



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

January 6, 2011 - 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 December 2, 2010
  - b) Acceptance of Statement of Revenues and Expenditures for November 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 – December 8, 2010
8. Joint Powers Board Report
9. Report of Executive Director
10. Finance
  - a) Authorize Allocation of \$80,000 of Measure A Funds to the San Mateo County Transit District for the Regional Bicycle Sharing Demonstration Program
11. Program
  - a) Adoption of the 2011 State and Federal Legislative Program
  - b) Update on State and Federal Legislative Program

MOTION

RESOLUTION

MOTION

INFORMATIONAL

12. Requests from the Authority

13. Written Communications to the Authority

14. Report of Legal Counsel

15. Date, Time and Place of Next Meeting

Thursday, February 3, 2011 at 5:00 p.m., at San Mateo Country Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

16. Adjournment

## **INFORMATION FOR THE PUBLIC**

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at [www.smcta.com](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 p.m. 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 (TA)  
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

**MINUTES OF DECEMBER 2, 2010**

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

**MEMBERS ABSENT:** J. Vreeland

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

Chair Rosanne Foust called the meeting to order at 5:08 p.m. Director John Lee led the Pledge of Allegiance.

**CONSENT CALENDAR**

- a. Approval of Minutes of October 7, 2010
- b. Acceptance of Statement of Revenues and Expenditures for the Period Ending June 30, 2010 (Unaudited)
- c. Acceptance of Statement of Revenues and Expenditures for September 2010
- d. Acceptance of Statement of Revenues and Expenditures for October 2010
- e. Approval of 2011 Board of Directors Meeting Calendar
- f. Adoption of the Amended Conflict of Interest Code

The Board approved the consent calendar (Lee/Nagel).

**PUBLIC COMMENT**

Pat Giorni, Burlingame, said the Metropolitan Transportation Commission (MTC) website shows these were the last days to file comments on the revised draft Public Participation Plan of 2011 and hasn't heard from anyone in the months since it came out in June and July. She said the information should have been available for a chance to comment and pass along to the public.

Chair Foust requested Authority Secretary Martha Martinez to forward MTC notices to the Board so they can share information with relevant communities.

Executive Director Michael Scanlon asked if a link to MTC is available on the TA website. Executive Officer Customer Service and Marketing Rita Haskin will follow up on this.

Chair Foust said MTC is developing its sustainable community strategy and there will be more information in the coming months and it will be interesting for our jurisdictions to follow that.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

Chair Pat Dixon presented details of the November 30, 2010 meeting:

- Director Karyl Matsumoto thanked the CAC for their due diligence on behalf of the Board.
- Mr. Scanlon thanked members for their dedication to the CAC.

- Directors Carole Groom and Terry Nagel, and Deputy CEO Chuck Harvey were in attendance.
- Received a presentation on the Highway Implementation Program and a joint TA-City/County Association of Governments (C/CAG) presentation on the Measure A Pedestrian and Bicycle Program.
- Supported the Resolution of Appreciation for Director Rich Gordon.
- Supported the allocation of \$80,000 of Measure A funds for the Bicycle Sharing Demonstration Program.
- Supported the allocation of \$120,000 in Measure A funds for the Last Mile Connection Pilot Program.
- Appointed members to the nominating committee for 2011 officers.

#### **CHAIRPERSON'S REPORT – ROSANNE FOUST**

- She joined subcommittee member Director Lee before this meeting to review the Highway Program and New Measure A projects.
- She commented on how engaged the CAC is on issues and how important their work is to the Board.
- Attended a kickoff celebration for the San Bruno Grade Separation Project with the city manager, city council members and staff and community activists who have waited a long time for the project. Project completion is scheduled for 2012.

Director Carole Groom arrived at 5:20 p.m.

#### **Resolution of Appreciation to Outgoing Board Member, Rich Gordon**

Director Gordon said he was pleased to serve on the TA Board for San Mateo County and participate in strategic planning, and the new Measure A. He looks forward to working on critical issues for the TA and with the Joint Powers Board to find a permanent funding source for Caltrain.

#### Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, thanked Director Gordon for his outstanding work and many years of service to the county.

Chair Foust said the TA will miss Director Gordon, thanked him and said the TA is here to support his efforts.

The Board approved the Resolution of Appreciation (Lee/Nagel).

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

The reports for October 13, 2010 and November 10, 2010 are in the agenda packet.

#### **JOINT POWERS BOARD REPORT**

Mr. Scanlon reported on the meeting of December 2, 2010:

- Public comments were received on High Speed Rail (HSR), bicycle issues and from the Friends of Caltrain.

- Deferred the appointment of a nominating committee for 2011 officers until new appointments are identified.
- Received a MTC liaison report, which focused on how Regional Measure 2 funding relates to Dumbarton Rail.
- Received a memo from the CAC on their recommendations for bicycle capacity.
- Performance statistics October 2010 compared to October 2009:
  - a. Total ridership was 1,126,012, an increase of 8.3 percent.
  - b. Average weekday ridership was 42,437, an increase of 11.2 percent.
  - c. Total revenue was \$4,172,550, an increase of 17.4 percent.
  - d. On-time performance was 93 percent, a decrease of 1.4 percent.
  - e. Shuttle ridership was 5,787, a decrease of 2.5 percent.
- Year-to-date performance statistics October 2010 compared to October 2009
  - f. Total ridership was 4,387,420, an increase of 3.6 percent.
  - g. Average weekday ridership was 41,346, an increase of 4 percent.
  - h. Total revenue was \$16,234,093, an increase of 8.3 percent.
  - i. On-time performance was 93.2 percent, a decrease of 0.9 percent.
  - j. Shuttle ridership was 5,428, a decrease of 4.9 percent.
- The JPB Budget Committee will be meeting in January to discuss the deficit and possible changes in future service.
- Thanked TA members for attending the San Bruno Grade Separation Project kickoff celebration.
- Special service:
  - a. Carried 80,000 Giants riders on November 30, roughly double the average daily ridership, and a greater increase than any other Bay Area transit system.
  - b. Ticket vending machine sales tripled to \$210,000.
  - c. Several days after the Giants victory parade, a seat drop was made to apologize to regular customers for the inconvenience to their usual commute.
  - d. Stanford football has ended with an average of 1,000 riders per game.
  - e. Sharks ridership is down about 16 percent compared to a year ago.
  - f. An additional 119 passengers were carried for the Thanksgiving Day Turkey Trot in San Jose.
  - g. A modified schedule ran the Friday after Thanksgiving Day. The same schedule will run on Christmas Eve and New Year's Eve. Extra southbound trains will run after midnight on New Year's Eve.
- Conducted an emergency response drill in San Francisco on November 14 with staff from the Federal Railroad Administration, California Public Utilities Commission and Homeland Security. The exercise was led by the San Francisco Police Department.
- Fare and service changes are effective January 1 with a 25-cent increase on zone fares and a reduction of four midday trains. The GO Pass will increase from \$140 to \$155.
- Weekend Baby Bullet express service will begin on January 1 for a three-month pilot program. The schedule features one train in the morning and one in the evening in each direction. Each train will service seven stations based on their ridership, connections and proximity to shopping and entertainment.
- A Transit Toy Drive will be held here in the lobby on December 3 in partnership with the U.S. Marine Corps and Salvation Army.
- Received a report on the Peninsula Rail Program. The California High Speed Rail Authority voted on December 2 to begin HSR construction in the Central Valley.

- The Board:
  - a. Approved the Consent Calendar including authorization to approve a third amendment to the bylaws of the Caltrain Centralized Equipment Maintenance and Operations Facility Monitoring Committee so that the committee will meet only once a year.
  - b. Presented Resolutions of Appreciation to Directors Mark Church and Don Gage.
  - c. Authorized amending and increasing the parking violation fine schedule from \$45 to \$48, which is mandated by the State of California.
  - d. Received a State and Federal legislative update.
  - e. Received the Quarterly Capital Progress Report.
  - f. Director Omar Ahmad recommended a Board retreat to focus on Caltrain's financial issues.
  - g. Legal Counsel briefed the Board on execution of a settlement agreement release with Wells Fargo Insurance Services, Inc.

### **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon reported:

- Director Gordon was TA chair when he was hired as the CEO for the District more than 11 years ago. Mr. Scanlon said he has a special place in his heart for the graciousness shown to him and his family by Director Gordon and his partner when he transitioned to California.
- The TA's Wetland Mitigation Restoration Project has been selected to receive an award from the American Council of Engineering Companies for engineering excellence for a project in cooperation with Caltrans that restored 7.85 acres of wetlands at the edge of the San Francisco Bay in Foster City.
- In light of the governor's line item veto action, Caltrans has been given direction to suspend all work on project initiation documents. Staff is assessing the impact of this decision.
- Wished everyone a happy holiday season.

Director Groom requested special service for two University of California Berkeley football games to be played at AT&T Park next year. Marketing staff is in contact with university officials.

Chair Foust announced that Mr. Scanlon is the new chair of the American Public Transportation Association. At a recent executive committee meeting in New Orleans, Mr. Scanlon took executive Board members to build houses in New Orleans. Mr. Scanlon said thousands of people will be replicating this building project during next year's meeting in conjunction with United Way and the New Orleans St. Bernard Project.

### **FINANCE**

#### **Acceptance of the Quarterly Investment Report and Fixed Income Review and Outlook for the Quarter Ended September 30, 2010**

CSI, Inc. Investment Advisor, Bill Osher said the Federal government announced a \$600 billion program to buy Treasury securities to pump money into the economy to improve employment and control inflation. The market is beginning to react to economic growth, there are some positive signs in employment and interest rates are beginning to increase just as the Federal government is pumping these billions into the economy. Growth of 1 percent is good and puts a particular challenge on the investment portfolio because as interest rates increase, prices fall. The

portfolio is being managed in such a way that it can improve its yield if interest rates continue to increase.

The Board accepted the Quarterly Investment Report (Gordon/Nagel).

**Authorize Allocation of \$80,000 of Measure A Funds to the San Mateo County Transit District for the Regional Bicycle Sharing Demonstration Program**

Manager, Planning and Research Marisa Espinosa said the regional bike sharing three-year pilot program would provide 100 public bikes to the Redwood City Caltrain Station. The TA, in partnership with City of Redwood City and San Mateo County, is being asked to make an \$80,000 local contribution to match \$4.29 million from MTC's Climate Initiative grant program and \$2.2 million from the Bay Area Air Quality Management District (BAAQMD).

Director Lee expressed support for the regional effort. Director Groom said it is important to initiate projects like this or bike sharing will never become a reality but she is conflicted by development and costs.

Public Comment

Pat Giorni, Burlingame, said she is a bike advocate and thinks this is a terrible program because the Bay Area is not ready for it. It is a costly \$7 million project with insufficient infrastructure to make the project viable. She recommended staff contact Genentech, a company that has started a bike sharing program.

Ms. Giorni said she has a PowerPoint from a recent meeting on bike sharing and will send copies for the Board.

Executive Officer, Planning and Development Marian Lee said an important issue at the regional level is the overall growing need for various transit to initiate policies to determine how can a wider range of services be provided to accommodate changes in travel behaviors and how do you work on people's behavior to get them more comfortable with alternative ways of traveling. She said the region is less experienced with Transportation Demand Management (TDM) strategies and is trying to figure out how to test this at a regional level. It is critical that an increasing range of transportation commute options be explored to develop this because staff is developing sustainable community strategies and must tackle problems from both fronts to succeed.

Director Lee said this is a BAAQMD program, not a TA program. They are asking for \$80,000 of Measure A funding for a demonstration project to see if it will or will not work; this is what the TA is meant to be.

Several directors had questions about the project. The questions were as follows:

- Why is the cost of the program high?
- What is the break down of how the local moneys will be used?
- What mechanism do we have in place to ensure appropriate use of funds?
- How will the program deal with bike security?
- Have we taken into account the maintenance and safety concerns expressed in European countries that have deployed bike sharing projects?
- Was there coordination with the funding and project partners?

Staff was directed to bring this item back to the January Board meeting and provide more information related to the questions raised by the Board.

**Authorize Allocation of \$120,000 in Measure A Funds to the San Mateo County Transit District for Making the Last Mile Connection Pilot Program**

Manager, Strategic Development Corinne Goodrich said the allocation is from the Alternative Congestion Relief category to match a \$1.5 million grant to administer the Last Mile program. This is a demonstration project to implement a suite of new and existing TDM strategies in downtown Redwood City that would focus on about 10,000 employees and 2,000 households to test if it can assist in mode shift. This could result in an annual reduction of about 2.3 million vehicles miles. TDM strategies in the program include car sharing with three pods of three cars each, short-distance van pools, telecommuting, bike sharing and two electric vehicle charging stations in downtown Redwood City.

A motion (Lee/Nagel) to approve the allocation to the San Mateo County Transit District was passed.

**PROGRAM**

**Verbal Update on the State/Federal Legislative Program**

Government Affairs Manager Seamus Murphy reported:

State

- The Legislature is returning on December 6 for a special session on the budget.

Federal

- Congress just reconvened and has not approved the 2011 budget. The House passed a continuing resolution, which the Senate will have to approve on December 3 to avoid any gap in funding.
- Congress will also need to extend authorization for the surface transportation program before the current extension expires at the end of the year. There will probably be a series of extensions of existing funding both on the appropriations and the authorization side.
- Congress has been engaged in a debate about what rules are going to govern the year-to-year appropriations next session. In the past, staff has worked with its delegation to receive congressionally directed investments through the annual appropriations process. Since the election, House Republicans have voted to eliminate earmarks and the Senate has voted to preserve them.

**Program Report: Pedestrian and Bicycle**

Senior Planner Stacy Cocke said this presentation covers Measure A Pedestrian and Bicycle Program (Program), call for project details and the upcoming schedule. Ms. Cocke reported:

- The policy has been anchored by the 2004 Expenditure Plan, the Strategic Plan and Implementation Plan, which outlines a biennial call for projects, project evaluation and criteria.
- The goal is to encourage programs that encourage bikes and walking. Three percent of new Measure A funds are allocated for this Program. The upcoming call for projects is for Fiscal Year 2012-2013.
- Anyone can initiate a project but a city or the county must sponsor the project. There will be a joint application and coordinated project site visits. Both the TA and C/CAG will evaluate,

prioritize and rank all applications. Staff will solicit CAC input on the list of recommended projects for funding followed by TA Board approval. The call for projects will be issued in late January 2011, applications are due mid-March and Board adoption is anticipated for July.

- Evaluation scoring criteria include project need, consistency, readiness, effectiveness and sustainability.

Director Matsumoto said she is a member of C/CAG's Bicycle and Pedestrian Advisory Committee (BPAC). She said a joint call for projects is excellent because it will be done collectively. She asked if the TA and BPAC will have different scoring systems.

Ms. Cocke said there will be one application and one scoring criteria for both.

Director Matsumoto said C/CAG and BPAC receive funding from different entities and some is for pedestrians and some for bikes. She asked if the TA will break this down so certain money allocated will be for pedestrian and/or bikes.

Ms. Cocke said the Transportation Development Act (TDA) Article 3 does not specify a bicycle and pedestrian percentage. This will be confirmed. The TA is not planning on specifying a percentage to bicycle and pedestrian for this call for projects.

Director Nagel would like to make sure the bar is low for applying so all details are clear for cities. She asked that notification be sent in January announcing the start of the application process.

Ms. Cocke said she would provide advance notification.

Director Nagel asked that applications be encouraged for projects across city boundaries.

Project Manager John Hoang said he would provide an overview of C/CAG's development process for the Countywide Comprehensive Bicycle and Pedestrian Plan (Plan).

Mr. Hoang reported:

- The last Plan was updated in 2000.
- C/CAG is working in partnership with the TA.
- A pedestrian component is being added to the Plan.
- Input is being requested from all cities in the county because the cities will be constructing the projects.
- There are 247 miles of existing bikeways in the County. A preliminary goal is to include an additional 300 miles.
- The goal of the Plan will be to improve safety for bicyclists and pedestrians built on strong local support in conjunction with locally adopted plans.
- Project grouping identifies all the bikeway routes including El Camino Real and coastal corridors, major crossings, access to transit and regional trails.
- The Plan will provide a countywide vision to identify bike/ped zones, develop a countywide bikeway network, identify funding, provide resources on best practices and policies and encourage the cities and county to implement the projects.

- Surveys were completed with cities through July to November. Scheduling included an open house in October, public review of the draft in January, final draft in February and the final plan in March.
- Project website is [sanmateocountybikepedplan.org](http://sanmateocountybikepedplan.org)

#### Public Comment

Pat Giorni, Burlingame, said there are ways for cities to get extra points, for example, if they have their own BPAC. She said C/CAG pretty much said cities should invest in the paper project to get projects in the general plan. C/CAG will do things that define safety such as bike paths and sidewalks. She asked if the TDA Article 3 funds have limitations.

Ms. Cocke said staff is reviewing the appropriate scoring process to ensure the focus is on evaluating actual projects. Extra points can be added if the project is consistent with policy and if it is in the C/CAG plan or city-specific bicycle or pedestrian plan. Ms. Cocke said a bicycle or pedestrian plan is not eligible but project development funds for a specific project including environmental clearance is eligible.

Chair Foust said she is glad staff is reevaluating the idea of a community having a BPAC. She said cities simply cannot provide the amount of staff time required to maintain many committees and commissions.

#### **Capital Projects Status Report - 1st Quarter Fiscal Year 2011**

Director of TA Program Joe Hurley asked if there were any questions and said the report is available in the agenda packet and posted on the TA website.

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

Director Matsumoto asked if a quarterly report is available on original Measure A funding including remaining funding and percentage of funding changes in programs. Ms. Lee and Deputy CEO Virginia Harrington will follow up.

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

The correspondence file includes a letter from Shirley Johnson on the bike share program. A report is available from Holland & Knight on Leadership Outlook for the 112<sup>th</sup> Congress.

#### **DATE AND PLACE OF NEXT MEETING**

The next meeting is scheduled for Thursday, January 6, 2011, 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.

Adjourned 6:53 p.m.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Virginia Harrington  
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES  
FOR THE PERIOD ENDING NOVEMBER 30, 2010**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$27,704,955 - line 6) is *worse* than staff projections by \$655,971 or 2.3 percent. Within total revenue, *Interest Income* (\$2,192,733 - line 2) is \$287,477 or 11.6 percent *worse* than projections. *Grant Proceeds* (\$200,057 - line 4) are \$351,309 or 63.7 percent *worse* than staff projections.

*Total Revenue* (\$27,704,955 - line 6) is \$1,639,475 or 5.6 percent *lower* than prior year performance, mainly driven by *Sales Tax* (\$24,876,933 – line 1) which is \$1,015,209 or 3.9 percent *lower*.

**Expenditures:** *Total Administrative* (\$304,755 - line 21) is *better* than the year-to-date staff projections by \$100,362 or 24.8 percent. Within total administrative, *Staff Support* (\$205,346 – line 17) and *Other Admin Expenses* (\$99,408 - line 19) are \$95,366 or 23.8 percent *better* than staff projections.

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

% OF YEAR ELAPSED: **41.7%**

	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	4,826,267	25,892,142	24,876,933	24,877,000	100.0%	60,000,000	60,000,000	41.5%
2 Interest Income	204,614	2,152,242	2,192,733	2,480,210	88.4%	5,557,240	5,557,240	44.6%
3 Rental Income	90,392	445,508	435,232	452,350	96.2%	1,085,640	1,085,640	40.1%
4 Grant Proceeds	66,152	854,538	200,057	551,366	36.3%	4,218,000	4,218,000	4.7%
5								
6 <b>TOTAL REVENUE</b>	<b>5,187,424</b>	<b>29,344,430</b>	<b>27,704,955</b>	<b>28,360,926</b>	<b>97.7%</b>	<b>70,860,880</b>	<b>70,860,880</b>	<b>39.1%</b>
7								
<b>EXPENDITURES:</b>								
8								
9								
10 Annual Allocations	1,872,552	10,033,911	9,654,705	9,687,975	99.7%	23,358,888	23,358,888	41.3%
11								
12 Program Expenditures	3,409,633	13,106,377	8,645,560	7,569,525	114.2%	12,979,612	25,486,612	33.9%
13								
14 Oversight	13,074	188,627	125,603	404,150	31.1%	970,000	970,000	12.9%
15								
16 Administrative								
17 Staff Support	58,043	192,233	205,346	261,915	78.4%	606,390	606,390	33.9%
18 Measure A Info-Others	-	-	-	4,997	0.0%	12,000	12,000	0.0%
19 Other Admin Expenses	33,324	72,739	99,408	138,205	71.9%	333,109	333,109	29.8%
20								
21 Total Administrative	91,367	264,972	304,755	405,117	75.2%	951,499	951,499	32.0%
22								
23 <b>TOTAL EXPENDITURES</b>	<b>5,386,626</b>	<b>23,593,887</b>	<b>18,730,622 (1)</b>	<b>18,066,767</b>	<b>103.7%</b>	<b>38,259,999</b>	<b>50,766,999</b>	<b>36.9%</b>
24								
25 <b>EXCESS (DEFICIT)</b>	<b>(199,202)</b>	<b>5,750,544</b>	<b>8,974,333</b>	<b>10,294,159</b>		<b>32,600,881</b>	<b>20,093,881</b>	
26								
27 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>423,098,841</b>	<b>413,096,727</b>	<b>413,096,727</b>		<b>298,820,434</b>	<b>413,096,727</b>	
28								
29 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>428,849,385</b>	<b>422,071,060 (2)</b>	<b>423,390,886</b>		<b>331,421,315</b>	<b>433,190,608</b>	

Includes the following balances:								
33 Cash and Liquid Investments		4,105,786		FY 2010 Carryover of Commitments			281,239,724	
34 Current Committed Fund Balance		313,276,101 (3)		FY 2011 Additional Commitments (Budgeted)			38,259,999	
35 Undesignated Cash & Net Receivable		104,689,173		Reso # 2010-24			45,000	
36 Total		<u>422,071,060 (2)</u>		Reso # 2010-25			12,462,000	
37				Less: Current YTD expenditures			<u>(18,730,622) (1)</u>	
38				Current Committed Fund Balance			<u>313,276,101 (3)</u>	

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 PROJECT" column, please note that individual line items reflect variations  
 44 due to seasonal activities during the year.

## 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	78,947	91,647	77,583	76,864							
Actual	56,893	56,343	53,444	50,319	91,367							
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	80,076	159,023	250,670	328,253	405,117							
Actual	56,893	113,236	163,068	213,387	304,755							
Variance-F(U)	23,183	45,787	87,602	114,866	100,363							
Variance %	28.95%	28.79%	34.95%	34.99%	24.77%							



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 NOVEMBER, 2010

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	1.130%	\$ 229,211,641	\$ 230,303,875
Local Agency Investment Fund	Liquid Cash	0.454%	\$ 22,101,493	\$ 22,143,814
Investment Portfolio	Liquid Cash	2.024%	\$ 153,626,114	\$ 154,358,987
Other	Liquid Cash	0.050%	\$ 4,105,786	\$ 4,105,786
			<u>\$ 409,045,034</u>	<u>\$ 410,912,462</u>

Accrued Earnings for November 2010 \$ 459,645.54 (1)  
 Cumulative Earnings FY2011 \$ 2,548,287.28

(1) Earnings do not include prior period adjustments

\* County Pool average yield for the month ending November 30, 2010 was 1.130%. As of November 30, 2010, the amortized cost of the Total Pool was \$2,314,552,718.12 and the fair market value per San Mateo County Treasurer's Office was \$2,325,581,970.85.

\*\* The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.001914850 as reported by LAIF for quarter ending September 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  
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 EXECUTIVE DIRECTOR

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## TSM RESERVE ACCOUNT

AS OF NOVEMBER, 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	1.130%	\$ 661,299	\$ 664,450
			<u>\$ 661,299</u>	<u>\$ 664,450</u>

## Interest Income:

Accrued Earnings for November 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 November 30, 2010 was 1.130%. As of November 30, 2010, the amortized cost of the Total Pool was \$2,314,552,718.12 and the fair market value per San Mateo County Treasurer's Office was \$2,325,581,970.85.

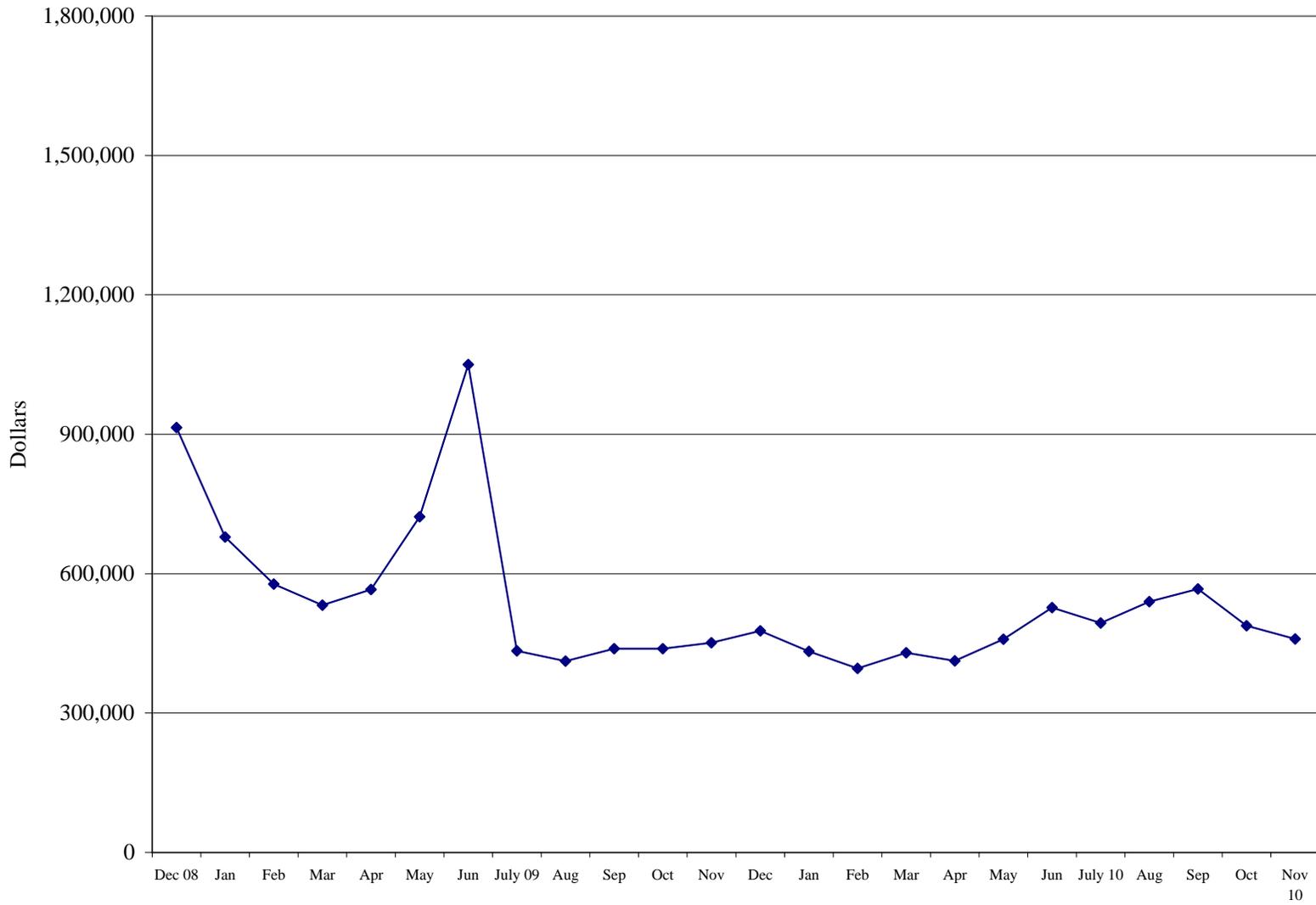
\*\*\* The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

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

FY2011	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	493,670.18	493,670.18
AUGUST	539,654.96	1,033,325.14
SEPTEMBER	567,277.49	1,600,602.63
OCTOBER (1)	488,039.11	2,088,641.74
NOVEMBER	459,645.54	2,548,287.28
DECEMBER		
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

(1) Includes prior period adjustments

## SMCTA Interest Income



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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**INTEREST ON INVESTMENTS**  
**NOVEMBER 30, 2010**

DESCRIPTION	TOTAL INVESTMENT 11-30-10	INTEREST RECEIVABLE 10-31-10	INTEREST EARNED 11-30-10	INTEREST RECEIVED 11-30-10	ADJ.	INTEREST RECEIVABLE 11-30-10
LAIF	22,101,492.70	8,728.85	8,889.01	0.00	0.00	17,617.86
COUNTY POOL	229,872,940.25	239,569.89	216,709.32	0.00	0.00	456,279.21
BANK OF AMERICA	4,105,786.04	0.00	38.80	38.80	0.00	0.00
INVESTMENT PORTFOLIO	<u>153,626,114.10</u>	<u>730,402.42</u>	<u>235,219.76</u>	<u>215,642.81</u>	<u>(1,211.35)</u>	<u>748,768.02</u>
	<u>409,706,333.09</u>	<u>978,701.16</u>	<u>460,856.89</u>	<u>215,681.61</u>	<u>(1,211.35)</u>	<u>1,222,665.09</u>

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

Interest Earned Per Report 11/30/10	459,645.54
<b>Add:</b>	
County Pool Adj.	
Misc. Income	
GASB 31	
<b>Less:</b>	
Management Fees	(5,605.00)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(249,426.53)</u>
Total Interest & Capital Gain(Loss)	<u>204,614.01</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	2,548,287.28
<b>Add:</b>	
County Pool Adj.	
Misc. Income	
GASB 31	
<b>Less:</b>	
Management Fees	(28,019.42)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(327,534.58)</u>
Total Interest	<u>2,192,733.28</u>
Balance Per Ledger as of 11/30/10	
Int Acct. 409100 - Co. Pool	1,313,053.02
Int Acct. 409100 - LAIF	30,479.60
Int Acct. 409100 - B of A	211.16
Int Acct. 409100 - Misc. Income	0.00
Int Acct. 409101 - Portfolio Funds	1,176,524.08
Gain(Loss) Acct. 405210	<u>(327,534.58)</u>
GASB31 Acct. 405220	<u>0.00</u>
	<u>2,192,733.28</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	PAR VALUE
			PURCHASE PRICE	ADJUSTED 6-30-10	VALUE 11-30-10					REC'VBLE 10-31-10	EARNED 11-30-10			REC'VBLE 11-30-10	
<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	2,000,130.00	12-01-10	2.625%	145.8333	30	21,875.00	4,375.00			26,250.00	2,000,000
BANK OF AMERICA	06052AAA9	12-23-08	2,000,000.00	2,012,478.00	2,001,720.00	12-23-10	1.700%	94.4444	30	12,088.88	2,833.33			14,922.21	2,000,000
GENERAL ELECTRIC	36967HAL1	04-24-09	2,014,900.00	2,019,360.00	2,008,670.00	03-11-11	1.800%	100.0000	30	5,000.00	3,000.00			8,000.00	2,000,000
BANK OF AMERICA	06050BAG6	12-28-09	2,032,960.00	2,048,120.00	2,043,634.00	04-30-12	2.100%	116.6667	30	21,116.67	3,500.00	21,000.00		3,616.67	2,000,000
GENERAL ELECTRIC	36967HAH0	03-24-10	1,530,600.00	1,539,582.00	1,538,077.50	06-08-12	2.200%	91.6667	30	13,108.34	2,750.00			15,858.34	1,500,000
GOLDMAN SACHS	38146FAA9	05-29-09	3,124,650.00	3,141,387.00	3,123,399.00	06-15-12	3.250%	270.8333	30	36,833.33	8,125.00			44,958.33	3,000,000
WELLS FARGO & CO	949744AC0	03-16-10	3,058,440.00	3,080,598.00	3,075,381.00	06-15-12	2.125%	177.0833	30	24,083.33	5,312.50			29,395.83	3,000,000
JOHN DEERE CAPITAL	24424DAA7	03-16-10	3,107,970.00	3,119,658.00	3,108,510.00	06-19-12	2.875%	239.5833	30	31,625.00	7,187.50			38,812.50	3,000,000
															11.54%
<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	0.00	11-30-10	1.250%	121.5278	29	18,408.47	3,524.31	21,875.00	(57.78)	0.00	3,500,000
US TREASURY NOTE	912828KB5	04-30-09	2,789,062.50	2,826,578.08	2,824,609.76	01-15-12	1.125%	87.5000	30	9,330.16	2,625.00		(57.06)	11,898.10	2,800,000
US TREASURY NOTE	912828KX7	03-22-10	1,525,312.50	1,537,032.13	1,534,218.27	06-15-12	1.875%	78.1250	30	10,681.35	2,343.75		(38.42)	12,986.68	1,500,000
US TREASURY NOTE	912828LH1	03-12-10	2,028,125.00	2,046,406.22	2,045,078.40	08-15-12	1.750%	97.2222	30	7,418.48	2,916.67		(63.41)	10,271.74	2,000,000
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,801,571.35	15,781,638.15	01-31-13	2.875%	1,197.9167	30	108,984.37	35,937.50		(781.25)	144,140.62	15,000,000
															15.47%
<b><u>U.S. GOVERNMENT AGENCIES</u></b>															
* FHLB	3133XBV28	04-21-09	5,230,400.00	5,067,187.50	0.00	11-02-10	4.250%	590.2778	1	105,659.71	590.28	106,250.00	0.01	0.00	5,000,000
FNMA	31398AVQ2	03-23-09	3,512,845.00	3,533,906.25	3,517,500.00	03-23-11	1.750%	170.1389	30	6,465.29	5,104.17			11,569.46	3,500,000
FHLB	3133XRY46	06-10-10	5,191,000.00	5,192,187.50	5,129,687.50	09-09-11	3.750%	520.8333	30	27,083.33	15,625.00			42,708.33	5,000,000
FNMA	31359MLS0	11-18-08	2,131,400.00	2,131,250.00	2,093,750.00	11-15-11	5.375%	298.6111	30	49,569.43	8,958.33	53,750.00		4,777.76	2,000,000
FANNIE MAE	31398AUU4	01-23-09	4,014,560.00	4,081,250.00	4,067,500.00	01-09-12	2.000%	222.2222	30	24,888.90	6,666.67			31,555.57	4,000,000
FHLB	3133XSWM6	01-23-09	3,000,000.00	3,067,500.00	3,054,375.00	01-23-12	2.100%	175.0000	30	17,150.00	5,250.00			22,400.00	3,000,000
FHLM	3128X9TY6	01-26-10	4,006,000.00	4,015,212.00	4,003,860.00	01-26-12	1.250%	138.8889	30	13,194.47	4,166.67			17,361.14	4,000,000
FNMA	3136FHEV3	04-24-09	5,035,200.00	5,053,125.00	5,023,437.50	03-23-12	2.375%	329.8611	30	12,534.71	9,895.83			22,430.54	5,000,000
FHLB	3133XR5T3	03-12-10	2,105,000.00	2,111,250.00	2,094,375.00	06-08-12	3.625%	201.3889	30	28,798.62	6,041.67			34,840.29	2,000,000
FHLM	3137EACC1	05-27-09	1,995,080.00	2,039,375.00	2,036,880.00	06-15-12	1.750%	97.2222	30	13,222.24	2,916.67			16,138.91	2,000,000
FHLB	3133XUD91	03-15-10	6,065,625.00	6,084,375.00	6,060,000.00	08-10-12	2.050%	341.6667	30	27,675.00	10,250.00			37,925.00	6,000,000
FNMA	31398AYM8	07-10-09	4,996,300.00	5,096,875.00	5,101,562.50	08-10-12	1.750%	243.0556	30	19,687.51	7,291.67			26,979.18	5,000,000
FHLM	3128X93T5	06-14-10	7,544,225.00	7,567,755.00	7,535,392.50	01-15-13	1.750%	364.5833	30	38,645.84	10,937.50			49,583.34	7,500,000
FHLM - STEP UP	3134G1HD9	06-28-10	5,995,800.00	6,005,064.00	6,003,342.00	03-28-13	0.750%	125.0000	30	4,125.00	3,750.00			7,875.00	6,000,000
FNMA - STEP UP	31398AL59	03-29-10	7,996,900.00	8,015,000.00	8,007,500.00	03-29-13	1.000%	222.2222	30	7,111.12	6,666.67			13,777.79	8,000,000
FNMA - STEP UP	3136FMJN5	04-12-10	3,993,200.00	4,018,750.00	4,010,000.00	04-12-13	1.100%	122.2222	30	2,322.24	3,666.67			5,988.91	4,000,000
FNMA	31398AM25	04-15-10	2,796,920.00	2,828,000.00	2,814,000.00	04-15-13	2.000%	155.5556	30	2,488.90	4,666.67			7,155.57	2,800,000
FHLM	3134G1VS0	10-27-10	5,010,400.00	5,010,400.00	4,993,400.00	10-21-13	1.125%	156.2500	30	625.00	4,687.50			5,312.50	5,000,000
FNMA	3136FPRL3	11-15-10	14,977,500.00	14,977,500.00	14,920,312.50	10-28-13	0.625%	260.4167	16	0.00	4,166.67			4,166.67	15,000,000

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	PAR VALUE
			PURCHASE PRICE	ADJUSTED 6-30-10	VALUE 11-30-10					REC'VBLE 10-31-10	EARNED 11-30-10			REC'VBLE 11-30-10	
FHLM - STEP UP	3134G1XT6	11-04-10	2,245,725.00	2,245,725.00	2,244,048.75	11-04-13	0.500%	31.2500	27	0.00	843.75			843.75	2,250,000
FNMA - STEP UP	3136FMV50	11-01-10	2,502,350.00	2,502,350.00	2,505,468.75	07-28-15	1.500%	104.1667	30	0.00	3,125.00			3,125.00	2,500,000
FHLM - STEP UP	3134G1VQ4	11-01-10	2,554,998.00	2,554,998.00	2,547,212.85	10-15-15	1.250%	88.5417	30	0.00	2,656.25			2,656.25	2,550,000
															63.69%
<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	10,327,763.50	04-15-14	1.250%	336.7215	30	5,713.12	10,101.65		1.48	15,816.25	9,805,330
															6.12%
<b><u>COLLATERIZED MORTGAGE OBLIGATIONS</u></b>															
FHLM SERIES 1832 - F	3133T65S6	11-26-08	25,642.02	23,943.64	25,143.15	03-15-11	6.500%	6.2703	30	188.11	188.11	188.11	(51.90)	136.21	25,147
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	1,189,846.07	1,254,891.95	1,244,266.95	12-28-12	5.270%	176.0742	30	528.22	5,282.23	5,282.23	(17.02)	511.20	1,164,019
															0.74%
<b><u>FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS</u></b>															
FHLM GOLD POOL	31282SAC6	12-22-08	613,160.27	615,147.97	611,246.09	03-01-11	4.000%	72.4094	30	2,172.28	2,172.28	2,172.28	(149.90)	2,022.38	606,714
															0.38%
<b>* MATURED</b>			(8,747,900.00)	(8,582,227.56)											(8,500,000.00)
<b>SUBTOTAL</b>			<u>150,324,217.61</u>	<u>151,433,099.83</u>	<u>151,057,090.62</u>					<u>730,402.42</u>	<u>230,098.47</u>	<u>210,517.62</u>	<u>(1,215.25)</u>	<u>748,768.02</u>	<u>148,501,210.42</u>
<b><u>CERTIFICATE OF DEPOSITS</u></b>															
CDARS	(N/A)	04-02-09	2,063,965.58	2,063,965.58	2,063,965.58	03-31-11	1.890%	106.7079	30	0.00	3,201.24	3,203.71	2.47	0.00	2,063,966
CDARS	(N/A)	04-09-09	1,237,930.91	1,237,930.91	1,237,930.91	04-07-11	1.890%	64.0016	30	0.00	1,920.05	1,921.48	1.43	0.00	1,237,931
															2.06%
<b>SOLD / MATURED</b>			-	-											-
<b>TOTAL</b>			<u>153,626,114.10</u>	<u>154,734,996.32</u>	<u>154,358,987.11</u>					<u>730,402.42</u>	<u>235,219.76</u>	<u>215,642.81</u>	<u>(1,211.35)</u>	<u>748,768.02</u>	<u>151,803,106.91</u>

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

12/23/10 1:18 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	15,046,049	(600,451)	15,046,049
<b>FY2010 Total</b>	<b>60,000,000</b>	<b>FY2010 Total</b>	<b>58,485,023</b>	<b>(1,514,977)</b>	<b>58,485,023</b>
<b>FY2011:</b>					
Jul. 10	4,110,600	Sep. 10	4,008,600	(102,000)	4,008,600
Aug. 10	4,110,600	Oct. 10	4,232,000	121,400	4,232,000
Sep. 10	5,480,800	Nov. 10	5,344,800	(136,000)	5,344,800
1st Qtr. Adjustment	1,522,400	Dec. 10		116,600	1,639,000 (1)
3 Months Total	15,224,400		13,585,400	0	15,224,400
Oct. 10	4,295,900	Dec. 10		0	4,295,900 (1)
Nov. 10	4,295,900	Jan. 11		0	4,295,900 (1)
Dec. 10	5,727,900	Feb. 11		0	5,727,900
2nd Qtr. Adjustment	1,591,100	Mar. 11		0	1,591,100 (1) Oct & Nov
6 Months Total	31,135,200		13,585,400	0	31,135,200 Portion
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		13,585,400	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>13,585,400</b>	<b>0</b>	<b>60,000,000</b>
	15,224,400	1st Quarter			
	9,652,533	2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>24,876,933</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

	<u>11/30/2010</u>
Cash -- Bank of America Checking Account	4,105,786.04
LAIF	22,101,492.70
County Pool	229,872,940.25
Investment Portfolio	153,626,114.10
Total	<u><u>409,706,333.09</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN -- NOVEMBER 2010

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000637	PENINSULA CORRIDOR JOINT POWERS BOARD	11/08/10	995,886.05	WIR	Capital Programs
SMCTA	000638	SAN MATEO COUNTY TRANSIT DISTRICT	11/08/10	636,845.56	WIR	Capital Programs
SMCTA	000639	PENINSULA CORRIDOR JOINT POWERS BOARD	11/15/10	69,157.22	WIR	Capital Programs
SMCTA	000640	SAN MATEO COUNTY TRANSIT DISTRICT	11/22/10	538,725.33	WIR	Capital Programs
SMCTA	000641	DEPARTMENT OF TRANSPORTATION	11/29/10	1,712,926.10	WIR	Capital Programs
SMCTA	002830	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	11/01/10	24,942.80	CHK	Legal Services
SMCTA	002831	PBS&J	11/01/10	93,616.26	CHK	Consultant
SMCTA	002832	BELMONT, CITY OF	11/08/10	8,107.50	CHK	Capital Programs
SMCTA	002833	DMJM HARRIS/MARK THOMAS JV	11/08/10	321,433.72	CHK	Capital Programs
SMCTA	002834	HOLLAND & KNIGHT LLP	11/08/10	5,000.00	CHK	Legislative Advocate
SMCTA	002835	PENINSULA TRAFFIC CONGESTION RELIEF	11/08/10	253,594.75	CHK	Shuttles Payable
SMCTA	002836	RAJAPPAN & MEYER CONSULTING	11/08/10	852.52	CHK	Capital Programs
SMCTA	002837	SHAW/YODER & ANTWIH, INC.	11/08/10	3,612.00	CHK	Legislative Advocate
SMCTA	002838	CARTER & BURGESS, INC.	11/15/10	15,682.95	CHK	Consultant
SMCTA	002839	PARKING COMPANY OF AMERICA	11/15/10	90,361.79	CHK	SMCTA Caltrain Shuttles
SMCTA	002840	URS CORPORATION	11/15/10	55,277.93	CHK	Capital Programs
SMCTA	002841	WILBUR SMITH ASSOCIATES	11/15/10	21,653.63	CHK	Consultant
SMCTA	002842	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	11/22/10	244,762.00	CHK	Shuttles Payable
SMCTA	002843	GREEN CARPET LANDSCAPING	11/22/10	140.00	CHK	Grounds Maintenance Service
SMCTA	002844	MENLO PARK, CITY OF	11/22/10	14,871.75	CHK	Shuttles Payable
SMCTA	002845	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	11/29/10	38,547.18	CHK	Legal Services
SMCTA	002846	HOLLAND & KNIGHT LLP	11/29/10	5,000.00	CHK	Legislative Advocate
SMCTA	002847	HURLEY, JOSEPH	11/29/10	896.85	CHK	Seminar and Training
				<u>5,151,893.89</u>		

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
December 8, 2010**

The Community Relations Committee and Board

A certificate of appreciation was presented to outgoing Citizens Advisory Committee Chair John Baker.

Accessible Transit Services Manager Bill Welch said Redi-Wheels singers will entertain customers at adult day care centers in the county.

Paratransit Coordinating Council Chair Nancy Keegan said they are working closely with Accessible Services staff to develop and implement policy changes to increase productivity. The Redi-Wheels no-show and late- cancellation policies were tightened in February and results are positive.

Citizens Advisory Committee Chair John Baker reported on the December meeting:

- Received a presentation on new fareboxes and the Day Pass proposal.
- Officers elected for 2011 are chair Peter Ratto and vice chair Andy Chow.

Director of Bus Transportation Chester Patton presented the Performance Report: Shuttle Services (attached).

Average weekday ridership for all modes for October 2010 compared to October 2009 was 100,024, an increase of 0.5 percent.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for October 2010. Revenues are slightly under budget. There are savings on the expense side in the motor bus area, wages and benefits and fuel. Year-to-date fuel is \$2.28 per gallon and was \$2.33 per gallon the previous week. The fuel hedge was tripped in November.

Authorized amending the Fiscal Year (FY) 2011 Operating Budget by \$1,198,087 from \$131,810,465 to \$133,008,552. The amendment reflects various revenue adjustments since the FY2011 budget was adopted in June 2010, primarily to account for a reduction in State Transportation Act Fund allocations from the Metropolitan Transportation Commission (MTC) and revised interest income projections.

Accepted a grant from the Silicon Valley Community Foundation in the amount of \$70,000 for second year support of the Grand Boulevard Initiative (GBI). The District will use existing research to identify residents' and business owners' perceptions of transit-oriented development, select messages that resonate locally, educate residents and the business community to address fears regarding development along El Camino Real.

Authorized filing an application and receipt of Federal funding in the amount of \$1,486,700 under MTC's Climate Initiatives Program. Funding is for the proposed pilot project referred to as "Making the Last Mile Connection," which will enable the District to implement a suite of

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
December 8, 2010**

Transportation Demand Management strategies in Redwood City with the goal of reducing greenhouse gas emissions in support of sustainable communities. Strategies include car sharing, short-distance vanpools, telecommuting, targeted residential and employer/employee marketing, bike sharing and electric vehicle charging stations.

Amended and increased the parking violation fine schedule to include a surcharge fee of \$3 effective December 7, 2010. This increase will cover SB 857, a state-mandated penalty.

Rejected all bids from Ameripride Uniform Service, Aramark Uniform Services and G&K Services because of non-responsive bids for rental, purchase and laundering of work clothing, shop towels and related items. Also authorized staff to research the marketplace for the purpose of negotiating an acceptable contract.

The Legislative Committee and Board

**State Update**

- State legislators convened on December 7 for a special session on the budget.
- One of the governor's proposals from the special session involves using truck weight fees to fund bond debt service, which is billed as a way to get around Proposition 22. It would not have a negative impact on transit. The funds under the gas tax swap were originally intended to fund bond debt service.

**Federal Program**

- Congress is working on the final details of the tax cut extension package. Staff has been working with transit advocates to push for the extension of pre-tax commuter benefits and alternative fuel tax credit as a part of the legislation. Staff is asking the District's congressional delegation to contact members who are directly involved in the negotiations and encourage them to include those two extensions in the final bill. Legislative language is expected to come out in a week and Congress could act by the end of that week.
- After a number of extensions, the House is set to approve the 2011 budget on December 8, which essentially holds 2010 spending for the remainder of the fiscal year. The Senate will take up the bill by the end of the week. In order to continue funding for public transit, Congress will also need to extend the surface transportation authorization program.
- Congress is also engaged in a debate about rules that will govern year-to-year appropriations next session. In the past, staff has worked with the delegation to receive congressionally directed funding through the annual appropriations process. Since the election, House Republicans have decided they aren't going to include any earmarks in their annual appropriations bills. The Senate said they are still willing to consider congressionally-directed appropriations. If it's any indication, the budget passed on December 8 by the House didn't include any earmarks. If this trend continues, it would mean more funding opportunities through discretionary programs controlled by the Administration.
- The House is set to approve the 2011 budget at 2010 spending levels.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
December 8, 2010**

Planning, Development and Sustainability Committee

Received a presentation on Clipper on SamTrans, which is an MTC initiative for a regional fare payment system.

Capital Projects Quarterly Status Report -1<sup>st</sup> Quarter Fiscal Year 2011. This is the first time the SamTrans Board received this report and will continue to receive quarterly.

Board of Directors

Reappointed Zoe Kersteen-Tucker representing public member – Coastside.

Appointment of a Nominating Committee for 2011 officers was postponed due to possible changes in the makeup of the Board.

Approved a resolution of appreciation to outgoing Board member, Mark Church.

Report of the General Manager/CEO Michael Scanlon:

- The reading file includes the latest edition of *Riders Digest*, which outlines the relatively minor route changes effective December 19.
- Ten bus operators who were laid off in 2009 were rehired because of service changes.
- Maintenance department storekeepers have worked from August 2009 through September 2010 without a lost work day.
- An Association for the Advancement of Retired Persons driver safety program will be held in Burlingame on December 8.
- SamTrans fixed-route buses averaged more than 32,000 miles between service calls and Redi-Wheels averaged almost 27,000 miles.
- Staff will be submitting a sustainability application in December to the American Public Transportation Association for bronze recognition.
- Base inspections were completed in November.
- Due to the cancellation of the Caltrain Holiday Train, a Transit Toy Drive was held at the District on December 3. Congresswoman Jackie Speier has offered to help raise funds to bring back the Holiday Train next year.
- Staff created an electronic holiday card as part of the District's renewed commitment to sustainability.

The next meeting of the Board is scheduled for Wednesday, January 12, 2011.

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "a" and "m" are lowercase, while "s", "T", "r", and "s" are uppercase. Below the text is a horizontal bar with a red top section and a blue bottom section.

# Mobility Management – Shuttle Performance

December 8, 2010

## Performance

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "a" and "m" are lowercase, while "s", "T", "r", and "s" are uppercase. Below the text is a horizontal bar with a red top section and a blue bottom section.

- Shuttles by Mode
- Business Partners
- Public Partners
- FY2011 Allocation
- Funding
- Ridership
- The Last Mile
- Operational Flexibility
- Current Issues
- Shuttle Route Statistics
- Summary





## Public Partners

samTrans

- BAAQMD
- C/CAG (Grant Program and TFCA funding)
- Peninsula Traffic Congestion Relief Alliance
- Several cities through the Alliance
- San Mateo County Transportation Authority

## FY2011 Allocation

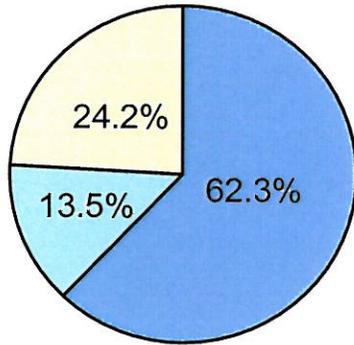
samTrans



SamTrans/BART Shuttles	\$2,214,000
Caltrain (SM Co.) & Community Shuttles	\$1,515,010
Caltrain Shuttles	\$3,145,631

## SamTrans/BART Funding

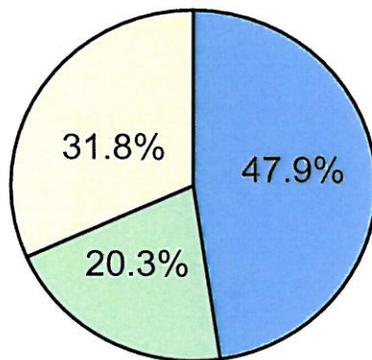
samTrans



- Employer
- SamTrans
- AB 434

## JPB-funded Caltrain

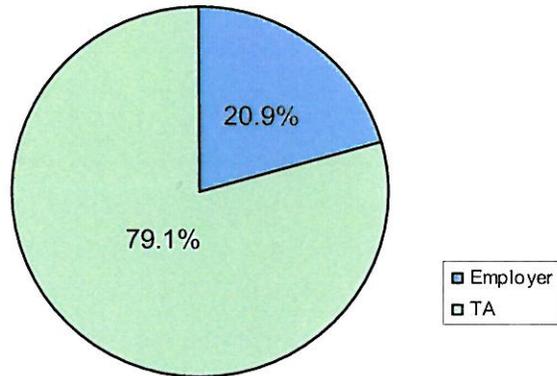
samTrans



- Employer
- Caltrain
- AB 434

## Caltrain/SMC & Community Funding

samTrans



## No Loss of Sponsors

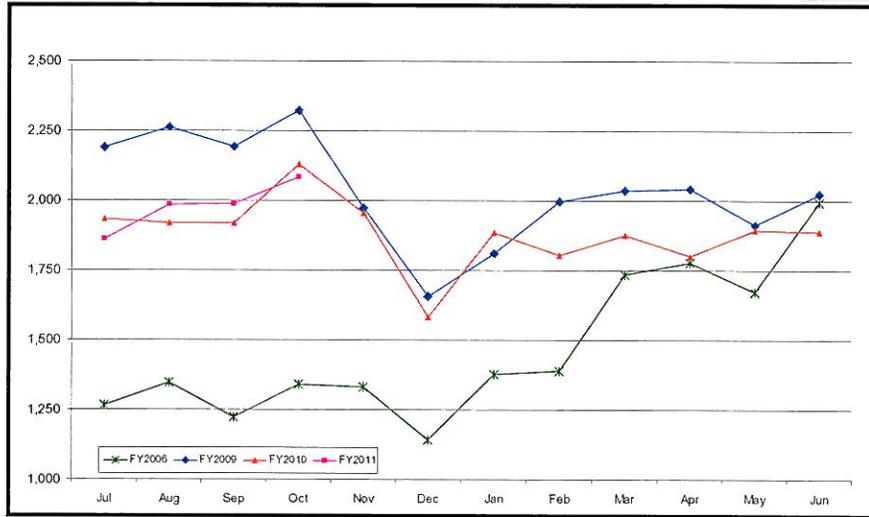
samTrans

**Caltrain and SamTrans shuttles depend on many funding partnerships**

**In spite of a huge recession all companies and cities that sponsor shuttles have extended their funding contracts until June 2011**

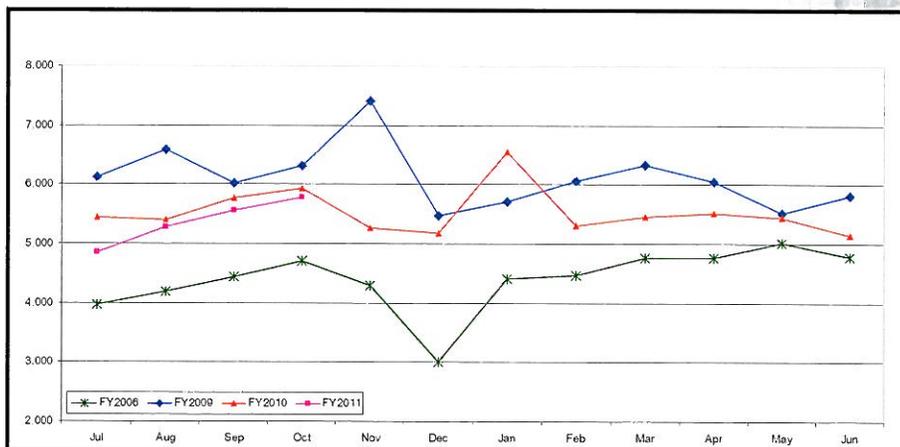
# Shuttle AWR - BART

samTrans



# Shuttle AWR - Caltrain

samTrans



## The Last Mile

samTrans

Caltrain shuttle trips	1.4 million
Shuttle passenger miles	2.7 million
Shuttle average miles/trip	1.9
Caltrain average miles/trip	27.8
Total passenger miles	41.6 million

## Operational Flexibility

samTrans

- Shuttle operators are prepared to respond to unplanned situations, adjusting schedules, bus bridging, and supporting various Caltrain emergency operations:
  - Security
  - Mechanical issues
  - Disaster
  - Accidents

## Current Issues

samTrans

- \$1 million BAAQMD grant approved for calendar year 2011
- Operator contract option year for JPB shuttles expires Sept. 30, 2011
  - One more option year may be exercised
- C/CAG grant fluctuates based on license plate fees
  - Down from \$631,000 in FY2009 to \$540,000 in FY2011

## Caltrain Shuttles

samTrans

Route	Buses	Annual Cost	Oct AWR	Cost/Trip	Funding Share		
					Empl	JPB	AB 434
AMD	1	\$114,182	73	\$6.24	25%	23%	52%
Baylands	2	\$177,359	236	\$2.99	25%	23%	52%
Electronic Arts	1	\$108,287	165	\$2.61	39%	31%	30%
Genentech	1	\$168,629	525	\$1.27	59%	15%	26%
Shoreline	2	\$298,474	168	\$3.52	50%	28%	26%
Sierra Point	1	\$191,067	74	\$10.30	77%	7%	16%

## SamTrans Shuttle Service



<u>Route/Station</u>	<u>Buses</u>	<u>Annual Cost</u>	<u>Oct AWR</u>	<u>Cost/Trip</u>	<u>Funding Share</u>		
					<u>Empl</u>	<u>ST</u>	<u>TFCA</u>
Bayhill/San Bruno	1	\$133,000	196	\$2.69	26%	26%	48%
Crocker/Balboa	2	\$128,000	308	\$1.65	30%	25%	45%
Gateway/Glen Park	2	\$1,000,000	910	\$5.06	86%	5%	9%
Sierra Point/Balboa	1	\$204,000	211	\$3.83	56%	16%	28%
Foster City/Millbrae	1	\$93,000	85	\$4.36	11%	32%	57%

## SM/Caltrain Shuttles



<u>Route/Station</u>	<u>Buses</u>	<u>Annual Cost</u>	<u>Oct AWR</u>	<u>Cost/Trip</u>	<u>Funding Share</u>	
					<u>Employer</u>	<u>TA</u>
Pacific Shores	1	\$166,283	189	\$3.49	25%	75%
SM Hillsdale	1	\$102,832	60	\$6.78	25%	75%
East Palo Alto	1	\$129,737	121	\$4.24	0%	100%
Bayshore/Brisbane	1	\$188,024	32	\$12.65	50%	50%



## Summary

samTrans

- Business and Public partners are supportive of the Shuttles program
- Ridership is down from FY2009 highs
- Shuttles have operational flexibility
- Shuttles efficiency continues to be monitored
- 41.6 million passenger miles



**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 MEASURE A FUNDS TO THE  
SAN MATEO COUNTY TRANSIT DISTRICT FOR THE  
REGIONAL BICYCLE SHARING DEMONSTRATION PROGRAM**

**ACTION**

Staff recommends Board approval of the following actions related to the *First-Mile and Last-Mile Mobility Solution: Pilot Bike-Sharing Program*:

1. Allocate \$80,000 to the San Mateo County Transit District (District) from the San Mateo County Transportation Authority (TA) Measure A Pedestrian and Bicycle expenditure plan category;
2. Authorize the Executive Director or his designee to execute any necessary documents or agreements to encumber the subject funding.

**SIGNIFICANCE**

The Metropolitan Transportation Commission (MTC) awarded \$4.2 million to the Bay Area Air Quality Management District (BAAQMD) to administer the *First-Mile and Last-Mile Mobility Solution: Pilot Bike-Sharing Program*. It is a three-year regional demonstration project that is being funded by MTC's Climate Initiative grant program.

The demonstration project is a collaboration of several partners including the San Francisco Municipal Transportation Agency (SFMTA), the District and the Santa Clara Valley Transportation Authority (VTA). The Project will deploy 1,100 bicycles at locations in San Jose, Palo Alto, Mountain View, Redwood City and San Francisco.

The District, in partnership with San Mateo County and Redwood City, is requesting \$80,000 from the TA to provide the San Mateo County local match for this effort. This project meets the purpose of the Measure A Pedestrian and Bicycle Program. Funding from the Pedestrian and Bicycle category is being sought ahead of the TA's Call for Projects to take advantage of a one-time regional funding opportunity. This funding request is consistent with TA-adopted policies related to special circumstances and program goal of maximizing leveraging of funds.

This item was presented at the December 2010 Board meeting. Staff was directed to bring this item back to the Board in January with additional information about MTC's regional program and specifics about the use of TA funding. Staff will provide a presentation at the Board meeting.

### **BUDGET IMPACT**

There is no impact to the budget. \$80,000 is available from funds already budgeted in the Fiscal Year 2011 TA Budget.

### **BACKGROUND**

The project will demonstrate the potential and viability of bicycle sharing as a new sustainable mobility option and will serve as a model for achieving MTC's goals related to air quality and climate protection, sustainable transportation and innovation. The project objective is to pilot and test zero-emissions bike-sharing strategically in downtown urban centers of varying sizes and population densities in close proximity to transit centers located in Priority Development Areas (PDAs). The pilot helps leverage accessibility to transit along the Caltrain transportation corridor, offering a significant first- and last-mile solution for riders, commuters and other visitors. Among the outcomes of the project, the demonstration program will research, test, and evaluate sustainable program financing models, including public-private partnerships.

In San Mateo County, 100 bikes will be deployed at the Redwood City Caltrain Station and downtown area. Preliminary analysis revealed over 1,258 businesses within a half-mile radius of the Redwood City Caltrain station, as well as over 1,700 households well within average bicycling distance of the downtown Redwood City area. Redwood City was selected as a partner test site because of the nexus of the MTC Climate Initiative grant-funded Transportation Demand Management (*TDM Strategies*) proposal (led by the District), proximity to key activity centers, such as the county government center, Redwood City city hall, Kaiser Permanente hospital and other major employment attractors. In addition, the Redwood City Station was identified as one of the highest bicycle ridership stations in the Caltrain corridor based on both the Caltrain Bicycle Access and Parking Plan (2008) and annual ridership surveys from the past ten years.

The total project cost is \$6.99 million. Proposed funding sources include:

- \$4.29 million from MTC's Climate Initiative grant program
- \$2.2M from BAAQMD
- \$80,000 from SMCTA/District
- \$25,000 from C/CAG
- \$50,000 from advertising and user fee revenues
- \$345,000 from other local funds from SFMTA and VTA

The Project is scheduled to commence in February 2011 and is anticipated to be completed by February 2013. The planning process includes conducting marketing and public outreach, site planning, developing a shared procurement process, developing an implementation strategy, and program evaluation as well as developing a business model to sustain the program after the expiration of grant funds.

Prepared by: Marisa Espinosa, Planning and Research

650-508-6226

**RESOLUTION NO. 2011 -**

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

**\* \* \***

**AUTHORIZE THE ALLOCATION OF MEASURE A FUNDS TO THE  
SAN MATEO COUNTY TRANSIT DISTRICT FOR THE FIRST-MILE AND  
LAST-MILE MOBILITY SOLUTION: PILOT BIKE-SHARING PROGRAM**

**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 Measure A one-half cent transactions and use tax (“Transactions and Use Tax”) for an additional 25 years to implement the 2004 Transportation Expenditure Plan (2004 Expenditure Plan) beginning January 1, 2009; and

**WHEREAS**, the Fiscal Year 2011 Budget approved funding for the Pedestrian and Bicycle Program category; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) awarded \$4.2 million to the Bay Area Air Quality Management District (BAAQMD) to administer the *First-Mile and Last-Mile Mobility Solution: Pilot Bike-Sharing Program* (Project), which is a three-year regional bicycle sharing demonstration project that is being funded by MTC’s Climate Initiative grant program; and

**WHEREAS**, the San Mateo County Transit District, in partnership with San Mateo County and City of Redwood City, has requested that the TA consider a funding request of \$80,000 in support of this Project in order to demonstrate the potential and viability of a new sustainable mobility option; and

**WHEREAS**, the use of funds would support the San Mateo County portion of the Project that will be centered at Redwood City Caltrain Station and its vicinity; and

**WHEREAS**, the Project is a qualified use of the Measure A Expenditure Plan Pedestrian and Bicycle Program category funds and consistent with TA-adopted policies related to special circumstances and leverages \$4.2 million in MTC grant funds as well as \$2.2 million in other regional funds.

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

1. Allocate up to \$80,000 to the San Mateo County Transit District from the Pedestrian and Bicycle program category for the *First-Mile and Last-Mile Mobility Solution: Pilot Bike-Sharing Program*; and
2. Authorize the Executive Director or his designee to execute any necessary documents or agreements to encumber the subject funding.

**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 6<sup>th</sup> day of January 2011, 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 for Public Affairs

SUBJECT: **2011 STATE AND FEDERAL LEGISLATIVE PROGRAM**

**ACTION**

Staff proposes Board adoption of the attached legislative program to guide the Authority's advocacy efforts in Sacramento and Washington D.C. over the course of the 2011 calendar year.

**SIGNIFICANCE**

The 2011 State and Federal Legislative Program sets forth the principles that will guide the Authority's State and Federal advocacy efforts through the first half of the 2011-2012 State Legislative session and the 112<sup>th</sup> Congress. The program is intended to be broad enough to cover the wide variety of issues that will likely be considered, and flexible enough to allow the Authority, its staff, and its legislative advocates to respond swiftly and effectively to unanticipated developments. Adoption of the program provides our legislative delegation and our transportation partners with a Board-approved statement of the Authority's priorities.

The 2011 Legislative Program is divided into two sections:

1. State
2. Federal

Each section of the program consists of a summary of the key policy issues and a series of related goals and advocacy strategies.

The State Legislative Program is organized around four primary issues:

1. State Budget and Transportation Funding
2. Transportation Program Structure and Project Delivery
3. Climate Change and Air Quality Regulation
4. Peninsula Rail Program

The Federal Legislative Program is organized around five primary issues:

1. Surface Transportation Authorization
2. Fiscal Year 2012 Appropriations
3. Climate Change
4. High Speed Intercity Passenger Rail
5. Transit Safety and Security

In order to advance these goals, Government Affairs staff will work closely with the Board and the Authority's State and Federal legislative consultants to implement a comprehensive advocacy approach. This approach will include:

1. Direct, consistent Board advocacy efforts with policymakers and their staff to encourage steps that will advance the Authority's legislative priorities with an emphasis on funding
2. Participation in coordinated advocacy efforts in collaboration with the California Transit Association, the American Public Transportation Association and other advocacy organizations
3. Coordination of local, regional and statewide stakeholders in support of targeted policy objectives
4. Efforts to educate and build awareness among stakeholders and the public to foster support for legislative goals

#### **BUDGET IMPACT**

There is no impact on the budget.

#### **BACKGROUND**

Staff actively monitors State and Federal legislative activity and will seek Board positions on selected bills as appropriate to further the Authority's legislative objectives and to provide support for the Authority's advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared by: Seamus Murphy, Manager, Government Affairs

650-508-6385

# 2011 LEGISLATIVE PROGRAM

## STATE

<i>Issue</i>	<i>Goals and Background</i>	<i>Strategy</i>
<b>1. State Budget and Transportation Funding</b>	<p><b>A. Maintain and enhance State funding for public transit operations</b></p> <p>The combination of a successful legal challenge by the California Transit Association (CTA), the 2010 gas tax swap legislation and the passage of Proposition 22 has helped ensure that transit agencies will have a reliable source of State operating subsidy as long as the State collects sales tax on gasoline or diesel fuel. Through these efforts transit operators have sacrificed an expectation for greater State funding in exchange for a guarantee that revenues will be directed to the Public Transportation Account (PTA) and be used for the State Transit Assistance program (STA). However, it is unclear how the passage of Proposition 26 will impact the gas tax swap. Additional legislation may be needed to make the provisions of the gas tax swap consistent with the passage of both Proposition 22 and Proposition 26.</p>	<ul style="list-style-type: none"> <li>• Support efforts to fund the STA program at levels specified in the 2010 gas tax swap legislation</li> <li>• Monitor the impact of Proposition 26 on the terms of the gas tax swap and support efforts to prevent the measure from reducing STA funding levels</li> <li>• Sponsor legislation to further efforts to create a permanent, dedicated source of Caltrain operating revenue if ongoing regional stakeholder-sponsored efforts determine it is required</li> </ul>
	<p><b>B. Secure enhanced funding for public transportation infrastructure and capital programs</b></p> <p>As a result of the gas tax swap, fewer resources are available to provide funding to transit capital projects in the State Transportation Improvement Program (STIP). Revenues deposited into the PTA are divided 75%/25% to favor the State Transit Assistance (STA) program. Consequently, local transit agencies, the California Transportation Commission (CTC) and the California Public Utilities Commission are competing for scarce capital funds</p>	<ul style="list-style-type: none"> <li>• Engage various stakeholders, including the CTC, Department of Finance, Department of Transportation, the Legislature, regional agencies, and others, to revise laws and regulations governing State and regional programming as necessary, to ensure the efficient and effective planning, programming and expenditure of scarce transit capital funds.</li> <li>• Support legislation to impose an additional ¼% increase statewide for purposes of dedicating resources, as defined, pursuant to the Transportation Development Act (TDA)</li> <li>• Consider alternative methods of funding transit capital projects to help ensure a more efficient flow of revenue to operators</li> <li>• Support efforts to lower the two-thirds voter approval requirement for ballot measures that provide increased tax revenue for transportation purposes</li> </ul>
<b>2. Transportation Program Structure and Project Delivery</b>	<p><b>A. Maximize the availability and flexibility of funds related to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B)</b></p> <p>Proposition 1B established the Public Transit Modernization, Improvement, Service Enhancement Account (PTMISEA) and the Transit System Safety, Security, Disaster Response Account (TSSSDRA), which provide funding for various transit capital improvements. In 2009, AB 1072 was passed to provide make allocation of PTMISEA funding more consistent with local needs.</p>	<ul style="list-style-type: none"> <li>• Work closely with the Department of Finance, CTC and the State Controllers Office to ensure that PTMISEA funds are allocated pursuant to AB 1072</li> <li>• Support legislation that exempts PTMISEA and TSSSDRA expenditures from the state sales tax</li> <li>• Using AB 1072 as a model, support legislation that would provide more reliable TSSSDRA funding</li> <li>• Support legislation to authorize a letter of no prejudice process for TSSSDRA funds</li> </ul>

# 2011 LEGISLATIVE PROGRAM

	<p><b>B. Maximize flexibility of Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A) “connectivity” funding</b></p> <p>Proposition 1A authorized the issue of \$9 billion in general obligation bonds to fund the construction of California’s high-speed rail project along with \$950 million for passenger rail lines to provide capacity enhancements, safety improvements and connectivity to the high-speed train system. The Peninsula Corridor Joint Powers Board (Caltrain) is eligible to receive \$41million in connectivity funds.</p>	<p>Monitor the appropriation and allocation of Proposition 1A connectivity funds to ensure that Caltrain’s share will address the agency’s long-term capital funding needs</p>
	<p><b>C. Improve State transportation project delivery, financing, management and oversight policies</b></p> <p>Project delivery continues to be an area of focus. Oftentimes, transportation projects can take a considerable amount of time to complete. Project sponsors must maneuver through a multi-stage development and review process and delays are common. Therefore, it is important to explore different and innovative ways to expedite the delivery of transportation projects in order to control costs and provide the benefits of transportation improvements to the system’s users more quickly.</p>	<ul style="list-style-type: none"> <li>• Support legislation that would enhance transportation agencies’ ability to benefit from public private partnerships</li> <li>• Support efforts to preserve and enhance innovative contracting alternatives available to transportation agencies</li> </ul>
<p><b>3. Climate Change and Air Quality Regulation</b></p>	<p><b>Ensure equitable implementation of AB 32 and SB 375</b></p> <p>In 2006, AB 32 (Nunez), the Global Warming Solutions Act, was passed making California the first state in the nation to attempt to cap its greenhouse gas emissions. AB 32 empowers the California Air Resources Board (CARB) to adopt rules and regulations to achieve this. Two years later, SB 375 (Steinberg) was enacted and put in place a framework for cutting vehicle miles traveled (VMT) as a strategy for reducing greenhouse gas emissions from the transportation sector. Implementation planning for these regulations is ongoing.</p>	<p>Support implementation that:</p> <ul style="list-style-type: none"> <li>• Reinforces the overarching goal to reduce greenhouse gas emissions from the transportation sector by promoting clean transportation alternatives</li> <li>• Promotes opportunities including the Grand Boulevard Initiative to plan and construct high-density, mixed-use development near public transit</li> <li>• Provides funding to support operations and capital funding needs required by transit operators to meet State emissions mandates</li> <li>• Provides dedicated funding enabling transportation planning agencies to meet specified emissions reduction targets and to accommodate increased service demand resulting from VMT reduction efforts</li> <li>• Addresses and accounts for the potential erosion of traditional transportation funding through the reduction of taxable fuel consumption</li> </ul>
<p><b>4. Peninsula Rail Program (PRP)</b></p>	<p><b>Advance coordinated planning and funding efforts for the PRP</b></p> <p>The PRP was organized through an agreement between Caltrain and the California High Speed Rail Authority (CHSRA) to work together to deliver high speed rail and a modernized and electrified Caltrain system between San Jose and San Francisco.</p>	<ul style="list-style-type: none"> <li>• Support legislation and policies that equip the California High Speed Rail Authority with the necessary resources and organizational structure to effectively plan and deliver high speed passenger rail and improved commuter rail service along the Caltrain corridor</li> <li>• Support efforts that encourage thorough study of all design and phasing alternatives as a part of the project’s environmental review</li> <li>• Advocate for continued efforts that will enhance public participation during the project’s planning process and will prepare the project to capitalize on future funding opportunities</li> <li>• Ensure that capital funding directed to the PRP is used to address Caltrain modernization priorities while also providing utility for high-speed rail</li> </ul>

# 2011 LEGISLATIVE PROGRAM

## F E D E R A L

<i>Issue</i>	<i>Goals and Background</i>	<i>Strategy</i>
<p><b>1. Surface Transportation Authorization</b></p>	<p><b>A. Timing:</b>  <b>Secure predictable federal transportation funding levels through multi-year authorization</b></p> <p>Since the expiration of SAFETEA-LU in 2009, Congress enacted several extensions of the current authorization as they have struggled to address challenges before considering a six-year bill.</p> <p><b>B. Funding:</b>  <b>Ensure that authorized funding will support long term transportation investment needs</b></p> <p>Under SAFETEA-LU, the overall funding level for highways, public transit, highway safety, motor carrier safety, and transportation research during the legislation’s six-year life was \$286.4 billion. While this amount was greater than previous authorizations, it fell far short of the level of federal investment needed to maintain the nation’s existing transportation infrastructure, as well as to expand its capacity in order to keep up with the steadily growing demand for transportation.</p> <p>According to a report issued by the National Surface Transportation Policy and Revenue Study Commission in January 2008: “Any effort to address the future transportation needs of the United States must come to grips with the sobering financial reality of such an undertaking. Estimates indicate that the U.S. needs to invest at least \$225 billion annually for the next 50 years to upgrade our existing transportation network to a good state of repair and to build the more advanced facilities we will require to remain competitive. We are spending less than 40 percent of this amount, and the current fuel-tax-based revenue mechanisms probably cannot be relied upon alone to raise the needed sums.”</p>	<ul style="list-style-type: none"> <li>● Support efforts to gain swift approval of a full, multi-year surface transportation authorization act</li> <li>● If necessary, support extension of the prior authorization in a manner that minimizes funding uncertainty and enhances overall infrastructure investment</li> </ul> <p>Support American Public Transportation Association (APTA) principles including:</p> <ul style="list-style-type: none"> <li>● Authorization that more than doubles federal investment in public transportation, ensures that public transportation receives no less than 20 percent of federal surface transportation funding and provides no less than \$123 billion over the six year authorization period with a goal of doubling ridership in that time</li> <li>● Funding guarantees that promote long range planning, financing and leveraging by ensuring that authorized funding is appropriated each year</li> <li>● Efforts to reinforce the integrity of the Highway Trust Fund (HTF) by:             <ul style="list-style-type: none"> <li>○ Increasing the purchasing power of the federal motor fuels user fee</li> <li>○ Expanding the fee to alternative fuels to support a significant increase in federal public transportation investment</li> <li>○ Promoting the establishment of innovative financing models including public private partnerships, tolling and revenues generated through greenhouse gas and vehicle mileage reduction efforts to supplement traditional federal transportation funding sources</li> <li>○ Support dedicating a portion of a potential future nationwide sales or consumption tax to fund the Mass Transportation Account (MTA)</li> </ul> </li> <li>● Incentives to promote increased state and local transportation investment</li> <li>● Provisions that allow for temporary operations funding that is additive to capital investment programs and available provided that certain conditions are met</li> </ul>

# 2011 LEGISLATIVE PROGRAM

	<p><b>C. Programs:</b>  <b>Establish program structure modifications and project delivery enhancements</b></p> <p>For the most part, SAFETEA-LU respected the basic program structure that existed previously. This program structure consists of a core highway program that is primarily formula-based, a core public transit program comprised of both formula and discretionary elements, and flexible funding programs that allow the states and metropolitan planning organizations (MPOs), such as MTC in the Bay Area, to move funds around in a manner that best meets local and regional mobility needs.</p>	<p>Support APTA principles including:</p> <ul style="list-style-type: none"> <li>• Modification of the Bus and Bus Facilities Program to allow 50 percent of funds to be delivered by formula</li> <li>• A new Clean Fuels Aging Bus Replacement program at no less than \$100 million in its first year to fund alternative fuel bus procurements. Eliminate local match requirements for procurements</li> <li>• A simplified, two-tiered Fixed Guideway Modernization Program</li> <li>• A simplified New Starts/Small Starts Program with escalated funding thresholds and a streamlined approval process</li> <li>• Combining the New Freedom Initiative, Elderly and Disabled Program and Jobs Access and Reverse Commute Program to create a new Coordinated Mobility Initiative to address growing and evolving mobility needs</li> <li>• New funding to promote transportation workforce development efforts</li> <li>• Creation of a High Speed and Intercity Passenger Rail title with eligibility for projects that provide commuter rail utility, and funded at no less than \$50 billion</li> <li>• Authorization of a Rail Safety Technology Grant program at sufficient levels to allow rail operators to meet Federal positive train control implementation deadlines</li> <li>• Strengthen public transportation’s role in regional planning efforts</li> </ul> <p>Also support:</p> <ul style="list-style-type: none"> <li>• Exploring the creation of a national infrastructure bank to fund projects of regional and national significance including high speed rail</li> </ul>
	<p><b>D. Sustainability &amp; Livability:</b>  <b>Establish policies that reflect public transportation’s role in greenhouse gas reduction</b></p> <p>States continue to enact transportation and land use planning policies that encourage mixed-use, higher density, walkable development near transit. In addition, federal agencies have announced new partnerships intended to reduce VMT by promoting these goals on a national scale.</p>	<ul style="list-style-type: none"> <li>• Advocate for the inclusion of funding that supports a Sustainable Communities Initiative partnership between the U.S. Department of Transportation, the U.S. Department of Housing and Urban Development and the U.S. Environmental Protection Agency to support coordinated integration of housing, transportation and land use planning and investment</li> <li>• Support other efforts to provide greater resources to coordinated transportation and land use planning efforts including the Grand Boulevard Initiative</li> </ul>
<p><b>2. FY 2012 Transportation Appropriations</b></p>	<p><b>Secure full appropriation for public transportation programs at authorized levels and maximize discretionary funding opportunities</b></p> <p>Every year, Congress adopts at least 12 separate appropriations bills, including one for transportation. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer. In the case of surface transportation, the annual appropriations process is guided by funding and programs authorized in SAFETEA-LU until successor legislation is enacted.</p>	<ul style="list-style-type: none"> <li>• Support a minimum appropriations level for federal surface transportation programs equal to the guaranteed spending levels authorized in SAFETEA-LU or its successor</li> <li>• Advocate for the highest possible levels of funding for individual programs within the highway and transit titles of SAFETEA-LU or its successor</li> <li>• Work with Congressional delegation to seek discretionary funding as appropriate</li> </ul>

# 2011 LEGISLATIVE PROGRAM

<p><b>3. Climate Change</b></p>	<p><b>A. Ensure that federal climate change legislation provides funding to expand clean transportation programs and services</b></p> <p>Congress continues to work to pass legislation that would address climate change by reducing greenhouse gas emissions. Previous versions of this legislation have included a cap and trade system with emissions allowances that would be traded in a market based system. A portion of the revenues generated through the sale of these allowances could be used to fund clean transportation projects. The transportation sector produces approximately one-third of the greenhouse gas emissions in this country, primarily in the form of carbon dioxide (CO<sub>2</sub>) emissions generated by automobiles.</p>	<ul style="list-style-type: none"> <li>• Advocate that climate change legislation includes a funding strategy that reflects the opportunity for greenhouse gas reduction through new investment in clean transportation alternatives</li> <li>• Support dedicated formula funding that promotes energy efficiency in transit operations</li> <li>• Support funding for planning and capital investment related to the promotion of transit oriented development opportunities and sustainable land use strategies including the Grand Boulevard Initiative that would result in VMT reduction</li> <li>• Advocate that transportation planning and infrastructure receive its fair share of revenue from a cap-and-trade system, while also emphasizing that such revenue must be supplemental to, and not a substitute for, a robust federal surface transportation program</li> </ul>
	<p><b>B. Extend key tax provisions that encourage the use of public transit as a clean transportation alternative</b></p> <p>The American Recovery and Reinvestment Act increased pre-tax transit commuter benefits to the same level offered for parking commuter benefits. Current law also provides a 50-cent per gallon tax credit to transit operators for the purchase of alternative fuels.</p>	<ul style="list-style-type: none"> <li>• Support the permanent extension of the 50-cent per gallon alternative fuel tax credit</li> <li>• Support the permanent extension of pre-tax transit commuter benefits at a level equal to or greater than equivalent parking commuter benefits</li> </ul>
<p><b>4. High Speed Intercity Passenger Rail Program (HSIPR)</b></p>	<p><b>Maximize federal investment in California’s High Speed Train Project that will benefit Caltrain’s capital program</b></p> <p>The High Speed Intercity Passenger Rail Program has provided more funding to California than any other state. Continued appropriation and allocation of these funds will be needed to support project alternatives that electrify and modernize Caltrain, while also addressing community concerns</p>	<ul style="list-style-type: none"> <li>• Advocate for increased annual appropriations for the HSIPR program</li> <li>• Work with the California High Speed Rail Authority (CHSRA) to identify and support funding opportunities</li> <li>• Advocate for the inclusion of at least \$50 billion for the HSIPR program in the next surface transportation authorization act</li> <li>• Ensure that Caltrain electrification and modernization efforts are eligible to benefit from all HSIPR funding opportunities</li> </ul>
<p><b>5. Transit Safety and Security</b></p>	<p><b>A. Monitor new federal safety proposals</b></p> <p>In 2010, proposals emerged from the administration and the Senate that would provide the U.S. Department of Transportation with the authority to establish and implement safety standards for all modes of public transportation, including rail fixed guideway systems, buses and waterborne transit. Other key concepts being discussed involve: (a) requiring the Department of Transportation to develop a national safety plan, which must include a definition of “state of good repair” for public transit assets; (b) requiring each public transit agency to create an assets management program to be used as a tool to help it achieve a “state of good repair” for all of its assets; and (c) requiring the Department of Transportation to take steps to improve the effectiveness of State Safety Oversight Agencies (SSOAs). (d) increasing the cap on passenger rail liability</p>	<p>Support transit safety proposals that:</p> <ul style="list-style-type: none"> <li>• Provides opportunities for a collaborative effort between federal, state and local agency partners.</li> <li>• Supports consensus-based industry standards developed with input from public transit agencies.</li> <li>• Retains and improves the existing state safety oversight framework by providing state regulators with the tools and resources necessary to ensure the performance of adequate safety oversight functions.</li> <li>• Provides public transit agencies with adequate time to achieve compliance without penalty.</li> <li>• Avoid unintended consequences that adversely affect public transit agencies</li> </ul>

# 2011 LEGISLATIVE PROGRAM

	<p><b>B. Secure full appropriation of authorized transit security grants and maximize discretionary funding opportunities</b></p> <p>Security is a top priority for public transit agencies across the United States. Since the terrorist attacks of September 11, 2001, public transit agencies have spent more than \$2 billion on security and emergency preparedness programs from their own budgets. Although state and local governments, as well as public transit agencies, are doing what they can to improve security, it is important for the federal government to be a full partner in efforts to ensure the security of the nation's public transit users.</p>	<ul style="list-style-type: none"><li>• Promote appropriation of transit security grants in the FY 2012 U.S. Department of Homeland Security Appropriations Bill at authorized levels, separate from existing federal transit programs</li><li>• Support Federal public transit security and safety funding that provides a 100 percent federal share with no match requirement</li><li>• Support funding for the Rail Safety Technology Grant program at levels that will allow rail operators to meet Federal positive train control implementation deadlines</li><li>• Work with Congressional delegation to approve and seek discretionary funds</li><li>• Encourage consideration of transferring administration of transit security grant programs to the U.S. Department of Transportation</li><li>• Allow agencies to be direct recipients of grant funding to encourage timely award and receipt of funds.</li></ul>
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**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Mark Simon  
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

**STATE ISSUES**

**Budget**

Legislators convened on December 6 to begin a special session on the budget. One of the Governor's proposals involves providing General Fund relief by allocating truck weight fees to fund bond debt service. Currently, these fees fund state highway projects and the proposal would backfill the highway system with diesel fuel excise tax funds.

This proposal would allow the State to fulfill the terms of the gas-tax-swap, which directs excise tax revenue to cover bond debt service, while still complying with provisions of Proposition 22 that prohibit excise tax revenues from being used for this purpose. The revenue shift would not have an adverse impact on the State Transit Assistance program.

**High Speed Rail**

On December 9 the Federal Railroad Administration (FRA) announced the reallocation of the Wisconsin and Ohio shares of High Speed Intercity Passenger Rail Program funding included in the American Recovery and Reinvestment Act. The FRA utilized a formula to award approximately \$1.2 billion to states that responded to the original Notice of Funding Availability in 2009.

California's share of these funds will be up to \$624 million. It has not been determined how or where these funds will be utilized within the State.

## **FEDERAL ISSUES**

### Tax Extenders

Congress is expected to approve legislation that would extend a number of tax provisions beyond 2010. Staff has been working with transit advocates to push for the extension of pre-tax commuter benefits and alternative fuel tax credits as a part of this package.

The most recent version of the package introduced in the Senate on December 9 includes the extension of both of these critical elements through 2011. Staff has indicated to our congressional delegation that we support the inclusion of these extensions in the final package.

### Federal Budget

On December 9, the House approved a Continuing Resolution that would maintain federal spending at 2010 levels through September 30, 2011. The bill would reduce funding for Transportation, House and Urban Development programs by approximately \$3 billion. Funding for the High Speed Intercity Passenger Rail Program would be reduced to \$1 billion from \$2.5 billion. There would be a reduction of \$2 million in funding for New Starts and Federal Transit Administration (FTA) formula funding would be reduced by \$8 million. There is no funding included for the new Rail Transit Safety Oversight program proposed by FTA.

The bill also rescinds all or part of unobligated earmark funding from prior authorization bills. No new Congressionally-directed appropriations are included in the bill.

Next week the Senate is set to consider an omnibus spending bill that would replace the Continuing Resolution passed by the House.

Prepared by: Seamus Murphy, Manager, Government Affairs

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