



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

September 1, 2011 - Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Citizens Advisory Committee Report
4. Consent Calendar
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a) Approval of Minutes of July 7, 2011
 - b) Information on Statement of Revenues and Expenditures for the Period Ending June 30, 2011
 - c) Acceptance of Statement of Revenues and Expenditures for July 2011
5. Public Comment
Public testimony by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. SamTrans Liaison Report – July 13, 2011
8. Joint Powers Board Report
9. Report of Executive Director
10. Finance
 - a) Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2011
 - b) Authorize Amendment to Increase the Fiscal Year 2012 Budget in the Amount of \$2,733,100 for a total of \$87,842,002
 - c) Authorize Allocation of \$10,113,100 in New Measure A Funds:
 - \$2,733,100 to Peninsula Corridor Joint Powers Board for San Mateo County's Share of Local Match for Caltrain's Fiscal Year 2012 Capital Budget

MOTION

INFORMATIONAL

MOTION

RESOLUTION

RESOLUTION

- \$4,920,000 to the San Mateo County Transit District for a Portion of San Mateo County's Share of Caltrain's Fiscal Year 2012 Operating Budget
- \$2,460,000 to San Mateo County Transit District for Its Paratransit Program for Fiscal Year 2012 Operating Budget

- d) Authorize Allocation up to \$398,103 in New Measure A Funds to the Peninsula Traffic Congestion Relief Alliance to Support the Countywide Alternative Congestion Relief Program for Fiscal Year 2012 RESOLUTION
- e) Authorize Allocation of \$3,200,000 to the City of Pacifica for the San Pedro Creek/Highway 1 Bridge Replacement Project RESOLUTION
- f) Authorize Expenditure of \$11.3 Million of Original Measure A Funds to the 101/Broadway Interchange Project for Right-of-Way and Utility Relocation Activities RESOLUTION

11. Program

- a) Program Report: Highways: State Route 1/Calera Parkway Project INFORMATIONAL
- b) Measure A Program Status Report as of June 30, 2011 INFORMATIONAL
- c) Update on State and Federal Legislative Program INFORMATIONAL
- d) Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2011 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, October 6, 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.

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.

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; 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 JULY 7, 2011

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

MEMBERS ABSENT: None

STAFF PRESENT: A. Chan, M. Choy, G. Harrington, C. Harvey, R. Haskin, A. Hughes, 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 5:02 p.m. Director Don Horsley led the Pledge of Allegiance.

Chair Foust said the Citizens Advisory Committee (CAC) report has been moved to a new place on the agenda, prior to the list of agenda items the Board will be discussing.

CITIZENS ADVISORY COMMITTEE REPORT

Chair Barbara Arietta said that at its July 5, 2011 meeting the CAC:

- Received a presentation from the Water Emergency Transportation Authority (WETA).
- Supported July 7, 2011 agenda items:
 - a. Acceptance of Statement of Revenues and Expenses for April 2011.
 - b. Authorization amending the Fiscal Year (FY) 2012 budget in the amount of \$1,584,003 from \$1,300,000 to \$2,884,003 and programming and allocating \$4,504,003 of Measure A funds for the Pedestrian and Bicycle Program.
- Received a State and Federal legislative update.
- Heard reports from her on the “Dump the Pump Day” open house at the SamTrans operations and maintenance facility in South San Francisco, the Metropolitan Transportation Commission approval of funds to support Caltrain, and CAC member Austin Mader-Clark resigned.

CONSENT CALENDAR

Director Karyl Matsumoto requested severing Consent Calendar Item 4b – Acceptance of Statement of Revenues and Expenditures for May 2011.

- **Approval of Minutes of June 2, 2011**

A motion (Horsley/Nagel) to approve the Consent Calendar was unanimously approved. (Groom abstained.)

Director Jim Vreeland arrived at 5:07 p.m.

Acceptance of Statement of Revenues and Expenditures for May 2011

Director Matsumoto said some grant proceeds on the revenue side are 64.1 percent worse than staff projections. She asked if this will affect any TA projects. Deputy CEO Gigi Harrington said many grants are on a reimbursement basis and staff projected proceeds to be further along on some projects. This revenue will come into the next fiscal year as the funds are expensed. What is not expensed in FY2011 will go into FY2012 and staff will bring back any mid-year adjustment to the Board.

A motion (Matsumoto/Vreeland) to accept the statement was unanimously approved.

PUBLIC COMMENT

Pat Giorni, Burlingame, requested to speak on agenda item #11, Allocation for the Pedestrian/Bicycle Program, at this point due to a later commitment. She said she didn't like seeing future funding brought forward for the current call for projects but it's one time only and urged support of the resolution to allocate additional funding to the program.

Greg Conlon, Atherton, said putting quad gates at the Watkins Avenue intersection in Atherton would mitigate an automobile driving around the gates. He said he would go to the California Public Utilities Commission next week and request they look at funding for crossings, which is about \$15 million per year in order to help Caltrain fund implementation of quad gates at the intersection.

CHAIRPERSON'S REPORT – ROSANNE FOUST

Nominating Committee for Citizens Advisory Committee (Foust, Groom)

The Nominating Committee (Chair Foust and Director Carole Groom) recommended appointment of Jeff Londer for the remainder of a term to end on May 31, 2013.

Mr. Londer's application was among those still on file from a recruitment earlier this year.

A motion (Lee/Horsley) to approve the appointment of Mr. Londer was unanimously approved.

An article appeared in a newspaper today that reports Caltrain leads the nation in having the most bike cars available for public transit.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The June 8, 2011 SamTrans report is included in the agenda packet. Director Matsumoto thanked staff for preparing the report in her absence.

Chair Foust said Redwood City Councilman Jeffery Gee was appointed by the City Selection Committee to the SamTrans Board.

JOINT POWERS BOARD REPORT (JPB)

Mr. Scanlon reported on the meeting of July 7, 2011:

- City of Burlingame Councilman Jerry Deal was sworn in to represent the City Selection Committee/SamTrans.
- Director Adrienne Tissier was elected vice chair for 2011.

- Public comments covered quad gates at Watkins Avenue in Atherton, overcrowding on trains for the San Francisco Pride Parade and Giants games and bicycle ridership.
- Presented a resolution of appreciation to outgoing Director Nathaniel Ford.
- Received a report from the JPB CAC.
- Monthly Performance Statistics – May 2011 compared to May 2010
 - a. Total Ridership was 1,142,838, an increase of 9.7 percent.
 - b. Average Weekday Ridership was 42,550, an increase of 6.3 percent.
 - c. Total Revenue was \$4,609,509, an increase of 16.4 percent.
 - d. On-time Performance was 90.1 percent, a decrease of 3.8 percent.
 - e. Caltrain Shuttle Ridership was 6,976, an increase of 24.8 percent.
- Year-to-Date Performance Statistics – May 2011 compared to May 2010
 - f. Total Ridership was 11,484,247, an increase of 5.2 percent.
 - g. Average Weekday Ridership was 39,507, an increase of 5 percent.
 - h. Total Revenue was \$44,134,852, an increase of 13.4 percent.
 - i. On-time Performance was 93.2 percent, a decrease of 1 percent.
 - j. Caltrain Shuttle Ridership was 5,164, an increase of 6.3 percent.
- May and June on-time performance was impacted by mechanical issues, signal problems and large groups of riders and in both months, the performance is well below our standard of 95 percent.
- Fare and parking increases were implemented on July 1.
- The next Bicycle Advisory Committee meeting is scheduled for July 21, 2011.
- Baseball ridership is up 14 percent over 2010.
- Special service was provided for the Earthquakes soccer match at Stanford with 800 additional riders.
- July 4th service carried an additional 2,400 riders.
- Ms. Harrington locked in the fuel hedge at \$2.90 per gallon.
- The Federal Railroad Administration has announced the award of a \$16 million to the California High Speed Rail Authority (CHSRA) for design of a new, modernized signaling system. Funding will cover the first phase of Caltrain's Communications Based Overlay Signal System (CBOSS), which is critical for the non-funded mandate of all railroad systems to have Positive Train Control by 2015.
- The reading file included the May Safety and Security report.
- The Board:
 - a. Accepted the Statement of Revenues and Expenditures for May 2011.
 - b. Authorized the FY2012 Insurance Program for \$3.2 million.
 - c. Adopted the FY2012 Capital Budget for \$60.7 million.
 - d. Authorized a six-month extension of current police communications services with the San Mateo County Sheriff's office.
 - e. Authorized the Executive Director, in his discretion, to award a contract to procure and install digital video recording systems on locomotives. Requirements for storing the film and making it publically available will be reviewed.
 - f. Received a State and Federal Legislative report.
 - g. Cancelled the August JPB meeting.

Director Terry Nagel said she attended the July 1 Friends of Caltrain meeting and Acting Director, Caltrain Modernization Program Marian Lee provided excellent answers about why the

Environmental Impact Report on electrification might not be recirculated and reasons why Caltrain could go forward with that and not have to spend millions of dollars because it's only at 35 percent design. Director Nagel hopes this could be shared with other people interested in transportation issues in the interest of moving Caltrain electrification forward.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The groundbreaking event for the Highway 101 – Marsh to San Mateo County/Santa Clara County Line (Auxiliary Lanes) project is scheduled for July 20 at 9 a.m. at 190 Independence Drive in Menlo Park. This project leverages Proposition (Prop) 1B funding from the Congestion Mobility Improvement account.
- On June 15, the California Transportation Foundation awarded the Environmental Enhancement Project of the Year to the TA and Caltrans District 4 for the Foster City Consolidated Wetland Mitigation Project.
- The ribbon-cutting ceremony for the Belmont Pedestrian/Bicycle Highway 101 Overcrossing project is scheduled for the last week of September. Total project costs are about \$8 million and include \$600,000 from Measure A.

FINANCE

Authorize Amendment to the FY2012 Budget in the Amount of \$1,584,003 from \$1,300,000 to \$2,884,003 and Programming and Allocation of \$4,504,003 of Measure A Funds for the Pedestrian and Bicycle Program.

Ms. Lee reported:

- In June, staff brought a recommendation to the Board to use Measure A money to fund 12 TA projects and together the TA and the City/County Association of Governments (C/CAG) would be able to fund the top 17 ranked projects.
- There was extensive discussion at the June 2 TA Board meeting about geographic equity of the investment decisions. Staff was asked to explore the idea of funding more money for a project along the north coast of the county.
- Staff is recommending using \$1.5 million in funding from future pedestrian/bike projects, which would make a total of \$4.5 million available for this call for projects. This will allow funding for a total of 16 TA projects, 12 from the original list and four additional TA projects. With TA and C/CAG investments, the top 21 ranked projects will be funded.
- This was the first call for projects and received good input from the CAC and TA Board. Lessons learned will be carried forward to the next call for projects. Any recommended changes will be brought back to the CAC and TA Board.

Public Comment

Jim Bigelow, Belmont, said the initial call for projects was the right thing to do and it is appropriate to allocate additional funding. Criteria can be adjusted in the next call for projects.

Director Matsumoto said she would not support the recommendation. She sits on C/CAG's Bicycle Pedestrian Advisory Committee and said geographic equity was not going to be considered in the criteria. She said she would rather step back and learn from the experience with this call because there are things that need to be ironed out, which could have leveled the playing field. She said there are other cities with projects that did not receive funding.

Director Horsley thanked Mr. Scanlon for finding the extra money to fund additional projects.

Director Jim Vreeland said he understood there was public input and transparency in the process. He said the Pacifica Headlands project is time sensitive due to the construction of the Devil's Slide project.

A motion (Horsley/Vreeland) to amend the FY2012 budget and program and allocate Measure A funding for the pedestrian/bicycle call for projects was approved. (Matsumoto voted no).

Director Nagel asked how this will impact the spring 2013 funding call for projects. Ms. Lee said there is generally \$3 million available for every two years so the next call will have \$1.5 million available for projects. Cash flow can be managed unless all of the projects happen immediately.

Director Nagel said she thought some of the unfunded projects could be funded under the Safe Routes to School program.

Director Groom said she hopes a review committee could sit down and make a list of what went right or wrong with this call for projects process. She said she had no problem with the Pacifica Headlands project and suggested geographic equity be evaluated if it is to be included.

Chair Foust said there are nine cities that did not receive projects. If geographic equity is to be considered, it must be done at the beginning of the process.

PROGRAM

Program: Transit: South San Francisco and Redwood City Ferry Projects

South San Francisco Ferry Project – WETA Planning and Development Director John Sindzinski reported:

- The South San Francisco ferry will travel to and from the East Bay cities of Oakland and Alameda and serve riders who work at employment sites east of Highway 101. Service will be provided at terminals in Oakland's Jack London Square and in Alameda.
- The terminal at Oyster Point is a destination terminal and ridership models suggest 99.9 percent of ridership will be traveling east to west in the morning, but there will be modest parking for reverse commuters at the Oyster Point Marina.
- WETA received grant funding from the TA for shuttle support and has met with the Peninsula Traffic Relief Congestion Alliance (Alliance), which is completing a survey to measure commute patterns. Data indicates 75 percent would ride the ferry at least twice a week; over 60 percent would ride 4-5 times a week, which means riding in both directions; over 60 percent are now driving alone to work and more than 65 percent of survey responders said they would use Clipper.
- WETA has the ultimate responsibility for coordinating all ferry operations in the event of a major disaster; the project is being built to meet earthquake-safe standards; boats will be able to refuel at the Oyster Point Marina, which can continue to operate during a major incident and radio systems in the boat will be integrated with local responders, the Coast Guard and bus operators.
- Construction is completed on the concrete float, which is more cost effective than steel.

Director Groom asked if the terminal will have security similar to airports. Mr. Sindzinski said not typically unless there was a marine advisory security issue.

- The terminal is about 150 feet long and 15 feet wide and will respond to climate and sea level changes. There is a viewing terrace to meet the Americans with Disabilities Act access requirements.
- WETA, the Alliance and Genentech staff will sort out final shuttle schedules.
- The project will be completed within budget with service launch expected for spring 2012.

Redwood City Terminal Update – WETA Planner/Analyst Chad Mason reported:

- Redwood City is under contract for both the conceptual design and environmental process.
- WETA will negotiate a lease for the land for the project, which is under control of the California State Tidelands.
- Stakeholder outreach is underway.
- A Request for Proposals for all WETA operations and maintenance is out with award expected in October 2012.
- Initial results are expected in July 2012 for WETA's ridership model update.

Director Matsumoto said she understands the terminal will not be staffed and staff onboard ferries would assist persons needing assistance. Mr. Sindzinski replied yes. He said the terminal is designed for mobility impaired people to be able to travel without other assistance.

Director Matsumoto asked if the terminal will have digital signage. Mr. Sindzinski said there will be LED signs, LCD monitors and cameras that can be monitored from afar. There will be a public announcement system for arrivals, departures and service delays.

Director Matsumoto asked who would help if someone fell into the water. Mr. Sindzinski said passengers are not allowed in areas where one could fall into the water.

Director Matsumoto asked about schedules and shuttles to downtown South San Francisco. Mr. Sindzinski said there will be two ferries during morning and evening rush hours but no weekend service. WETA has hired a consultant to develop a fare policy by October. He said shuttle service wouldn't be add-ons to existing routes but specific from the Oyster Point Terminal.

Director Matsumoto asked about farebox recovery. Mr. Sindzinski said WETA has a mandatory goal of 40 percent.

Director Matsumoto asked how long it would take to get to the East Bay from South San Francisco. Mr. Sindzinski said it would take about 40 minutes.

Director Nagel asked about price points. Mr. Sindzinski said the range is between \$6 to \$8.

Chair Foust said it is important to know that even if signs are posted on the gangway in different locations telling people to stay off these areas, they will ignore the signs as they do on train tracks and bridges. Mr. Sindzinski said secure gates will avoid that possibility.

Update on State and Federal Legislative Program

Government Affairs Manager Seamus Murphy reported:

State

- The State budget maintains the terms of the gas tax swap provisions that provide funding for highways, local streets and roads and transit operations. There were some line item vetoes that affect the High Speed Rail (HSR) program and about \$200 million of Prop 1A connectivity funding, which is allocated to agencies that operate systems that will connect to the HSR system. Caltrain's share of Prop 1A connectivity funding is about \$42 million and \$4 million is appropriated by the Legislature. Caltrain wasn't expecting to spend these funds and they would be available in future years as long as it is appropriated by the Legislature and signed by the governor.
- The Caltrain Memorandum of Understanding with the California High Speed Rail Authority (CHSRA) was a separate line item in the CHSRA administration budget for \$1.1 million to support the program, but the governor eliminated the line item and specifically directed the CHSRA to fund the program out of the capital outlay portion of their budget. Staff has been in discussions with CHSRA on how that request can be accommodated.
- Staff is supporting AB 1105 – High Occupancy Toll (HOT) lanes by Assemblyman Rich Gordon that would allow the Santa Clara Valley Transportation Authority's HOT lane program to extend into San Mateo County; the existing carpool lane extends about six miles into San Mateo County on Highway 101.

Federal

House Transportation and Infrastructure Committee Chairman John Mica announced his proposal for the Surface Transportation Reauthorization bill, which is about \$60 billion less than current authorization, consistent with the House direction to reduce overall programs by about 30 percent, and \$100 million less than the president's \$556 billion proposal. With California Environmental Quality Act regulations, staff is not certain any relief at the Federal level is going to give us relief with the State level. The bill does eliminate the existing 10 percent set aside for bike and pedestrian projects.

REQUESTS FROM THE AUTHORITY

Director Nagel said Alliance Executive Director Christine Maley-Grubl prepared a one-sheet summary of all programs employers can implement to encourage their employees to get out of their cars. The City of Burlingame has been distributing this to local hotels and businesses. She asked if this could be made available to board members of transportation agencies and C/CAG.

Chair Foust said this will be sent to chambers of commerce and businesses to post on websites.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

Correspondence from CAC member John Fox provides comments on the pedestrian and bicycle call for projects.

REPORT OF LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

Chair Foust asked for and received agreement to cancel the August 4 meeting from all board members.

The next meeting is scheduled for Thursday, September 1, 2011 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070.

The meeting was adjourned in memory of former San Mateo Mayor Jane Baker who served the City of San Mateo for many years.

The meeting adjourned at 6:34 p.m.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

**SUBJECT: INFORMATION ON STATEMENT OF REVENUES AND EXPENSES FOR
THE PERIOD ENDING JUNE 30, 2011**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the November 3 meeting of the Board of Directors.

Prepared by: Rima Lobo, Director of Finance

650-508-6274

Corrected
Version
9/1/2011

AGENDA ITEM # 4(c)
SEPTEMBER 1, 2011

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING JULY 31, 2011**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of July 2011 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$5,257,303 - line 6) is *worse* than staff projections by \$28,417 or 0.5 percent. Within total revenue, *Interest Income* (\$408,065 - line 2) is \$29,825 or 6.8 percent *worse* than projections due to lower than budgeted returns and *Rental Income* (\$91,493 - line 3) is \$863 or 1.0 percent *better* than staff projections.

Total Revenue (\$5,257,303 - line 6) is \$127,625 or 2.5 percent ~~worse~~ *better* than prior year performance. *Sales Tax* (\$4,757,133 - line 1) which is \$139,066 or 3.0 percent *better* than prior year is offset by *Interest Income* (\$408,065 - line 2) which is \$13,201 or 3.1 percent *worse*.

Expenditures: *Total Administrative* (\$56,262 - line 21) is *better* than staff projections by \$31,465 or 35.9 percent. Within total administrative, *Staff Support* (\$29,844 - line 17) and *Other Admin Expenses* (\$26,418 - line 19) are \$30,465 or 35.1 percent *better* than staff projections.

Budget Amendment: The revised budget per Board Resolutions 2011-11 is reflected in the July 2011 Statement of Revenues and Expenditures.

Prepared By: Sheila Tioyao, Manager, General Ledger

650-508-7752

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2012
July 2011

% OF YEAR ELAPSED: **8.3%**

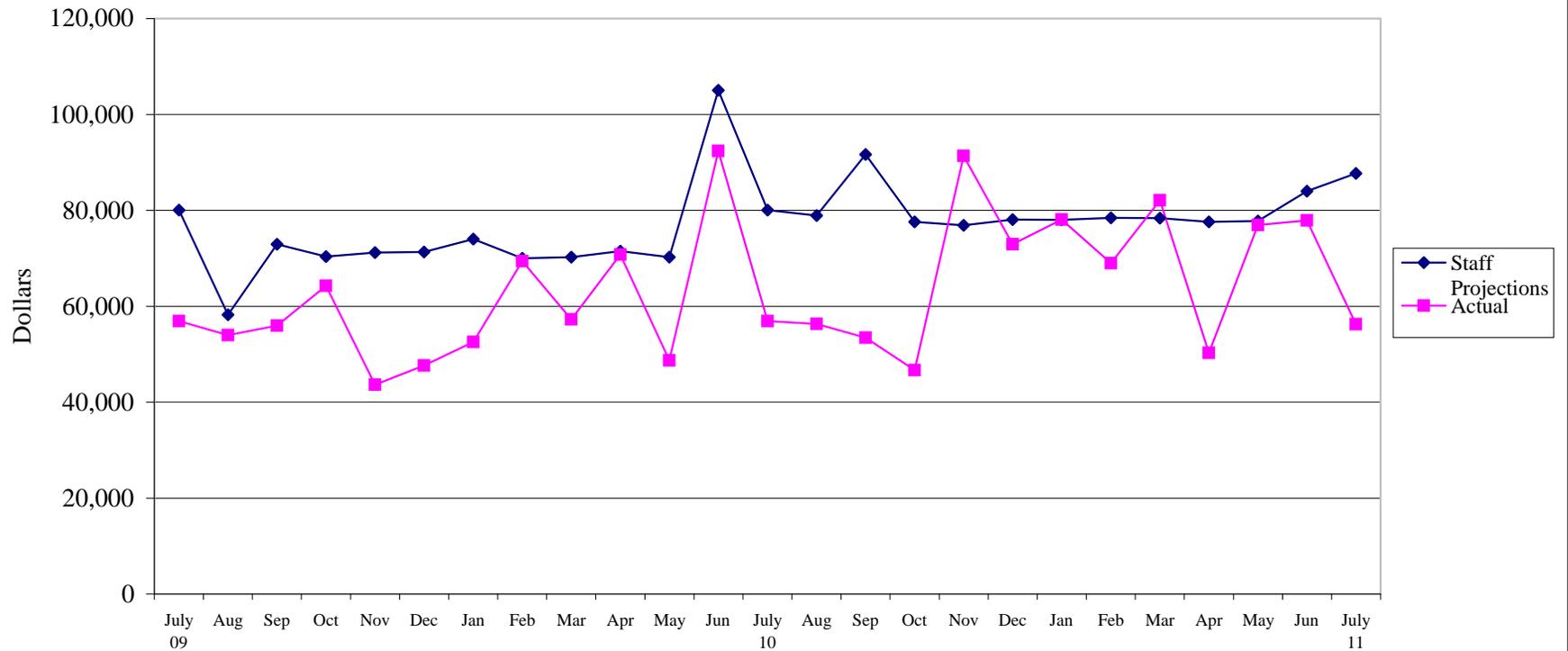
	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET *	STAFF PROJECTION **	% OF PROJ
REVENUES:								
1 Sales Tax	4,757,133	4,618,067	4,757,133	4,757,200	100.0%	61,500,000	61,500,000	7.7%
2 Interest Income	408,065	421,266	408,065	437,890	93.2%	5,420,670	5,420,670	8.1%
3 Rental Income	91,493	90,135	91,493	90,630	101.0%	1,087,560	1,087,560	8.4%
4 Grant Proceeds	612	211	612	0	0.0%	0	0	0.0%
5								
6 TOTAL REVENUE	5,257,303	5,129,678	5,257,303	5,285,720	99.5%	68,008,230	68,008,230	7.7%
7								
8 EXPENDITURES:								
9								
10 Annual Allocations	1,846,958	1,801,009	1,846,958	1,856,489	99.5%	23,888,835	23,888,835	7.7%
11								
12 Program Expenditures	266,761	265,463	266,761	4,980,472	5.4%	58,181,665	59,765,668	0.4%
13								
14 Oversight	21,180	11,399	21,180	40,417	52.4%	485,000	485,000	4.4%
15								
16 Administrative								
17 Staff Support	29,844	43,958	29,844	41,459	72.0%	603,712	603,712	4.9%
18 Measure A Info-Others	-	-	-	1,000	0.0%	12,000	12,000	0.0%
19 Other Admin Expenses	26,418	12,935	26,418	45,268	58.4%	353,687	353,687	7.5%
20								
21 Total Administrative	56,262	56,893	56,262	87,727	64.1%	969,399	969,399	5.8%
22								
23 TOTAL EXPENDITURES	2,191,160	2,134,764	2,191,160 (1)	6,965,105	31.5%	83,524,899	85,108,902	2.6%
24								
25 EXCESS (DEFICIT)	3,066,143	2,994,914	3,066,143	(1,679,385)		(15,516,669)	(17,100,672)	
26								
27 BEGINNING FUND BALANCE	Not Applicable	413,096,727	427,296,369	433,190,609		433,190,609	433,190,609	
28								
29 ENDING FUND BALANCE	Not Applicable	416,091,641	430,362,512 (2)	431,511,224		417,673,940	416,089,937	
30								

32 Includes the following balances:								
33 Cash and Liquid Investments		325,890		FY 2011 Carryover of Commitments (Unaudited)		269,951,716		
34 Current Committed Fund Balance		352,869,458 (3)		FY 2012 Additional Commitments (Budgeted)		83,524,899		
35 Undesignated Cash & Net Receivable		77,167,164		Reso# 2011-11		1,584,003		
36 Total		<u>430,362,512 (2)</u>		Less: Current YTD expenditures		<u>(2,191,160) (1)</u>		
37				Current Committed Fund Balance		<u>352,869,458 (3)</u>		

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

44
45 * The TA Adopted Budget is the Board adopted budget effective June 2, 2011.
46 ** The TA Staff Projection is the adopted budget including year to date budget transfers.

SMCTA Administrative Expenses



Current Year Data

	Jul '11	Aug '11	Sep '11	Oct '11	Nov '11	Dec '11	Jan '12	Feb '12	Mar '12	Apr '12	May '12	Jun '12
MONTHLY EXPENSES												
Staff Projections	87,727											
Actual	56,262											
CUMULATIVE EXPENSES												
Staff Projections	87,727											
Actual	56,262											
Variance-F(U)	31,465											
Variance %	35.87%											



BOARD OF DIRECTORS 2011

ROSANNE FOUST, CHAIR
 CAROLE GROOM, VICE CHAIR
 DON HORSLEY
 JOHN LEE
 KARYL MATSUMOTO
 TERRY NAGEL
 JIM VREELAND

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF JULY, 2011

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	0.920%	\$ 218,093,858	\$ 218,093,858
Local Agency Investment Fund	Liquid Cash	0.381%	\$ 5,021,207	\$ 5,021,207
Investment Portfolio	Liquid Cash	1.740%	\$ 188,868,773	\$ 190,282,164
Other	Liquid Cash	0.010%	\$ 325,890	\$ 325,890
			<u>\$ 412,309,729</u>	<u>\$ 413,723,120</u>

Accrued Earnings for July 2011 \$ 440,542.72 (1)
 Cumulative Earnings FY2012 \$ 440,542.72

Earnings do not include prior period adjustments

* County Pool average yield for the month ending July 31, 2011 was 0.920%. As of July 31, 2011, the amortized cost of the Total Pool was \$2,389,986,884.83 and the fair market value per San Mateo County Treasurer's Office was \$2,400,811,124.25.

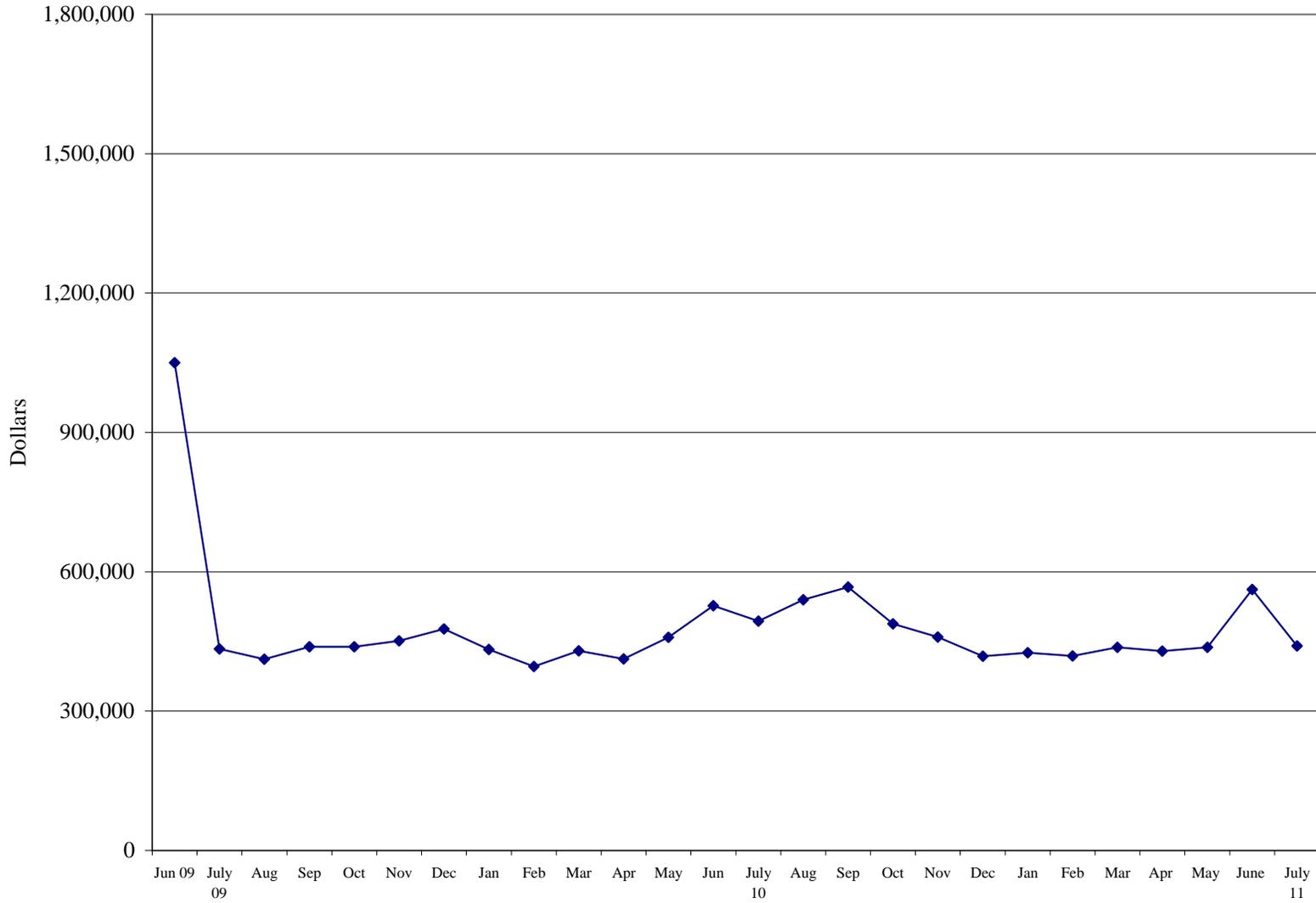
** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
JULY 2011**

FY2012	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	440,542.72	440,542.72
AUGUST		440,542.72
SEPTEMBER		440,542.72
OCTOBER (1)		440,542.72
NOVEMBER		440,542.72
DECEMBER		440,542.72
JANUARY (1)		440,542.72
FEBRUARY		440,542.72
MARCH		440,542.72
APRIL (1)		440,542.72
MAY		440,542.72
JUNE		440,542.72

(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
JULY 31, 2011**

DESCRIPTION	TOTAL INVESTMENT 07-31-11	INTEREST RECEIVABLE 06-30-11	INTEREST EARNED 07-31-11	INTEREST RECEIVED 07-31-11	ADJ.	INTEREST RECEIVABLE 07-31-11
LAIF	5,021,207.26	12,025.17	3,170.84	12,025.17		3,170.84
COUNTY POOL	218,093,858.36	775,534.42	161,491.33	611,402.60		325,623.15
BANK OF AMERICA	325,890.15		8.45	8.45		0.00
INVESTMENT PORTFOLIO	<u>188,868,773.40</u>	<u>792,045.57</u>	<u>276,171.31</u>	<u>172,245.86</u>	<u>(299.21)</u>	<u>895,671.81</u>
	<u>412,309,729.16</u>	<u>1,579,605.16</u>	<u>440,841.93</u>	<u>795,682.08</u>	<u>(299.21)</u>	<u>1,224,465.80</u>

JULY 2011 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 07/31/11	440,542.72
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(8,412.82)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(24,064.67)</u>
Total Interest & Capital Gain(Loss)	<u>408,065.23</u>

YEAR TO DATE -- SUMMARY

Interest Earned	440,542.72
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(8,412.82)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(24,064.67)</u>
Total Interest	<u>408,065.23</u>
Balance Per Ledger as of 07/31/11	
Int Acct. 409100 - Co. Pool	161,491.33
Int Acct. 409100 - LAIF	3,170.84
Int Acct. 409100 - B of A	8.45
Int Acct. 409100 - Misc. Income	
Int Acct. 409101 - Portfolio Funds	267,459.28
Gain(Loss) Acct. 405210	<u>(24,064.67)</u>
GASB31 Acct. 405220	<u>0.00</u>
	<u>408,065.23</u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
JULY 31, 2011**

U.S. TREASURY INFLATION PROTECTED SECURITIES

US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,704,011.00	10,840,478.50	04-15-14	1.250%	352.1465	31	26,199.33	10,444.85		36,885.90	10,141,820
														5.12%

COLLATERIZED MORTGAGE OBLIGATIONS

FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	966,429.15	990,814.80	971,520.40	12-28-12	5.270%	138.4037	31	282.68	4,290.51	4,152.11	421.08	925,020
														0.47%

CALLED	31398AW32	7/19/11	(3,360,861.33)	(3,351,681.70)	(3,351,681.70)									(3,350,000.00)
	3134G1VS0	7/21/11	(5,010,400.00)	(5,002,485.00)	(5,002,485.00)									(5,000,000.00)
	3136FMV50	7/28/11	(2,502,350.00)	(2,503,270.00)	(2,503,270.00)									(2,500,000.00)

TOTAL			<u>188,868,773.40</u>	<u>190,230,593.21</u>	<u>190,282,164.45</u>					<u>792,875.19</u>	<u>276,171.31</u>	<u>172,245.86</u>	<u>(299.21)</u>	<u>896,743.15</u>	<u>187,266,840.59</u>
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19-Aug-11 Weighted Average Interest Rate 1.7401%

275,872.10

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2011 & FY2012
 JULY 2011

8/19/11 1:40 PM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2011:					
1st Quarter	15,224,400	1st Quarter	15,366,023	141,623	15,366,023
2nd Quarter	15,910,800	2nd Quarter	16,919,099	1,008,299	16,919,099
3rd Quarter	13,855,400	3rd Quarter	14,737,847	882,447	14,737,847
4th Quarter	15,009,400	4th Quarter	15,293,900	284,500	15,293,900 (1)
FY2011 Total	60,000,000	FY2011 Total	62,316,869	2,316,869	62,316,869
FY2012:					
Jul. 11	4,225,700	Sep. 11		0	4,225,700 (1)
Aug. 11	4,225,700	Oct. 11		0	4,225,700
Sep. 11	5,634,300	Nov. 11		0	5,634,300
1st Qtr. Adjustment	1,594,300	Dec. 11		0	1,594,300
3 Months Total	15,680,000		0	0	15,680,000
Oct. 11	4,368,400	Dec. 11		0	4,368,400
Nov. 11	4,368,400	Jan. 12		0	4,368,400
Dec. 11	5,903,400	Feb. 12		0	5,903,400
2nd Qtr. Adjustment	1,618,000	Mar. 12		0	1,618,000
6 Months Total	31,938,200		0	0	31,938,200
Jan. 12	3,813,400	Mar. 12		0	3,813,400
Feb. 12	3,813,400	Apr. 12		0	3,813,400
Mar. 12	5,197,600	May 12		0	5,197,600
3rd Qtr. Adjustment	1,412,300	Jun. 12		0	1,412,300
9 Months Total	46,174,900		0	0	46,174,900
Apr. 12	4,137,800	Jun. 12		0	4,137,800
May 12	4,137,800	Jul. 12		0	4,137,800
Jun. 12	5,517,000	Aug. 12		0	5,517,000
4th Qtr. Adjustment	1,532,500	Sep. 12		0	1,532,500
FY2012 Total	61,500,000	FY2012 Total	0	0	61,500,000
	4,757,133	1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>4,757,133</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JULY 31, 2011

	<u>7/31/2011</u>
Cash -- Bank of America Checking Account	325,890.15
LAIF	5,021,207.26
County Pool	218,093,858.36
Investment Portfolio	188,868,773.40
	<hr/>
Total	<u><u>412,309,729.16</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- JULY 2011

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000696	SAN MATEO COUNTY TRANSIT DISTRICT	7/6/2011	147,189.37	WIR	Capital Programs
SMCTA	000697	MATSUMOTO, KARYL M.	7/11/2011	100.00	WIR	Board of Directors Compensation
SMCTA	000698	GROOM, CAROLE	7/11/2011	100.00	WIR	Board of Directors Compensation
SMCTA	000699	NAGEL, TERRY	7/11/2011	100.00	WIR	Board of Directors Compensation
SMCTA	000700	HORSLEY, DONALD	7/11/2011	100.00	WIR	Board of Directors Compensation
SMCTA	000701	PENINSULA CORRIDOR JOINT POWERS BOARD	7/25/2011	3,239,249.32	WIR	Capital Programs
SMCTA	003000	DMJM HARRIS/MARK THOMAS JV	7/6/2011	74.58	CHK	Capital Programs
SMCTA	003001	HOLLAND & KNIGHT LLP	7/6/2011	10,000.00	CHK	Legislative Advocate
SMCTA	003002	SF BAY AREA WATER EMERGENCY TRANS AUTH	7/6/2011	317,486.55	CHK	Capital Programs
SMCTA	003003	WILBUR SMITH ASSOCIATES	7/6/2011	3,398.17	CHK	Consultant
SMCTA	003004	FEHR & PEERS	7/11/2011	12,216.26	CHK	Consultant
SMCTA	003005	FOUST, ROSANNE	7/11/2011	100.00	CHK	Board of Directors Compensation
SMCTA	003006	LEE, JOHN	7/11/2011	100.00	CHK	Board of Directors Compensation
SMCTA	003007	RAJAPPAN & MEYER CONSULTING	7/11/2011	16,824.14	CHK	Capital Programs
SMCTA	003008	SHAW/YODER & ANTWIH, INC.	7/11/2011	3,702.00	CHK	Legislative Advocate
SMCTA	003009	VREELAND, JIM	7/11/2011	100.00	CHK	Board of Directors Compensation
SMCTA	003010	BARTHOLOMEW, TASHA	7/18/2011	100.00	CHK	Employee Expense Advances
SMCTA	003011	FEHR & PEERS	7/18/2011	17,282.15	CHK	Consultant
SMCTA	003012	PARKING COMPANY OF AMERICA	7/18/2011	94,664.71	CHK	SMCTA Caltrain Shuttles
SMCTA	003013	SHAW/YODER & ANTWIH, INC.	7/18/2011	3,702.00	CHK	Legislative Advocate
SMCTA	003014	THE PROLIFIC OVEN	7/18/2011	103.25	CHK	Promotional Advertising
SMCTA	003015	URS CORPORATION	7/18/2011	10,304.66	CHK	Capital Programs
SMCTA	003016	WELLS FARGO OF CALIFORNIA	7/18/2011	128,509.08	CHK	Premium-Other Insurance-GEN
SMCTA	003017	HURLEY, JOSEPH	7/25/2011	257.60	CHK	Business Travel
SMCTA	003018	MENLO PARK, CITY OF	7/25/2011	5,035.83	CHK	Capital Programs
SMCTA	003019	REDWOOD CITY, CITY OF	7/25/2011	11,659.44	CHK	Capital Programs
				<u>4,022,459.11</u>		

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
July 13, 2011**

**AGENDA ITEM # 7
SEPTEMBER 1, 2011**

The Community Relations Committee and Board

Accessibility Coordinator Tina DuBost reported there will be two sets of Redi-Wheels eligibility appeals in July. She thanked the Paratransit Coordinating Council (PCC) for volunteering two members to serve as the public representative. There was a volunteer driver symposium sponsored by Director Adrienne Tissier on June 30.

PCC Chair Nancy Keegan reported:

- At the July 12 PCC meeting, she was re-elected chair for Fiscal Year (FY) 2012 and May Nichols was elected vice chair.
- Received a presentation on the SamTrans Service Plan (SSP).

Citizens Advisory Committee Chair Peter Ratto reported:

- Received a presentation on the SSP.
- CAC members were happy to see staff from MV Transportation at their meeting after expressing concerns to staff at the June meeting about Routes KX and 292.

Director, Rail Transportation Michelle Bouchard presented the Mobility Management Report: Caltrain (attached).

Average weekday ridership for all modes for May 2011 compared to May 2010 was 101,307, an increase of 6.1 percent.

The Finance Committee and Board

The Statement of Revenues and Expenses for May 2011 was approved. Revenues are under budget and there are savings in the motor bus area on the expense side. Last week fuel was \$3.08 per gallon and year-to-date is averaging \$2.71 per gallon. Through the end of June, \$130,000 has been received for the FY2011 fuel hedge. Fuel was hedged at \$2.90 per gallon for FY2012.

Authorized execution of a three-year use agreement with Sunset Real Properties, LLC for Pico Boulevard near San Carlos for a total cost of \$292,890. This is a privately owned piece of property that is used to access the South Base Facility.

Authorized filing annual claim with the Metropolitan Transportation Commission (MTC) for Transportation Development Act (TDA), State Transit Assistance (STA) and Regional Measure 2 (RM2) funds for a total amount of \$36,726,192. TDA and STA funding supports fixed-route bus and paratransit service for San Mateo County residents. This amount is consistent with the amounts that have been included in the FY2012 Operating Budget.

Authorized approval and ratified the FY2012 insurance program for a total cost not-to-exceed amount of \$1,483,053. There are two major components to the program: liability insurance, which carries a \$1 million deductible and a cap of \$100 million, and other types of insurances

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
July 13, 2011**

such as property, which is used when there is physical damage to facilities or vehicles. Costs are up due to claims history and hardening in the market.

Authorized extending the agreement with the County of San Mateo for law enforcement and police communications services for a six-month period for a total cost not-to-exceed amount of \$1,800,000. The District currently has a contract with the San Mateo County Sheriff's Office to provide security services for both Caltrain and SamTrans. There is a dedicated group of sheriffs at the District who handle specialized issues, investigations and accidents. The contract has expired and staff needs to renegotiate the terms and conditions during the next six-month period.

The Legislative Committee and Board

The governor signed the State budget. The budget includes the gas tax swap provisions that provide transit operating funds. In an all cuts budget, some of these funds were vulnerable but the Legislature chose not to propose cutting transit any further on the operating side. July 8 was the deadline to get bills out of the Policy Committee. Staff is supporting AB 1105, which has made it through the process and is awaiting the governor's signature. This bill is by Assemblyman Rich Gordon and would allow the Santa Clara Valley Transportation Authority (VTA) to allow their High Occupancy Toll (HOT) lanes extend about six miles into San Mateo County and establish a HOT lane throughout the full length of the carpool lane.

There are three competing proposals for reauthorization on the Federal side. There is a proposal by the administration that would essentially double transit and transportation funding. This is a \$556 billion measure over six years. The proposal is in the Senate and staff has few details except that it is a two-year proposal at \$109 billion, which is a bit more than what is under SAFETEA-LU. The House and Transportation and Infrastructure Chairman John Mica recently introduced a bill that would reduce funding from the current \$290 billion level to about \$230 billion. Staff is working with the American Public Transportation Association (APTA) to identify what the impacts of this kind of funding reduction would be on transit service and capital projects.

Board of Directors

Redwood City Councilmember Jeff Gee, representing City Selection Committee-South was sworn in.

General Manager/CEO Michael Scanlon reported:

- To commemorate the 35th anniversary of SamTrans, employees were introduced who were hired in 1976 and are still with the District.
- On June 16, SamTrans joined with APTA encouraging people to take public transportation by celebrating national "Dump the Pump" day. Staff hosted a tour of the North Base Operations and Maintenance Facility.
- Staff will be holding five community meetings for the SamTrans Service Plan on Thursday, July 14 from 6:30 p.m. to 8 p.m. at the Burlingame Women's Club; Monday, July 18 from

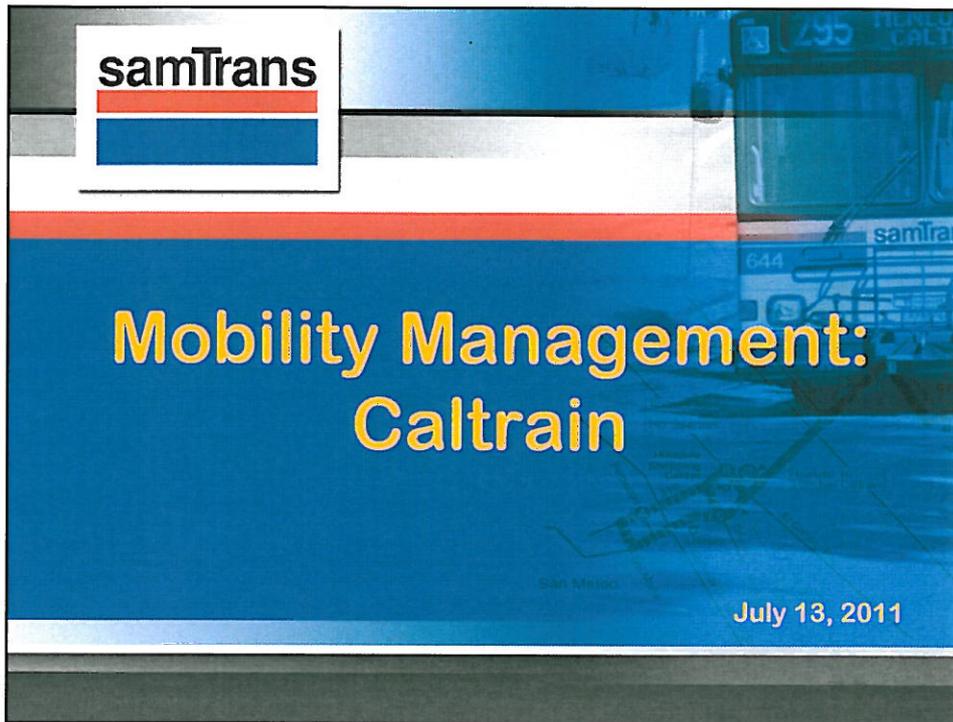
**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
July 13, 2011**

6 p.m. to 7:30 p.m. at Cunha Intermediate School in Half Moon Bay; Wednesday, July 20 from 6:30 p.m. to 8 p.m. at Fair Oaks Community Center in Redwood City; Thursday, July 21 from 6:30 p.m. to 8 p.m. at Doelger Senior Center in Daly City; and Wednesday, July 27 from 1 p.m. to 2:30 p.m. at SamTrans headquarters in the auditorium.

- Investment in human capital continues with 11 employees obtaining their certificates of completion for the Leadership Program on June 15.
- Paratransit staff met with evaluators to ensure the eligibility certification program is maintaining good service in an efficient manner.
- The Dumbarton Express Request for Proposals has been submitted and final selection should be completed later this month.
- Staff is negotiating with Redi-Wheels for a third option year and a final year extension on the shuttle contract.
- Fixed-route service went over 22,000 miles between service calls and over 20,000 miles on paratransit; both are above the goal of 19,000.
- The new runbook goes into effect on August 14.
- The August meeting will be cancelled.
- The September meeting will be pushed back to 3 p.m. so everyone can participate in the Heart Walk and walk in memory of Omar Ahmad.

The Board met in closed session to hear a report on a case of pending litigation with Victor Orpilla and the District and instructions were given regarding the disposition of the matter. Also discussed in closed session were pending labor negotiations with the Amalgamated Transit Union Local 1574 and Teamsters Union Local 856. This item will remain on the calendar for the September meeting.

The next meeting of the Board is scheduled for Wednesday, September 14, 2011 at 3 p.m.



Mobility Management: Caltrain

July 13, 2011

Presentation Outline

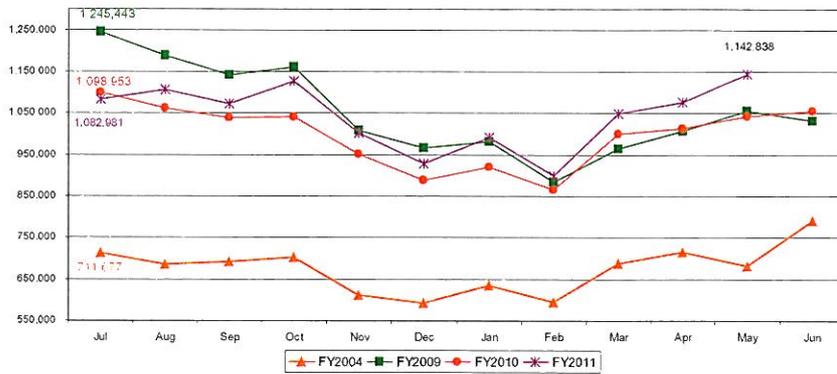


- Ridership
- Fare Revenue
- Performance & Reliability
- Service Highlights
- System Safety
- Capital Projects
- High Speed Rail
- Caltrain Operating RFP
- Caltrain Budget Outlook
- Next Steps for Caltrain
- Summary



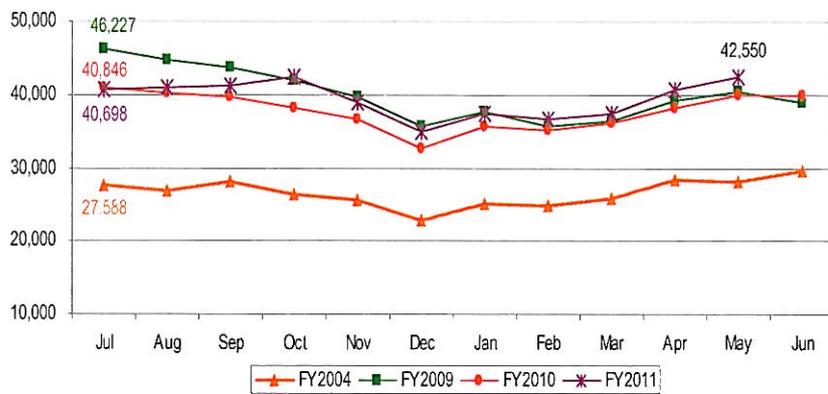
Monthly Ridership

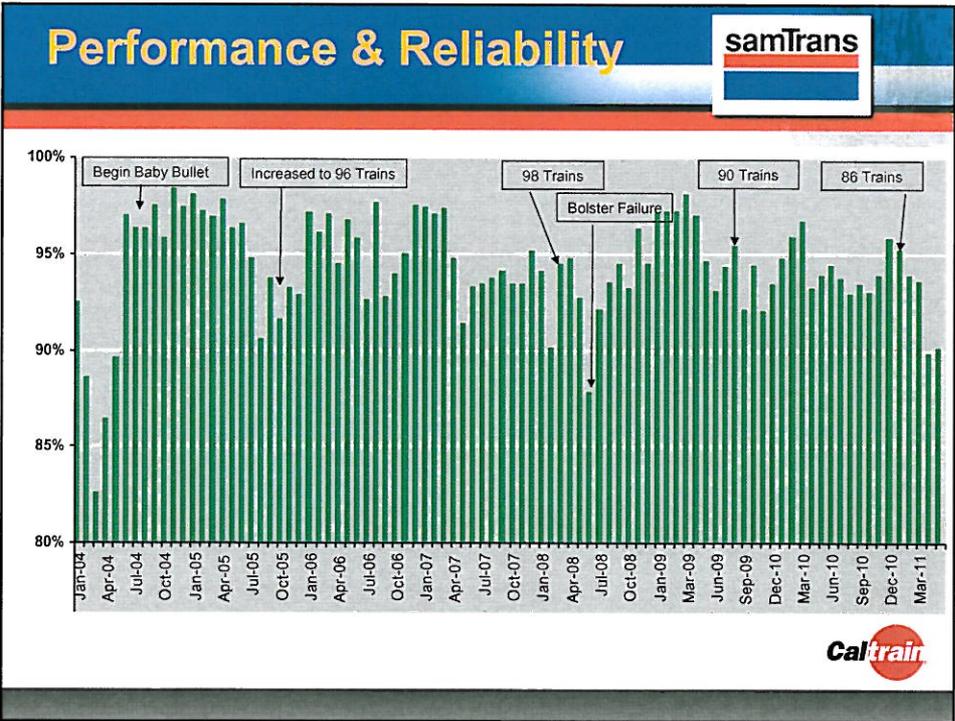
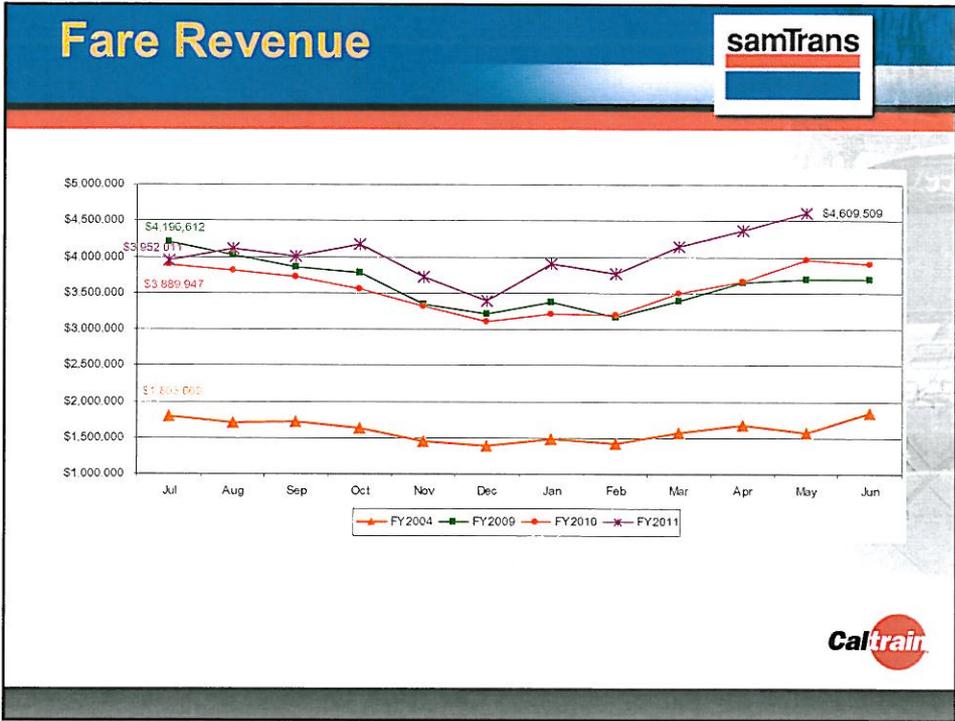
samTrans



Average Weekday Ridership

samTrans

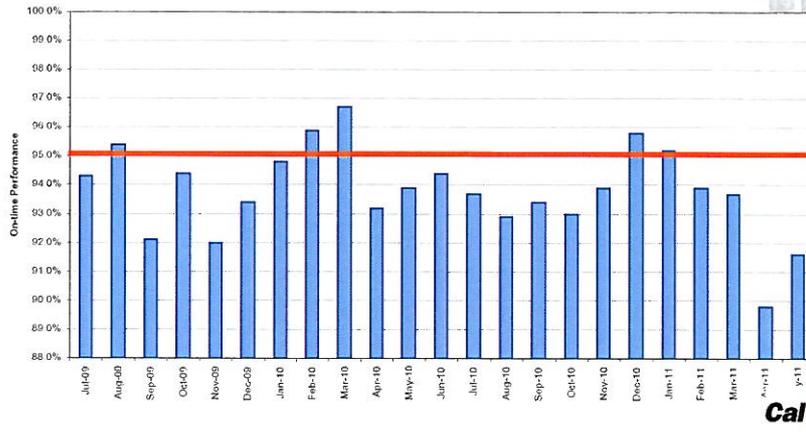




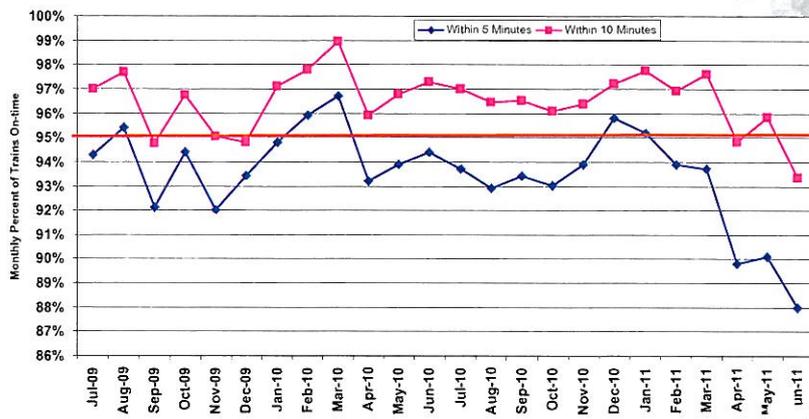
On-time Performance



ON-TIME PERFORMANCE - FY2010 to PRESENT



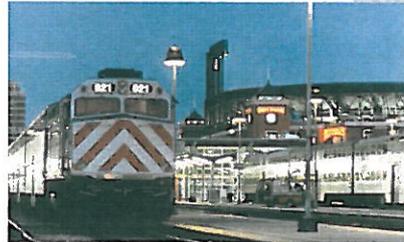
OTP within 10 minutes



Service Highlights

samTrans

- San Francisco Giants service
- Bay To Breakers - May 15
- Continuation of Baby Bullet weekend service
- Conversion of 10 additional gallery cars to bike cars completed
 - 2 bike cars on every train
 - 80 bike spaces on every gallery set (75% of fleet)
 - Outreach in June to bicyclists on the 2nd car



Caltrain

System Safety

samTrans

- Grade Crossing Improvement Project – 8 grade crossings in Santa Clara County
 - Pedestrian and vehicle safety improvements include:
 - Channelization, striping and signage
 - Signals, fencing and sidewalks
- Right of Way / Fencing Projects
 - Strategic vegetation removal
 - Length of fencing installed:
 - 2009: 27,000 feet installed
 - 2010: 11,000 feet installed
 - 2011: 350 feet to date; 2,400 total for year



(Looking North of Meadow)



Caltrain

System Safety

samTrans

- Suicide/No Trespassing Signage Project – 250 signs installed on 9.5 miles of right of way from Menlo Park to Mountain View:
 - Increase visibility of signs and message
 - Make signs more effective
- Station Hardening Project – installation of high-security bollards at the San Francisco, Millbrae and San Jose Diridon stations. Installation began in 2011.



Caltrain

System Safety

samTrans



- CCTVs at CEMOF – installation of digital closed-circuit cameras to provide primary surveillance security. The construction contract has been awarded and work is scheduled to start in the spring of 2011.

Caltrain

System Safety

samTrans

- Operation Lifesaver community education
 - Eight employees were trained in May to give Operation Lifesaver presentations
 - Presentations scheduled, including one at the July 20 CAC Meeting
- Wide-ranging efforts continue to address mental health/suicide issues throughout the Caltrain region
- Renewed focus on employee safety by the Caltrain contract operator (Amtrak) including training in behavioral safety techniques (Safe 2 Safer)



Caltrain

Capital Projects - Civil

samTrans

- Santa Clara Station/South Terminal – New platforms and ramps are being installed at the San Jose Diridon station, and a new shared-platform and pedestrian underpass is being constructed at the Santa Clara station. Construction work is scheduled to be complete by the end of 2011.
- San Bruno Grade Separation/Station – Three at-grade vehicular crossings in San Bruno will be eliminated and replaced with grade-separated vehicular access. Construction work started in November 2010.
- Jerrold St. Bridge – The project will replace a steel bridge in San Francisco. Fabrication of the bridge is in progress. Installation is scheduled for the fall of 2011.

Caltrain

Capital Projects - Civil

samTrans

- Quint St. Bridge – The project will replace a steel bridge in San Francisco. Environmental clearance received in March 2011. In discussions with SF to finalize scope of design.
- San Mateo Bridges – The foundations of four bridges in San Mateo are being retrofitted. Construction work is scheduled to be complete by the end of 2011.
- South San Francisco Parking Lot – The parking lot was repaved and additional lighting was installed. Construction work was completed in June 2011.



Capital Projects - Systems

samTrans

- Rail Operations Control System
 - Scheduled completion by the end of 2011
 - Includes real-time passenger information system
- Caltrain Positive Train Control (PTC/CBOSS)
 - Must be installed to comply with the Rail Safety Improvement Act of 2008
 - Provide key safety enhancements by December 2015
 - Caltrain's PTC/CBOSS implementation plan approved by the FRA in October 2010
 - RFP issued and JPB is engaged in a procurement process with award anticipated in late Fall 2011.



HSR Coordination

samTrans

- High-speed rail work continues with local communities, federal, state and local officials and other stakeholders
 - Joint pursuit of HSR and Caltrain improvement projects that will enhance the quality of life and respect local concerns on the Peninsula
- Caltrain will continue to assert its ownership of the right of way in any future negotiations regarding use of the corridor
- Caltrain Modernization Program
 - Electrification, PTC/CBOSS, HSR Coordination
- Currently reviewing organizational alignment for HSR coordination
- Throughput Capacity Analysis, draft results at end of July 2011



Caltrain Operating RFP

samTrans

- RFP for Caltrain operations, maintenance and construction support services issued in May 2010
- Proposals received in September 2010
- Evaluation of proposals is continuing
- Contract award anticipated in late fall 2011 followed by five-month transition/mobilization period



FY2012 Budget

samTrans

- Retains full weekday service including:
 - Gilroy service
 - No station service suspended
- Retains full weekend service, including weekend Baby Bullets
 - Bullet pilot is close to achieving cost recovery goal established at the outset
- Retains Special Event service
- Balanced using a combination of funding sources
- July 1, 2011 fare and parking fee increase



Budget Tasks 2013 – Near Term

samTrans

- Continue to work with the members and MTC on near-term solutions to balance the Caltrain budget for FY2013
- Explore possible solutions to contribute additional funding to Caltrain.
- District will make best efforts to discuss with JPB member agencies a plan for balancing the FY2013 operating budget, using the negotiation principles approved by the SamTrans Board



Budget Tasks - Longer Term

samTrans

- Continue discussions with JPB member agencies on funding options for FY2014 and beyond
- Continue to work with stakeholders, including the Silicon Valley Leadership Group and MTC's Transit Sustainability Project, to develop strategies for new revenue sources, including a dedicated, permanent funding source
- Continue efforts to advocate for capital projects that will increase operational efficiencies



Summary

samTrans

- Ridership and revenue continue strong growth
- OTP trends are concerning and are being addressed
- On-board bike capacity has been expanded
- System Safety program continuing
- Capital work continues for critical projects
- Operating budget for 2012 is defined, 2013 remains a challenge
- Long-term strategies are being finalized to address the securing of a dedicated funding source, as well as the modernization of the system



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

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

ACTION

Staff recommends that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2011.

SIGNIFICANCE

The Transportation Authority's Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on July 27, 2011 in order to meet the 30 day requirement.

BUDGET IMPACT

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

BACKGROUND

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

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

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

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on page 6 & 7. The schedule separates the investments into two groups: The Investment Portfolio which is managed by SunTrust Banks, doing business as CSI Capital a SunTrust Group ("CSI"); formerly CSI Capital Management, Inc., prior to its recent acquisition by SunTrust Bank; and Liquidity funds which are managed by Transportation Authority staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

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

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

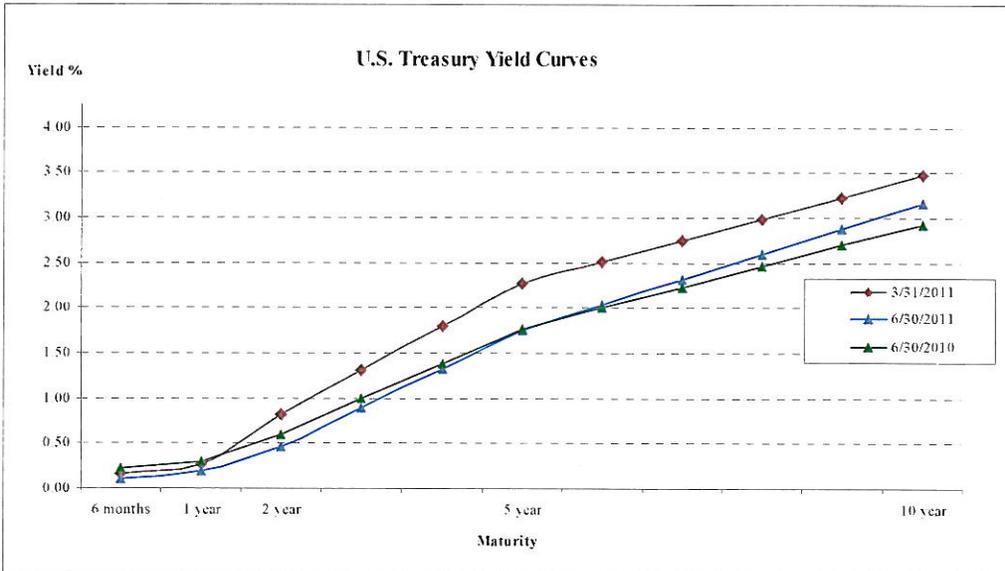
The Liquidity funds managed by Transportation Authority staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e., cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at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

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

DISCUSSION

Market Review and Outlook

Interest rates fell modestly during the second quarter of the year as a lull in economic activity and heightened concerns over the sovereign debt crisis in Greece drove investors to the relative safety of U.S. Treasuries. By quarter's end, however, progress on another bailout for Greece, uncertainty surrounding the end of the Fed's latest round of quantitative easing and unease over when congress would increase the debt ceiling left interest rates well off the quarter's lows. Interestingly, as shown in the graph below, compared to a year ago when the market was also struggling with debt problems in Greece and slower economic growth, the level of interest rates was remarkably similar.



Data Source: Bloomberg

The central question now facing bond investors is whether the current lull in economic activity persists or is transitory. It is tempting to dismiss the recent softness in the economy to a series of temporary impacts such as the supply disruptions from Japan, higher oil prices and our spring weather bringing floods and tornadoes. Actually this is our base case scenario and given the faster than expected improvement in previously broken supply chains, recently lower gas prices and improving weather, we would not be surprised to see a pick up in economic growth through the rest of the year.

Yet, if recent events have taught us anything, it is difficult to have too high a level of confidence in any scenario concerning the economy and markets. To be sure, there are several near term threats to our continued, somewhat subpar recovery. Chief among these would be a failure to come to a timely agreement on raising the debt ceiling, any escalation in the sovereign debt crisis in Europe or increased unrest in the Arabian Peninsula that send oil prices higher. In the words of Gregory Miller, SunTrust's chief economist, "This is a very uncertain period."

Strategy

Over the foreseeable future CSI expect interest rates to move gradually higher. They continue to caution that the current low rates leave no room for a sudden rise in interest rates, which would result in negative returns.

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

As of the end of the quarter, the Transportation Authority's portfolio consisted of approximately 6.3 percent Government Guaranteed Corporate Bonds, 76.9 percent Agency Securities, 15.3 percent US Treasury securities, 0.5 percent Agency MBS and 0 percent Cash Equivalents; see Exhibit 6.

Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending June 30, the portfolio returned **0.88** percent. This compares to the benchmark return of **1.25** percent. The Performance graph in Exhibit 3 shows the relative performance of the Authority since inception. The Growth of a Thousand Dollars graph in Exhibit 4 shows the cumulative performance over this same time frame for the Authority's portfolio.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the portfolio's yield to maturity or call was **0.7** percent. The benchmark's yield to maturity was **0.9** percent.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the portfolio's rate of return on investments, at cost, was **1.12** percent.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS
FOR QUARTER ENDED JUNE 30, 2011**

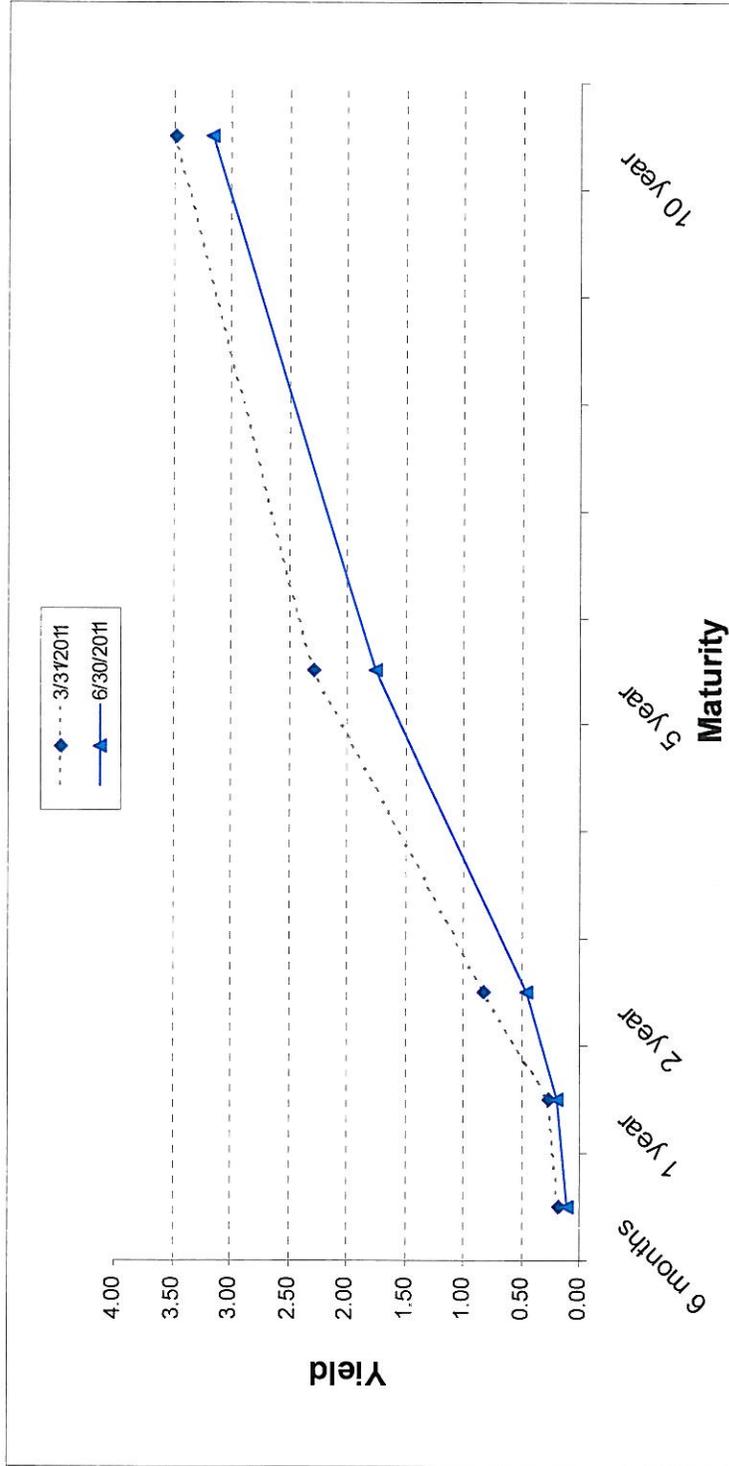
TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP						
INVESTMENT PORTFOLIO:						
CORPORATE BONDS						
Bank of America Corp.	04-30-12	2,000,000	2,032,960	2,031,354	7,000	2,038,354
General Electric Capital Corp	06-08-12	1,500,000	1,530,600	1,527,810	2,017	1,529,827
Goldman Sachs	06-15-12	3,000,000	3,124,650	3,084,189	4,063	3,088,252
Wells Fargo & Co.	06-15-12	3,000,000	3,058,440	3,050,793	2,656	3,053,449
John Deere Capital	06-19-12	3,000,000	3,107,970	3,076,248	2,635	3,078,883
TREASURY SECURITIES						
U.S. Treasury Note	01-15-12	2,800,000	2,789,063	2,815,095	14,445	2,829,540
U.S. Treasury Note	06-15-12	1,500,000	1,525,313	1,523,496	1,153	1,524,649
U.S. Treasury Note	08-15-12	2,000,000	2,028,125	2,033,438	13,052	2,046,490
U.S. Treasury Note	01-31-13	15,000,000	15,462,500	15,590,039	178,695	15,768,734
GOVERNMENT BONDS						
FHLB	09-09-11	5,000,000	5,191,000	5,034,165	57,813	5,091,978
FNMA	11-15-11	2,000,000	2,131,400	2,039,250	13,438	2,052,688
FNMA	01-09-12	4,000,000	4,014,560	4,037,404	38,000	4,075,404
FHLB	01-23-12	3,000,000	3,000,000	3,030,450	27,475	3,057,925
FHLB	06-08-12	2,000,000	2,105,000	2,062,248	4,431	2,066,679
FHLM	06-15-12	2,000,000	1,995,080	2,027,354	1,458	2,028,812
FHLM	08-10-12	6,000,000	6,065,625	6,010,920	47,833	6,058,753
FNMA	08-10-12	5,000,000	4,996,300	5,077,580	34,028	5,111,608
FNMA	07-19-13	3,350,000	3,360,861	3,351,682	20,600	3,372,282
FHLM	10-21-13	5,000,000	5,010,400	5,002,485	10,781	5,013,266
FNMA	10-28-13	15,000,000	14,977,500	15,007,665	16,146	15,023,811

EXHIBIT 1 (Cont.)

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS (Continued)
FOR QUARTER ENDED JUNE 30, 2011**

<u>TYPE</u>	<u>DATE OF MATURITY</u>	<u>PAR VALUE</u>	<u>CARRYING AMOUNT</u>	<u>MARKET VALUE</u>	<u>ACCRUED INTEREST</u>	<u>MARKET VALUE +ACCR. INT.</u>
GOVERNMENT BONDS (Con't.)						
FHLM - Step Up	11-04-13	2,250,000	2,245,725	2,250,401	1,750	2,252,151
FHLM - Step Up	12-02-13	20,000,000	19,936,000	20,012,740	7,778	20,020,518
FNMA	12-30-13	10,000,000	10,000,000	10,048,080	0	10,048,080
FNMA - Step Up	12-30-13	5,100,000	5,093,625	5,129,050	0	5,129,050
FHLM	02-25-14	19,000,000	18,901,470	19,277,989	126,271	19,404,260
FNMA	04-18-14	11,000,000	10,993,400	11,094,545	33,000	11,127,545
FNMA Step Up	04-18-14	10,000,000	9,998,000	10,024,690	20,000	10,044,690
FHLM	04-23-14	13,500,000	13,932,270	14,098,226	62,813	14,161,038
FNMA - Step Up	07-28-15	2,500,000	2,502,350	2,503,270	15,833	2,519,103
FHLM - Step Up	10-15-15	2,550,000	2,554,998	2,551,145	6,641	2,557,786
FNMA - Step Up	01-27-16	5,000,000	4,988,750	4,989,405	21,250	5,010,655
TREASURY INFLATION PROTECTED SECURITIES						
US Inflation Indexed Note	04-15-14	10,093,655	10,122,021	10,704,011	26,199	10,730,210
COLLATERIZED MORTGAGE OBLIGATIONS						
FHLB Series 00-0606 Class Y	12-28-12	945,452	966,429	990,815	277	991,092
TOTAL FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP		198,089,107	199,742,384	201,088,030	819,529	201,907,558
LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:						
BANK OF AMERICA CHECKING						
LAIF			568,268.09	568,268	0	568,268
SAN MATEO COUNTY POOL						
			8,709,182	8,709,182	12,025	8,721,207
			202,947,980	202,947,980	611,403	203,559,382
TOTAL FUNDS MANAGED BY DISTRICT STAFF			212,225,430	212,225,430	623,428	212,848,858
TOTAL AS OF JUNE 30, 2011			411,967,814	413,313,460	1,442,956	414,756,416

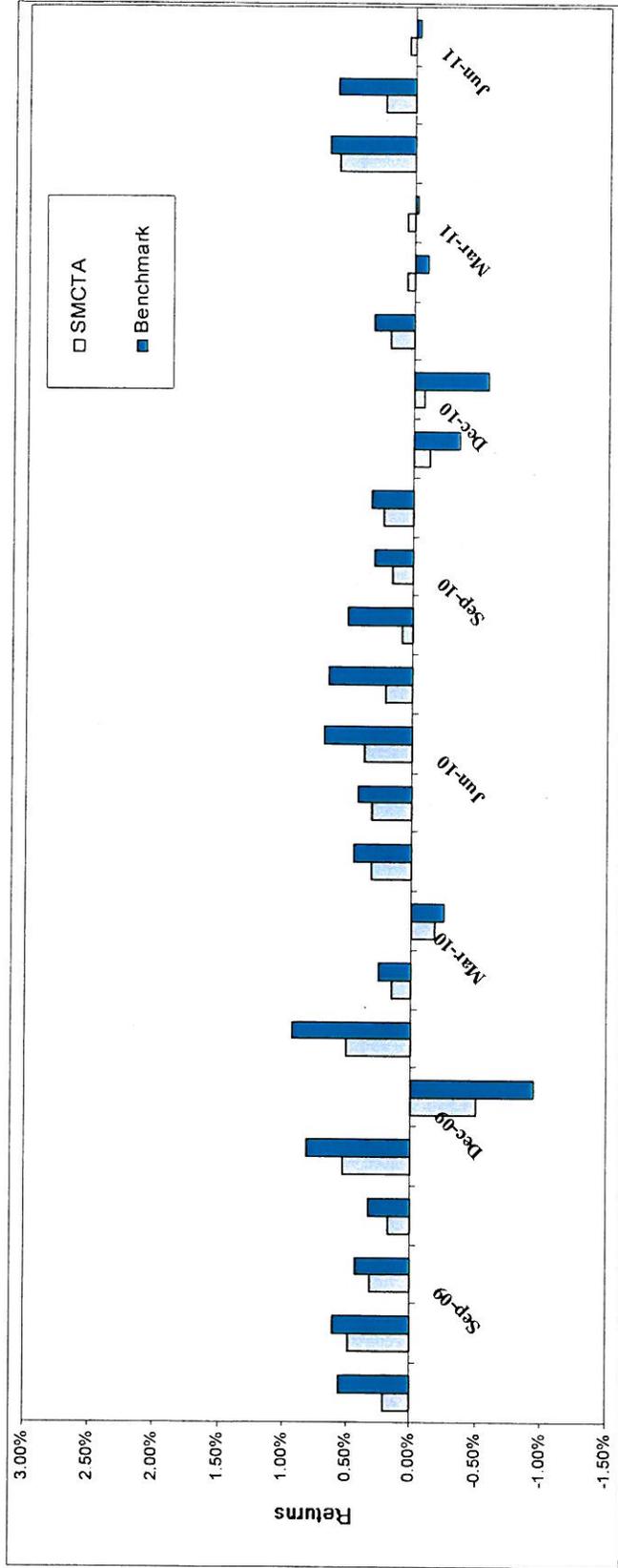
San Mateo County Transportation Authority
 Historical Yield Curve



Data Source: Bloomberg

CSI Capital Management, Inc.

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



Trailing 12 Months Jul-10 Aug-10 Sep-10 Oct-10 Nov-10 Dec-10 Jan-11 Feb-11 Mar-11 Apr-11 May-11 Jun-11 Trailing 12

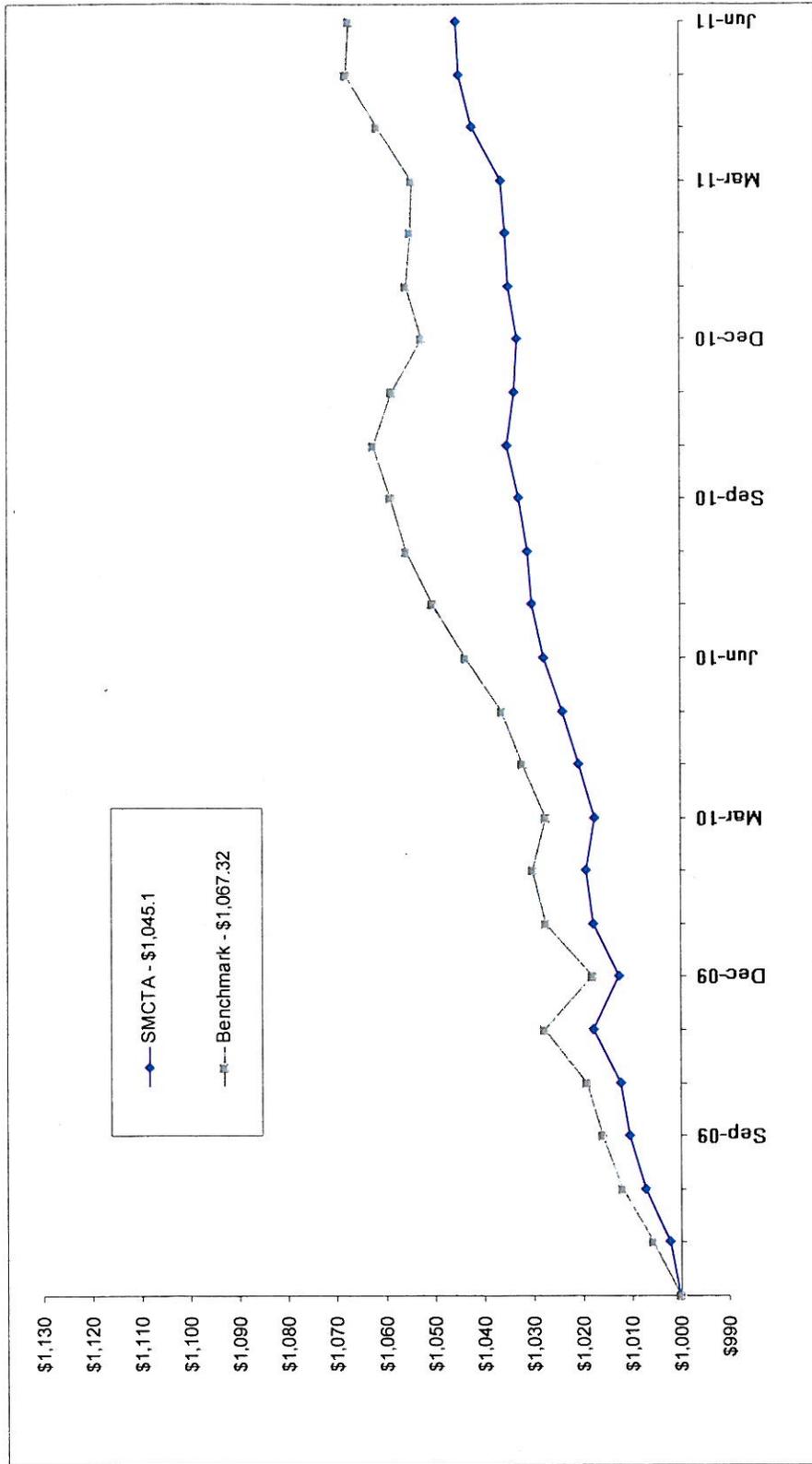
MONTHLY PERFORMANCE DATA

SMCTA	0.21%	0.09%	0.17%	0.23%	-0.12%	-0.08%	0.19%	0.06%	0.06%	0.24%	0.59%	0.06%	0.06%	0.24%	0.59%	0.06%	0.06%	0.24%	0.59%	0.05%	1.70%
Benchmark	0.65%	0.51%	0.30%	0.33%	-0.36%	-0.58%	0.32%	-0.10%	0.06%	0.60%	0.66%	-0.01%	0.06%	0.60%	0.66%	-0.03%	0.06%	0.60%	0.66%	-0.03%	2.30%

EXHIBIT 3

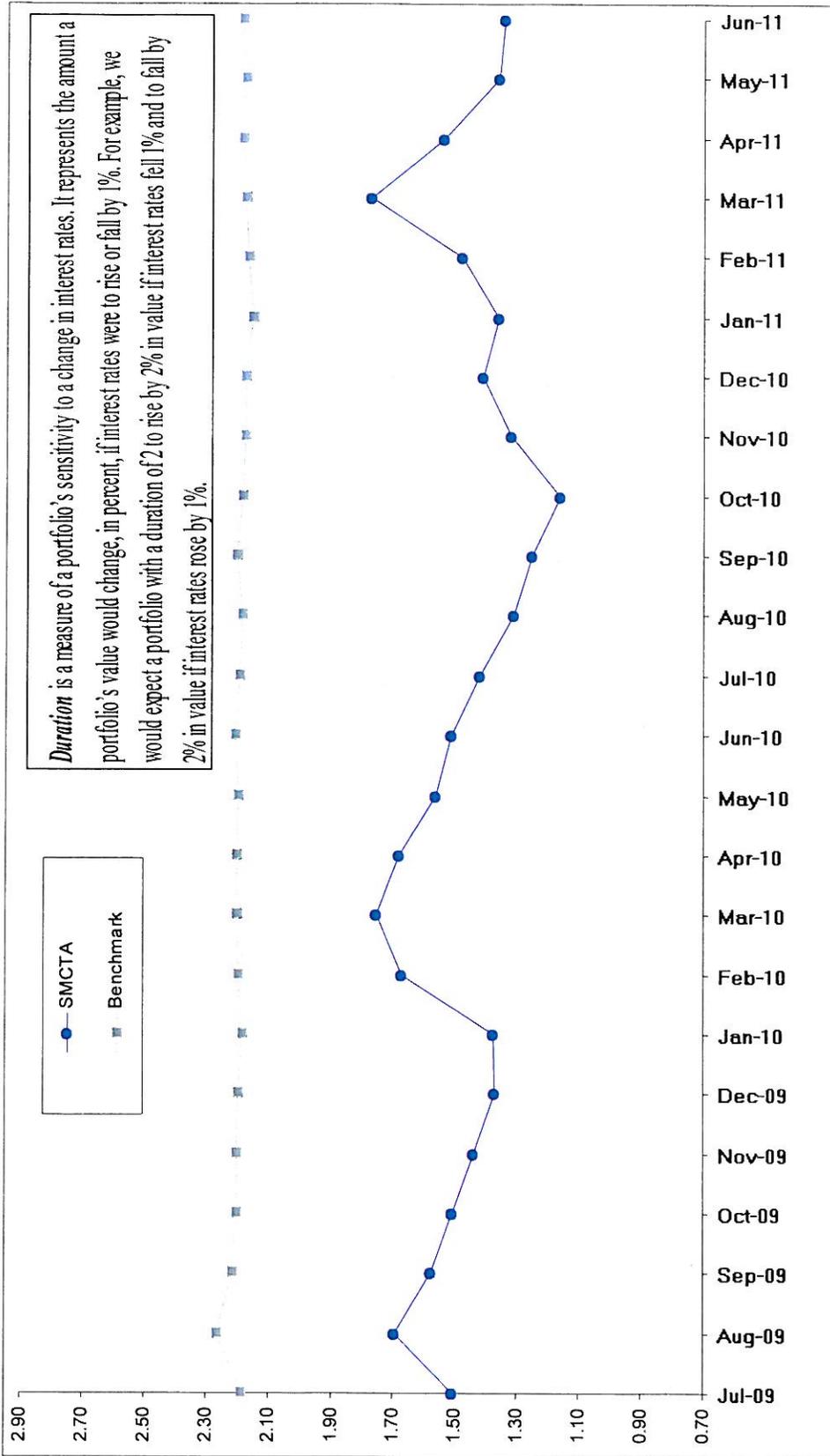
CSI Capital Management, Inc.

San Mateo County Transportation Authority
 Growth of a Thousand Dollars
 Rolling 24 Months



CSI Capital Management, Inc.

San Mateo County Transportation Authority Duration vs. Benchmark



CSI Capital Management, Inc.

San Mateo County Transportation Authority
 Percent of Assets Held by Type

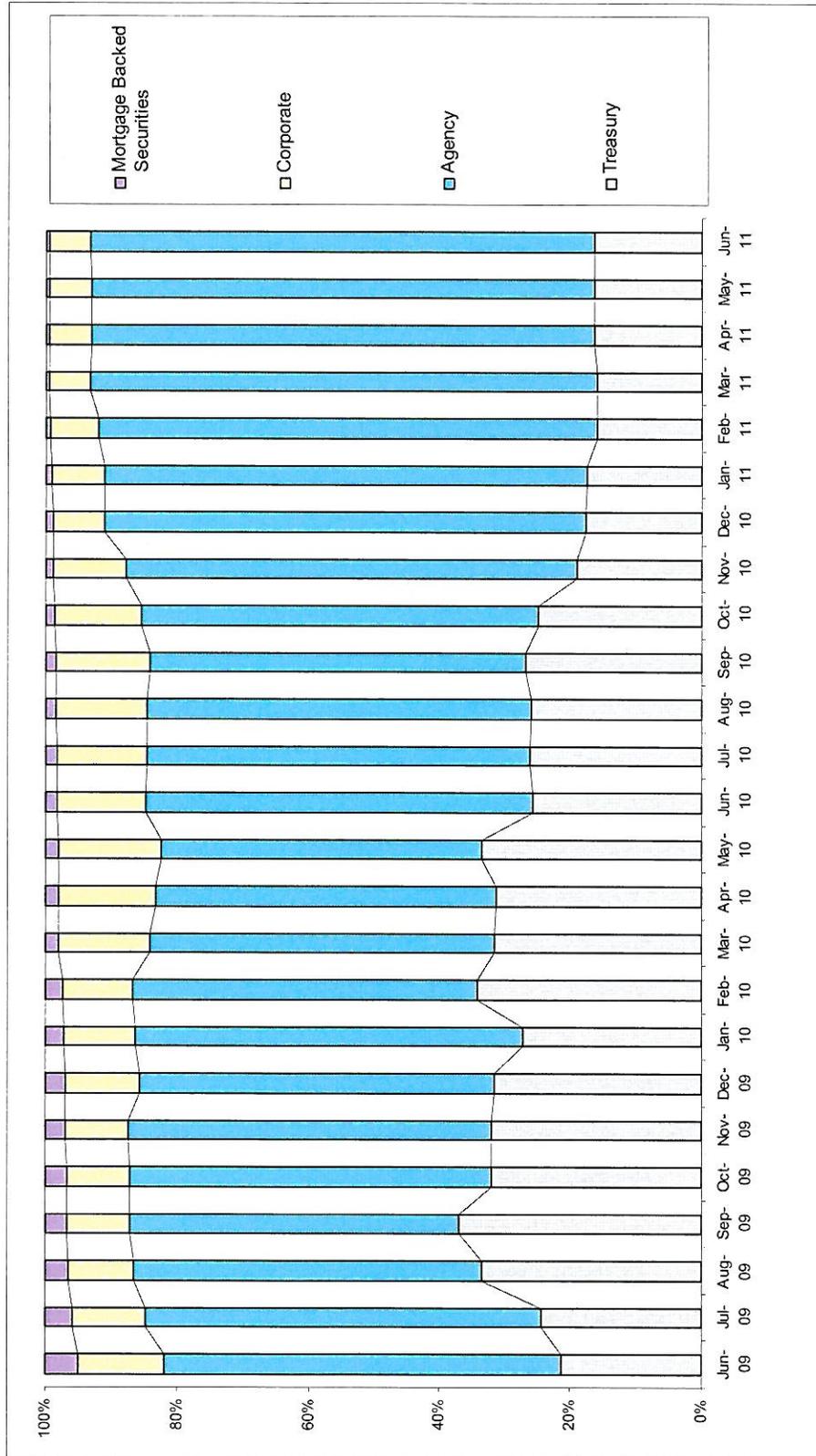


EXHIBIT 6

CSI Capital Management, Inc.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AMENDMENT TO INCREASE THE FISCAL YEAR 2012 BUDGET**

ACTION

Staff recommends that the Board approve the following actions related to the Fiscal Year (FY) 2012 Budget:

1. Authorize an amendment to increase Grant Revenues (Line #7 of Attachment A) by \$2,733,100 and Program Expenditures (Line #16 of Attachment A) by \$2,733,100 for Caltrain capital projects in the FY2012 Budget;
2. Authorize the Executive Director or his designee to execute any necessary documents or agreements to encumber the subject funding.

SIGNIFICANCE

The \$2,733,100 in Grant Revenues is made up of San Mateo County Transit District (SamTrans) Proposition 1B State Local Partnership Program (Prop 1B SLPP) funds. The proposed budget amendment will allow the Transportation Authority (TA) to program and apply for these funds with the California Transportation Commission (CTC), and use these funds for eligible Caltrain capital projects that also receive Measure A funds.

The TA's acceptance of Prop 1B SLPP funds to fund Caltrain projects is consistent with Resolution No. 2011-10 approved by the Board on June 2, 2011, which allows the TA to receive up to \$3.7 million in Prop 1B SLPP funds from SamTrans. The actual amount to be received has been reduced from \$3.7 million to \$2.73 million.

BUDGET IMPACT

The FY2012 Budget is proposed to be increased by \$2,733,100 for Caltrain projects, including Caltrain's Communications-Based Overlay Signal System (CBOSS) / Positive Train Control (PTC) Project. The \$2,733,100 will come from Prop 1B SLPP grant funds; no additional Measure A funds are required for this action.

BACKGROUND

At the June 2, 2011 meeting, the TA Board approved the receipt of SamTrans Prop 1B SLPP funds as part of a fund swap in order to help finance Caltrain's operations in FY2012. As part of the fund swap, the Santa Clara Valley Transportation Authority's (VTA) local share of the FY2012 Caltrain Capital Budget was replaced with Prop 1B SLPP funds. In exchange, VTA agreed instead to provide an equivalent amount to the FY2012 Caltrain Operating Budget on behalf of SamTrans.

Prepared by: April Chan, Director, Budgets and Grants

650-508-6228

RESOLUTION NO. 2011 –

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

**AUTHORIZE AMENDMENT TO THE FISCAL YEAR 2012 BUDGET TO
INCREASE IT BY \$2,733,100 FOR A TOTAL OF \$87,842,002**

WHEREAS, on June 2, 2011, the Transportation Authority (TA) Board adopted Resolution No. 2011-10, which allowed the TA to receive and then allocate up to \$3.7 million in Proposition 1B State Local Partnership Program funds from the San Mateo County Transit District (SamTrans) for Caltrain capital projects, including Caltrain’s Communications-Based Overlay Signal System (CBOSS) / Positive Train Control (PTC) Project; and

WHEREAS, the actual amount to be received and allocated is \$2,733,100, and the Fiscal Year (FY) 2012 TA Budget is proposed to be increased accordingly.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes an amendment to the FY2012 Budget to increase Grant Revenues (Line #7 of Attachment A) by \$2,733,100 and Program Expenditures (Line #16 of Attachment A) by \$2,733,100 for Caltrain capital projects; and

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

Regularly passed and adopted this 1st day of September 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2012 ADOPTED BUDGET - AMENDMENT # 2

Revised Budget Stmt - as of 09-1-11

	FY2010 <u>ACTUAL</u> A	FY2011 <u>ADOPTED</u> B	FY2011 <u>REVISED</u> C	FY2012 <u>ADOPTED</u> D	FY2012 <u>REVISED</u> E	FY12 PROPOSED TO FY11 REVISED Increase (Decrease) F = E - D	BUDGET PERCENT CHANGE G = F/D		
REVENUE:									
1 Sales Tax	58,485,023	60,000,000	60,000,000	61,500,000	61,500,000	-	0.0%	1	
2								2	
3 Interest Income	5,419,687	5,557,240	5,557,240	5,420,670	5,420,670	-	0.0%	3	
4								4	
5 Rental Income	1,072,287	1,085,640	1,085,640	1,087,560	1,087,560	-	0.0%	5	
6								6	
7 Grant Proceeds	1,960,811	4,218,000	4,218,000	-	2,733,100	2,733,100	100.0%	7	
8								8	
9 TOTAL REVENUE	66,937,808	70,860,880	70,860,880	68,008,230	70,741,330	2,733,100	4.0%	9	
10								10	
11								11	
EXPENDITURES:									
12								12	
13								13	
14 Annual Allocations	22,669,187	23,358,888	23,358,888	23,888,835	(1)	23,888,835	-	0.0%	14
15								15	
16 Program Expenditures	53,207,123	12,979,612	25,486,612	58,181,665	(1)	62,498,768	4,317,103	7.4%	16
17								17	
18 Oversight	344,672	970,000	970,000	485,000	(1)	485,000	-	0.0%	18
19								19	
20 Administrative:								20	
21 Staff Support	489,412	606,390	606,390	603,712	603,712	-	0.0%	21	
22 Measure A Info-Others	-	12,000	12,000	12,000	12,000	-	0.0%	22	
23 Other Admin Expenses	229,528	333,109	333,109	353,687	353,687	-	0.0%	23	
24 Total Administrative	718,940	951,499	951,499	969,399	969,399	-	0.0%	24	
25								25	
26 TOTAL EXPENDITURES	76,939,922	38,259,999	50,766,999	83,524,899	87,842,002	4,317,103	5.2%	26	
27								27	
28 EXCESS/(DEFICIT)	(10,002,113)	32,600,881	20,093,881	(15,516,669)	(17,100,672)	(1,584,003)	10.2%	28	
29								29	
30 BEGINNING FUND BALANCE	423,098,841	298,820,434	413,096,728	433,190,609	433,190,609	-		30	
31								31	
32 TRANSFER OF PARATRANSIT FUNDS	-	-	-	-	-	-	0.0%	32	
33								33	
34 ESTIMATED ENDING FUND BALANCE	413,096,728	331,421,315	433,190,609	417,673,940	416,089,937	(1,584,003)	-0.4%	34	
35								35	
36 (1) See Attachment B for details.								36	
37								37	
38 FUND BALANCE (2)								38	
39								39	
40 Beginning Fund Balance		1988 Measure	2004 Measure	Aggregate	Revised			40	
41 Excess/(Deficit)		347,200,487	85,990,122	433,190,609	433,190,609			41	
42 Ending Fund Balance		(11,369,366)	(4,147,303)	(15,516,669)	(17,100,672)			42	
43		<u>335,831,120</u>	<u>81,842,819</u>	<u>417,673,940</u>	<u>416,089,937</u>			43	
44 Capital Appropriation Carryover		181,434,275	67,238,723	276,156,138	276,156,138			44	
45 Undesignated (3)		154,396,845	14,604,096	141,517,802	139,933,799			45	
46 Total Ending Fund Balance		<u>335,831,120</u>	<u>81,842,819</u>	<u>417,673,940</u>	<u>416,089,937</u>			46	
47								47	

48 (2) Fund Balance is based on budgeted figures for FY2011 and FY2012 and includes grant funds of \$14.5 million

49 (3) Undesignated funds are funds collected but not budgeted or allocated. The 1988 Undesignated funds include \$65.4 million for Caltrain, \$48.2 million for Dumbart and \$34.2 million for the Highway Program.

ATTACHMENT B

Revised Budget - as of 09-1-11

FY2011 ALLOCATIONS AND EXPENDITURES

		<u>Prior Approved Budget</u>	<u>FY2012 Proposed</u>	<u>Total Approved Budget</u>	<u>Budgeted Non-Measure A</u>	<u>Total Measure A Share</u>
ANNUAL ALLOCATIONS:						
Allocation to Local Entities		N/A	13,837,500			N/A
Transfer to SMCTD for Caltrain		N/A	4,920,000			N/A
Paratransit		N/A	2,460,000			N/A
SAN MATEO COUNTY SHUTTLE		N/A	1,441,335			N/A
SFO BART EXTENSION		N/A	1,230,000			N/A
			<u>23,888,835</u>			
PROGRAM EXPENDITURES:						
TSM/ACR						
TBD	Countywide TDM Program	398,103	398,103	796,206		216,897
TBD	Call for Projects	(1) 201,897	216,897	418,794		
CALTRAIN						
00605	San Mateo Local Share JPB CIP	(5) 46,804,440	6,733,100	53,537,540	2,733,100	50,804,440
PEDESTRIAN AND BICYCLE PROGRAM						
00748	Set-aside for Call for Projects	(2) 1,700,000	2,884,003	4,584,003	-	4,584,003
LOCAL SHUTTLE		(3)				
00749	Set-aside for Call for Projects	941,112	1,018,665	1,959,777	-	1,959,777
STREETS AND HIGHWAYS						
00621	101/Broadway Interchange (Design, ROW)	12,218,000	11,300,000	23,518,000	-	23,518,000
TBD	Key Congested Corridors Program	(4) -	25,131,000	25,131,000	-	25,131,000
TBD	Supplemental Roadway Program	(4) -	14,817,000	14,817,000	-	14,817,000
		<u>62,263,552</u>	<u>62,498,768</u>	<u>124,762,320</u>	<u>2,733,100</u>	<u>121,031,117</u>
OVERSIGHT:						
TBD	Program Planning and Management	1,470,000	485,000	1,955,000	-	1,955,000
		<u>1,470,000</u>	<u>485,000</u>	<u>1,955,000</u>	<u>-</u>	<u>1,955,000</u>

(1) Funds proposed in FY2012 for the ACR Call For Projects represent 1% of sales tax revenues (\$615K) less funds designated for the Alliance's Countywide TDM program (\$398K).

(2) The Pedestrian and Bicycle Call for Projects (\$4.584M) represents the estimated funds available for the FY2012/2013 Call for Projects. This amount was amended on July 7, 2011 by Resolution No. 2011-11.

(3) The Local Shuttle Set-aside for Call for Projects includes \$500K of funds already designated for projects under the FY2011/2012 Call for Projects, the remaining - \$1.4 million of the \$1.9 million is unallocated and available for future Local Shuttle calls for projects.

(4) The Key Congested Corridors and Supplemental Roadway Programs represent 17.3% and 10.2% respectively of Measure A revenues projected to be collected through 6/30/11 and are placeholders until specific projects are selected under these categories.

(5) Reso No. 2011-10 approved on June 2, 2011 authorizes the TA to receive and apply for up to \$3.7M Prop 1B SLPP funds for Caltrain capital projects. The final amount is \$2,733,100, which is proposed to be amended into the FY2012 Budget on September 1, 2011.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **APPROVE AN ALLOCATION OF \$10,113,100 IN NEW MEASURE A FUNDS TO THE SAN MATEO COUNTY TRANSIT DISTRICT FOR APPLICATION TOWARD ITS SHARE OF CALTRAIN'S FISCAL YEAR 2012 CAPITAL AND OPERATING BUDGETS AND TO SUPPORT ITS FISCAL YEAR 2012 PARATRANSIT PROGRAM**

ACTION

Staff proposes the Board approve the following:

1. Allocate \$2,733,100 in new Measure A funds from the Caltrain program category to the Peninsula Corridor Joint Powers Board for San Mateo County's share of local match for Caltrain's Fiscal Year (FY) 2012 Capital Budget;
2. Allocate \$4,920,000 in new Measure A funds from the Caltrain program category through the San Mateo County Transit District for a portion of San Mateo County's share of Caltrain's FY2012 Operating Budget;
3. Allocate \$2,460,000 in new Measure A funds from the Paratransit program category to the San Mateo County Transit District for its Paratransit Program in FY2012; and
4. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

SIGNIFICANCE

The total local match required for Caltrain's Capital Program in FY2012 is \$8,199,300, and San Mateo County's share is \$2,733,100. Responsibility for the local match needed for Caltrain's FY2012 Capital Budget is equally shared by the three JPB member agencies. The new Measure A funds, combined with San Francisco and Santa Clara counties' shares of local match, will be leveraged with Federal and State grants to fund capital improvements necessary to rebuild and upgrade Caltrain, and make other system-wide infrastructure improvements,

including the Caltrain's Communications-Based Overlay Signal System (CBOSS) / Positive Train Control (PTC) project.

San Mateo County's contribution towards Caltrain's FY2012 Operating Budget includes \$4,920,000 in new Measure A funds. In accordance with the 2004 Transportation Expenditure Plan (2004 TEP), up to one-half of the available funding for the Caltrain program category, or 8 percent of the annual sales tax revenues, may be utilized to support operating costs, and \$4,920,000 represents the 8 percent estimated for FY2012.

The 2004 TEP also provides that 4 percent of sales tax revenues, or \$2,460,000 in FY2012, will be allocated to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in the county. SamTrans will be using the \$2,460,000 to provide paratransit service for eligible seniors and people with disabilities through Redi-Wheels and other accessible services.

BUDGET IMPACT

The proposed allocations to Caltrain and SamTrans are consistent with the amounts approved in the FY2012 TA Budget.

BACKGROUND

The San Mateo County Transportation Authority's 2004 Measure A Transportation Expenditure Plan sets the program categories and percentage split of the sales tax revenues for each of these categories. The 2004 TEP includes six programs: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief. Within the Transit Program, funding is provided for multiple modes of transit including Caltrain, Local Shuttles, Accessible Services, Ferry, the Dumbarton Corridor and BART. A Strategic Plan was approved by the Board to provide a policy framework for guiding programming and allocation decisions within the structure established by the 2004 TEP. The proposed allocations for Caltrain and SamTrans are consistent with the Strategic Plan.

Prepared by: Leslie Fong, Senior Budget Analyst
April Chan, Director, Budgets & Grants

650-508-6332
650-508-6228

RESOLUTION NO. 2011 –

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

**APPROVE AN ALLOCATION OF \$10,113,100 IN NEW MEASURE A FUNDS TO THE
SAN MATEO COUNTY TRANSIT DISTRICT FOR APPLICATION TOWARD ITS
SHARE OF CALTRAIN'S FISCAL YEAR 2012 CAPITAL AND OPERATING BUDGETS
AND TO SUPPORT ITS FISCAL YEAR 2012 PARATRANSIT 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 new Measure A half-cent sales tax transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009; and

WHEREAS, the 2004 Transportation Expenditure Plan approved by the voters of San Mateo County provides for new Measure A funding for various program categories and percentage split of the sales tax revenues for these program categories; and

WHEREAS, the TA designates new Measure A revenues to fund Caltrain's capital program, combined with San Francisco and Santa Clara counties' equal shares, for Caltrain capital improvements and upgrades; and

WHEREAS, the TA designates up to 8 percent of new Measure A revenues for Caltrain to support its operating costs; and

WHEREAS, the TA designates 4 percent of new Measure A revenues to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in San Mateo County; and

WHEREAS, the allocations to Peninsula Corridor Joint Powers Board (JPB) for Caltrain capital and operating costs and to San Mateo County Transit District (District) for paratransit

costs are consistent with the amounts approved in the Fiscal Year (FY) 2012 TA Budget, and the allocations meet the intent of the 2004 Transportation Expenditure Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes a total allocation of \$10,113,100 in new Measure A funds as follows:

1. \$2,733,100 in new Measure A funds from the Caltrain program category to the JPB for San Mateo County's share of local match for Caltrain's FY2012 Capital Budget;
2. \$4,920,000 in new Measure A funds from the Caltrain program category through the District for a portion of San Mateo County's share of Caltrain's FY2012 Operating Budget;
3. \$2,460,000 in new Measure A funds from Paratransit program category to the San Mateo County Transit District for its Paratransit Program in FY2012; and

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

Regularly passed and adopted this 1st day of September 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Aidan Hughes
Interim Executive Officer,
Planning and Development

Gigi Harrington
Deputy CEO

SUBJECT: **ALLOCATION OF \$398,103 IN NEW MEASURE A FUNDS TO THE
PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE TO
SUPPORT THE COUNTYWIDE CONGESTION RELIEF PROGRAM
FOR FISCAL YEAR 2012**

ACTION

Staff proposes that the Board:

1. Allocate up to \$398,103 in new Measure A Alternative Congestion Relief (ACR) Program funds to the Peninsula Traffic Congestion Relief Alliance (Alliance) for the Countywide Congestion Relief Program.
2. Authorize the Executive Director or his designee to execute any necessary documents or agreements to encumber the subject funding.

SIGNIFICANCE

Annually, 1 percent of new Measure A sales tax funds are set aside for the Alternative Congestion Relief (ACR) Program and the Implementation Plan established a Call for Projects process. However, the initial call for projects is not scheduled to occur until early 2012, covering funding decisions for Fiscal Year (FY) 2013 and beyond.

Under the original Measure A, ACR funding was allocated through the Transportation System Management program and there is only one carryover project from that program to the new Measure A program: the Alliance Congestion Relief Program.

Staff proposes to fund the Alliance's Program at the same level established under the original Measure A Program. This recommendation is consistent with the new Measure A Strategic Plan.

BUDGET

The proposed allocation is consistent with the amount approved in the FY2012 budget.

BACKGROUND

The Alliance is a joint powers authority with 17 member-agencies, including the County of San Mateo and 16 cities in the county, and serves as San Mateo County's transportation demand management agency. The Alliance's FY2011/2012 Work Program consists of employer and community outreach, direct marketing and communication with commuters, emergency ride home programs, vanpool and carpool formation/incentive programs, transit incentive programs and bike to work day programs to reduce traffic congestion in San Mateo County. The new Measure A ACR funds are not used for the operation of shuttles.

Prepared by: Melanie Choy, Programming and Monitoring Manager

650-508-6382

RESOLUTION NO. 2011 –

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

*** * ***

**AUTHORIZING THE ALLOCATION OF TRANSPORTATION AUTHORITY NEW
MEASURE A ALTERNATIVE CONGESTION RELIEF FUNDS TO THE
PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE
UP TO THE AMOUNT OF \$398,103 FOR FISCAL YEAR 2012**

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

WHEREAS, the 2004 Transportation Expenditure Plan designates 1percent of the new Measure A revenues to fund Alternative Congestion Relief (ACR) Programs; and

WHEREAS, the Peninsula Traffic Congestion Relief Alliance (Alliance) has requested \$398,103 in Measure A ACR funds for the support of its Fiscal Year 2011/2012 Work Plan, including the implementation of an employer and community outreach program, direct marketing and communication with commuters, emergency ride home programs, vanpool and carpool formation/incentive programs, and bike to work day programs; and

WHEREAS, staff has determined that these projects meet the intent of the 2004 Expenditure Plan and 2009-13 Strategic Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority allocate new Measure A ACR funds up to the amount of \$398,103 to the Alliance for the support of its Fiscal Year 2011/2012 programs; and

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

Regularly passed and adopted this 1st day of September 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Aidan Hughes
Interim Executive Officer,
Planning & Development

Gigi Harrington
Deputy CEO

SUBJECT: **ALLOCATION OF NEW MEASURE A HIGHWAY PROGRAM
CATEGORY FUNDS TO CITY OF PACIFICA FOR THE SAN PEDRO
CREEK/ ROUTE 1 BRIDGE REPLACEMENT PROJECT**

ACTION

Staff recommends Board approval of the following actions related to the City of Pacifica's San Pedro Creek/ Route 1 Bridge Replacement Project:

1. Allocate \$3,000,000 in new Measure A Key Congested Area (KCA) Highway Program Category funds to the City of Pacifica;
2. Authorize the expenditure of \$200,000 in new Measure A KCA Highway Program Category funds by the Transportation Authority (TA) for Project Management Support;
3. Authorize the Executive Director or his designee to execute any necessary documents or agreements to encumber the subject funding.

SIGNIFICANCE

The City of Pacifica is requesting a total of \$3.2 million from the KCA category in the Highway Program for the San Pedro Creek/ Route 1 Bridge Replacement Project. Of the amount requested, \$3,000,000 will fund the design and construction work and \$200,000 will fund project management support services of the design phase. The city is making this request ahead of the TA's Highway Program Call for Projects to fully fund the project and meet project delivery deadlines associated with the Federal and State fund sources.

The city has been working on the project using Federal funds and expects the environmental clearance in October 2011. However, in order to continue with design and initiate the construction phase by June 30, 2012 (deadline imposed by Federal earmark and State funds), Pacifica needs to secure additional funds.

Since the Highway Program Call for Projects is scheduled for later this year, staff evaluated and considered the city's request for new Measure A funding in accordance with the Special Circumstances Policy in the 2009-2013 Strategic Plan. Staff evaluated the project scope, urgency and impacts to the Measure A program and the key findings are:

1) Project Assessment

- The project is justified. It is specifically listed in the Coastside Highway Improvements Corridor, a KCA Category of the Highway Program in the 2004 Measure A Expenditure Plan.
- This project utilizes new Measure A funding to leverage significant funding from other sources; 32 percent of the funding is new Measure A and 68 percent of the funding is from other sources.

2) Urgency

- New Measure A funds are needed by the city to fully fund the project and meet Federal and State imposed project milestone deadlines.
- There is limited impact to other new Measure A projects. Under the KCA Category, five corridors are committed to with specific dollar amounts and projects. The San Pedro Creek/ Route 1 Bridge Replacement project falls under the KCA Coastside Highway Improvements Corridor and is to share a total of \$24 million with two other projects. The city's current request of \$3.2 million is approximately 13 percent of the \$24 million available. This would leave a large share of the funds for the other two projects: (Route1/ Manor Drive and Route 1/92 safety and operational improvements), which have not commenced.

Based on the key findings above, staff recommends approval of the city's request, contingent upon the continued availability of Federal and State funds for the construction phase. The funding of this project meets the intent of the 2004 Expenditure Plan and the 2009-2013 Strategic Plan.

Along with the funding request, the city is requesting the TA provide program management support on behalf of the city for the design phase to oversee the city's selected design consultant. The city does not have the staff resources to dedicate for this effort. The cost to provide these services is estimated to be up to \$200,000 and is part of the \$3.2 million funding request. Staff recommends providing these services, contingent upon successful negotiation of terms, and execution of a resulting funding agreement for these services (including appropriate indemnification and clarification of roles and responsibilities).

BUDGET IMPACT

The proposed allocation can be supported by amounts approved for the KCA Category in the Fiscal Year (FY) 2012 TA Budget. The FY2012 Budget included \$25.1 million for the KCA Category and funding this project will reduce the available funds for future allocations from \$25.1 million to \$21.9 million.

BACKGROUND

The City of Pacifica’s San Pedro Creek/ Route 1 Bridge Replacement Project is located just south of Linda Mar Boulevard in Pacifica, California. The existing bridge is more than 57 years old and does not meet current seismic design standards.

The San Pedro Creek/ Route 1 Bridge Replacement Project will replace the current bridge, in compliance with current seismic standards, and provide for a Class I multi-purpose path along its eastern side. It will be approximately 5 feet higher in elevation and will also have a longer span of approximately 140 feet to accommodate the future widening of San Pedro Creek, to be done as a separate project by the United States Army Corps of Engineers.

The total project cost is \$9.7 million. Funding sources include:

- \$3.5 million in Federal funds (TEA-21 High Priority Project, SAFETEA-LU Earmark);
- \$3.0 million in State funds (State Transportation Improvement Program);
- \$3.2 million from new Measure A.

The project is expected to be completed in 2013. The current project schedule is:

	Begin	End
Environmental	In progress	October 2011
Design	July 2011	April 2012
Right-of-Way	January 2012	March 2012
Construction	June 30, 2012	December 2013

Prepared by: Melanie Choy, Manager Programming and Monitoring

650-508-6382

RESOLUTION NO. 2011 –

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

*** * ***

**ALLOCATION OF \$3,200,000 IN NEW MEASURE A FUNDS FROM THE KEY
CONGESTED AREA HIGHWAY PROGRAM CATEGORY TO THE
SAN PEDRO CREEK/ROUTE 1 BRIDGE REPLACEMENT PROJECT**

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

WHEREAS, the 2004 Transportation Expenditure Plan designates 17.3 percent of the new Measure A revenues to fund Key Congested Area Highway projects; and

WHEREAS, the City of Pacifica has requested that the TA consider an application for \$3.2 million in new Measure A funding for the design and construction San Pedro Creek/ Route 1 Bridge Replacement Project in advance of the TA's Highway Program Call for Projects; and

WHEREAS, as part of its application, the City of Pacifica is also requesting that the TA provide program management support for the design phase of the project (in an amount not to exceed \$200,000);

WHEREAS, supported by the guidance outlined in the 2004 Expenditure Plan and 2009-2013 Strategic Plan, TA staff evaluated Pacifica's application proposal based on the projects' justification, urgency, and impacts to the Measure A program; and

WHEREAS, staff has determined that San Pedro Creek/ Route 1 Bridge Replacement Project meets the intents of the 2004 Expenditure Plan and 2009-13 Strategic Plan; and

WHEREAS, staff has determined that there is capacity to provide program management support, contingent upon successful negotiation and execution of a funding agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the following actions related to the City of Pacifica's San Pedro Creek/ Route 1 Bridge Replacement Project:

1. Allocate \$3,000,000 in New Measure A Key Congested Area Highway Program Category funds to the City of Pacifica;
2. Authorize the expenditure of \$200,000 in new Measure A Key Congested Area Highway Program Category funds by the Transportation Authority (TA) for Project Management Support conditioned upon execution of an agreement between the TA and Pacifica for these services;

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

Regularly passed and adopted this 1st day of September 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **AUTHORIZE THE EXPENDITURE OF \$11.3 MILLION OF ORIGINAL MEASURE A FUNDS FOR THE HIGHWAY 101/BROADWAY INTERCHANGE PROJECT AND AUTHORIZE THE EXECUTION OF A COOPERATIVE AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR DESIGN, RIGHT-OF-WAY AND UTILITY OVERSIGHT ACTIVITIES**

ACTION

Staff proposes that the Board:

1. Authorize the expenditure of \$11.3 million of original Measure A funding by the Transportation Authority (TA) for the 101/Broadway Interchange Project (TA # 621) for right-of-way and utility relocation activities.
2. Authorize the Executive Director or his designee to enter into a Cooperative Agreement between the TA and Caltrans to provide design, right-of-way and utility relocation oversight associated with the subject project.

SIGNIFICANCE

Commencement of the right-of-way and utility relocation activities will allow the project to proceed without incurring costly delays. The Highway 101/Broadway Interchange project began the design phase on June 1, 2011. The Board-approved Fiscal Year (FY) 2012 budget included funds for the right-of-way phase of the project and tasks required to acquire property and relocate utilities.

BUDGET IMPACT

There is no impact on the budget. There is sufficient funding in the FY2012 budget in the line item titled 101/Broadway (TA# 621) under the Streets and Highways category to cover the subject expenditure.

BACKGROUND

The Highway 101/ Broadway Interchange Project was included in the original Measure A Expenditure Plan and continued support was confirmed with the inclusion of this project as a

Key Congestion Corridor project in the new Measure A. The Project Study Report approved in 2005 was prepared and funded by the TA. As part of the FY2009 Capital Budget, the TA approved additional funding for environmental analysis and preliminary engineering, which were completed in March 2011. The FY2011 budget line item for the project included the funds for design, which are now being supplemented by an August 10, 2011 California Transportation Commission allocation of \$4,218,000 of State Transportation Improvement Plan (STIP) funds. The FY2012 budget includes funding for the right-of-way and utility relocation activities. The design phase is already underway for the project.

To allow the project to proceed without delay, the right-of-way activities will be commencing this month. The project includes the acquisition of 27 parcels and the relocation of sewer, electric, gas, water, and communication utilities. After the appraisal process, right-of-way staff will request board approval to make offers and settlement authority.

The design is scheduled to be completed in fall 2013. Subsequent requests for Measure A funding associated with the construction phase will be considered through the Highway Program Call for Projects process.

Prepared by: James W. McKim, Project Manager 650-508-7944

RESOLUTION NO. 2011 –

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

*** * ***

**AUTHORIZE THE EXPENDITURE OF \$11.3 MILLION OF ORIGINAL MEASURE
A FUNDS FOR THE HIGHWAY 101/BROADWAY INTERCHANGE PROJECT
AND AUTHORIZE THE EXECUTION OF A COOPERATIVE AGREEMENT WITH
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR DESIGN,
RIGHT-OF-WAY AND UTILITY OVERSIGHT**

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

WHEREAS, the Expenditure Plan included funding for the Highway 101/Broadway Interchange Project (“Project”); and

WHEREAS, staff recommends the Board authorize the expenditure of \$11.3 million of original Measure A funding by the Transportation Authority (TA) for the Highway 101/Broadway Interchange Project for right-of-way and utility relocation activities; and

WHEREAS, there is sufficient funding Fiscal Year 2012 budget to cover this expenditure; and

WHEREAS, the California Department of Transportation (Caltrans) and the San Mateo County TA are authorized to enter into cooperative agreements for improvements to State highways within San Mateo County; and

WHEREAS, staff recommends the Board authorize the Executive Director or his designee to enter into a cooperative agreement with Caltrans to provide design, right-of-way, and utility oversight.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County TA authorize the expenditure of \$11.3 million of original Measure A funds for the Highway 101/Broadway Interchange Project for right-of-way and utility-related activities; and

BE IT FURTHER RESOLVED that the Board of Directors of the San Mateo County TA hereby authorizes the Executive Director or his designee to execute a cooperative agreement with the California Department of Transportation for design, right-of-way, and utility oversight for the subject Project; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute any agreements and documents to implement this resolution.

Regularly passed and adopted this 1st day of September 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **PROGRAM REPORT: HIGHWAYS: STATE ROUTE 1/CALERA
PARKWAY PROJECT**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a report that will provide an update on the proposed State Route 1 (SR) /Calera Parkway Project in Pacifica as part of the Highway Program Category.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Included in the original Measure A program is a proposed project to improve traffic operations and peak-period travel times along a segment of State Route 1 in Pacifica that experiences congestion during the morning and evening peak periods. Numerous design alternatives for the project were considered and evaluated for their ability to improve traffic operations, but were withdrawn from further consideration due to the right of way, design and/or environmental constraints. Two alternatives, which include the widening of SR 1, have been examined in a Draft Environmental Document (DED) for potential environmental impacts. The DED was released for comment on August 8. A public meeting will be held on September 22, which will provide the forum to ask questions and provide comments on the DED. Comments will be accepted through October 7, 2011.

This month's presentation will be presented via PowerPoint.

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Aidan Hughes
Interim Executive Officer,
Planning & Development

Gigi Harrington
Deputy CEO

SUBJECT: **MEASURE A PROGRAM STATUS REPORT**

ACTION

This report is for information only.

SIGNIFICANCE

The Semi-annual Program Status Report provides an overview of the eight program categories under the original Measure A and six program categories under the new Measure A. The report summarizes the following:

- 1) General program status
- 2) Total projected revenues
- 3) Previously committed funds
- 4) Available funding for new commitments and allocations

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

This report is presented to the Board each spring and fall. This report complements the Capital Project Quarterly Status Report that the Board currently receives which focuses on progress of specific capital projects within the Measure A programs.



Measure A Program Status Report

Semi-Annual Report

(As of June 30, 2011)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of June 30, 2011)¹

Program	Exp. Plan %	General Status	In Thousands of \$ (\$1,000)		
			Total Funds Collected (1989-2008) ⁴	Budgeted/ Expended Funds ⁵	Available Funding ⁶
1. Caltrain ²	N/A	- Projects with budgeted funds in progress - Available funding for Caltrain Systemwide Improvements	\$ 275,438	\$ 209,110	\$ 66,328
2. Paratransit	N/A	- Program completed	56,113	56,113	-
3. Dumbarton Rail ³	N/A	- Project in Environmental Impact Report/Environmental Impact Statement and conceptual engineering phase - Additional funding decisions on hold	83,773	35,565	48,208
4. Highway	N/A	- Projects with budgeted funds in progress - Available funding commitments to be determined under the New Measure A Highway Program Call for Projects	350,092	310,874	39,218
5. Local Streets and Roads	20%	- Program completed	203,264	203,264	-
6. Caltrain Grade Separation	N/A	- San Bruno Grade Separation project under construction	232,981	232,981	-
7. Bicycle Transportation	0.01%	- Available funds to be programmed under the New Measure A Ped/Bike Call for Projects in July 2011.	120	59	61
8. Transportation System Management	0.70%	- Program completed	7,121	7,121	-
Total:			\$ 1,208,902	\$ 1,055,087	\$ 153,815

1 Based on estimated revenues as of June 30, 2011.

2 TA Board redirected \$2.5 million from the Highway Program to the Caltrain Program (December 2008, TA Resolution 2008-23).

3 TA Board redirected \$50 million from the Grade Separation program to the Dumbarton Rail Program (December 1998, TA Resolution 1998-34).

4 Collection of sales taxes ended on December 31, 2008 for Original Measure A projects. Collected funds includes interest and rental income earned.

5 Budgeted and expended funds represents all prior commitments (including programmed and unspent funds) as of June 30, 2011

6 Available funding represents amount available for TA Board to make new funding commitments and decisions.

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of June 30, 2011)¹

Program	Exp. Plan %	Implementation Process ²	General Status	In Thousands of \$ (\$1,000)		
				Total Estimated Revenue (2009-2033) ³	Funds Collected to date ⁴	Budgeted/Expended Funds ⁵
1. Transit						
<i>Caltrain</i>	16%	Plan-based	- Capital Projects in process per JPB's Local Share Project Work Program - Annual allocation of 50% for operations and 50% for capital projects	\$ 240,000	\$ 23,691	\$ 11,884
<i>Local Shuttle</i>	4%	Call for Projects	- Awarded 2-year grants to 19 Shuttles in spring 2010 - 18 Shuttles continue; 1 shuttle (Millbrae Roundabout) discontinued - Next call for projects planned for spring 2012	60,000	5,942	4,038
<i>Accessible Services</i>	4%	TBD	- Annual distribution to SamTrans for paratransit services - Expanding Program to include other complementary services is on hold	60,000	5,903	5,891
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- \$15 million allocated to South San Francisco ferry project - \$15 million reserved for Redwood City ferry project	30,000	2,971	15,065
<i>San Mateo County/SFO BART Extension</i>	2%	Agreement-Based	- Annual distribution to BART for BART to SFO segment expenses	30,000	2,952	2,952
<i>Dumbarton Rail Corridor</i>	2%	TBD	- Project in EIR/EIS and conceptual engineering phase - Funding decisions on hold	30,000	2,971	25
2. Highway	27.5%	Plan-Based	- Highway Plan proposed for adoption in September 2011 - Call for Projects to be issued in late 2011	413,000	40,852	345
3. Local Streets/Transportation	22.5%	Agreement-Based	- Quarterly distribution to cities for local transportation improvements	338,000	33,206	33,206
4. Grade Separation ⁶	15%	TBD	- San Bruno Grade Separation project under construction - Additional Funding decisions on hold	225,000	22,283	48,751
5. Pedestrian and Bicycle	3%	Call for Projects	- Awarded \$4.5 million to 16 projects in First Call for projects in July 2011	45,000	4,457	2,445
6. Alternative Congestion Relief	1%	Call for Projects	- Annual distribution to the Alliance until Call for Projects is issued - First call for projects planned for spring 2012	15,000	1,486	711
Total:				\$ 1,486,000	\$ 146,714	\$ 125,313

¹ Based on estimated revenues as of June 30, 2011.

² Based on TA Board adopted Implementation Plan (2009)

³ Estimate based on annual revenues of \$60 million per year (2004 Measure A Expenditure Plan).

⁴ Collection of funds began on January 1, 2009. The total represents Actuals through September 30, 2010 and estimated amounts between October 1 through December 31, 2010.

⁵ Budgeted and expended funds represents all prior commitments as of June 30, 2011. Cash flow managed through agreements and budgeting process.

⁶ Budgeted/Expended funds reflect TA Board approved allocation to San Bruno Grade Separation Project.

**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 in accordance with the approved Legislative Program.

STATE ISSUES

Legislation

The deadline for passing State legislation is September 9. The governor has until October 9 to sign bills into law. Two bills Caltrain supports have cleared the legislature:

AB 147 (Dickenson) allows local agencies to impose a development fee to cover the cost of constructing transportation facilities including pedestrian, bicycle, transit and traffic-calming facilities.

AB 1105 (Gordon) authorizes the Santa Clara Valley Transportation Authority (VTA) to extend a high-occupancy toll lane into San Mateo County covering the length of the existing high-occupancy vehicle lane provided there is agreement from the City/County Association of Governments of San Mateo County (C/CAG). The bill also authorizes VTA and C/CAG to negotiate a revenue sharing agreement to fairly distribute revenues generate from the proposed extension.

FEDERAL ISSUES

Surface Transportation Authorization

The most recent extension of Federal authorization for surface transportation programs expires on September 30. Legislative leaders in both chambers have announced very different proposals for extension of funding authorization. House Transportation and Infrastructure Chairman

John Mica continues to push for a six-year authorization that would reduce existing funding levels to only those covered by Highway Trust Fund revenues. More recently, Senate Environment and Public Works Chairman Barbara Boxer proposed a two-year authorization that would maintain current funding levels and require an additional \$12 billion beyond what the Highway Trust Fund will support. Boxer has also proposed a four-month extension of the existing authorization program. Since the proposal is a tax extension, it would need to originate in the House where the Republican majority has been resistant to extending funding for programs that cannot be maintained without future revenue increases.

Grand Boulevard Initiative Grant

The Federal Highway Administration announced that \$365,232 in Transportation, Community and System Preservation (TCSP) grant funds will be used to implement one of the Initiative's Complete Streets case studies. Complete Streets case studies in four cities are being funded through 40 percent design by a Federal Transportation Investment Generating Economic Recovery grant. The TCSP grant will bring one of these case studies to 100 percent design and C/CAG has committed \$2 million to construct the project that is selected.

Prepared by: Seamus Murphy, Government Affairs Manager

650-508-6388

**San Mateo County Transportation Authority
Bill Matrix as of 8/22/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 16 Perea D</p> <p>High-Speed Rail Authority.</p>	<p>SENATE THIRD READING 7/12/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. The federal American Recovery and Reinvestment Act of 2009 (ARRA) provides funding for allocation nationally to high-speed rail projects.</p> <p>This bill would require the authority to make every effort to purchase high-speed train rolling stock and related equipment that are manufactured in California, consistent with federal and state laws.</p>	
<p>AB 41 Hill D</p> <p>High-Speed Rail Authority: conflicts of interest: disqualification: ex parte communications.</p>	<p>SENATE THIRD READING 7/14/2011 - From consent calendar. Ordered to third reading.</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. Last Amended on 6/9/2011</p>	
<p>AB 58 Galgiani D</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 5/2/2011 - In committee: Set, second hearing. Hearing canceled at the request of author.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Existing law provides for appointment of an executive director by the authority, who is exempt from civil service and serves at the pleasure of the authority.</p> <p>This bill, for purposes of managing and administering the ongoing work of the authority in implementing the high-speed train project, would authorize the Governor, upon the recommendation of the executive director, to appoint up to 6 additional authority officers, exempt from civil service, who would serve in specified positions at the pleasure of the executive director. The bill would require a salary survey to be conducted to determine the compensation for the executive director and additional exempt officers, and would require the salaries to be established by the authority and approved by the Department of Personnel Administration. Last Amended on 3/16/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 8/22/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 105 Committee on Budget Transportation.</p>	<p>ASSEMBLY CHAPTERED 3/24/2011 - Chaptered by the Secretary of State, Chapter Number 6, Statutes of 2011</p>	<p>Existing law provides for payment of current general obligation bond debt service for specified voter-approved transportation bonds from gasoline excise tax revenue in the Highway Users Tax Account and revenue in the Public Transportation Account, and requires the Controller to make specified transfers of revenues in that regard to the Transportation Debt Service Fund. Existing law, pursuant to the Budget Act of 2010, provides for a loan of \$761,639,000 from gasoline excise tax revenue in the Highway Users Tax Account to the General Fund, to be repaid with interest by June 30, 2013. This bill, in fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose.</p> <p>The bill would make appropriations in this regard. The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution. Last Amended on 3/16/2011</p>	
<p>AB 147 Dickinson D Subdivisions.</p>	<p>ASSEMBLY ENROLLMENT 8/15/2011 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 50. Noes 27.).</p>	<p>The Subdivision Map Act authorizes a local agency to require the payment of fees, to be used for various purposes, as a condition of approval of a final map or as a condition of issuing a building permit, including, among others, for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined.</p> <p>This bill would authorize a local ordinance to require payment of a fee subject to the Mitigation Fee Act, as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing transportation facilities, as defined. Last Amended on 5/31/2011</p>	Support
<p>AB 286 Berryhill, Bill R State highways: Routes 108 and 120.</p>	<p>SENATE APPR. SUSPENSE FILE 6/27/2011 - In committee: Placed on APPR. suspense file.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law generally provides for the department to dispose of property acquired by the state for highway purposes if the property is no longer needed for those purposes upon terms, standards, and conditions established by the California Transportation Commission. However, existing law, with respect to excess properties acquired for specified highway routes, requires the commission to allocate net proceeds from the sale of those properties to alternative transportation projects.</p> <p>This bill would, on and after July 1, 2013, require the proceeds from the sale of excess properties acquired by the department for improvements to State Highway Route 120 to be used for improvements to the State Highway Route 108 in Stanislaus County, the North County Corridor. The bill would require the department to deposit the sale proceeds in a special account in the Special Deposit Fund, and would require that interest earnings from funds in that special account accrue to the account. The bill would require the commission to program the funds in the special account to any phase of the North County Corridor, and, upon appropriation by the Legislature, would authorize the commission to allocate the funds to the Stanislaus Council of Governments or any agency designated by that entity to deliver the North County Corridor. Last Amended on 4/27/11</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 8/22/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 294 Portantino D</p> <p>Design-sequencing contracts.</p>	<p>SENATE APPR. SUSPENSE FILE 7/11/2011 - In committee: Placed on APPR. suspense file.</p>	<p>Until January 1, 2010, the Department of Transportation was authorized to conduct a pilot project to let design-sequencing contracts, as defined, for design and construction of not more than 12 transportation projects. These provisions are now repealed.</p> <p>This bill would enact new provisions, authorizing the department to let contracts for construction of not more than 5 transportation projects utilizing the design-sequencing method , to be effective until January 1, 2015. The bill would require the department to use department employees or consultants under contract with the department for these design services. The bill would require the department to compile data on the transportation projects awarded under these provisions and to include that information in a report to the Legislature each year during which the projects are underway, as specified. Last Amended on 5/27/2011</p>	
<p>AB 296 Skinner D</p> <p>Building standards: cool pavement.</p>	<p>SENATE APPR. SUSPENSE FILE 7/11/2011 - In committee: Placed on APPR. suspense file.</p>	<p>Existing law requires the Department of Transportation to adopt a balanced, multimodal research and development program, including the research and development of new technologies.</p> <p>This bill would establish the Cool Pavements Research and Implementation Act and would encourage the department to consult and coordinate with specified state agencies, to implement the act. The bill would require the department to publish or make available on the department's Internet Web site, by January 1, 2014, a Cool Pavements Handbook to detail specifications, testing protocols, and best practices for cool pavements. Last Amended on 6/21/2011</p>	
<p>AB 320 Hill D</p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p>	<p>SENATE THIRD READING 7/12/2011 - Read second time. Ordered to third reading.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, which includes a local agency, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to file a notice of approval or a notice of determination containing specified information with the Office of Planning Research or the county clerk of each county in which the project is located, as appropriate. CEQA provides a procedure by which a party may attack, review, set aside, void, or annul the determination, finding, or decision of a public agency on specified grounds and requires that a petitioner or plaintiff name, as a real party in interest, a recipient of an approval that is the subject of an action or proceeding challenging the determination, finding, or decision of a public agency pursuant to CEQA.</p> <p>This bill would require a notice of approval or notice of determination to identify the person undertaking an activity that receives financial assistance from a public agency or the person receiving a lease, permit, license, certificate, or other entitlement of use from a public agency. Because a lead agency would be required to include additional information in the notice of approval or notice of determination, this bill would impose a state-mandated local program. Last Amended on 6/14/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 8/22/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 348 Buchanan D</p> <p>Highways: Safety Enhancement-Double Fine Zone.</p>	<p>SENATE THIRD READING 8/16/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law requires the Department of Transportation to designate a state highway segment as a Safety Enhancement-Double Fine Zone if specified conditions are met, including that the governing board of the city or county in which the segment is located has by resolution indicated that it supports the designation.</p> <p>This bill would, notwithstanding these requirements and until January 1, 2017, provide for the designation of the segment of county highway known as Vasco Road, between the State Highway Route 580 junction in Alameda County and the Walnut Boulevard intersection in Contra Costa County, as a Safety Enhancement-Double Fine Zone upon the approval of the boards of supervisors of Alameda County and Contra Costa County. The bill would also impose specified duties on the local governing bodies regarding that double fine zone, including to prepare, in consultation with the department, a report to be submitted to the Legislature on the effectiveness of the zone. Last Amended on 7/7/2011</p>	
<p>AB 427 John A. Pérez D</p> <p>Transportation bond funds: transit system safety.</p>	<p>SENATE THIRD READING 8/17/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes. Existing law requires the deposit of \$1 billion of the bond proceeds in the Transit System Safety, Security, and Disaster Response Account to be used, upon appropriation, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing that movement. Existing law designates the California Emergency Management Agency as the administrative agency for this account and requires the allocation of 60% of the funds in the account for capital expenditures to transit operators and other transportation agencies using the allocation formulas applicable to the State Transit Assistance Program, and 15% of the funds for capital expenditures to specified intercity passenger rail systems and commuter rail systems. Existing law requires allocation of the 60% share of funds based on 2 different formulas also used for the State Transit Assistance program, with 50% of available funds allocated based on population and the remaining 50% based on operator revenue. Existing law provides that entities that receive bond funds from the 15% share for intercity passenger rail systems and commuter rail systems are not eligible for the 60% share of funds.</p> <p>This bill would provide that commuter rail operators eligible to receive State Transit Assistance funds are also eligible to receive funds from the 60% share of Transit System Safety, Security, and Disaster Response Account funds. The bill would require funds that otherwise would be allocated based on operator revenue for the Southern California Regional Rail Authority (SCRRA) to be allocated to the applicable county transportation commission. The bill would authorize the applicable commission to allocate those funds to eligible purposes, including eligible projects of the SCRRA, or to sub-allocate those funds to the SCRRA. This bill would delete the provision making intercity and commuter rail entities receiving bond funds from the 15% share of funds ineligible for the 60% share of funds. Last Amended on 8/15/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 8/22/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 485 Ma D</p> <p>Infrastructure financing.</p>	<p>SENATE THIRD READING 7/11/2011 - Read second time. Ordered to third reading.</p>	<p>The Transit Village Development Planning Act of 1994 authorizes a city or county to create a transit village plan for a transit village development district that addresses specified characteristics. Existing law authorizes the legislative body of the city or county to adopt an infrastructure financing plan, create an infrastructure financing district, and issue bonds for which only the district is liable, to finance specified public facilities, upon voter approval.</p> <p>This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit village development district. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit village development districts be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. Last Amended on 6/29/2011</p>	<p>Support</p>
<p>AB 492 Galgiani D</p> <p>High-Speed Rail Authority.</p>	<p>SENATE RLS. 6/27/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains . The bill would require the authority to appoint a small business enterprise advisory committee. Last Amended on 6/27/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 8/22/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 508 Swanson D</p> <p>Displaced public transit, solid waste handling, and recycling services employees.</p>	<p>SENATE APPR. 7/6/2011 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain, for a period of at least 90 days, certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Under this law, contractors or subcontractors who agree to retain employees must offer employment to those employees except for reasonable and substantiated cause. Additionally, the law provides that if a successor contractor or subcontractor determines that fewer employees are needed than under the prior contract, qualified employees must be retained by seniority within the job classification. Further, the existing contractor, when required by the awarding authority, must provide employment information relating to wage rates, benefits, dates of hire, and job classifications of employees under the existing service contract to the awarding authority or a successor contractor.</p> <p>This bill would add employees of solid waste handling and recycling contractors and subcontractors to those provisions. By requiring local agencies to give a bidding preference to such contractors and subcontractors, this bill would impose a state-mandated local program.</p>	
<p>AB 516 V. Manuel Pérez D</p> <p>Safe routes to school.</p>	<p>ASSEMBLY CONCURRENCE 8/18/2011 - In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 20 pursuant to Assembly Rule 77.</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law requires the department to rate proposals submitted by applicants using specified factors. One of the factors relates to consultation and support for projects by school-based organizations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other relevant community stakeholders.</p> <p>This bill would delete that factor and instead substitute a factor relating to use of a specified public participation process, with involvement by the public, schools, parents, teachers, local agencies, the business community, key professionals, and others, which process identifies community priorities, ensures those priorities are reflected in the proposal, and secures support for the proposal by relevant community stakeholders.</p> <p>The bill would add another factor relating to benefit of a proposal to a low-income school, as defined, and would make other related changes. Last Amended on 7/14/2011</p>	
<p>AB 551 Campos D</p> <p>Public contracts: prevailing wage requirements: violations.</p>	<p>SENATE THIRD READING 8/17/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law generally requires that not less than the general prevailing rate of per diem wages, as specified, be paid to workers employed on a public work, as defined. Existing law requires a contractor or subcontractor to submit, to the state or political subdivision on whose behalf a public work is being performed, a penalty of not more than \$50 per calendar day, and not less than \$10 per calendar day except in certain cases of a good faith mistake, as provided and determined by the Labor Commissioner, for violations of these prevailing wage provisions.</p> <p>This bill would increase that maximum penalty to \$200 for each calendar day and would increase the minimum penalty except in certain cases of a good faith mistake to no less than \$40 for each calendar day. The bill would also increase the penalty assessed to contractors and subcontractors with prior violations from \$20 to \$80, and from \$30 to \$120 for willful violations. Last Amended on 6/29/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 8/22/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 650</u> <u>Blumenfield D</u></p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>SENATE APPR. SUSPENSE FILE 8/15/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR. In committee: Referred to APPR. suspense file.</p>	<p>Existing law establishes various boards and commissions within state government. Existing law establishes various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. The Public Transportation Account is designated as a trust fund and funds in the account shall be available only for specified transportation planning and mass transportation purposes.</p> <p>This bill would establish, until March 30, 2013, the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 members and would require the Senate Committee on Rules and the Speaker of the Assembly to each appoint 6 specified members, by January 31, 2012. The bill would require the task force to elect one of its non-legislative members as chair. The bill would require the task force to issue a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by September 30, 2012, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the Department of Transportation to provide administrative staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the department, as specified, to accomplish the purposes of these provisions. Last Amended on 8/15/2011</p>	<p>Support</p>
<p><u>AB 710</u> <u>Skinner D</u></p> <p>Local planning: infill and transit-oriented development.</p>	<p>SENATE SECOND READING 8/18/2011 - Read third time and amended. Ordered to second reading.</p>	<p>The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions.</p> <p>This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill would also express a legislative finding and declaration that its provisions shall apply to all cities, including charter cities. Last Amended on 8/18/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 8/22/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 892</u> <u>Carter D</u></p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>SENATE THIRD READING 8/17/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law requires the department to submit a report to the Legislature regarding state and federal environmental review. Existing law requires the report to be submitted no later than January 1, 2009, and again, no later than January 1, 2011.</p> <p>This bill would, instead, require the report to be submitted no later than January 1, 2016. Last Amended on 7/13/2011</p>	<p>Support</p>
<p><u>AB 912</u> <u>Gordon D</u></p> <p>Local government: organization.</p>	<p>ASSEMBLY CHAPTERED 7/25/2011 - Chaptered by the Secretary of State, Chapter Number 109, Statutes of 2011</p>	<p>The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires a local agency formation commission, where the commission is considering a change of organization that consists of a dissolution, disincorporation, incorporation, establishment of a subsidiary district, consolidation, or merger, to either order a change of organization subject to confirmation of the voters, as specified, or order the change of organization without an election if the change of organization meets certain requirements.</p> <p>This bill would authorize the commission, where the commission is considering a change of organization that consists of the dissolution of a district that is consistent with a prior action of the commission, to immediately order the dissolution if the dissolution was initiated by the district board, or if the dissolution was initiated by an affected local agency, by the commission, or by petition, hold at least one noticed public hearing on the proposal, and order the dissolution without an election, unless a majority protest exists, as specified. Last Amended on 5/27/2011</p>	
<p><u>AB 952</u> <u>Jones R</u></p> <p>High-speed rail.</p>	<p>SENATE CONSENT CALENDAR 8/17/2011 - Ordered to special consent calendar.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor. Members of the authority are subject to the Political Reform Act of 1974.</p> <p>This bill would prohibit a member, employee, or consultant of the authority from being the recipient of any gift, as defined, in a specified provision of the act. The bill would prohibit a construction company, engineering firm, consultant, legal firm, or any other company, vendor, or business entity with a contract or seeking a contract with the authority, or subcontractor of any of the foregoing, or owner, employee, or any member of their immediate families of any of these companies, firms, vendors, entities, or subcontractors, from making any gift to a member, employee, or consultant of the authority, or to any member of their immediate families. The bill would authorize the authority itself to receive gifts, and to transfer those gifts as specified, with the written approval of the Department of Finance. Last Amended on 8/16/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 8/22/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 957 Committee on Transportation</p> <p>Transportation omnibus bill.</p>	<p>SENATE APPR. SUSPENSE FILE 8/15/2011 - Action From APPR.: To APPR. SUSPENSE FILE.</p>	<p>Existing law, the Sacramento Regional Transit District Act, creates the Sacramento Regional Transit District, with specified powers and duties relative to providing transit services in the Sacramento region. Existing law provides that the district is comprised of specified cities and unincorporated territories in the Counties of Sacramento and Yolo. Existing law sets forth provisions for transition from the Sacramento Transit Authority to the district and also sets forth provisions applicable to the establishment of the first board of the district.</p> <p>This bill would provide that the district includes the Cities of Citrus Heights, Elk Grove, Rancho Cordova, and West Sacramento. The bill would delete obsolete provisions relating to the transition from the authority to the district and establishment of the district's first board. Last Amended on 7/7/2011</p>	
<p>AB 1092 Lowenthal, Bonnie D</p> <p>High-speed rail.</p>	<p>SENATE RLS. 6/16/2011 - Referred to Com. on RLS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would require the authority to report biannually to the Legislature beginning March 1, 2012, on the status of the project, including overall progress, the project budget, expenditures to date, a comparison of the current and project work schedule and the baseline schedule contained in the 2009 business plan, project milestones, and other related issues.</p>	
<p>AB 1097 Skinner D</p> <p>Transit projects: domestic content.</p>	<p>SENATE THIRD READING 8/18/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects.</p> <p>This bill would require the Secretary of Business, Transportation and Housing to specifically authorize a state or local agency receiving federal funds for transit purposes to provide a bidding preference to a bidder if the bidder exceeds Buy America requirements applicable to federally funded transit projects. Last Amended on 8/17/2011</p>	Support
<p>AB 1105 Gordon D</p> <p>High-occupancy toll lanes: roadway markings.</p>	<p>ASSEMBLY CHAPTERED 7/25/2011 - Chaptered by the Secretary of State, Chapter Number 114, Statutes of 2011</p>	<p>Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in Santa Clara County.</p> <p>This bill would provide that such a HOT lane established on State Highway Route 101 may extend into San Mateo County as far as the high-occupancy vehicle lane in that county existed as of January 1, 2011, subject to agreement of the City/County Association of Governments of San Mateo County. Last Amended on 4/13/2011</p>	Support

**San Mateo County Transportation Authority
Bill Matrix as of 8/22/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 1164 Gordon D</p> <p>Federal transportation funds.</p>	<p>SENATE THIRD READING 8/17/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law generally provides for programming and allocation of state and federal transportation capital improvement program funds pursuant to the state transportation improvement program process administered by the California Transportation Commission.</p> <p>This bill would enact similar provisions authorizing the department, until September 30, 2015, to make loans from the State Highway Account of other specified federal transportation funds to fund bond-funded projects pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 , if the department has determined the loans will not impact the funding other programs or projects, as specified, and only under circumstances in which federal funds might otherwise be lost, as specified . The bill would appropriate those federal transportation funds in the State Highway Account for these purposes and would require those funds to be obligated to advance the bond-funded projects, as specified. The bill would require the loans to be repaid to the State Highway Account within 3 years from the proceeds of bonds sold pursuant to the bond act and would provide for the appropriation of those repaid funds to the department for use on projects in the state highway operation and protection program or the local assistance program, as specified. The bill would require the department to report to the Joint Legislative Budget Committee each year that federal transportation funds are loaned pursuant to these provisions. Last Amended on 8/15/2011</p>	
<p>AB 1388 Wieckowski D</p> <p>Earnings withholding orders.</p>	<p>SENATE THIRD READING 6/29/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law requires an employer to withhold the amounts required by an earnings withholding order from all earnings of the employee payable for any pay period of the employee that ends during the withholding period. Under existing law, the portion of the judgment debtor's earnings that the judgment debtor proves is necessary for the support of the judgment debtor or the judgment debtor's family supported in whole or in part by the judgment debtor is exempt from the levy of an earnings withholding order. This exemption is not available if the debt was incurred for the common necessities of life furnished to the judgment debtor or the family of the judgment debtor.</p> <p>This bill would delete that exception for the common necessities of life. This bill would, instead, provide an exception for a debt incurred pursuant to an order or award for the payment of attorney's fees in connection with certain family law proceedings. Last Amended on 6/10/2011</p>	
<p>AJR 5 Lowenthal, Bonnie D</p> <p>Transportation revenues.</p>	<p>ASSEMBLY CHAPTERED 6/8/2011 - Chaptered by the Secretary of State, Chapter Number 29, Statutes of 2011</p>	<p>This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure. Last Amended on 3/29/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 8/22/2011**

Bill ID/Topic	Location	Summary	Position
<p>SB 46 Correa D</p> <p>Public officials: compensation disclosure.</p>	<p>SENATE THIRD READING 6/6/2011 - Read second time. Ordered to third reading.</p>	<p>Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection.</p> <p>This bill would, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. Last Amended on 6/2/2011</p>	
<p>SB 50 Correa D</p> <p>Lobbyist employers: gifts.</p>	<p>ASSEMBLY RLS. 6/23/2011 - Re-referred to Com. on RLS.</p>	<p>The Political Reform Act of 1974 regulates the receipt of gifts by public officials and also regulates the activities of members of the lobbying industry, including lobbyist employers. Under existing law, public officials are prohibited from accepting gifts from any single source in any calendar year with a total value of more than \$250, as adjusted biennially by the Fair Political Practices Commission. Existing law also prohibits a lobbyist or lobbying firm from giving gifts to a public official aggregating more than \$10 in a calendar month or from acting as an agent or intermediary in the making of any gift or arranging for the making of any gift by any other person.</p> <p>This bill would prohibit a lobbyist, lobbying firm, or lobbyist employer from giving to an elected state officer or a member of that officer's immediate family, and would prohibit an elected state officer from accepting from a lobbyist, lobbying firm, or lobbyist employer, certain gifts, including tickets to specified venues and events, spa treatments, recreational trips, and gift cards. However, under the bill, these prohibitions would not apply to a fundraising event for a bona fide charitable organization. Last Amended on 6/20/2011</p>	
<p>SB 126 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY THIRD READING 8/15/2011 - From consent calendar. Ordered to third reading.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 8/22/2011**

Bill ID/Topic	Location	Summary	Position
<p>SB 310 Hancock D</p> <p>Local development.</p>	<p>ASSEMBLY THIRD READING 7/7/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law authorizes the legislative body of a city or county to adopt an infrastructure financing plan, which is required to contain specified information, for the purpose of financing certain infrastructure facilities, if specified procedural requirements are met, and requires the legislative body, if it adopts the plan, to submit the proposal to the voters. Existing law authorizes the legislative body to create an infrastructure financing district, by ordinance, if 2/3 of the qualified electors of the proposed district vote in favor of adoption of the plan, and also authorizes the legislative body to initiate proceedings to issue bonds to finance the infrastructure facilities if 2/3 of those electors vote in favor of the issuance. Existing law authorizes infrastructure finance districts to finance specified projects, including financing certain infrastructure facilities.</p> <p>This bill would eliminate the requirement of voter approval and authorize the legislative body to create the district, adopt the plan, and issue the bonds by resolutions.</p> <p>Last Amended on 6/20/2011</p>	
<p>SB 517 Lowenthal D</p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/17/2011 - Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law creates the High-Speed Rail Authority in state government with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor.</p> <p>This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency. The bill would provide for the Secretary of Business, Transportation and Housing to serve on the authority as a nonvoting, ex officio member. The bill would require the secretary to propose an annual budget for the authority upon consultation with the authority. The bill would require the members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. The bill would. Members that are appointed to have specified background or experience, as specified. Last Amended on 6/30/2011</p>	
<p>SB 582 Yee D</p> <p>Commute benefit policies.</p>	<p>VETOED 8/1/2011 - Vetoed by the Governor</p>	<p>This bill, beginning on January 1, 2013, subject to certain exceptions, would authorize a metropolitan planning organization jointly with the local air quality management district or air pollution control district to adopt a commute benefit ordinance that requires covered employers operating within the common area of the organization and district with a specified number of covered employees to offer those employees certain commute benefits.</p> <p>The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would provide for the 8 metropolitan planning organizations within the region served by a specified air district to adopt the ordinance only after the district first acts to adopt the ordinance. The bill would exclude from its provisions an air district with a trip reduction regulation initially adopted prior to the federal Clean Air Act Amendments of 1990 as long as it continues to have a regulation that allows trip reduction as a method of compliance. The bill would make its provisions inoperative on January 1, 2017.</p> <p>Last Amended on 7/7/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 8/22/2011**

Bill ID/Topic	Location	Summary	Position
<p>SB 783 Dutton R</p> <p>Special access: liability.</p>	<p>SENATE JUDICIAIRY 7/5/2011 - Set, first hearing. Failed passage in committee. (Ayes 2. Noes 3. Page 1735.)</p>	<p>Under existing law, a person, firm, or corporation that interferes with the access rights of a disabled individual is liable for the actual damages of each offense and any amount determined by a judge or jury of up to 3 times the amount of the actual damages, but in no case less than \$1,000. Existing law requires the State Architect to develop and submit for approval and adoption building standards for making buildings, structures, sidewalks, curbs, and related facilities accessible to, and usable by, persons with disabilities, as specified.</p> <p>This bill would establish notice requirements for an alleged aggrieved party to follow before bringing an action against a business for an alleged violation of the above-described provisions. The bill would require that party to provide specified notice to the owner of the property, agent, or other responsible party where the alleged violation occurred. The bill would require that owner, agent, or other responsible party to respond within 30 days with a description of the improvements to be made or with a rebuttal to the allegations, as specified. If that owner, agent, or other responsible party elects to fix the alleged violation, the bill would provide 120 days to do so. The bill would provide that its provisions do not apply to claims for recovery of special damages for an injury in fact, and would authorize the court to consider previous or pending actual damage awards received or prayed for by the alleged aggrieved party for the same or similar injury. The bill would further state the intent of the Legislature to institute certain educational programs related to special access laws. Last Amended on 6/6/2011</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –
4th QUARTER FISCAL YEAR 2011**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

SEPTEMBER 1, 2011

The Capital Projects Quarterly Status Report – 4th Quarter
Fiscal Year 2011 is available for review at the following link:

http://www.smcta.com/pdf/Quarterly_Capital_Projects_Status_Report/FY11_Q4_TA_Quarterly_Report.pdf