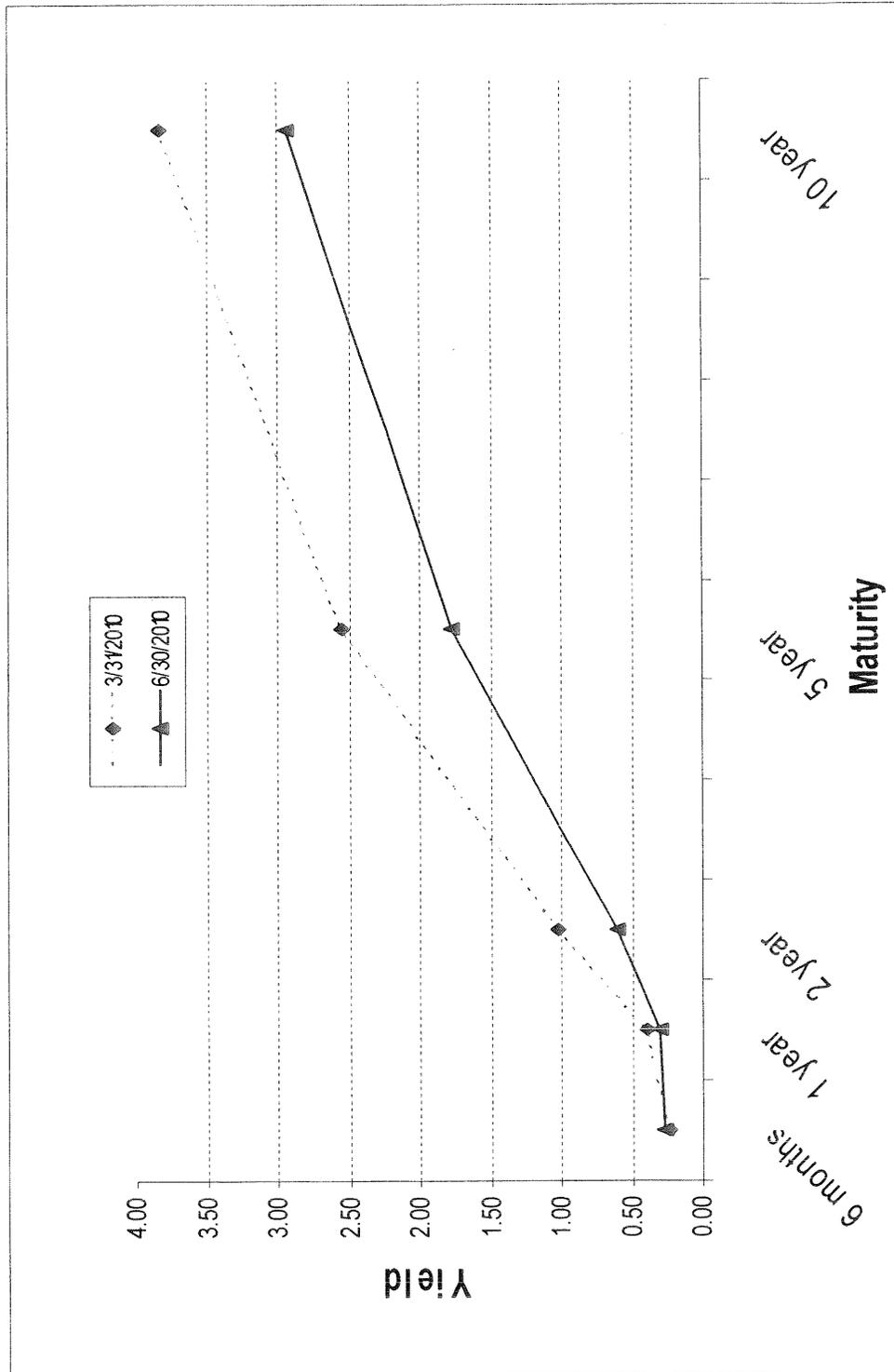
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
REPORT OF INVESTMENTS (Continued)  
FOR QUARTER ENDED JUNE 30, 2010**

<u>TYPE</u>	<u>DATE OF MATURITY</u>	<u>PAR VALUE</u>	<u>CARRYING AMOUNT</u>	<u>MARKET VALUE</u>	<u>ACCRUED INTEREST</u>	<u>MARKET VALUE +ACCR. INT.</u>
<b>TREASURY INFLATION PROTECTED SECURITIES</b>						
US Inflation Indexed Note	04-15-14	9,500,000	10,216,080	10,216,080	25,736	10,241,816
<b>COLLATERIZED MORTGAGE OBLIGATIONS</b>						
FHLMC Series 1832 Class F	03-15-11	85,484	85,469	85,469	463	85,932
FHLB Series 00-0606 Class Y	12-28-12	1,341,358	1,436,165	1,436,165	589	1,436,754
<b>FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS</b>						
FHLM Gold Pool	03-01-11	781,019	791,305	791,305	2,603	793,908
<b>TOTAL FUNDS MANAGED BY CSI CAPITAL MANAGEMENT, INC.</b>		<u>135,807,861</u>	<u>139,152,060</u>	<u>139,152,060</u>	<u>723,831</u>	<u>139,875,891</u>

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:**

<b>BANK OF AMERICA CHECKING</b>						
LAIIF			420,942	420,942	69	421,011
<b>SAN MATEO COUNTY POOL</b>						
CD ACCT REGISTRY SERVICE ("CDARS")	03-31-11		7,107,100	7,107,100	23,546	7,130,646
CD ACCT REGISTRY SERVICE ("CDARS")	04-07-11		254,895,663	254,895,663	687,951	255,583,614
			2,047,679	2,047,679	0	2,047,679
			<u>1,228,162</u>	<u>1,228,162</u>	<u>0</u>	<u>1,228,162</u>
<b>TOTAL FUNDS MANAGED BY DISTRICT STAFF</b>			<u>265,699,546</u>	<u>265,699,546</u>	<u>711,566</u>	<u>266,411,112</u>
<b>TOTAL AS OF JUNE 30, 2010</b>			404,851,606	404,851,606	1,435,397	406,287,003

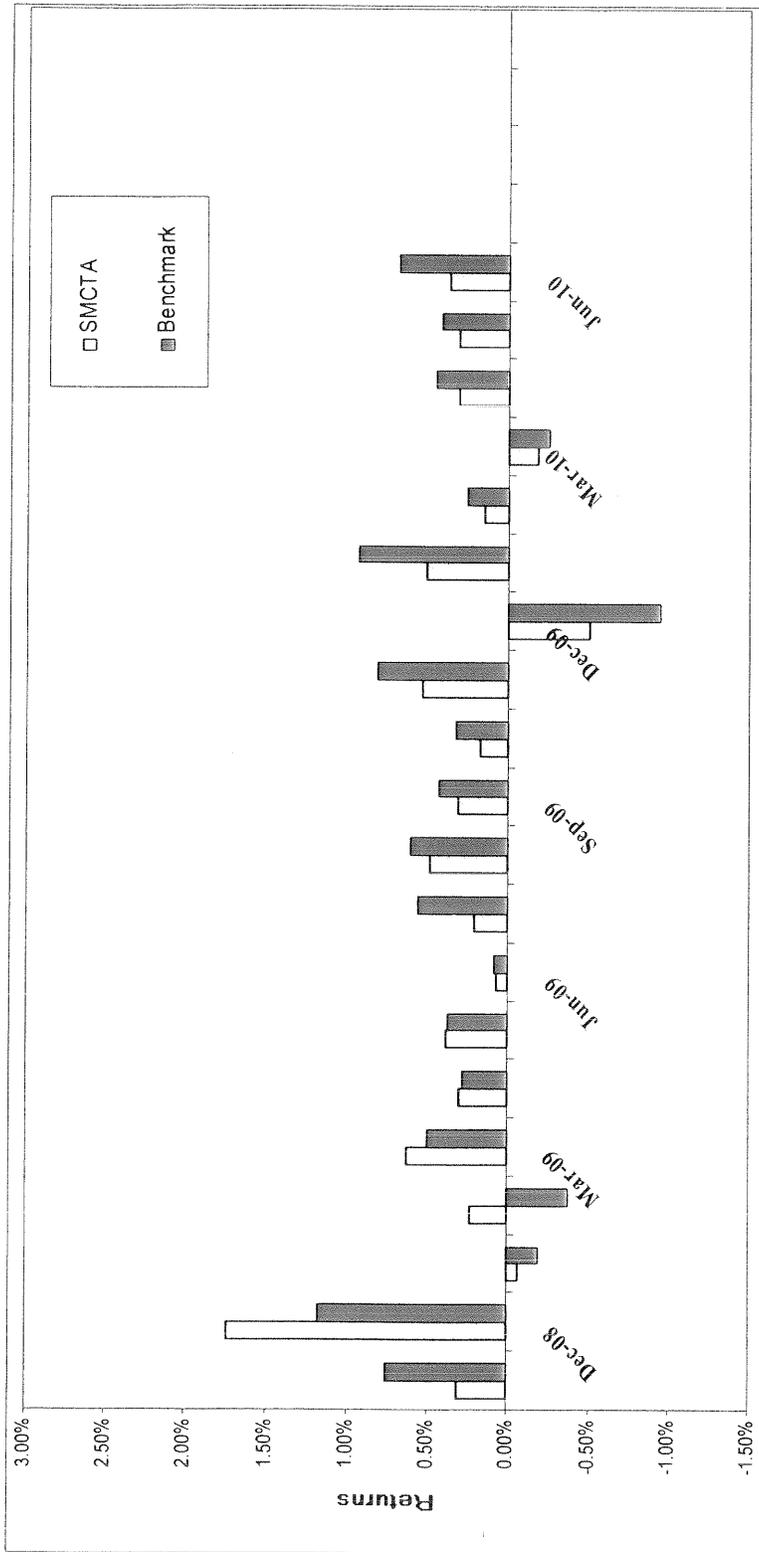
San Mateo County Transportation Authority  
Historical Yield Curve



Data Source: Bloomberg

CSI Capital Management, Inc.

San Mateo County Transportation Authority  
 Monthly Review – Account vs. Benchmark  
 Rolling 24 Months



Trailing 12 Months Jul-09 Aug-09 Sep-09 Oct-09 Nov-09 Dec-09 Jan-10 Feb-10 Mar-10 Apr-10 May-10 Jun-10 Trailing 12

MONTHLY PERFORMANCE DATA

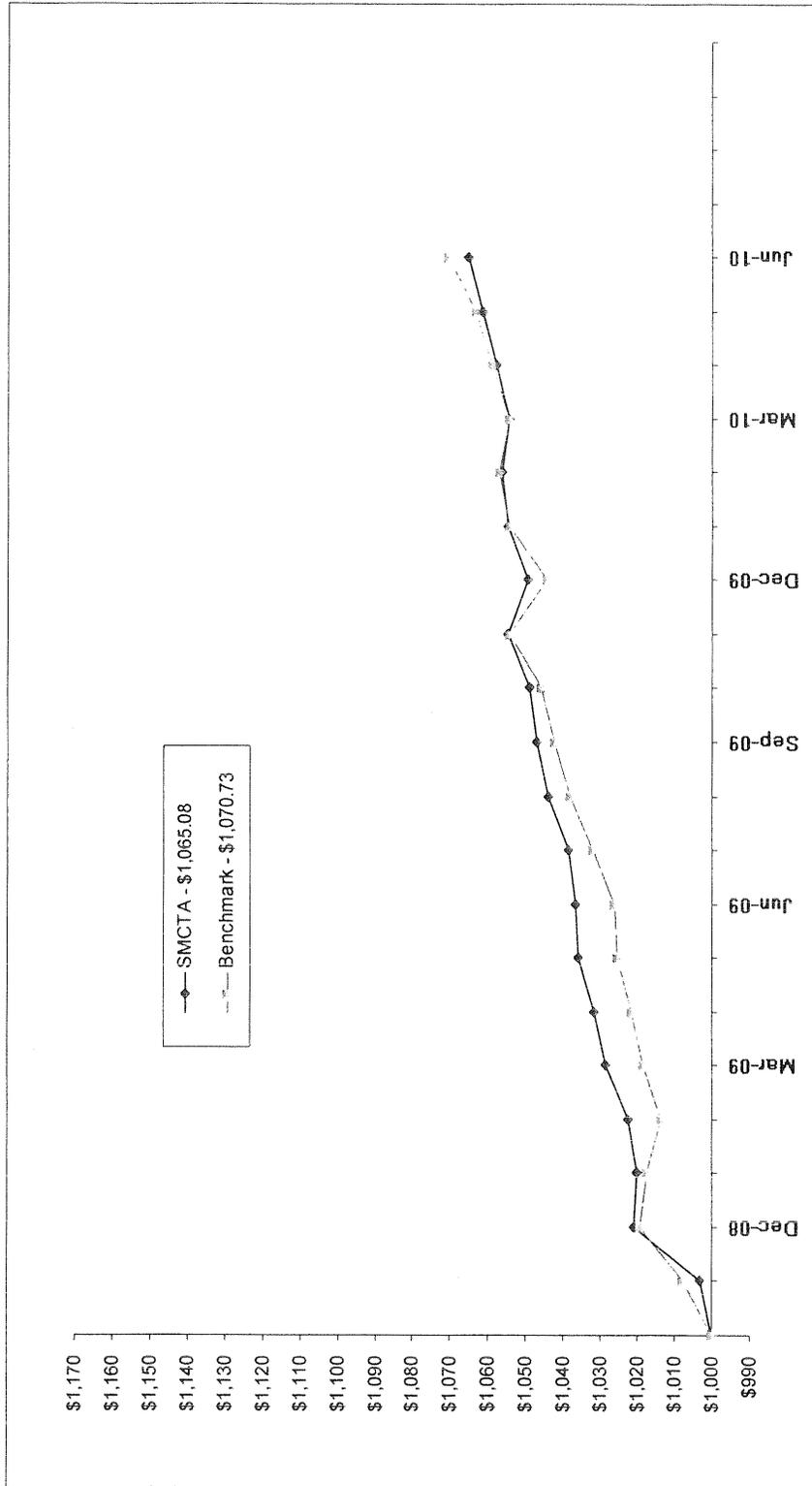
SMCTA	0.21%	0.49%	0.31%	0.18%	0.51%	-0.51%	0.16%	0.16%	0.32%	0.32%	0.37%	0.32%	0.32%	0.37%	2.76%
Benchmark	0.56%	0.60%	0.43%	0.32%	0.82%	-0.95%	0.26%	0.26%	0.45%	0.42%	0.69%	0.42%	0.45%	0.69%	4.33%

EXHIBIT 3

CSI Capital Management, Inc.

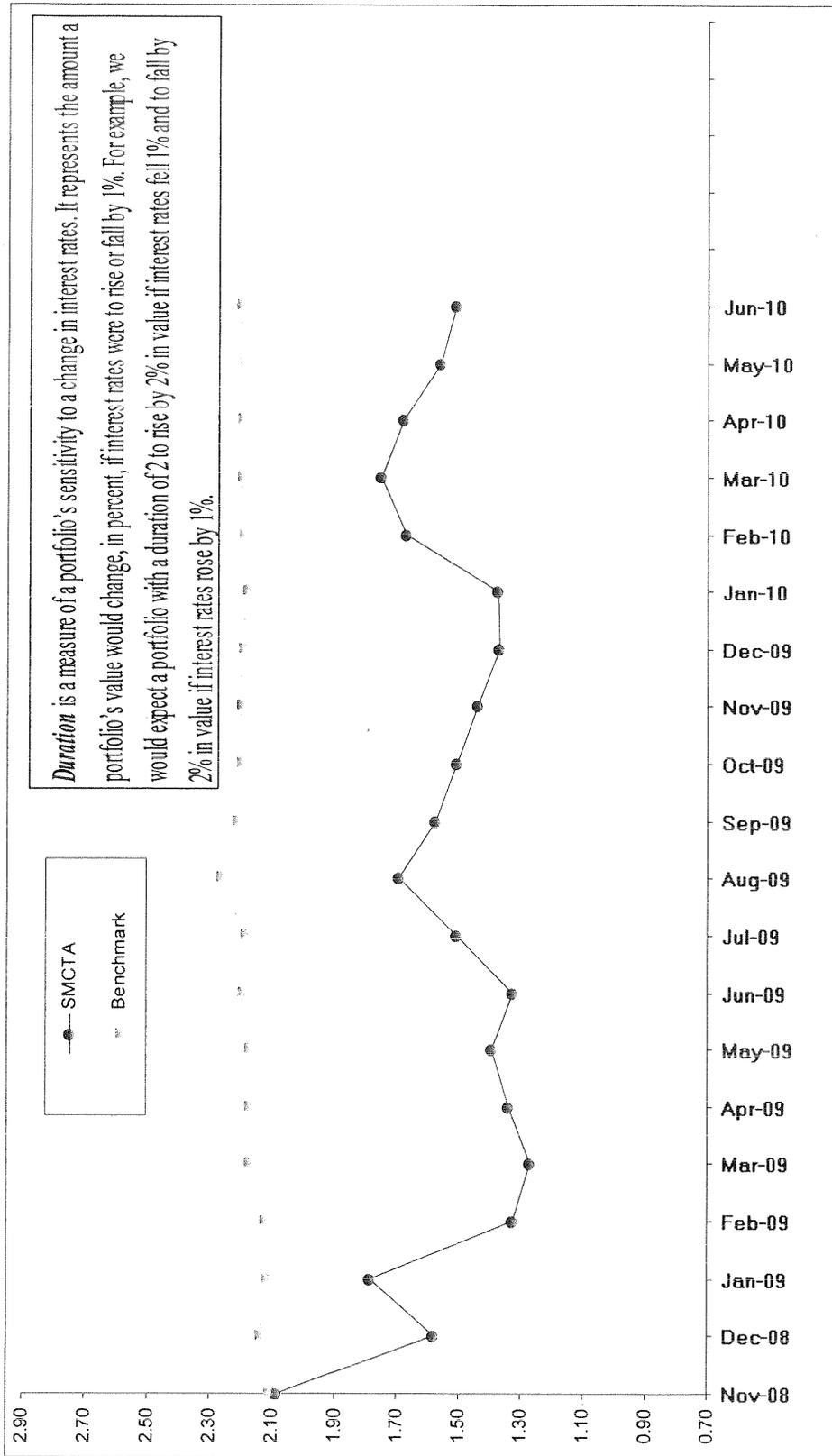
San Mateo County Transportation Authority  
 Growth of a Thousand Dollars

Rolling 24 Months



CSI Capital Management, Inc.

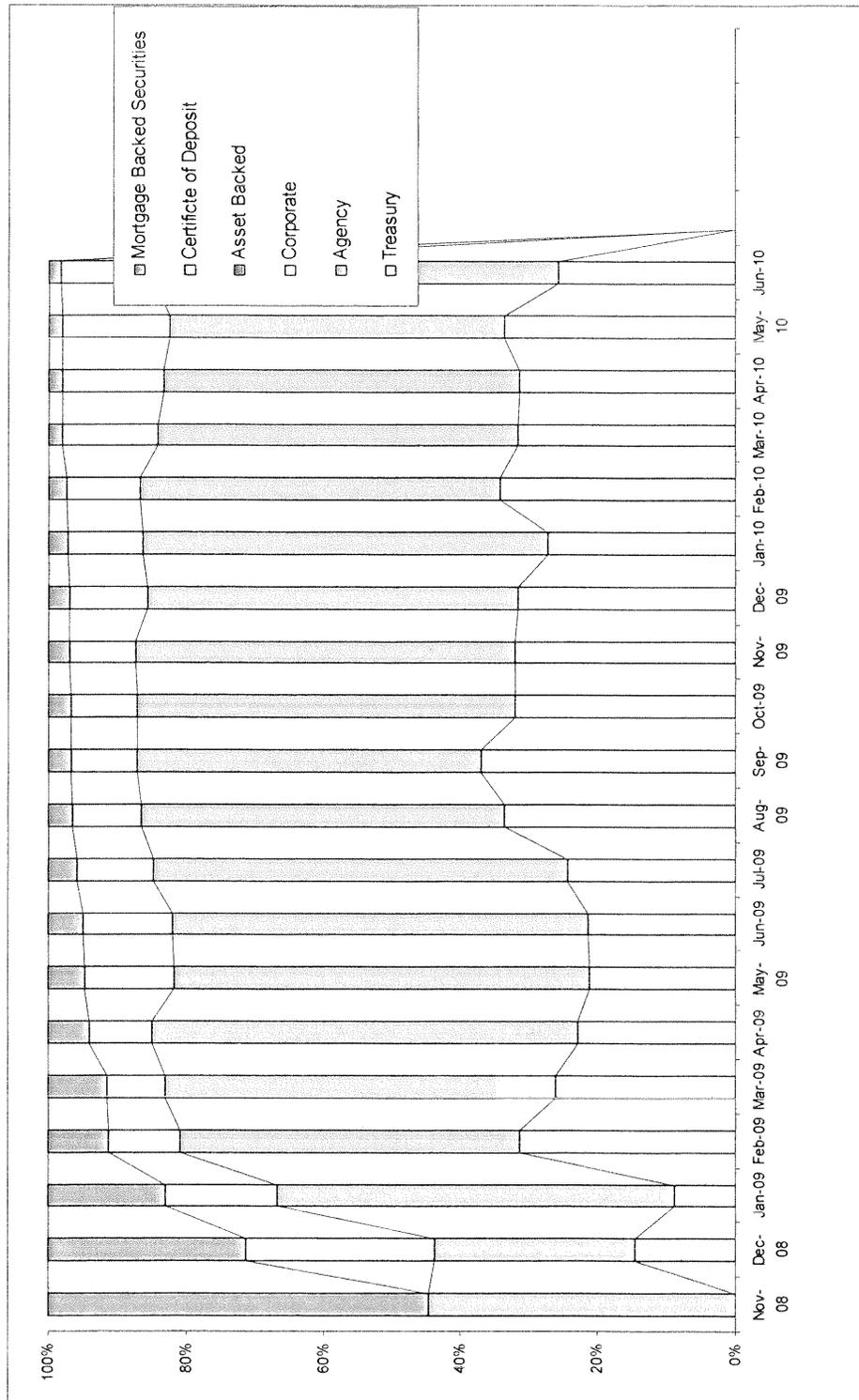
# San Mateo County Transportation Authority Duration vs. Benchmark



*CSI Capital Management, Inc.*

San Mateo County Transportation Authority  
 Percent of Assets Held by Type

EXHIBIT 6



CSI Capital Management, Inc.

## Response to Board Member Questions

*In reading through the TA packet, I see that under Item 11a, we are asked to move \$50 million from the County Pool to CSI Capital Management. I see that Exhibit A in the packet shows "Growth of a Thousand Dollars" for the SMCTA (which appears to be the TA fund that CSI is currently managing) vs. a "Benchmark." Can someone explain to me what the benchmark represents and give comparison data for how the County Pool performed during this same period?*

As a point of clarification, the TA has various investment tools to utilize when developing an investment strategy for its investment portfolio. Some of those tools include investing funds in the TA's custodial account with the Bank of New York and in the San Mateo County Pool. The investment policies and practices of all funds are the responsibility of Deputy CEO Gigi Harrington, as assigned by the Board. Investment advice is provided by CSI.

The TA's investment returns are compared to the benchmark below as established in the investment policy adopted by the Board of Directors on May 6, 2010.

Investment returns are compared quarterly to the following composite index:

- 30% BofA Merrill Lynch 0-1 Year U.S. Governments
- 20% BofA Merrill Lynch 1-3 Year U.S. Governments
- 20% BofA Merrill Lynch 3-5 Year U.S. Governments
- 10% BofA Merrill Lynch 1-10 Year U.S. Governments
- 20% BofA Merrill Lynch 1-5 Year Corporate Bonds

For the portion of TA's portfolio, which is held in the custodial account with Bank of New York, performance is reported by CSI on a total economic return basis. This method takes into account coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). This is the standard method utilized by the investment world to measure and compare returns including standard indexes such as the Bank of America/Merrill Lynch index, which is included in the TA's investment policy.

For the San Mateo County Pool, performance is reported on the cost basis. This method measures the portfolio's return based on the value of the portfolio at cost and does not include fluctuations in the market or any unrealized gains or losses as part of its computation. The County Pool reports an earnings rate on a monthly basis which is more akin to interest earned on a bank account balance than the standard reporting practice on an investment portfolio.

The County Pool does not report performance using the total economic return basis, and the TA staff is unable to convert it by calculation to the performance report received on the balance of the TA's investment portfolio because the County Pool also does not report detailed activity information. Absent that detailed information, the TA cannot provide comparison data for how the County Pool performed during this same time period. (Please refer to prior staff reports dated February 7, 2008, where the TA staff has provided comparisons from the period of September 30, 2006 through September 30, 2007 of quarterly fees, quarterly yield to maturity on

a cost basis and total return on investment on a quarterly and monthly basis for CSI [formerly EWM] to the County Pool, and August 7, 2008, where the TA staff has provided a chart that does a side-by-side break out of the County Pool's and CSI's advisor, investor, annual fees, proposed fees and total return for FY2005-FY2007. TA staff worked with both CSI and the County Pool for some time in order to get the information for these reports in a comparable form.)

*The resolution we are asked to support bases this decision on "resulting benefits" that include "enhanced returns overall exceeding the benchmark," "lowered investment and credit risk" and "improved reporting transparency." I would appreciate hearing some justification for these statements.*

The portion of the investment portfolio held in the custodial account with Bank of New York has exceeded the benchmark over most time horizons. Even before the economic recession hit the market, the portfolio was mostly made up of extremely low risk, government-backed securities. CSI correctly anticipated the problems in the market and eliminated risk from the portfolio, sticking to the primary goal of the investment policy, which is preservation of capital. Currently, with only a few investments in corporate bonds that are FDIC guaranteed and backed by the full faith and credit of the US Government, it has been impossible for the portfolio to exactly compare to the more liberal benchmark that has been in the policy for several years and reflects a more robust economy (with a 20 percent allocation to corporate bonds). Nonetheless, it has done quite well by comparison.

As stated previously, the TA's investment portfolio managed by CSI does have a lower investment and credit risk than the County Pool's portfolio because it is invested exclusively in AAA-rated government-backed securities. Many of the County Pool's investments are rated lower than AAA and include repurchase agreements, floating rate securities and corporate bonds.

TA staff also finds CSI's reporting to be much more transparent than the County Pool. We receive monthly reports and the Board receives quarterly reports that detail out the entire portfolio including securities, quantities, cost, market value, accrued interest and duration. We also receive a quarterly detailed analysis of the market and Mr. Osher, CSI's Chief Economist and Director of Fixed Income, personally addresses the Board on a quarterly basis to provide an overview of the markets, what can be expected going forward and the status of the agency's investment portfolio. His appearance frequently includes extensive questioning from Board members. The reports the TA receives from the County Pool do not provide a return rate net of costs on a monthly basis, do not take into account gains or losses based on the market and do not include trade activity throughout the month.

An additional benefit for the TA of investing in the portfolio held in the custodial account with Bank of New York is greater TA control over investments as the Deputy CEO makes the final call on all investment decisions.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

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

SUBJECT: **ALLOCATION OF SAN MATEO COUNTY'S LOCAL SHARE  
FOR THE CALTRAIN SYSTEMWIDE CAPITAL  
IMPROVEMENT PROGRAM FOR FISCAL YEAR 2011**

**ACTION**

Staff proposes the Board approve the following:

1. Allocate \$3 million to the Peninsula Corridor Joint Powers Board for San Mateo County's local match for Caltrain's Fiscal Year 2011 (FY2011) Capital Budget; and
2. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

**SIGNIFICANCE**

In FY2011, the Peninsula Corridor Joint Powers Board (JPB) will undertake a number of new and continuing systemwide capital improvements for the Caltrain system, which include track, bridge and signal rehabilitation work, station improvements, communication upgrades, and rolling stock overhaul. In addition, the JPB will continue its coordination efforts with the California High Speed Rail Authority through the Peninsula Rail Program. Responsibility for the local matching funds needed for these programs is equally shared by the JPB's three member-agencies. The total amount required for the Caltrain capital program in FY2011 is \$9 million, and San Mateo County's share for these improvements is \$3 million.

**BUDGET IMPACT**

The proposed allocation to the JPB for San Mateo County's share of local matching funds is included in the TA's FY2011 Capital Budget as the San Mateo Local Share JPB Capital Improvement Program (CIP) project (TA Project # 605) under the Caltrain Program category. These program funds are 2004 Measure A funds.

**BACKGROUND**

The total FY2011 Caltrain Capital Budget is \$33,392,086. In addition to the local match to be contributed from the three JPB member-agencies, the Capital Budget is funded by Federal grants

in the amount of \$12,299,609, State grants of \$6,405,000, regional and other contributions of \$953,000, and \$4,734,477 in prior year project savings. The local match commitment to be provided by the TA will be used to support systemwide improvements and to leverage State and Federal funds.

Prepared by: Leslie Fong, Senior Budget Analyst

650-508-6332

**RESOLUTION NO. 2010 -**

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

**STATE OF CALIFORNIA**

\*\*\*

**AUTHORIZING THE ALLOCATION OF \$3,000,000 OF MEASURE A FUNDS TO THE  
PENINSULA CORRIDOR JOINT POWERS BOARD TO SATISFY SAN MATEO  
COUNTY'S LOCAL MATCH COMMITMENT TOWARD THE  
CALTRAIN CAPITAL BUDGET FOR FISCAL YEAR 2011**

**WHEREAS**, on June 7, 1988, the voters of San Mateo County approved the ballot measure known as "Measure A," which increased the local sales tax in San Mateo County by one-half percent with the new tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan (Expenditure Plan) presented to the voters; and

**WHEREAS**, the Expenditure Plan approved by the voters of San Mateo County provides for Measure A funding for Caltrain improvements and upgrades; and

**WHEREAS**, on November 2, 2004, the voters of San Mateo County approved a ballot measure authorizing the extension of the Measure A program for an additional 25 years commencing January 2009; and

**WHEREAS**, the new Expenditure Plan approved by the voters in 2004 continues to provide Measure A funding for Caltrain improvements and upgrades; and

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB) has developed a Capital Improvement Program for Fiscal Year 2011 (FY2011) to construct a number of Caltrain systemwide improvement projects as well as project development associated with the Peninsula Rail Program; and

**WHEREAS**, the Caltrain Capital Budget for FY2011 includes projects such as track, bridge and signal rehabilitation work, station improvements, communication upgrades, and rolling stock overhaul; and

**WHEREAS**, San Mateo County's one-third share of the total local match commitment for FY2011 is \$3,000,000; and

**WHEREAS**, staff recommends that the Authority allocate \$3,000,000 in Measure A funds to the JPB to satisfy San Mateo County's one-third share of the local match commitment toward the Caltrain Capital Budget for FY2011 to support the Capital Improvement Program.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby allocates \$3,000,000 in Measure A funds to the Peninsula Corridor Joint Powers Board to be applied to San Mateo County's one-third share of the local match commitment toward the Caltrain Capital Budget for FY2011 to support the Caltrain Capital Improvement Program with such funds to come from the San Mateo Local Share line item in the Caltrain Project category of the Authority's FY2011 Budget; and

**BE IT FURTHER RESOLVED** that the Executive Director or his designee be authorized to take such actions as may be necessary to give effect to this resolution including executing any necessary documents or agreements to allocate the subject funding.

Regularly passed and adopted this 2<sup>nd</sup> day of September 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            Virginia Harrington  
Deputy CEO                            Deputy CEO

SUBJECT: **ALLOCATION OF \$398,103 OF MEASURE A FUNDS TO THE  
PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE TO  
SUPPORT THE COUNTYWIDE CONGESTION RELIEF PROGRAM  
FOR FISCAL YEAR 2011**

**ACTION**

Staff proposes that the Board:

1. Allocate new Measure A funds for Alternative Congestion Relief (ACR) funds up to the amount of \$398,103 to the Peninsula Traffic Congestion Relief Alliance (Alliance).
2. Authorize the Executive Director or his designee to execute a funding agreement between the Transportation Authority and the Alliance for an amount of \$398,103 and authorize any other necessary documents to implement the aforementioned actions.

**SIGNIFICANCE**

The Transportation Authority's Strategic Plan allows for the grandfathering in of certain projects and programs from the original Measure A. Approval of the funding request above will allow the continuation of the countywide congestion relief programs through the ACR program category for Fiscal Year (FY) 2011. Staff is currently working on policies and procedures to guide future new Measure A funding decisions for all categories in the Transportation Expenditure Plan in support of the Strategic Plan, including for ACR programs.

**BUDGET**

The proposed allocation is included in the adopted FY2011 Budget.

**BACKGROUND**

The Alliance is a joint powers authority with 17 member-agencies, including the County of San Mateo and 16 cities in the county. The Alliance program consists of a work plan which includes the implementation of an employer and community outreach program, shuttle marketing and management, emergency ride home programs, vanpool and carpool formation/incentive programs, and bike and pedestrian safety programs to reduce traffic congestion in San Mateo County.

Prepared by: James McKim, Project Manager

650-508-7944

**RESOLUTION NO. 2010 -**

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

\* \* \*

**AUTHORIZING THE ALLOCATION OF TRANSPORTATION AUTHORITY  
MEASURE A ALTERNATIVE CONGESTION RELIEF (ACR) FUNDS TO THE  
PENINSULA CONGESTION RELIEF ALLIANCE  
UP TO THE AMOUNT OF \$398,103 FOR FISCAL YEAR 2011**

**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 one-half percent with the new tax revenue to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

**WHEREAS**, on November 2, 2004 the voters of San Mateo County authorized the extension of the Measure A program for an additional 25 years commencing January 2009 and approved a new Transportation Expenditure Plan (Expenditure Plan); and

**WHEREAS**, the Expenditure Plan included a new category on Alternative Congestion Relief (ACR); and

**WHEREAS**, the Peninsula Congestion Relief Alliance (Alliance) has requested \$398,103 in Measure A ACR funds for the support of its Fiscal Year 2011 plan, including countywide shuttle formation and management, countywide carpool and vanpool formation, transportation demand management, countywide employer, commuter, resident, transit agency and city official outreach, and bicycle safety training and education; and

**WHEREAS**, staff recommends that the Authority allocate Measure A ACR funds as described above.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority allocate Measure A ACR funds up to the amount of \$398,103 to the Alliance for the support of its Fiscal Year 2011 program; and

**BE IT FURTHER RESOLVED** that the Board of Directors authorizes the Executive Director or his designee to take such action as may be necessary to give effect to this resolution, including executing any necessary documents or agreements to allocate the Measure A ACR funds.

Regularly passed and adopted this 2<sup>nd</sup> day of September 2010, by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

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

SUBJECT: **ALLOCATION OF \$650,000 OF MEASURE A FUNDS TO C/CAG  
FOR THE TRAFFIC CONGESTION RELIEF AND BICYCLE  
PROGRAMS IN FISCAL YEAR 2011**

**ACTION**

Staff proposes that the Board:

1. Allocate \$650,000 of Measure A funds to the City/County Association of Governments (C/CAG) to fund congestion relief and bicycle programs through Fiscal Year 2011 (FY2011).
2. Authorize the Executive Director or his designee to execute a funding agreement between the Transportation Authority and C/CAG for an amount of \$650,000 and authorize any other necessary documents to implement the aforementioned actions.

**SIGNIFICANCE**

The allocations from the Bicycle/Pedestrian, Highway and Oversight categories will provide the Transportation Authority's share of the funding for the traffic congestion relief program implemented pursuant to the Countywide Congestion Relief Plan. The allocation from the Pedestrian/Bicycle category for the Pedestrian and Bicycle plan will support the TA with its own Pedestrian and Bicycle call for projects.

**BUDGET IMPACT**

Of the \$650,000 requested, \$550,000 is available from the FY2010 budget and \$100,000 was included in the Pedestrian and Bicycle Program category in the approved FY2011 Budget.

**BACKGROUND**

The TA has allocated funding to C/CAG since 2006 for various programs contained in the Countywide Congestion Relief Plan. The programs to be funded in FY2011 are as follows:

- From the Local Shuttle category: \$300,000 will be allocated to the C/CAG shuttle program. These shuttles are sponsored by local jurisdictions and connect residential areas with transit, educational, commercial, and recreational areas. The local jurisdiction is required to provide 50 percent of the support for the projects.
- From the Highway category: \$100,000 will be allocated to the C/CAG Ramp Metering project. The funding for FY2011 will support data collection to determine the impacts of ramp metering and to conduct on-going monitoring and adjustments of the network of meters on highways 101 and 280.
- From the Oversight category: \$150,000 will be allocated to C/CAG to maintain and update the Countywide Travel Forecasting Model. In FY2011 it is anticipated that there will be additional enhancements/modifications to the model so that it will continue to provide state of the art forecasting for projects that are of joint interest to C/CAG and the TA.
- From the Pedestrian/Bicycle category: \$100,000 will be allocated to C/CAG for updating the San Mateo County Comprehensive Bike Route Plan.

Prepared by: James W. McKim, Project Manager

650-508-7944

**RESOLUTION NO. 2010 –**

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

**\* \* \***

**AUTHORIZE FUNDING AGREEMENT WITH C/CAG ALLOCATING \$650,000 OF  
MEASURE A FUNDS FOR IMPLEMENTING  
TRAFFIC CONGESTION RELIEF PROGRAMS**

**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 included funding for congestion relief within San Mateo County; and

**WHEREAS**, the Authority and the City/County Association of Governments of San Mateo County (C/CAG) have been jointly funding the Countywide Congestion Relief Plan; and

**WHEREAS**, the FY2011 Budget includes funds for these programs for C/CAG; and

**WHEREAS**, staff recommends approval of an agreement with the City/County Association of Governments (C/CAG) and allocation of \$650,000 through Fiscal Year 2011 for congestion relief programs, as follows:

1. From the Local Shuttle category: \$300,000 for the C/CAG shuttle program;
2. From the Highway category: \$100,000 for ramp metering projects on highways 101 and 280;

3. From the Oversight category: \$150,000 for the Countywide Travel Forecasting Model; and
4. From the Pedestrian/Bicycle category: \$100,000 for the San Mateo County Comprehensive Bike Route Plan.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby approves the following actions:

1. Authorize an agreement with the City/County Association of Governments (C/CAG) to fund congestion relief programs as described above through Fiscal Year 2011.
2. Allocate \$650,000 of new Measure A funds to C/CAG to fund congestion relief programs in the Local Shuttle, Highway, Oversight and Pedestrian/Bicycle categories through Fiscal Year 2011.

**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 2<sup>nd</sup> day of September 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                      Virginia Harrington  
Deputy CEO                                      Deputy CEO

SUBJECT: **ALLOCATION OF \$150,000 OF MEASURE A FUNDS TO THE  
METROPOLITAN TRANSPORTATION COMMISSION FOR THE  
US 101/SR 92 INTERCHANGE STUDY**

**ACTION**

Staff proposes that the Board:

1. Allocate \$150,000 of original Measure A funds to the Metropolitan Transportation Commission (MTC) to fund the US 101/SR 92 Interchange Area Study.
2. Authorize the Executive Director or his designee to execute a funding agreement between the Transportation Authority and MTC for an amount of \$150,000 and authorize any other necessary documents to implement the aforementioned actions.

**SIGNIFICANCE**

The allocation will provide the Transportation Authority's share of the funding for MTC's study of options for relieving congestion within the US 101/SR 92 Interchange area. The study will be used to support the project development process associated with the US 101/SR 92 project that is listed in the new Measure A Expenditure Plan.

**BUDGET IMPACT**

The Fiscal Year 2011 Budget includes funds within the Highway Evaluation Program (#774) for this allocation.

**BACKGROUND**

The MTC requested to partner with the TA and City/County Association of Governments (C/CAG) to study the US 101/SR 92 Interchange. This interchange significantly impacts traffic operations in the area and the study will collect and analyze data, identify deficiencies and develop potential solutions. The focus of the analysis will be on improving freeway mobility within the study limits and the study may consider off-freeway solutions to the mobility problems, such as improvements to surface streets in the area. The cost of the study is estimated at \$450,000 with each partner (MTC, C/CAG, and the TA) funding \$150,000.

Prepared by: James W. McKim, Project Manager

650-508-7944

**RESOLUTION NO. 2010 –**  
**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATE OF CALIFORNIA**

\* \* \*

**AUTHORIZE FUNDING AGREEMENT WITH MTC ALLOCATING \$150,000 OF  
MEASURE A FUNDS FOR US 101/SR 92 INTERCHANGE STUDY**

**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 one-half percent with the new tax revenue to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

**WHEREAS**, on November 2, 2004 the voters of San Mateo County authorized the extension of the Measure A program for an additional 25 years commencing January 2009 and approved a new Transportation Expenditure Plan (Expenditure Plan); and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) has requested \$150,000 in Measure A funds to fund the US 101/ SR 92 Interchange study; and

**WHEREAS**, staff recommends that the Authority allocate Measure A funds from the Expenditure Plan’s Highways category to the MTC as described above.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority allocate \$150,000 of Measure A funds to MTC for the US 101/SR 92 Interchange Study; and

**BE IT FURTHER RESOLVED** that the Board of Directors authorizes the Executive Director or his designee to take such action as may be necessary to give effect to this resolution, including executing any necessary documents or agreements to allocate the Measure A funds.

Regularly passed and adopted this 2<sup>nd</sup> day of September 2010, by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Marian Lee  
Executive Officer,  
Planning & Development

Virginia Harrington  
Deputy CEO

SUBJECT: **ALLOCATION OF NEW MEASURE A FUNDS: LOCAL SHUTTLE  
PROGRAM (PART 2 OF 2)**

**ACTION**

Staff recommends that the Board:

1. Allocate a total of \$170,625 in new Measure A Local Shuttle Program Category funds for Fiscal Year (FY) 2011. The FY2011 allocation breakdown by shuttle is:
  - \$69,624 for the East Palo Alto Shopper Shuttle
  - \$60,537 for the East Palo Alto Youth Shuttle
  - \$14,750 for the Menlo Park Senior Shopper Shuttle
  - \$25,714 for the Millbrae On-demand Shuttle
2. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

**SIGNIFICANCE**

Consistent with the Transportation Expenditure Plan, Strategic Plan 2009-13, and Measure A Implementation Plan, this Board action funds Local Shuttle Program projects that use vehicles that are typically larger than vans and smaller than buses to meet local mobility needs and provide access to regional transit. Shuttles feed into the county's overall strategy of providing a multimodal transportation network that efficiently and effectively meets the mobility needs of our residents and workers.

**BUDGET IMPACT**

This proposed allocation of \$170,625 is included in the 4 percent of Measure A sales and use tax revenues programmed for the Local Shuttle Program in the TA Budget, which is estimated at \$2.4 million for FY2011.

For FY2012, the total planned allocation for this aspect of the Local Shuttle Program is \$254,139, which will be brought to the Board as part of the proposed FY2012 TA budget next spring.

## **BACKGROUND**

On March 31, 2010 staff issued a notice of a biennial Call for Projects for the new Measure A Local Shuttle Program Category with an estimated \$4.5 million dollars available for FY2011 and 2012. The Board-adopted Implementation Plan sets aside \$2.9 million for continuation of shuttle operations previously funded by the TA. An additional estimated \$1.6 million was made available for new applications for FY2011 funds and the TA received applications for eight shuttles. On July 1, 2010, this Board allocated \$99,718 in new Measure A funds for the first three shuttles as Part 1 of the FY2011 allocation for the Local Shuttle Program, including funding for the Foster City Red and Blue Line shuttles and for the Redwood City Mid Point shuttle.

After reviewing resubmitted applications for the five remaining shuttle projects, staff found that the project applications were complete, the projects met the required eligibility criteria as defined in the Expenditure Plan, and the applications rated well under the scoring criterion defined in the Strategic Plan and Implementation Plan. More information on the projects is attached hereto.

Staff presented the recommendations on the remaining five applications to the Citizens Advisory Committee (CAC) at the June 29 meeting. The CAC supported staff recommendation for approval of the following applications at this time:

1. South San Francisco Ferry Shuttle
2. East Palo Alto Shopper Shuttle
3. East Palo Alto Youth Shuttle
4. Menlo Park Senior Shopper Shuttle
5. Millbrae On-demand Shuttle

A ninth shuttle, the South San Francisco Ferry Shuttle project, is not included in the allocation request for FY2011 because it requested funding for FY2012 only.

Prepared by: Stacy Cocke, Senior Planner

650-508-6207

Attachment A: Recommended New Applicant Information

## Attachment A: Recommended New Applicant Information (Part 2 of 2)

### **South San Francisco Ferry Shuttle**

The South San Francisco Ferry shuttle is a new commuter fixed-route shuttle that will serve South San Francisco. The South San Francisco Ferry shuttle will operate one 21-passenger shuttle and operate Monday through Friday during the morning and afternoon commute hours; the schedule will be coordinated with the future Water Emergency Transportation Authority (WETA) Ferry arrivals and departures. The South San Francisco Ferry shuttle will provide service from the ferry terminal to employers in the Oyster Point and Utah Grand areas of eastern South San Francisco. Average daily ridership is projected at 80 trips.

The South San Francisco Ferry shuttle is only requesting funding in FY2012, as shuttle operations will commence when WETA ferry service begins in September 2011.

### **East Palo Alto Shopper Shuttle**

The East Palo Alto Shopper shuttle is an existing fixed-route shuttle serving community destinations in East Palo Alto, Palo Alto, Redwood City and Mountain View. The East Palo Alto Shopper shuttle operates one 20-passenger shuttle on Monday, Tuesday, Thursday and Friday from 10 a.m. – 3 p.m. and Wednesday from 10 a.m. – 2 p.m. The East Palo Alto Shopper shuttle also connects to regional transit systems, including Caltrain, Santa Clara Valley Transportation Authority (VTA), SamTrans and AC Transit. The average daily ridership is approximately 24 trips. The East Palo Alto Shopper shuttle total project cost for FY2011 is \$92,832. Funding sources include:

<b>East Palo Alto Shopper Shuttle</b>		
<b>FY2011 Funding Source</b>	<b>Amount</b>	<b>Percentage</b>
TA Measure A	\$69,624	75%
City/County Association of Governments of San Mateo County (C/CAG)	\$11,604	12.5%
City	\$11,604	12.5%
<b>Total</b>	<b>\$ 92,832</b>	<b>100%</b>

### **East Palo Alto Youth Shuttle**

The East Palo Alto Youth shuttle is an existing shuttle serving primarily youth destinations in East Palo Alto. The shuttle is primarily fixed route but occasionally makes on-demand requests on an as-needed basis. The East Palo Alto Youth shuttle operates one 20-passenger shuttle on Monday, Tuesday, Thursday from 2:45 p.m. to 4 p.m.; Wednesdays from 1:10 p.m. - 3:30 p.m. and for afterschool programs from 5:30 p.m. to 7:00 p.m. The average daily ridership during the school year is approximately 81 trips. The total project cost for FY2011 is \$80,284. Funding sources include:

<b>East Palo Alto Youth Shuttle</b>		
<b>FY2011 Funding Source</b>	<b>Amount</b>	<b>Percentage</b>
TA Measure A	\$60,537	75%
MTC Lifeline Program	\$19,747	25%
<b>Total</b>	<b>\$ 80,284</b>	<b>100%</b>

### **Menlo Park Senior Shopper Shuttle**

The Menlo Park Senior Shopper shuttle is an existing fixed-route community shuttle in Menlo Park. The Menlo Park Senior Shopper shuttle currently operates on Wednesday from 9 a.m. to 1 p.m. The Menlo Park Senior Shopper shuttle application requests funding to add an additional day of service, on Saturdays from 9 a.m. to 1 p.m. This shuttle picks up passengers from their homes on a demand- response basis and provides service to fixed community destinations, including the grocery store, the post office and the library. The current average daily ridership is 30 trips, and the projected future ridership is 60 passengers per week. The Menlo Park Senior Shopper shuttle total project cost for FY2011 is \$29,500. Funding sources include:

<b>Menlo Park Senior Shopper Shuttle</b>		
<b>FY2011 Funding Source</b>	<b>Amount</b>	<b>Percentage</b>
TA Measure A	\$14,750	50%
City	\$14,750	50%
<b>Total</b>	<b>\$29,500</b>	<b>100%</b>

### **Millbrae On-demand Shuttle**

The Millbrae On-demand shuttle is a new shuttle service and will utilize a 20-passenger shuttle and operate Monday through Friday from 7-9 a.m., 11 a.m. – 1 p.m. and 5 p.m. - 7 p.m. The Millbrae On-demand shuttle will provide local transit service to El Camino Real corridor and to the Millbrae Intermodal Transit Center. This shuttle service is proposed in order to supplement the elimination of SamTrans Route 342, which previously served this area of Millbrae. The initial average daily ridership is estimated at 12 trips. The Millbrae On-demand shuttle total project cost for FY2011 is \$57,141. Funding sources include:

<b>Millbrae On-demand Shuttle</b>		
<b>FY2011 Funding Source</b>	<b>Amount</b>	<b>Percentage</b>
TA Measure A	\$25,714	45%
City/County Association of Governments of San Mateo County (C/CAG)	\$25,714	45%
City	\$5,714	10%
<b>Total</b>	<b>\$ 57,141</b>	<b>100%</b>

**RESOLUTION NO. 2010 –**

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

**\* \* \***

**ALLOCATION OF A TOTAL OF \$170,625 IN NEW MEASURE A FUNDS FROM THE  
LOCAL SHUTTLE PROGRAM CATEGORY FOR THE EAST PALO ALTO SHOPPER,  
EAST PALO ALTO YOUTH, MENLO PARK SENIOR AND  
MILLBRAE ON-DEMAND SHUTTLES**

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

**WHEREAS**, the Expenditure Plan designates 4 percent of the new Measure A revenues to fund Local Shuttle projects; and

**WHEREAS**, the TA budget programs 4 percent of anticipated sales and use tax revenues for the Local Shuttle Program, anticipated to be \$2.4 million in Fiscal Year 2011; and

**WHEREAS**, the cities of East Palo Alto, Menlo Park and Millbrae have requested that the TA consider applications for Fiscal Year 2011 new Measure A funding for the East Palo Alto Shopper shuttle (\$69,624), the East Palo Alto Youth shuttle (\$60,537), the Menlo Park Senior Shopper shuttle (\$14,750) and the Millbrae On-demand shuttle (\$25,714); and

**WHEREAS**, staff has determined that these projects meet the intent of the 2004 Expenditure Plan and the TA's Strategic Plan 2009-2013.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the following actions:

1. Allocation of a total of \$130,161 in new Measure A Local Shuttle Program Category funds to the city of East Palo Alto (\$69,624 for the East Palo Alto Shopper and \$60,537 for the East Palo Alto Youth) shuttles; and
2. Allocation of a total of \$14,750 in new Measure A Local Shuttle Program Category funds to the city of Menlo Park for the Menlo Park Senior Shopper shuttle; and
3. Allocation of a total of \$25,714 in new Measure A Local Shuttle Program Category funds to the city of Millbrae for the Millbrae On-demand shuttle; and

**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 including executing any necessary documents or agreements.

Regularly passed and adopted this 2<sup>nd</sup> day of September 2010, by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

**TO:** Transportation Authority

**THROUGH:** Michael J. Scanlon  
Executive Director

**FROM:** Mark Simon  
Executive Officer, Public Affairs

**SUBJECT: STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

**STATE ISSUES**

**Proposition 22:**

The Sacramento Superior Court ordered changes to the Proposition 22 fiscal impact summary, which appears in the official Title & Summary and Ballot Label. Judge Michael Kenny agreed with the underlying argument made by the plaintiffs, the League of California Cities, that the fiscal impact statement was misleading and inconsistent with the requirements of the Election Code and that the condensed Fiscal Impact portion of the Ballot Label should contain some express reference to local government.

The court-ordered changes still do not include any explicit mention of the phrase “local government,” and the summary still fails to summarize the fiscal impact on cities, counties and special districts.

The court ordered the second bullet of the Fiscal Impact statement be changed to read:

- Comparable increases in funding for State and local transportation programs and local redevelopment

The previous second bullet of the Fiscal Impact statement read:

- Comparable increases in transportation and redevelopment resources

## **SB 1371:**

This bill authorizes the California Transportation Commission (CTC) to allow an eligible recipient of the Proposition 1A High Speed Rail Bond Act connectivity funds to allocate programmed funding for projects in advance of CTC award and be reimbursed by Proposition 1A funds through the letter of no prejudice process.

\$41 million is programmed through Proposition 1A for the Caltrain Electrification Project. Staff is working to support the legislation.

## **FEDERAL ISSUES**

### **Fiscal Year 2011 Transportation, Housing and Urban Development Appropriations (THUD):**

Both House and Senate Appropriations Committees have approved next year's spending levels for transportation and transit programs. The full House subsequently approved their version on the floor with few changes and the Senate is expected to consider their version after the August recess.

Key components of each bill include:

#### **HOUSE**

- Increases funding for Federal Transit Administration Programs, but the increase would require future authorizing legislation to provide contract authority beyond 2010 levels and to allow spending after December 31, 2010 when the extension of current transportation programs expires
- Limits the Transportation Investments for Greenhouse Gas and Energy Reduction (TIGGER) program unallocated Bus and Bus Facilities Account funds
- Provides \$1.4 billion for the high speed and intercity passenger rail program
- Reduces the Department of Transportation's National Infrastructure Investments Program (TIGER) to \$400 million
- Makes \$250 million in formula grants available for general operating expenses

#### **SENATE**

- Provides \$100 million in TIGGER grants
- Provides \$1 billion for the high speed and intercity passenger rail program
- Increases TIGER program grants to \$800 million

### **Livable Communities Act – S. 1619:**

The Livable Communities Act passed the Senate Banking, Housing and Urban Affairs Committee. The bill statutorily authorizes the Office of Sustainable Communities within the Department of Housing and Urban Development (HUD) and authorizes the existing Interagency Partnership between HUD, the Department of Transportation, and the Environmental Protection Agency.

The bill authorizes two competitive grant programs:

- \$475 million in planning grants that address comprehensive transportation, housing, economic development and environmental concerns
- \$2.2 billion to implement projects identified as priorities in comprehensive regional plans

**The Buses, Rail Cars, Ferryboats: Make it in America Act of 2010 – H.R. 5791:**

This bill is authored by Congressman John Garamendi and would eliminate certain waivers included in the Buy America policy that allow transit agencies to purchase equipment necessary for operations where the domestic supply chain is either non-existent or insufficient.

Staff has worked with the California Transit Association to communicate our concerns about the bill as written. Congressman Garamendi has indicated his willingness to engage the public transportation community in a dialogue that will resolve those concerns.

Prepared by: Seamus Murphy, Manager, Government Affairs

650-508-6388

**San Mateo County Transportation Authority  
State Legislative Matrix as of 8/12/2010**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 153</a> <a href="#">Ma D</a> Land use and planning: environmental quality.</p>	<p>SENATE RLS. 6/30/2010 - From committee: Do pass, and re-refer to Com. on RLS. Re-referred. (Ayes 6. Noes 3.) (June 29).</p>	<p>The Planning and Zoning Law establishes the Planning Advisory and Assistance Council in the Office of Planning and Research, and prescribes the membership and duties of the council.</p> <p>This bill would modify the membership of the council, establish new processes for selecting specified members of the council, and prescribe new duties on the council relating to the reduction of greenhouse gas emissions. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/21/2010</b></p>	
<p><a href="#">AB 231</a> <a href="#">Huber D</a> Environment: California Environmental Quality Act: overriding consideration.</p>	<p>SENATE APPR. 8/9/2010 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/12/2010 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, KEHOE, Chair</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. The 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. For projects whose environmental impacts can not be mitigated to less than significance, existing law authorizes a lead agency to find that specified overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment. If an EIR has been prepared and certified for a program, plan, policy, or ordinance, a lead agency is required to use a tiered EIR for a later project if the lead agency determines that the later project is consistent with the program, plan, policy, or ordinance, and satisfies other criteria.</p> <p>This bill would authorize a lead agency , until January 1, 2016, to rely on a finding of overriding consideration made in a prior EIR for a later project if specified conditions are met, including that the lead agency determines that the later project's significant impacts on the environment are not greater than or different from those identified in the prior EIR . This bill contains other related provisions. <b>Last Amended on 8/9/2010</b></p>	
<p><a href="#">AB 569</a> <a href="#">Emmerson R</a> Meal periods: exemptions.</p>	<p>SENATE THIRD READING 8/3/2010 - Read second time. To third reading.</p> <p>8/12/2010 #138 SENATE ASSEMBLY BILLS-THIRD READING FILE</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, employees in the security services industry employed as security officers, and employees of electrical and gas corporations or local publicly owned electric utilities, as defined, 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. <b>Last Amended on 6/16/2010</b></p>	

**San Mateo County Transportation Authority  
State Legislative Matrix as of 8/12/2010**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 619</a> <a href="#">Blumenfield D</a></p> <p>Transportation projects: high-speed rail.</p>	<p>ASSEMBLY CONCURRENCE 8/12/2010 - Action From THIRD READING: Read third time. Passed Senate to CONCURRENCE.</p> <p>8/12/2010 #204 SENATE ASSEMBLY BILLS- THIRD READING FILE</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law gives the authority the power to, among other things, enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. Existing law, 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 establish procedures to be followed by entities that intend to bid or submit a proposal to contract with the authority for goods or services related to the high-speed train network, as specified. Among other provisions, the bill would require any entity applying for a contract with the authority to affirmatively certify whether it had any direct involvement in the deportation of any individuals to extermination camps, work camps, concentration camps, prisoner of war camps, or any similar camps between specified dates during World War II. The bill would also require the authority to acknowledge and note the importance of complying with this certification, as provided. <b>Last Amended on 7/15/2010</b></p>	

**San Mateo County Transportation Authority  
State Legislative Matrix as of 8/12/2010**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 744</a> <a href="#">Torrico D</a></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>Existing law specifies the respective powers and duties of the Bay Area Toll Authority and the Department of Transportation relative to the operation of the state-owned Bay Area toll bridges and the allocation of toll bridge revenues. Existing law provides for the department to designate certain lanes for the exclusive use of buses and high-occupancy vehicles (HOVs). Existing law provides for various agencies, including the Sunol Smart Carpool Lane Joint Powers Authority, the Alameda County Congestion Management Agency, and the Santa Clara Valley Transportation Authority, to implement high-occupancy toll (HOT) lanes on state highways, which are high-occupancy vehicle lanes that may also be used by vehicles without the requisite number of occupants upon payment of a toll.</p> <p>This bill would authorize the Bay Area Toll Authority to develop, administer, operate, and maintain a Bay Area Express Lane Network on state highways within the 9 Bay Area counties pursuant to a development plan recommended by the Bay Area Express Lane Network Project Oversight Committee, which the authority would be required to establish. The bill would authorize the authority to establish the fee structure for use of the express lanes and would require a public hearing in that regard. The bill would authorize the authority to determine the types of vehicles that may use the lanes. The bill would prohibit the authority from converting existing non-tolled general purpose lanes to express lanes. The bill would provide for agreements between the authority and the Department of Transportation and the Department of the California Highway Patrol. The bill would require revenues from the express lanes to be deposited in the Bay Area Express Lane Network Account, which the authority would be required to create. The bill would authorize the authority to issue revenue bonds for the express lane program. The bill would specify the use of revenues in the account, including the net revenues remaining after expenses and obligations, including revenue bond obligations, for the express lane program are satisfied. The bill would provide for certain payments by the authority to the Department of Transportation and the Department of the California Highway Patrol relative to their responsibilities with regard to the express lane program, and would continuously appropriate the amount of those payments to those agencies for those purposes. The bill would require the Sunol Smart Carpool Lane Joint Powers Authority, the Alameda County Congestion Management Agency, and the Santa Clara Valley Transportation Authority to enter into agreements with the Bay Area Toll Authority by January 1, 2011, to provide for the transfer of their rights and obligations relative to HOT lane projects to the Bay Area Toll Authority. The bill would enact other related provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 7/15/2009</b></p>	
<p><a href="#">AB 987</a> <a href="#">Ma D</a></p> <p>Transit village development districts.</p>	<p>SENATE THIRD READING 6/17/2010 - Read second time. To third reading.</p> <p>8/12/2010 #59 SENATE ASSEMBLY BILLS-THIRD READING FILE</p>	<p>Existing law, the Transit Village Development Planning Act of 1994, authorizes a city or county to create a transit village plan for a transit village development district. A transit village development district is required to include all land within not less than 1/4 mile of the exterior boundary of the parcel on which is located a transit station, as defined.</p> <p>This bill would recast the area included in a transit village development district to include all land within not more than 1/2 mile of the main entrance of a transit station and make additional legislative findings. The bill also would make technical, nonsubstantive changes. <b>Last Amended on 5/20/2010</b></p>	Support

**San Mateo County Transportation Authority  
State Legislative Matrix as of 8/12/2010**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1747</a> <a href="#">Galgiani D</a></p> <p>High-Speed Rail Authority.</p>	<p>SENATE RLS. 6/3/2010 - Referred to Com. on RLS.</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. <b>Last Amended on 4/14/2010</b></p>	
<p><a href="#">AB 1760</a> <a href="#">Blumenfield D</a></p> <p>Design-sequencing contracts.</p>	<p>SENATE APPR. SUSPENSE FILE 8/12/2010 - In committee: Do Pass.</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 not more than 5 transportation projects, to be effective until January 1, 2014. The bill would require the department to compile data on the transportation projects pursuant to the design-sequencing contracts awarded under these provisions and to include that data in an attachment to specified reports to the Legislature each year during which the projects are underway, as specified. <b>Last Amended on 7/15/2010</b></p>	
<p><a href="#">AB 1955</a> <a href="#">De La Torre D</a></p> <p>Local government: compensation.</p>	<p>SENATE L. GOV 8/11/2010 - Senate Rule 21.5(k)(2) suspended. Joint Rule 62(a), file notice suspended.  8/12/2010 9 a.m. - Room 3191 SENATE LOCAL GOVERNMENT, KEHOE, Chair</p>	<p>Existing law charges the Attorney General with various duties, including, among others, attending the Supreme Court and prosecuting or defending all causes to which the state or any state officer is a party in his or her official capacity.</p> <p>This bill would require the Attorney General to determine whether a city is an excess compensation city, as defined. The bill would require the Attorney General to notify the Franchise Tax Board and the redevelopment agency in the city of the city's status as an excess compensation city. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/10/2010</b></p>	
<p><a href="#">AB 2098</a> <a href="#">Miller R</a></p> <p>Riverside County Transportation Commission: transportation projects: contracts.</p>	<p>ASSEMBLY THIRD READING 6/30/2010 - Read second time. To third reading.  8/12/2010 #85 ASSEMBLY ASSEMBLY THIRD READING FILE</p>	<p>Existing law authorizes the Riverside County Transportation Commission to impose tolls for 50 years on transportation facilities on its portion of State Highway Route 91, subject to extension beyond that time if reauthorized by the Legislature, and authorizes toll revenues to be used for capital and operating expenses of the facilities, including debt service, and for related transportation purposes in the Route 91 corridor. Existing law authorizes the commission to issue bonds for a transportation project, as defined, on State Highway Route 91 and requires reversion of the transportation facilities to the Department of Transportation after the bonds are repaid unless tolls have been reauthorized by the Legislature.</p> <p>This bill would authorize the commission to procure services and award and enter into agreements, including agreements for design and construction for the transportation project utilizing the best value design-build method of procurement, as defined. This bill contains other related provisions. <b>Last Amended on 6/23/2010</b></p>	

**San Mateo County Transportation Authority  
State Legislative Matrix as of 8/12/2010**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2121</a> <a href="#">Harkey R</a></p> <p>High-speed rail.</p>	<p>SENATE RLS. 6/10/2010 - Referred to Com. on RLS.</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 chairs of the appropriate policy and budget committees of the Legislature. The bill would also require the authority to annually prepare and submit to the chairs of those committees of the Legislature a report including, among other things, a description of the progress made on the program and a detailed financial plan to pay for construction of the high-speed train network. <b>Last Amended on 5/28/2010</b></p>	
<p><a href="#">AB 2144</a> <a href="#">Gilmore R</a></p> <p>Commercial motor vehicles: driver compliance.</p>	<p>ASSEMBLY ENROLLMENT 8/9/2010 - Senate amendments concurred in. To enrollment.</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.</p> <p>This bill would revise and recast these provisions and, instead, would authorize the court, after a deposit of bail and bail forfeiture, a plea of guilty or no contest, or a conviction, to order a continuance of the proceeding against a person who receives a notice to appear in court for a violation of a statute relating to safe operation of a vehicle, in consideration for completion of a program at a school for traffic violators and order that the conviction be held confidential. The bill would prohibit the record of certain convictions from being confidential under these provisions. The bill would require that no violation point count be assessed if the record of conviction is confidential, unless other specified conditions apply. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/3/2010</b></p>	
<p><a href="#">AB 2147</a> <a href="#">V. Manuel</a> <a href="#">Perez D</a></p> <p>Safe Routes to School construction program.</p>	<p>SENATE THIRD READING 8/3/2010 - Read second time. To third reading.</p> <p>8/12/2010 #173 SENATE ASSEMBLY BILLS- THIRD READING FILE</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 authorized grants to be made to schools in cooperation with a local transportation agency and would require, in rating a proposal, the consideration of the proposal's benefit to a low-income school, as defined, and the use of a public participation process, including a public meeting, as specified. <b>Last Amended on 7/15/2010</b></p>	

**San Mateo County Transportation Authority  
State Legislative Matrix as of 8/12/2010**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2324</a> <a href="#">John A. Perez D</a></p> <p>Transit: public transit facilities.</p>	<p>SENATE THIRD READING 8/3/2010 - Read second time. To third reading.</p> <p>8/12/2010 #149 SENATE ASSEMBLY BILLS- THIRD READING FILE</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.</p> <p>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. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/10/2010</b></p>	
<p><a href="#">AB 2620</a> <a href="#">Eng D</a></p> <p>Department of Transportation: reimbursement for capital outlay support services.</p>	<p>SENATE APPR. 8/2/2010 - In committee: Set, first hearing. Hearing canceled at the request of author.</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 cooperative agreements between the department and public entities for the performance of work by the department and those entities and apportionment of associated expenses.</p> <p>This bill would require the reimbursement of the department when it performs capital outlay support services, as defined, for a public agency or private entity. <b>Last Amended on 6/22/2010</b></p>	Oppose
<p><a href="#">AB 2672</a> <a href="#">Cook R</a></p> <p>Public officers and employees: removal from office.</p>	<p>ASSEMBLY ENROLLMENT 8/12/2010 - Action From CONCURRENCE: Senate amendments are concurred in.To ENROLLMENT.</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 or ex officio 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. <b>Last Amended on 6/2/2010</b></p>	
<p><a href="#">AB 2703</a> <a href="#">John A. Perez D</a></p> <p>Transportation: bond-funded projects: letter of no prejudice.</p>	<p>SENATE RLS. 8/3/2010 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes, including \$950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system.</p> <p>This bill would allow an eligible recipient for funding for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system under the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to apply to the California Transportation Commission and the Department of Transportation for a letter of no prejudice relating to those projects. The bill would authorize the commission and the department to develop guidelines to implement these provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/3/2010</b></p>	

**San Mateo County Transportation Authority  
State Legislative Matrix as of 8/12/2010**

Bill ID/Topic	Location	Summary	Position
<a href="#"><u>ACR 14</u></a> <a href="#"><u>Niello R</u></a>  California Global Warming Solutions Act of 2006.	ASSEMBLY NAT. RES. 4/27/2009 - In committee: Refused adoption.	This measure would call upon the State Air Resources Board, prior to any regulatory action being taken consistent with the scoping plan for the implementation of the California Global Warming Solutions Act of 2006, to perform an economic analysis that will give the State of California a more complete and accurate picture of the costs and benefits of the act's implementation. The measure would also call upon the Governor to use the authority granted by the act to adjust any applicable deadlines for regulations. <b>Last Amended on 3/27/2009</b>	
<a href="#"><u>SB 82</u></a> <a href="#"><u>Hancock D</u></a>  Community colleges: parking and transportation fees.	ASSEMBLY THIRD READING 6/24/2010 - Read second time. To third reading.  8/12/2010 #130 ASSEMBLY SENATE THIRD READING FILE	Existing law establishes the California Community Colleges, administered by the Board of Governors of the California Community Colleges, as one of the segments of public postsecondary education in the state. Existing law establishes community college districts under the administration of community college governing boards, and authorizes these districts to provide instruction at community college campuses throughout the state.  This bill would increase the limits on the parking services fee to \$50 per semester and \$25 per intersession, and \$35 per semester and \$15 per intersession for students who rideshare or carpool. The bill would authorize the governing board of a community college district to increase these fees based on a specified calculation. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/14/2010</b>	
<a href="#"><u>SB 165</u></a> <a href="#"><u>Lowenthal D</u></a>  Vehicles: specially constructed vehicles.	ASSEMBLY THIRD READING 8/9/2010 - From Consent Calendar to third reading.  8/12/2010 #236 ASSEMBLY SENATE THIRD READING FILE	Existing law defines a specially constructed vehicle as a vehicle that is built for private use, not for resale, and is not constructed by a licensed manufacturer or remanufacturer. Existing law requires all specially constructed vehicles to be subject to the emission control system testing and certification requirements established by the Department of Consumer Affairs. Existing law requires a passenger vehicle or pickup truck that is a specially constructed vehicle to be inspected by stations authorized to perform referee functions, and requires the Department of Motor Vehicles, with regard to no more than the first 500 specially constructed vehicles that are presented to the department each year for registration, to provide a registration under which the owner may elect to have an inspection based on the engine model year used in the vehicle or the vehicle model-year.  This bill would recast these provisions, and in addition would provide that the registered owner of a specially constructed vehicle that is currently registered may apply to register the vehicle using a different model year in accordance with these provisions. <b>Last Amended on 6/22/2010</b>	

**San Mateo County Transportation Authority  
State Legislative Matrix as of 8/12/2010**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 535</a> <a href="#">Yee D</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE ENROLLMENT 8/11/2010 - Senate concurs in Assembly amendments. (Ayes 28. Noes 3.) To enrollment.</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 January 1, 2015, or 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 July 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. <b>Last Amended on 6/24/2010</b></p>	
<p><a href="#">SB 1061</a> <a href="#">Hancock D</a></p> <p>San Francisco-Oakland Bay Bridge: capital projects.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/5/2010 – Held in committee.</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 major capital projects on the bridges and other expenditures 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. <b>Last Amended on 5/25/2010</b></p>	

**San Mateo County Transportation Authority  
State Legislative Matrix as of 8/12/2010**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 1268</u></a> <a href="#"><u>Simitian D</u></a></p> <p>Toll bridges, lanes, and highways: electronic toll collection mechanisms: disclosure of personal information.</p>	<p>ASSEMBLY THIRD READING 8/9/2010 - Read second time. To third reading.</p> <p>8/12/2010 #213 ASSEMBLY SENATE THIRD READING FILE</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, on and after July 1, 2011, 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. <b>Last Amended on 8/2/2010</b></p>	
<p><a href="#"><u>SB 1320</u></a> <a href="#"><u>Hancock D</u></a></p> <p>Transit fare evasion and passenger misconduct: administrative adjudication.</p>	<p>ASSEMBLY THIRD READING 8/9/2010 - Read third time. Amended. To third reading.</p> <p>8/12/2010 #123 ASSEMBLY SENATE THIRD READING FILE</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 Santa Clara Valley Transportation Authority, the Sacramento Regional Transit District, Long Beach Transit, Foothill Transit, and 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. <b>Last Amended on 8/9/2010</b></p>	

**San Mateo County Transportation Authority  
State Legislative Matrix as of 8/12/2010**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 1371</u></a> <a href="#"><u>Correa</u></a> <b>D</b></p> <p>Transportation: bond funded projects: letter of no prejudice.</p>	<p>ASSEMBLY RLS. 8/9/2010 - Re-referred to Com. on RULES.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes, including \$950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system.</p> <p>This bill would allow an eligible recipient for funding for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system under the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to apply to the California Transportation Commission and the Department of Transportation for a letter of no prejudice relating to those projects. The bill would authorize the commission and the department to develop guidelines to implement these provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/9/2010</b></p>	<p>Support</p>
<p><a href="#"><u>SCA 5</u></a> <a href="#"><u>Hancock</u></a> <b>D</b></p> <p>State budget.</p>	<p>SENATE THIRD READING 9/1/2009 - Read second time. To third reading.</p> <p>8/12/2010 #27 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.</p> <p>This measure would exempt General Fund appropriations in the Budget Bill from the 2/3 vote requirement. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>SCA 9</u></a> <a href="#"><u>Ducheny</u></a> <b>D</b></p> <p>Finance: state budget: taxes.</p>	<p>SENATE B. &amp; 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. 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.</p> <p>This bill contains other related provisions and other existing laws.</p>	

## San Mateo County Transportation Authority State Legislative Matrix as of 8/12/2010

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SCA 10</a> <a href="#">Ducheny D</a></p> <p>Statewide initiative measures: legislative amendment.</p>	<p>SENATE THIRD READING 1/12/2010 - Read second time. To third reading.</p> <p>8/12/2010 #29 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. This bill contains other existing laws. <b>Last Amended on 8/17/2009</b></p>	
<p><a href="#">SCA 14</a> <a href="#">Ducheny D</a></p> <p>Initiative measures: funding source.</p>	<p>SENATE THIRD READING 1/12/2010 - Read second time. To third reading.</p> <p>8/12/2010 #30 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.</p> <p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs other than costs attributable to the issuance, sale, or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs. <b>Last Amended on 8/17/2009</b></p>	
<p><a href="#">SCA 15</a> <a href="#">Calderon D</a></p> <p>State budget.</p>	<p>SENATE B. &amp; 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.</p> <p>This measure would exempt General Fund appropriations in the Budget Bill for the ensuing fiscal year from the 2/3 -vote requirement if the total amount of General Fund revenues estimated by the Legislative Analyst, on or after May 15, for the current fiscal year is at least 5% below the estimate of General Fund revenues set forth in the Budget Bill enacted for the current fiscal year. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/13/2009</b></p>	

**San Mateo County Transportation Authority  
State Legislative Matrix as of 8/12/2010**

Bill ID/Topic	Location	Summary	Position
<a href="#">SCA 16</a> <a href="#">DeSaulnier D</a>  Initiatives: indirect initiatives.	SENATE THIRD READING 9/1/2009 - Read second time. To third reading.  8/12/2010 #28 SENATE SENATE BILLS- THIRD READING FILE	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.	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –  
4<sup>th</sup> QUARTER FISCAL YEAR 2010**

**ACTION**

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

**SIGNIFICANCE**

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

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

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

## Capital Projects

# Quarterly Status Report

**4th Quarter FY2010 : April 1 – June 30, 2010**

Report prepared for the September 2 , 2010 TA Board Meeting



**San Mateo County**  
**Transportation Authority**





## TABLE OF CONTENTS

Traffic Light Report.....	1
<b><u>Dumbarton Rail Corridor Project</u></b> .....	3
00613 / 00741 - Dumbarton Preliminary Engineering / Environmental / 30% Design .....	4
<b><u>TA – Caltrain Project</u></b> .....	7
00727 - Downtown Extension .....	8
00734 - SM County Local Safety & Access Improvement .....	9
00737 - Caltrain Electrification .....	10
00746 - South San Francisco Parking Lot .....	11
<b><u>Railroad Grade Separations</u></b> .....	13
00759 – Grade Separation Project – San Bruno .....	14
00760 - Grade Separation Project - Poplar / Tilton.....	15
<b><u>Streets and Highways</u></b> .....	17
00615 - Calera Parkway Project (State Route 1 - Fassler Ave to Westport) .....	18
00621 - Highway 101 – Broadway Interchange.....	19
00629 - Highway 101 - Marsh to San Mateo / Santa Clara County Line (Auxiliary Lanes).....	20
00725 - Highway 101- 3rd to Millbrae (Auxiliary Lanes) .....	21
<b><u>Monitoring and Plant Establishment</u></b> .....	23
<b><u>Projects in Development</u></b> .....	25
Definition of Terms .....	33
Abbreviations.....	35
Project Phases .....	36
Performance Status (Traffic Light) Criteria .....	37

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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
	Q3 FY10	Q4 FY10	Q3 FY10	Q4 FY10	Q3 FY10	Q4 FY10	Q3 FY10	Q4 FY10	
<b><u>Dumbarton Rail Corridor</u></b>									3
<b>00613 / 00741- Dumbarton Preliminary Engineering / Environmental / 30% Design</b> Phase - Environmental									4
<b><u>TA – Caltrain Projects</u></b>									7
<b>00727 - Downtown Extension</b> Phase - Preliminary Engineering									8
<b>00734 - SM County Local Safety &amp; Access Improvement</b> Phase - Construction									9
<b>00737 - Caltrain Electrification</b> Phase - PS&E									10
<b>00746 - South San Francisco Parking Lot</b> Phase - PS&E									11
<b><u>Railroad Grade Separations</u></b>									13
<b>00759 - Grade Separation Project - San Bruno</b> Phase - PS&E									14
<b>00760 - Grade Separation - Poplar / Tilton</b> Phase - Environmental and PS&E									15
<b><u>Streets and Highways</u></b>									17
<b>00615 - Calera Parkway Project(State Route 1 - Fassler Ave to Westport)</b> Phase - Environmental									18
<b>00621 - Highway 101 - Broadway Interchange</b> Phase - Environmental									19
<b>00629 - Highway 101 - Marsh to San Mateo / Santa Clara County Line (Auxiliary Lanes)</b> Phase - PS&E									20
<b>00725 - Highway 101 - 3rd to Millbrae (Auxiliary Lanes)</b> 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

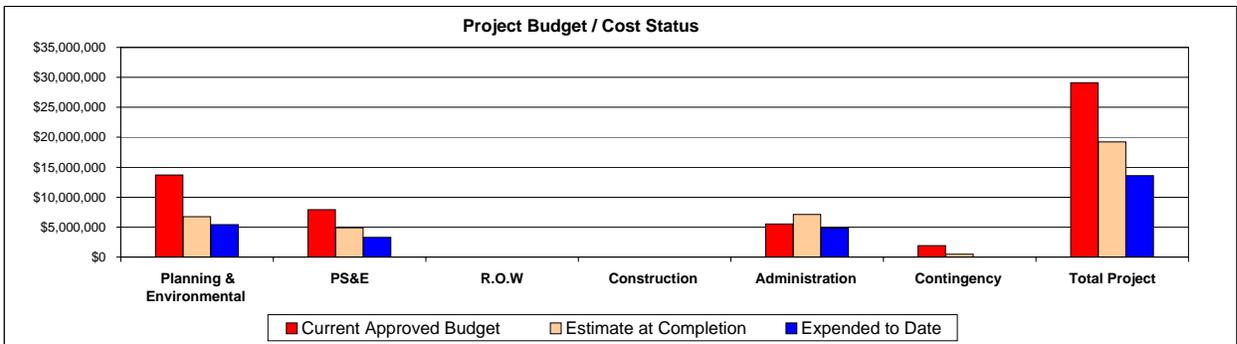
**Project Status Summary:** Project is currently in Environmental and 30% Design phases.

- 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	\$5,407,197	\$1,349,560	\$6,756,757	\$6,945,533
PS&E	\$7,931,520	\$3,310,496	\$1,586,504	\$4,897,000	\$3,034,520
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$5,527,290	\$4,855,001	\$2,241,839	\$7,096,840	(\$1,569,550)
Contingency	\$1,929,900	\$0	\$491,269	\$491,269	\$1,438,631
<b>Total Project</b>	<b>\$29,091,000</b>	<b>\$13,572,694</b>	<b>\$5,669,172</b>	<b>\$19,241,866</b>	<b>\$9,849,134</b>



- 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:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Environmental	01/04/05	01/31/10	01/04/05	01/31/10	01/04/05	10/29/12
30% Design	08/01/07	07/15/09	08/01/07	07/15/09	08/01/07	03/30/12

**Progress**

1) Officially transitioned management of the Technical Studies element of the project from PB to Wilbur Smith Associates (WSA).

**This Quarter:**

2) Continued work on the ridership sensitivity tests.

**Apr - Jun 2010**

3) Prepared a presentation on the preliminary findings of the technical studies.

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

4) Reviewed a draft of the presentation with the PDT and the CAP.

5) Held briefings with selected members of the PAC including the new members and the chairperson.

6) Finalized the Technical Studies presentation.

7) Conducted a PAC meeting on May 7, 2010.

8) Attended a special project team meeting to initiate subcontractor efforts in land use and funding.

9) Initiated work on the funding and land use strategies.

10) Initiated development of the bus and rail alternatives.

11) Continued preparation of the 2009 ridership model.

12) Prepared and reviewed a draft listing of the alternatives to be studied.

13) Conducted a meeting with Altamont Commuter Express (ACE) representatives on regional rail interfaces.

14) Initiated work on developing operating plans for the rail and bus alternatives.

**Future**

1) 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.

**Activities:**

2) Initiate new ridership forecasting efforts with the 2009 Projections and new alternatives.

**Jul - Sept 2010**

3) Continue coordination with the HSR projects in the east and west bay.

4) Conduct a field tour of the Niles Junction area.

5) Submit Draft land use and funding assessment reports.

**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
<b>TA</b>	\$6,591,900	23%	\$6,591,900	23%	\$13,572,694	311%	\$4,360,127	23%
<b>Others</b>								
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Other</b>	\$22,499,100	77%	\$22,499,100	77%	\$0	0%	\$14,881,739	77%
<b>Total</b>	<b>\$29,091,000</b>	<b>100%</b>	<b>\$29,091,000</b>	<b>100%</b>	<b>\$13,572,694</b>	<b>71%</b>	<b>\$19,241,866</b>	<b>100%</b>

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

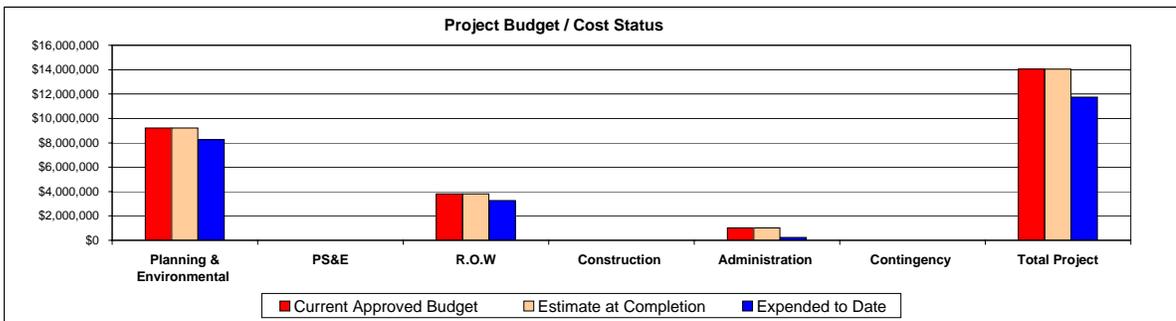
**Project Status Summary:** Current phase is Preliminary Engineering.

**Issues:** 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	\$8,254,054	\$952,946	\$9,207,000	\$0
PS&E	\$0	\$0	\$0	\$0	\$0
R.O.W	\$3,800,000	\$3,253,177	\$546,823	\$3,800,000	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$1,023,000	\$241,767	\$781,233	\$1,023,000	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$14,030,000</b>	<b>\$11,748,998</b>	<b>\$2,281,002</b>	<b>\$14,030,000</b>	<b>\$0</b>



**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  
 Apr - Jun 2010  
 (1) Performed preliminary engineering activities.  
 (2) Continued to conduct Right Of Way activities.

By Caltrain  
 (1) Completed review of the 100% design development plan package.  
 (2) Continued review of the revised Caltrain and High Speed Rail (HSR) platform layout.

**Future Activities:**

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

By Caltrain  
 (1) Work with the design team to update station floor plan.  
 (2) Coordinate HSR and Downtown Extension (DTX) interface.

**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%	\$11,748,998	84%	\$14,030,000	100%
<b>Others</b>								
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%
<b>Total</b>	<b>\$10,230,000</b>	<b>100%</b>	<b>\$14,030,000</b>	<b>100%</b>	<b>\$11,748,998</b>	<b>84%</b>	<b>\$14,030,000</b>	<b>100%</b>

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

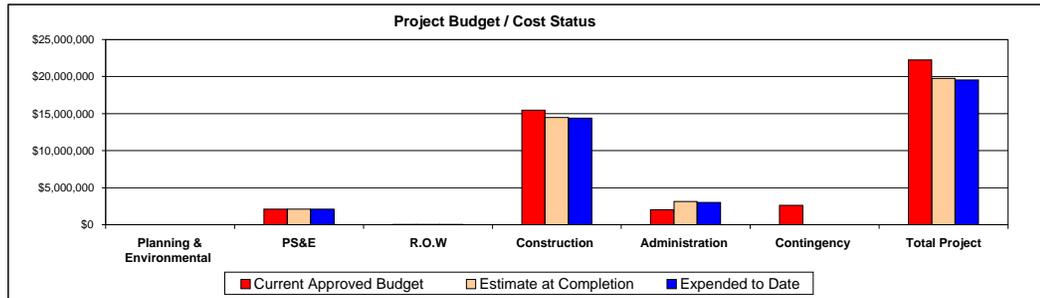
**Project Status Summary:** The project has completed construction phase activities. Project close-out continues.

**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	\$2,118,527	\$478	\$2,119,005	(\$18,614)
R.O.W	\$44,000	\$53,521	\$289	\$53,810	(\$9,810)
Construction	\$15,462,000	\$14,385,913	\$78,828	\$14,464,741	\$997,259
Administration	\$2,039,000	\$3,007,464	\$107,980	\$3,115,444	(\$1,076,444)
Contingency	\$2,608,609	\$0	\$0	\$0	\$2,608,609
<b>Total Project</b>	<b>\$22,254,000</b>	<b>\$19,565,425</b>	<b>\$187,575</b>	<b>\$19,753,000</b>	<b>\$2,501,000</b>

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	07/09/10
Project Close-out	09/27/10	11/30/10	09/27/10	11/30/10	07/10/10	09/17/10

**Progress** (1) Final signal cutover was completed at Fair Oaks (Atherton). The Emergency Gate Management System (EGMS) was put into service in This Quarter: May.  
 Apr - Jun 2010 (2) Completed all change order work. Continued to finalize punch list items.  
 (3) Continued with contract close-out activities.

**Future Activities:** (1) Finalize all construction punch list items.  
 (2) Close out construction contract.  
 Jul - Sept 2010 (3) Close out project.

**Issues:** Construction contract close-out is forecasted for mid-July. Project close-out is forecasted for end of August 2010.

**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%	\$17,807,049	99%	\$17,975,230	91%
<b>Others</b>								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$2,000,000	21%	\$2,000,000	9%	\$1,758,375	99%	\$1,777,770	9%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$9,400,000</b>	<b>100%</b>	<b>\$22,254,000</b>	<b>100%</b>	<b>\$19,565,425</b>	<b>99%</b>	<b>\$19,753,000</b>	<b>100%</b>

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

**Issues:** None.

00737 - CALTRAIN ELECTRIFICATION

Scope:



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.

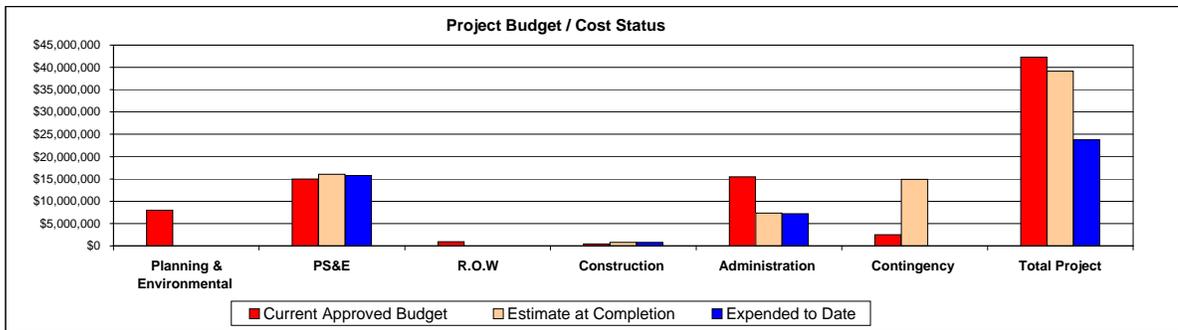
Issues:

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	\$7,203,774	\$175,626	\$7,379,400	\$8,129,800
Contingency	\$2,490,555	\$0	\$14,909,629	\$14,909,629	(\$12,419,074)
<b>Total Project</b>	<b>\$42,297,463</b>	<b>\$23,746,839</b>	<b>\$15,392,900</b>	<b>\$39,139,739</b>	<b>\$3,157,724</b>



Issues:

None.

Schedule:



Major Milestones:

	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E (35% Design)	06/01/05	01/31/08	06/01/05	11/21/08	06/01/05	TBD*
Environmental	05/24/04	12/15/07	05/24/04	02/02/09	05/24/04	TBD*

Note: Environmental / PS&E phase completion date depends on the certification of Final Environmental Impact Report (FEIR) by the JPB.

Progress

This Quarter:

Apr - Jun 2010

- (1) PG&E continued processing applications for 115 kV service at both South San Francisco and San Jose.
- (2) In the April 2010 JPB meeting, a motion to postpone approval of the Caltrain Electrification Project was approved unanimously.

Future

Activities:

Jul - Sep 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 :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$11,250,000	27%	\$11,250,000	27%	\$60,551	1%	\$11,250,000	29%
<b>Others</b>								
<b>Federal</b>	\$15,676,817	37%	\$15,676,817	37%	\$11,961,575	85%	\$14,115,330	36%
<b>State</b>	\$4,000,000	9%	\$4,051,442	10%	\$3,079,217	85%	\$3,601,581	9%
<b>Other</b>	\$11,298,183	27%	\$11,319,204	27%	\$8,645,495	85%	\$10,172,829	26%
<b>Total</b>	<b>\$42,225,000</b>	<b>100%</b>	<b>\$42,297,463</b>	<b>100%</b>	<b>\$23,746,839</b>	<b>61%</b>	<b>\$39,139,740</b>	<b>100%</b>

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.

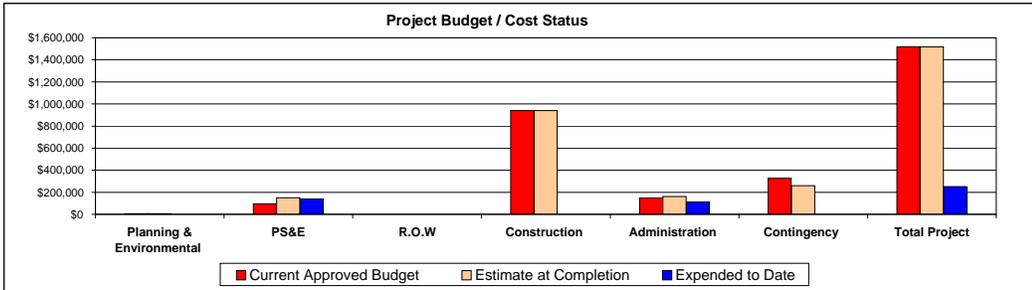
**Project Status Summary:** Current phase is Final Design.

**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	\$137,100	\$11,900	\$149,000	(\$53,000)
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$940,000	\$716	\$939,284	\$940,000	\$0
Administration	\$148,000	\$112,461	\$49,539	\$162,000	(\$14,000)
Contingency	\$326,000	\$0	\$259,000	\$259,000	\$67,000
<b>Total Project</b>	<b>\$1,515,000</b>	<b>\$250,277</b>	<b>\$1,264,723</b>	<b>\$1,515,000</b>	<b>\$0</b>



**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	2/11/10A
2. Final Design/ Specs	12/16/09	04/15/10	12/16/09	04/15/10	02/11/10A	5/19/10A
3. Bid & Award/ NTP	04/16/10	09/08/10	04/16/10	09/17/10	05/20/10A	11/19/10
4. Construction	09/22/10	12/22/10	09/22/10	01/20/11	11/22/10	03/18/11
5. Project Close-out	12/23/10	02/22/11	12/23/10	03/18/11	03/21/11	05/13/11

**Progress**

**This Quarter:** (1) Received 100% Invitation for Bid (IFB) design package for review.  
 Apr - Jun 2010 (2) Completed 100% IFB design package review.  
 (3) Continued legal review of bid document.

**Future**

**Activities:** (1) Continue legal review of bid document.  
 Jul - Sep 2010 (2) Advertise construction bid package.  
 (3) Conduct pre-bid meeting in August 2010.  
 (4) Receive bids in September 2010.  
 (5) Review construction bids.

**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%	\$250,277	17%	\$1,515,000	100%
<b>Others</b>								
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Other</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$1,515,000</b>	<b>100%</b>	<b>\$1,515,000</b>	<b>100%</b>	<b>\$250,277</b>	<b>17%</b>	<b>\$1,515,000</b>	<b>100%</b>

**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 I-380 flyover to approximately San Felipe Road (MP 12.0) in San Bruno. The project will eliminate at-grade vehicular crossings at San Bruno Avenue, San Mateo Avenue and Angus Avenue and replace them with grade separated vehicular access with a four-track footprint. Pedestrian under-crossings will be constructed at Euclid and Sylvan Avenues in San Bruno. The existing San Bruno station will be relocated onto an elevated structure at San Bruno and San Mateo Avenues. The former site of the San Bruno Lumber will become a surface parking lot for the new San Bruno station.

**TA Role:** Funding Agency

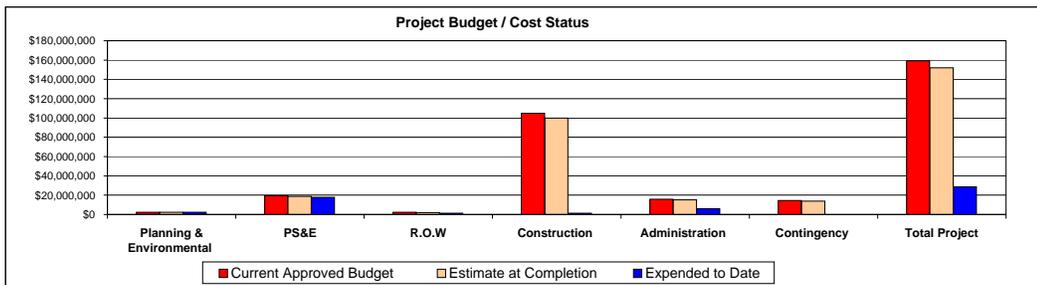
**Project Status Summary:** The project is currently in the Procurement phase. Initial phase Construction work on the box culvert relocation has begun.

**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	\$2,265,820	\$2,158,152	\$4,848	\$2,163,000	\$102,820
PS&E	\$19,517,686	\$17,884,284	\$747,716	\$18,632,000	\$885,686
R.O.W	\$2,149,543	\$1,251,783	\$800,217	\$2,052,000	\$97,543
Construction	\$104,725,292	\$1,241,067	\$98,731,933	\$99,973,000	\$4,752,292
Administration	\$15,966,540	\$6,083,827	\$9,158,173	\$15,242,000	\$724,540
Contingency	\$14,600,553	\$0	\$13,938,000	\$13,938,000	\$662,553
<b>Total Project</b>	<b>\$159,225,435</b>	<b>\$28,619,113</b>	<b>\$123,380,887</b>	<b>\$152,000,000</b>	<b>\$7,225,435</b>



**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. **TA budget authority of \$35.2 million for construction was approved through Resolution 2010-1 at the January 2010 Board meeting. TA Resolution 2010-14 (6/3/10) approved and allocated additional \$51.4 million funding.**

**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	08/12/10
Construction	08/01/10	06/30/12	04/01/10	03/30/12	03/08/10	08/13/12

**Progress This Quarter:** (1) Issued Notice to Proceed (NTP) to Disney Construction for Box Culvert construction. (2) Box Culvert construction: Finalized demolition and began placing concrete. (3) Received construction bids for the Grade Separation contract in May. Evaluated bids and prepared staff recommendation during June for the July Board. (4) Submitted wetland report to Army Corps of Engineers. (5) Began 35% design of BART retrofit work. (6) Continued negotiations with City relative to design issues and C&M Agreement. (7) Continued negotiations pertaining to real estate acquisition with five property owners. Obtained Orders of Possession for the remaining two proposed real estate acquisitions.

**Future Activities:** (1) Receive Board Approval on 7/01/10 to award Grade Separation construction contract to Granite Construction. (2) Issue Limited Notice to Proceed (LNTP) to Granite Construction for the Grade Separation contract. Review and approve construction schedule and other contract submittals; Hold Pre-construction meeting; and Issue Notice to Proceed (NTP). (3) Box Culvert construction: Place final concrete at Line "C" (South Leg). Place final concrete at Line "A" (North Leg). (4) Sign C&M Agreement with the City of San Bruno. (5) Sign permit to enter BART facility.

**Issues:** None.

**Funding:**



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$68,610,000	60%	\$112,610,000	71%	\$28,619,113	27%	\$107,499,910	71%
<b>Others</b>								
Federal	\$6,600,000	6%	\$6,615,435	4%	\$0	0%	\$6,315,236	4%
State	\$40,000,000	35%	\$40,000,000	25%	\$0	0%	\$38,184,854	25%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$115,210,000</b>	<b>100%</b>	<b>\$159,225,435</b>	<b>100%</b>	<b>\$28,619,113</b>	<b>19%</b>	<b>\$152,000,000</b>	<b>100%</b>

**NOTE:** TA Board increased funding by \$51.4M to a total of \$120.01M. Reduction of \$7.4M per Resolution 2007-8 to reallocate funding for San Bruno Interim Safety Improvements (JPB 01709/TA 00758) project resulted with Current TA Approved Funding of \$112.6M. TA Resolution 2009-17 approved and allocated funding to complete 100% design, contracting and Right-of Way activities. TA Resolution 2010-1 approved and allocated partial funding for construction work and other related activities. TA Resolution 2010-14 (6/3/10) approved and allocated additional \$51.4 million funding.

**Issues:** Current Board Approved Budget of \$145 million has been approved by both the San Mateo County Transportation Authority (SMCTA) and PCJPB Boards for the design and construction phase of the project. Additional budget authority will need to be approved by the Board later in FY2011 to fund the remainder of 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

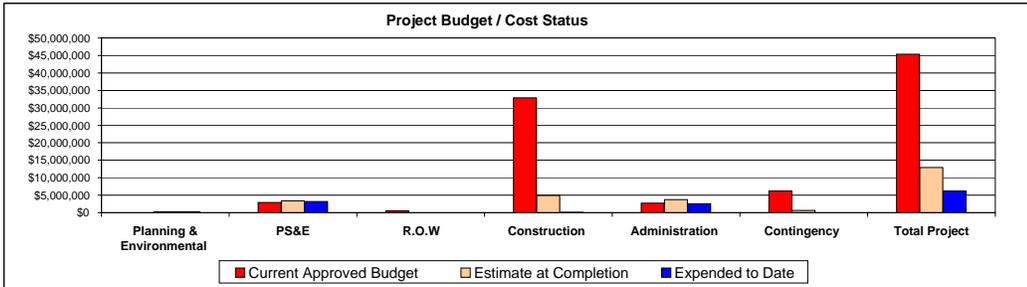
**Project Status Summary:** The seismic improvement work is in the procurement phase.

**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	\$315,934	\$966	\$316,900	(\$316,900)
PS&E	\$2,931,751	\$3,232,070	\$113,330	\$3,345,400	(\$413,649)
R.O.W	\$585,516	\$0	\$0	\$0	\$585,516
Construction	\$32,923,178	\$54,723	\$4,894,377	\$4,949,100	\$27,974,078
Administration	\$2,748,158	\$2,559,413	\$1,141,187	\$3,700,600	(\$952,442)
Contingency	\$6,209,466	\$0	\$612,000	\$612,000	\$5,597,466
<b>Total Project</b>	<b>\$45,398,069</b>	<b>\$6,162,140</b>	<b>\$6,761,860</b>	<b>\$12,924,000</b>	<b>\$32,474,069</b>



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

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Environmental	03/01/05	11/07/08	03/01/05	05/29/09	03/01/05	05/29/09
PS&E	01/19/06	10/27/08	01/19/06	08/28/09	01/19/06	11/19/09
(a) Procurement	10/28/08	04/01/09	08/29/09	03/21/10	02/15/10	11/18/10
Construction	04/02/09	09/28/10	03/22/10	02/22/11	11/19/10	08/26/11
Close out	01/19/06	10/27/08	02/23/11	04/26/11	08/27/11	10/31/11

**Progress**

**This Quarter:**

Apr - Jun 2010

- (1) Advertised project for construction.
- (2) Received and evaluated construction bids. Prepared recommendation of award for the July Board.
- (3) The construction contract award was pulled from the July Board meeting. Contract is to be re-bid.
- (4) Continued coordination of underground water utility relocations.

**Future**

**Activities:**

Jul - Sept 2010

- (1) Revise Invitation to Bid (IFB) documents.
- (2) Submit revised IFB documents to C&P and Legal for review. Re-advertise project.
- (3) Continue with utility relocation for water and PG&E.
- (4) Continue historical record work for the four railroad grade separation bridges.

**Issues:**

The construction contract award was pulled from the July Board meeting. The construction contract is to be re-advertised in July and awarded at the October 2010 Board meeting. Project schedule will be delayed by 3 months.

**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%	\$3,313,214	187%	\$1,773,288	14%
<b>Others</b>								
<b>Federal</b>	\$11,384,734	24%	\$8,703,522	19%	\$0	0%	\$2,477,734	19%
<b>State</b>	\$29,600,000	63%	\$29,600,000	65%	\$2,848,926	34%	\$8,426,579	65%
<b>Other</b>	\$0	0%	\$865,529	2%	\$0	0%	\$246,400	2%
<b>Total</b>	<b>\$47,213,752</b>	<b>100%</b>	<b>\$45,398,069</b>	<b>100%</b>	<b>\$6,162,140</b>	<b>48%</b>	<b>\$12,924,000</b>	<b>100%</b>

**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

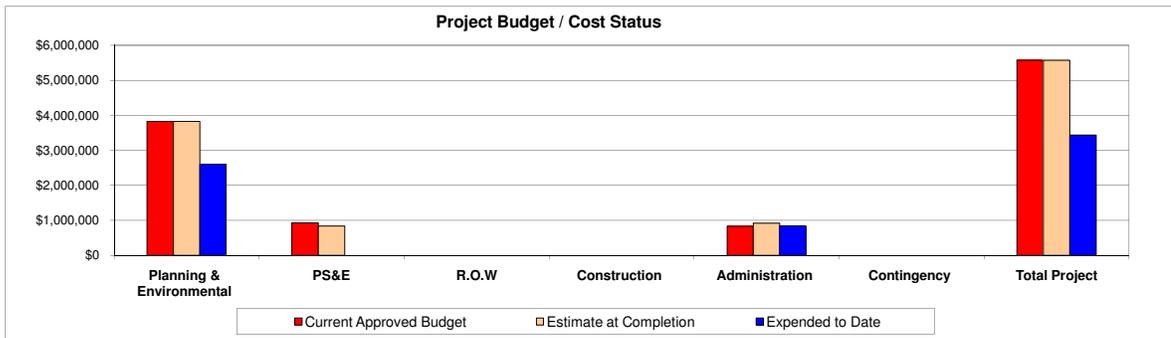
**Project Status Summary:** The project is at the environmental phase with the TA and the city of Pacifica as sponsors and Caltrans as the lead agency.

**Issues:** The June 22nd Public Information Meeting may have an impact on project scope.

**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	\$2,602,112	\$1,222,783	\$3,824,895	\$0
PS&E	\$923,000	\$0	\$833,000	\$833,000	\$90,000
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$825,105	\$834,718	\$80,387	\$915,105	(\$90,000)
Contingency	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$5,573,000</b>	<b>\$3,436,830</b>	<b>\$2,136,170</b>	<b>\$5,573,000</b>	<b>\$0</b>



**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	03/08/11	04/26/11
Environmental PS&E	03/01/07	03/01/10	03/01/07	07/01/11	03/01/07	11/17/11
	TBD	TBD	TBD	TBD	TBD	TBD

**Progress**

- This Quarter:** (1) Completed planning effort for the Public Information Meeting.  
**April - June 2010** (2) Submitted Design Exception Fact Sheets for "Narrow Median" design alternative to Caltrans.  
 (3) Submitted Geometric Approval Drawings for the "Landscaped Median" alternative.  
 (4) Worked on Design Exception Fact Sheets for "Landscaped Median Alternative".

**Future**

- Activities:** (1) Continue to work on Technical Study addenda for "Landscaped Median" design alternative.  
**July - Sep 2010** (2) Continue work on Utilities Policy Exceptions Report.  
 (3) Ongoing work on the Draft Project Report.  
 (4) Submit Design Exception Fact Sheets for "Landscaped Median" alternative.  
 (5) Revise and resubmit the Utility Encroachment Exception Report.

**Issues:** Incorporating the public information meetings and the closing out of the scoping meeting have caused delay to the project.

**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%	\$3,436,830	62%	\$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%
<b>Total</b>	<b>\$3,873,000</b>	<b>100%</b>	<b>\$5,573,000</b>	<b>100%</b>	<b>\$3,436,830</b>	<b>62%</b>	<b>\$5,573,000</b>	<b>100%</b>

**Issues:** None.

**00621 - HIGHWAY 101 - BROADWAY INTERCHANGE**

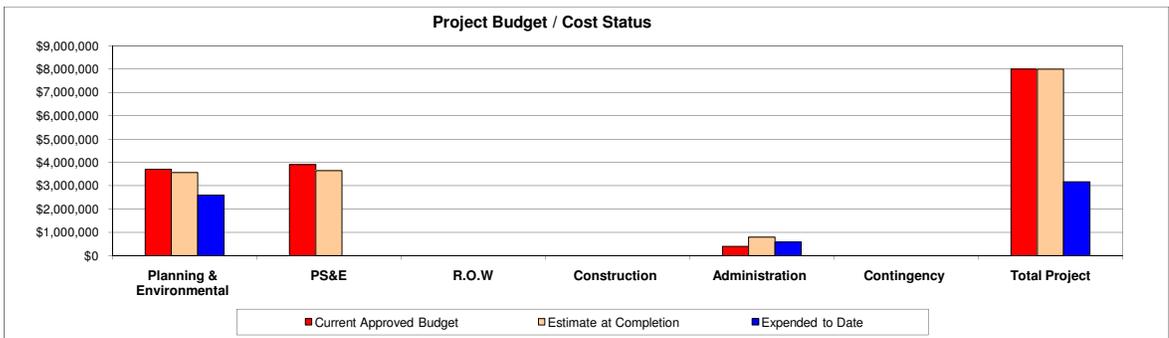
**Scope:** The project will modify the existing interchange to relieve traffic congestion and improve safety. Current scope is to develop the project report and environmental document for the Broadway Interchange. The project scope is anticipated to include detailed design and construction at a later 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:** 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	\$3,700,000	\$2,600,209	\$957,724	\$3,557,933	\$142,067
PS&E	\$3,900,000	\$0	\$3,650,000	\$3,650,000	\$250,000
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$400,000	\$572,425	\$219,642	\$792,067	(\$392,067)
Contingency	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$8,000,000</b>	<b>\$3,172,634</b>	<b>\$4,827,366</b>	<b>\$8,000,000</b>	<b>\$0</b>



**Issues:** None.

**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	08/24/10	09/25/10	08/24/10	09/23/10
Environmental	10/02/08	11/30/10	10/02/08	04/23/11	10/02/08	04/21/11

**Progress**

- This Quarter:** (1) Conducted field surveys. Prepared and submitted Survey Control Report.  
**April - June 2010** (2) Submitted the revised Traffic Operations Analysis Report.  
 (3) Identified Permits and Consultation.  
 (4) Submitted second Draft Project Report.  
 (5) Prepared and submitted the second Draft Initial Study/Environmental Assessment.  
 (6) Resubmitted the Right of Way Data Sheet.

**Future**

- Activities:** (1) Prepare and submit the Final Draft Project Report.  
**July - Sep 2010** (2) Caltrans final review of the Biological Assessment.  
 (3) Caltrans final review of the Wetland Study.  
 (4) Finalize and gain approval of the Draft Environmental Document.  
 (5) Submit Aerial Triangulation.  
 (6) Prepare Mapping.  
 (7) Prepare Final Project Report

**Issues:** None.

**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%
<b>Total</b>	<b>\$8,000,000</b>	<b>100%</b>	<b>\$8,000,000</b>	<b>100%</b>	<b>\$2,776,509</b>	<b>35%</b>	<b>\$7,950,671</b>	<b>100%</b>

**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.

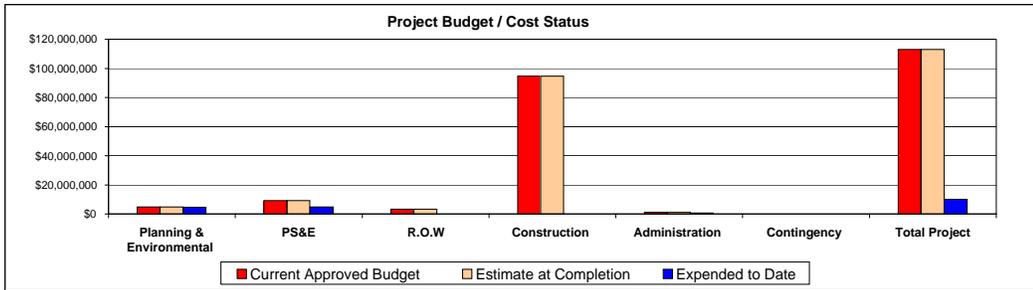
**Issues:** None.

**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	\$4,702,708	\$4,482,292	\$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	\$1,019,332	\$557,675	\$461,657	\$1,019,332	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$112,933,000</b>	<b>\$9,956,193</b>	<b>\$102,976,807</b>	<b>\$112,933,000</b>	<b>\$0</b>

Note: The Current Approved Budget reflects the approval of Resolution No. 2010-9.



**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).  
Apr - Jun 2010

**Future**

**Activities:** (1) Continue PS&E work for segment 1 (Marsh Road to University Avenue).  
Jul - Sep 2010 (2) Start PS&E work for segment 2 (University Avenue to Embarcadero Road).

**Issues:** None.

**Funding :**



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$36,912,000	33%	\$36,912,000	33%	\$1,153,485	3%	\$36,912,000	33%
<b>Others</b>								
Federal	\$1,800,000	2%	\$1,800,000	2%	\$0	0%	\$1,800,000	2%
State	\$74,221,000	66%	\$74,221,000	66%	\$8,802,708	12%	\$74,221,000	66%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$112,933,000</b>	<b>100%</b>	<b>\$112,933,000</b>	<b>100%</b>	<b>\$9,956,193</b>	<b>9%</b>	<b>\$112,933,000</b>	<b>100%</b>

Note: According to Resolution No. 2010-9, TA board approved (1) an amendment to increase project 00629 budget by \$ 30 million to a total of \$36 million and (2) allocation of \$32 million to Caltrans for Right of Way and Construction phases.

**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

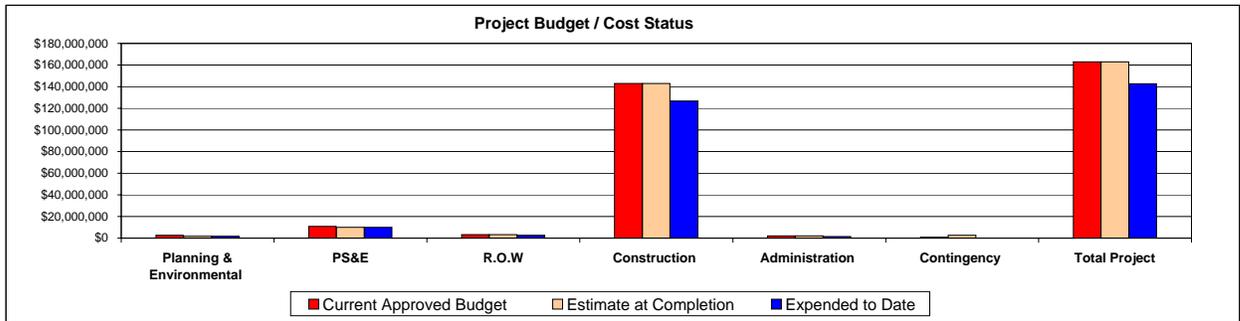
**Project Status Summary:** Construction is currently performed by Caltrans and Design Services During Construction (DSDC) are provided by TA.

**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	\$2,721,044	\$478,956	\$3,200,000	\$0
Construction	\$143,011,000	\$126,666,525	\$16,344,475	\$143,011,000	\$0
Administration	\$2,200,000	\$1,343,622	\$856,378	\$2,200,000	\$0
Contingency	\$826,000	\$0	\$2,602,183	\$2,602,183	(\$1,776,183)
<b>Total Project</b>	<b>\$162,800,000</b>	<b>\$142,518,008</b>	<b>\$20,281,992</b>	<b>\$162,800,000</b>	<b>\$0</b>



**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	07/31/10
Monitoring/ Plant Establishment	04/02/10	04/02/13	04/02/10	04/02/13	08/01/10	07/31/13
Close Out	04/03/13	07/03/13	04/03/13	07/03/13	08/01/13	10/01/13

**Progress**

- This Quarter:** Apr - Jun 2010
- (1) Completed the following:
    - Paving at Peninsula Avenue and Airport Blvd.
    - Roadway work on approaches to Peninsula Avenue over crossing.
    - Electrical work for highway lighting and for Traffic Operation System (TOS).
    - Work on curbs, gutters, median islands and sidewalk at Peninsula Avenue.
    - Drainage work.
    - Work on Peninsula Avenue over crossing.
    - Mainline paving and striping under the Peninsula Avenue over crossing.
  - (2) Continued with final striping, landscaping and irrigation.

**Future**

- Activities:** Jul - Sep 2010
- Complete the following work:
    - Roadway work at Peninsula Avenue and Airport Blvd.
    - Final Stripping
    - Landscaping and irrigation.

**Issues:** None.

**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%	\$82,760,980	89%	\$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%	\$58,518,186	86%	\$67,670,000	42%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$160,250,000</b>	<b>100%</b>	<b>\$162,800,000</b>	<b>100%</b>	<b>\$142,518,008</b>	<b>88%</b>	<b>\$162,800,000</b>	<b>100%</b>

**Issues:** None.

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# **Monitoring and** **Plant Establishment**

**Streets and Highways**

<p><b>00631 - Highway 101 - Ralston to Marsh (Auxiliary Lanes)</b></p> <p><b>Scope:</b> 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><b>Phase:</b> Construction <b>Status:</b> Construction is complete; continue with Monitoring and Plant Establishment through 2012.</p>	<p><b>TA Funding</b> \$22,774,063</p> <p><b>Expended</b> \$20,962,128</p> <p><b>Remaining</b> \$1,811,935</p>
<p><b>00636 - Highway 101 - Hillisdale to Ralston (Auxiliary Lanes)</b></p> <p><b>Scope:</b> 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><b>Phase:</b> Construction <b>Status:</b> Construction is complete; continue with Monitoring and Plant Establishment through 2012.</p>	<p><b>TA Funding</b> \$6,125,000</p> <p><b>Expended</b> \$4,554,313</p> <p><b>Remaining</b> \$1,570,687</p>

# **Projects In Development**

**TA - Caltrain Projects:**

<p><b>00708 - Burlingame / Broadway Station Platform</b></p> <p><b>Scope:</b> 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><b>Phase:</b> PS&amp;E <b>Status:</b> On Hold <b>Reason:</b> 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><b>SMCTA Funding</b> \$2,870,000</p> <p><b>Expended</b> \$856,718</p> <p><b>Remaining</b> \$2,013,282</p>
<p><b>00735 - Parking Expansion @ Hillsdale, Redwood City &amp; Menlo Park</b></p> <p><b>Scope:</b> This project is for the JPB to study parking needs/ expansion at Hillsdale, Redwood City &amp; Menlo Park.</p> <p><b>Phase:</b> Study <b>Status:</b> On Hold <b>Reason:</b> Original study identified access improvement needs beyond auto parking. A follow-up study is being discussed and scoped out.</p>	<p><b>SMCTA Funding</b> \$1,000,000</p> <p><b>Expended</b> \$82,468</p> <p><b>Remaining</b> \$917,532</p>
<p><b>00765 - Interim Outside Boarding Platform - Atherton</b></p> <p><b>Scope:</b> 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><b>Phase:</b> PS&amp;E <b>Status:</b> On Hold <b>Reason:</b> 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><b>SMCTA Funding</b> \$2,790,000</p> <p><b>Expended</b> \$106,747</p> <p><b>Remaining</b> \$2,683,253</p>
<p><b>Railroad Grade Separations</b></p>	
<p><b>00698 - Right of Way Preservation</b></p> <p><b>Scope:</b> 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><b>Phase:</b> Property Management <b>Status:</b> Property Management is on-going.</p>	<p><b>SMCTA Funding</b> \$16,074,000</p> <p><b>Expended</b> \$15,484,068</p> <p><b>Remaining</b> \$589,932</p>

**Railroad Grade Separations (cont.)**

<p><b>00757 - Grade Separation Study - Menlo Park</b></p> <p><b>Scope:</b> 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><b>Phase:</b> Study <b>Status:</b> On Hold <b>Reason:</b> 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><b>SMCTA Funding</b> \$550,000</p> <p><b>Expended</b> \$243,440</p> <p><b>Remaining</b> \$306,560</p>
<p><b>00758 - Grade Separation Study - Linden Avenue</b></p> <p><b>Scope:</b> This project provides funding to the JPB for the South Linden Grade Separation Project.</p> <p><b>Phase:</b> PS&amp;E <b>Status:</b> On Hold <b>Reason:</b> Scope and schedule being revised as part of an overall revision to the JPB five-year CIP.</p>	<p><b>SMCTA Funding</b> \$11,179,802</p> <p><b>Expended</b> \$5,042,579</p> <p><b>Remaining</b> \$6,137,223</p>
<p><b>00764 - San Mateo County Grade Separation Study</b></p> <p><b>Scope:</b> This project provides funding to the JPB to carry out the grade separation conceptual alignment footprint study for San Mateo County.</p> <p><b>Phase:</b> Study <b>Status:</b> On Hold <b>Reason:</b> 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><b>SMCTA Funding</b> \$1,000,000</p> <p><b>Expended</b> \$926,164</p> <p><b>Remaining</b> \$73,836</p>
<p><b>00773 - Grade Separation Project Study Reports @ 3 TBD Locations</b></p> <p><b>Scope:</b> This project provides funding to complete grade separation studies at three locations to be identified with the conclusions of the footprint study.</p> <p><b>Phase:</b> Study <b>Status:</b> On Hold <b>Reason:</b> Awaiting completion of footprint study.</p>	<p><b>SMCTA Funding</b> \$2,000,000</p> <p><b>Expended</b> \$0</p> <p><b>Remaining</b> \$2,000,000</p>

## Streets and Highways

<p><b>00622 - Willow Interchange</b></p> <p><b>Scope:</b> 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><b>Phase:</b> Environmental <b>Status:</b> Limited progress due to continuous discussions between Caltrans and Consultant regarding traffic operations and project benefits.</p>	<p><b>SMCTA Funding</b> \$4,000,000</p> <p><b>Expended</b> \$1,357,330</p> <p><b>Remaining</b> \$2,642,670</p>
<p><b>00625 - Highway 101 - Candlestick</b></p> <p><b>Scope:</b> 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&amp;E and construction at a later date as the Board authorizes future budget.</p> <p><b>Phase:</b> PSR <b>Status:</b> 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><b>SMCTA Funding</b> \$1,011,000</p> <p><b>Expended</b> \$4,366</p> <p><b>Remaining</b> \$1,006,634</p>
<p><b>00652 - State Route 92 - Half Moon Bay to Pilarcitos Creek</b></p> <p><b>Scope:</b> 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><b>Phase:</b> PS&amp;E <b>Status:</b> On Hold <b>Reason:</b> Design changes are required due to comments received from the State &amp; Federal agencies on the environmental document. There is a funding shortfall due to the design changes from the regulatory agencies.</p>	<p><b>SMCTA Funding</b> \$13,400,000</p> <p><b>Expended</b> \$2,956,070</p> <p><b>Remaining</b> \$10,443,930</p>

**Streets and Highways (cont.)**

	SMCTA Funding	Expended	Remaining
<p><b>00654 - State Route 92 - Route 35 to I-280</b></p> <p><b>Scope:</b> 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><b>Phase:</b> Environmental <b>Status:</b> On Hold <b>Reason:</b> Additional funding needed.</p>	<p>\$9,281,000</p>	<p>\$399,070</p>	<p>\$8,881,930</p>
<p><b>00656 - State Route 84 - Bay Front Expressway Extension: Marsh to ECR</b></p> <p><b>Scope:</b> 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><b>Phase:</b> PSR <b>Status:</b> On Hold <b>Reason:</b> 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>\$469,747</p>	<p>\$330,253</p>
<p><b>00723 - Highway 101 - San Bruno to Sierra Point (Auxiliary Lanes)</b></p> <p><b>Scope:</b> 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&amp;E and construction at a later date as the Board authorizes future budget.</p> <p><b>Phase:</b> PSR <b>Status:</b> On Hold <b>Reason:</b> 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>\$20,186</p>	<p>\$1,340,814</p>

**Streets and Highways (cont.)**

<p><b>00724 - Highway 101 - Sierra Point to SF Line (Auxiliary Lanes)</b></p> <p><b>Scope:</b> 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&amp;E and construction at a later date as the Board authorizes future budget.</p> <p><b>Phase:</b> PSR  <b>Status:</b> On Hold  <b>Reason:</b> Preparation of PSR was put on hold. This project requires close coordination with the Candlestick Interchange Project (SMCTA Project #00625).</p>	<p><b>SMCTA Funding</b> \$811,000</p> <p><b>Expended</b> \$17,894</p> <p><b>Remaining</b> \$793,106</p>
<p><b>00730 - Highway 101 - Ramp Metering Hillsdale SM / SC (Auxiliary Lanes)</b></p> <p><b>Scope:</b> This project is to fund capital costs to start up ramp metering system along the Highway 101 corridor.</p> <p><b>Phase:</b> Construction  <b>Status:</b> Complete  <b>Reason:</b> 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><b>SMCTA Funding</b> \$600,000</p> <p><b>Expended</b> \$155,221</p> <p><b>Remaining</b> \$444,779</p>
<p><b>00733 - State Route 92 - Route 101 to Route 280</b></p> <p><b>Scope:</b> 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&amp;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><b>Phase:</b> PSR  <b>Status:</b> On Hold  <b>Reason:</b> Additional funding needed.</p>	<p><b>SMCTA Funding</b> \$1,145,207</p> <p><b>Expended</b> \$445,146</p> <p><b>Remaining</b> \$700,061</p>
<p><b>00739 - Highway 101 - University to Embarcadero (Auxiliary Lanes)</b></p> <p><b>Scope:</b> 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&amp;E and construction at a later date as the Board authorizes future budget.</p> <p><b>Phase:</b> Environmental  <b>Status:</b> Caltrans is the lead agency and is working on PA/ED phase (Environmental).</p>	<p><b>SMCTA Funding</b> \$2,000,000</p> <p><b>Expended</b> \$0</p> <p><b>Remaining</b> \$2,000,000</p>

**Streets and Highways (cont.)**

<p><b>00753 - Interstate 280 - 280 / 380 Local Access</b></p> <p><b>Scope:</b> This project is for the preparation of the Project Study Report (PSR), Project Report (PR), the environmental documents and the PS&amp;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><b>Phase:</b> PSR <b>Status:</b> On Hold <b>Reason:</b> PSR completed; future phases to be determined.</p>	<p><b>SMCTA Funding</b> \$1,660,236</p> <p><b>Expended</b> \$634,465</p> <p><b>Remaining</b> \$1,025,771</p>
<p><b>00754 - Interstate 280 - EB Route 1 to SB I-280 and Serramonte</b></p> <p><b>Scope:</b> 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><b>Phase:</b> PSR <b>Status:</b> On Hold <b>Reason:</b> PSR completed; future phases to be determined.</p>	<p><b>SMCTA Funding</b> \$730,000</p> <p><b>Expended</b> \$385,955</p> <p><b>Remaining</b> \$344,045</p>
<p><b>00774 - Highway Evaluation Program</b></p> <p><b>Scope:</b> The project is to conduct countywide highway operational studies to assess congestion forecasting and operational analysis.</p> <p><b>Phase:</b> Study <b>Status:</b> Scope and schedule being developed.</p>	<p><b>SMCTA Funding</b> \$3,000,000</p> <p><b>Expended</b> \$966,203</p> <p><b>Remaining</b> \$2,033,797</p>
<p><b>00768 - State Route 84 - 84 / 101 Interchange</b></p> <p><b>Scope:</b> 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><b>Phase:</b> Study <b>Status:</b> On Hold <b>Reason:</b> SMCTA is working with Redwood City to assess impacts associated with changing uses to the surrounding land.</p>	<p><b>SMCTA Funding</b> \$6,200,000</p> <p><b>Expended</b> \$1,039,759</p> <p><b>Remaining</b> \$5,160,241</p>

**Streets and Highways (cont.)**

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

<p><b>00771 - C/CAG Study / ITS Program</b>  <b>Scope:</b> 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:          - 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.  <b>Phase:</b> Design  <b>Status:</b> 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><b>SMCTA Funding</b> \$4,170,000</p> <p><b>Expended</b> \$911,817</p> <p><b>Remaining</b> \$3,258,183</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

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- **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.

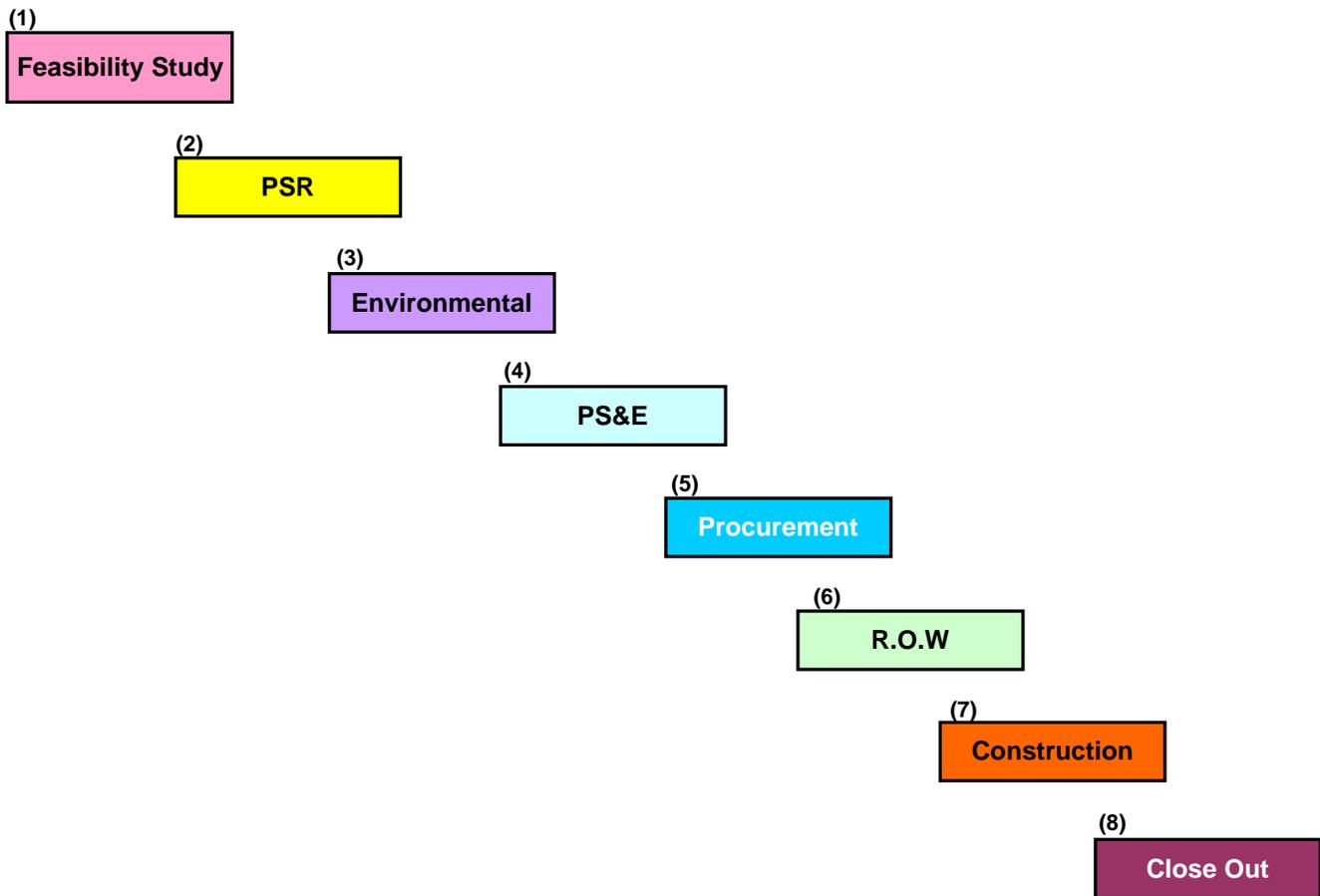
**PSR** – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

**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)
<b>1. SCOPE</b>	<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>
<b>2. BUDGET</b>	<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>
<b>3. SCHEDULE</b>	<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>
<b>4. FUNDING</b>	<p>(a) Expenditure is consistent with Available Funding.</p>	<p>(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p>	<p>(a) Expenditure reaches 100% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p>
	<p>(b) All funding has been secured or available for scheduled work.</p>	<p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(b) No funding is secured or available for scheduled work.</p>