



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

# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**November 3, 2011 - Thursday**

**5:00 p.m.**

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Citizens Advisory Committee Report
4. Consent Calendar MOTION  
Members of the public or Board may request that an item under the Consent Calendar be considered separately
  - a) Approval of Minutes of October 6, 2011
  - b) Acceptance of Statement of Revenues and Expenditures for June 2011 (unaudited)
  - c) Acceptance of Statement of Revenues and Expenditures for September 2011
  - d) Approval of 2012 Board of Directors Meeting Calendar
5. Public Comment  
Public testimony by each individual speaker shall be limited to one minute
6. Chairperson's Report RESOLUTION
  - a) Resolution of Appreciation to Outgoing Director John Lee
7. SamTrans Liaison Report INFORMATIONAL
  - a) September 26, 2011
  - b) October 12, 2011
8. Joint Powers Board Report
9. Report of Executive Director
  - a. Certificate of Appreciation to Rosemary Lake
11. Finance MOTION
  - a) Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2011

12. Program

- |  |               |
|--|---------------|
| a) Program Report: Transit: Caltrain               | INFORMATIONAL |
| b) Update on State and Federal Legislative Program | INFORMATIONAL |

13. Requests from the Authority

14. Written Communications to the Authority

15. Report of Legal Counsel

16. Date, Time and Place of Next Meeting

Thursday, December 1, 2011 at 5:00 p.m., at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

17. Adjournment

## **INFORMATION FOR THE PUBLIC**

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

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

### **Location, Date and Time of Regular Meetings**

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

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

### **Public Comment**

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

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

### **Accessibility for Individuals with Disabilities**

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

### **Availability of Public Records**

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

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

**MINUTES OF OCTOBER 6, 2011**

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

**MEMBERS ABSENT:** None

**STAFF PRESENT:** J.Cassman, G. Harrington, C. Harvey, R. Haskin, A. Hughes, J. Hurley, R. Lake, M. Lee, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Chair Rosanne Foust called the meeting to order at 5:00 p.m. and led the Pledge of Allegiance.

**CITIZENS ADVISORY COMMITTEE REPORT**

Chair Barbara Arietta said at its October 4, 2011, meeting the CAC:

- Received a presentation on the Brown Act, Alternative Congestion Relief and the Measure A Short Range Highway Plan.
- Supported all TA items on the October 6, 2011 agenda.
- A certificate of appreciation is being sent to Paul Young for his service on the CAC.

**CONSENT CALENDAR**

- **Approval of Minutes of September 1, 2011**
- **Acceptance of Statement and Revenues and Expenditures for August 2011**
- **Authorize Approval of the Annex to the 2010 Association of Bay Area Government's Local Hazard Mitigation Plan as the Local Hazard Mitigation Plan for the San Mateo County Transportation Authority**

A motion (Horsley/Lee) to approve the Consent Calendar was unanimously approved.

**PUBLIC COMMENT**

Greg Conlon, Atherton, said he wanted to follow up on his request to the California Public Utility Commission (PUC) for quad gates at Watkins Avenue. He received a letter from the president of the PUC regarding the request for funds that encouraged the city of Atherton to use median strips instead of quad gates. Mr. Conlon said Atherton has looked at this previously and rejected the idea because they didn't feel it provided sufficient safety for the intersection. He said his understanding from last month was that Chair Foust was going to request staff to bring forth a proposal for quad gates at Watkins to the Board. Chair Foust said she asked staff to have a conversation with Mr. Conlon because any type of capital projects does not go through the TA Board.

Deputy CEO Chuck Harvey apologized for not responding to Mr. Conlon, but he received a letter from the mayor of Atherton requesting the same thing so he is going to prepare a

comprehensive response that explains the process. This is a Peninsula Corridor Joint Powers Board (JPB) initiated Capital Improvement Project that would be considered along with all the other JPB capital projects. When it comes to safety improvements, while this is perhaps an important goal for that community, staff has to look at the total system safety improvement plan for the year, the limited amount of funds available and what is the highest priority with the limited funds available. Mr. Harvey said he will copy the Board on his response.

Pat Giorni, Burlingame, said she attended the BART bike task force meetings in Oakland and noticed there were redistricting meetings from October 3-13. She said even though San Mateo County Transit District (District) pays \$12.5 million a year in debt service for BART why doesn't the county have representation. Mr. Scanlon said the cost of admission is a half-cent sales tax and the county will only get one representative on the BART board. The half-cent sales tax in the county would generate about \$60 million.

Bill Collins, Pacifica, said he suggests that before the Board commits to any solutions or rules out any solution for the Highway 1 traffic issue in Pacifica that all the credible proposals advocated or proposed from members of the public are looked at. The Board is not in a position to commit to anything until this is done. There are a lot of good ideas and haven't gotten the study they need. One example is carpooling which would take 2 percent of the cars off the roads and costs nothing.

Chair Foust said she wanted to be clear that the TA is not the lead agency on the Environmental Impact Report on the Calera Parkway project. Caltrans is the lead agency and that is where all the public comments should be directed.

Mr. Hurley said the TA, at the request of the city of Pacifica, has committed to environmentally assess the alternatives and come up with concepts and alternatives. There has been no commitment to funding beyond that.

Director Karyl Matsumoto clarified that the money the TA has committed is to pay for the assessment for the process that is going on. Mr. Hurley said yes.

Executive Director Michael Scanlon said Caltrans, at the request of the Pacifica City Council, agreed to extend the comment period by 15 days to 5 p.m. October 22.

Mary Keitelman, Pacifica, asked the Board to say no to the proposed Highway 1 Calera Parkway Project. The traffic study used is out of date and flawed by several metrics. A tremendous amount of space at the Rockaway commercial center will be negatively impacted. Overall this project will change the scenic nature of Pacifica and make Pacifica a point on the road to somewhere else. Pacifica needs more public transportation for commuters, seniors and children.

Chair Foust encouraged Ms. Keitelman and Mr. Collins to submit their comments to Caltrans as well.

**NOMINATING COMMITTEE FOR CITIZENS ADVISORY COMMITTEE**

Chair Foust said the nominating committee of herself and Director Carole Groom conducted interviews a few months ago with many excellent candidates and not enough vacancies. With the vacancy of Mr. Young the committee is recommending the appointment of William Warhurst.

A motion (Nagel/Horsley) to appoint Mr. Warhurst to the CAC was approved unanimously.

**CHAIRPERSON'S REPORT – ROSANNE FOUST**

No report

**SAMTRANS LIAISON REPORT – KARYL MATSUMOTO**

The September 1, 2011, and September 14, 2011, SamTrans report is included in the agenda packet.

**JOINT POWERS BOARD REPORT**

Mr. Scanlon reported on the meeting of October 6, 2011:

- Public comments covered bike correspondence, bike capacity, High Speed Rail Business Plan, Transbay Terminal, quad gates at Watkins, Communications Based Overlay Signal System (CBOSS), funding plan for 2013 operations of Caltrain and beyond and quiet zones.
- Key Caltrain Performance Statistics
  - Monthly Performance Statistics – August 2011 compared to August 2010
    - a. Total Ridership was 1,252,825, an increase of 13.3 percent.
    - b. Average Weekday Ridership was 45,204, an increase of 10.4 percent.
    - c. Total Revenue was \$5,324,175, an increase of 29.6 percent.
    - d. On-time Performance was 92.1 percent, a decrease of 0.8 percent.
    - e. Caltrain Shuttle Ridership was 7,055, an increase of 33.6 percent.
  - Year-to-Date Performance Statistics – August 2011 compared to August 2010
    - f. Total Ridership was 2,418,869, an increase of 10.5 percent.
    - g. Average Weekday Ridership was 44,665, an increase of 9.4 percent.
    - h. Total Revenue was \$10,321,008, an increase of 28.1 percent.
    - i. On-time Performance was 91.9 percent, a decrease of 1.3 percent.
    - j. Caltrain Shuttle Ridership was 6,753, an increase of 30.3 percent.
- Mr. Scanlon said ridership and revenues have reached record levels, probably a reflection of improvements in employment rates.
- Caltrain shared in a Moment of Remembrance on September 11.
- Chair Foust, JPB Director Adrienne Tissier and SamTrans Director Zoe Kersteen-Tucker all participated in the national Don't "X" Out Transit event at the 4<sup>th</sup> and King Caltrain Station on September 20.
- At the request of the cities of Burlingame and San Mateo, preliminary work is being done on a quiet zone diagnostic to assess what has to be done to create quiet zones. The diagnostic is being led by the Federal Railroad Administration and California Public Utilities Commission and Caltrain and Union Pacific are working closely with the regulatory agencies to facilitate this work.
- An emergency preparedness drill was held on October 5. This is an annual drill where conditions are simulated in the field and staff works closely with the emergency responders.

- Progress is being made on the mobilization and transition with the new rail operator, TransitAmerica.
- The San Bruno grade separation project requires the current station be moved slightly south on October 18.
- The Jerrold Avenue bridge replacement in San Francisco is scheduled for October 14. The contractor will slide the old bridge out and slide the new one in.
- The South Terminal Diridon complex signal cutover will take place the weekend of October 28-30. A bus bridge will operate between the Tamien and San Jose Diridon stations and take passengers to the Santa Clara Station where all trains will terminate.
- Giants ridership was up 7 percent for the season.
- Special service is being operated for Stanford football, Cal Bears and the San Jose Sharks.
- Executive Officer of Customer Service and Marketing Rita Haskin and the marketing team continue to find money in advertising revenue. The San Jose Sharks wrapped one train car and web browser Firefox will be saturating the San Francisco Station with ads. These two combined items will bring in about \$22,000.
- The Safety & Security Report includes an update on the safety improvements at eight grade crossings in Santa Clara County that have been completed and the cameras on trains project.
- An update on the Bicycle Advisory Committee was given.
- Director Liz Kniss was thanked for holding a community meeting on October 3.
- Acting Director Caltrain Modernization Program Marian Lee gave an update on the Caltrain Modernization Program and the outreach efforts.
- Four public comments were received on the executive director's and Ms. Lee's reports on the capacity analysis of the blended system and CBOSS Positive Train Control/.
- The Board:
  - a. Approved the consent calendar.
  - b. Accepted the Statement of Revenues and Expenditures for August 2011.
  - c. Authorized an Amendment to Increase the Fiscal Year 2012 Capital Budget in the Amount of \$750,000 from \$50,726,816 to \$61,476,816 for the Caltrain Transit Asset Management Pilot Project.
  - d. Authorized Approval of Tentative Budget Proposal for the Fiscal Year 2013 Caltrain Operating Budget and a Budget Framework for Fiscal Year 2014 and Beyond.
  - e. Authorized Rejection of Proposals to Operate the San Francisco Bicycle Parking Facility and Authorization to Re-solicit.
  - f. Authorized Award of Contract to Parsons Transportation Group to Design, Procure and Install a Communications-Based Overlay Signal System Positive Train Control for Caltrain for a Total Cost of \$138,135,673.
  - g. Authorized Approval to Increase the Executive Director's Contract Amendment Authority for the Rail Operations Control System Contract by \$450,000 from \$479,942 to \$929,942.
  - h. Supported the Diridon Station Plan.
  - i. Received a State and Federal legislative report.
  - j. Legal counsel postponed the closed session item to the November meeting.

Director John Lee said the increase in ridership and revenue is outstanding and shows staff knows how to run a railroad.

Director Matsumoto asked if the numbers in the Safety and Security Report are based on calendar or fiscal year. Mr. Scanlon said they are based on calendar year.

Director Terry Nagel asked if staff actually goes to Bay City Driving School and presents Operation Lifesaver presentations. Mr. Scanlon said yes. Staff speaks to the student drivers about rail safety.

Chair Foust said third quarter vacancy rates in San Mateo County were released and to reinforce what Mr. Scanlon in his comments about ridership increases, this is the ninth quarter where vacancy rates have decreased. Also San Mateo County is the second lowest among the 58 counties in California with an unemployment rate of 8.3 percent.

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

Mr. Scanlon reported:

- The Belmont bicycle pedestrian overcrossing ribbon cutting will be on Saturday, November 19 at 9:30 a.m.
- Assistant District Secretary Rosemary Lake has accepted a position in the capital budget and grants department.

### Public Comment

Pat Giorni, Burlingame, congratulated Ms. Lake and said she writes the best minutes.

### **FINANCE**

#### **Authorize Allocation of \$300,000 in New Measure A Local Shuttle Program Category Funds to the City/County Association of Governments (C/CAG) in Support of the Countywide Congestion Relief Plan**

Mr. Hurley said this item is an allocation of \$300,000 to the local shuttle program, which is part of the congestion relief plan for San Mateo County. No budget adjustment is necessary as this item was included in the FY2012 budget. This action would also authorize the executive director to carry over funding from the previous fiscal year to support the congestion relief program.

A motion (Nagel/Vreeland) to authorize the allocation was approved unanimously.

### **PROGRAM**

#### **Authorize Adoption of the Measure A Short-Range Highway Plan**

Ms. Lee made the following points:

- The Highway Program is oversubscribed with an estimated collected sales tax of \$446 million and a total estimated program cost of \$1.8 billion.
- Funding strategy is needed to advance the total program.
- The Short-Range Highway Plan is a 10-year outlook with a policy framework and is a living document.
- There was a Board Strategic Plan Subcommittee that provided policy guidance to staff.
- The project was directed by staff from the TA and C/CAG along with technical and funding strategy expertise by consultants.
- The Plan builds on established policies: new Measure A money will be used for new Measure A projects; there will be funding caps and funding match goals should be met.

- New policy guidelines include:
  - Investing in both planning and capital projects.
  - Project technical merit is a key criterion for funding decisions.
  - Other funding considerations include cost effectiveness, geographic equity, ease of implementation, economies of scale from grouping projects, the ability of projects to remain active and retain allocated funds, use of the call for projects process to make annual investment decisions and populate the Capital Improvement Program (CIP).
- In the original Measure A about \$350 million was collected and about \$27 million has yet to be allocated.
- The new funding guidelines are not relevant to the original Measure A projects. Original Measure A money is for original Measure A projects.
- Next steps include identifying inactive projects, determining if there is funding to be reallocated, developing call for projects materials and defining a process for project evaluation and selection.
- Staff plans to issue a call for projects in winter 2011.

Ms. Lee said a call was received from a city concerned about how updated the information was on landing on the project technical ranking. This is based on information from 2007 and since that time when staff receives projects they will have updated information and the C/CAG congestion model has been updated. Staff would like to add wording to the Plan that at time of project evaluation staff will update the evaluation and either confirm or modify the technical ranking outlined in the Plan.

Director Matsumoto asked for clarification on the decision to not do a 10-year CIP.

Ms. Lee said staff prefers to do a 10-year CIP, but can't do it right now because there were different levels of information available for all the projects listed in the Expenditure Plan. Some projects had advanced information because they were included in the original Measure A, but some projects hadn't started at all. Due to this and the uncertainty about State funding, it is too speculative and too subjective. Instead, the call for and decided every time there is a call for projects and project sponsors submit their projects staff will be able to populate the CIP.

Director Matsumoto asked how long it will take to get CIP funding. Ms. Lee said there is a CIP plan and as the call for projects is done and more projects come in those projects will be added to the CIP.

Director Matsumoto said based on what has already been presented to the Board there is a shortfall so when the call for projects is done that means some of the projects can be bumped because of merit, need or lack of information. Ms. Lee said when staff does the call for projects it will be competitive.

Director Matsumoto asked about the not yet committed and reallocated funds. Ms. Lee said there is a firewall between new Measure A money that goes to new Measure A projects and original Measure A money for original Measure A projects.

Director Don Horsley asked if an original Measure A project not funded can become a new Measure A project.

Chair Foust said a project can be resubmitted during the call for projects if it wasn't funded in the original measure.

Ms. Lee said in the Key Congested Corridor projects there are no new projects but in the supplemental category there are candidate projects that can be considered.

#### Public Comment

Jim Bigelow, Redwood City/San Mateo County/Menlo Park Chambers, said it is a good addition under the new policy guidelines that a project must remain active to keep the allocated funds.

A motion (Horsley/Groom) to adopt the New Measure A Short-range Highway Plan was approved unanimously.

#### **Program: Alternative Congestion Relief**

Director Groom acknowledged Executive Director Christine Maley-Grubl of the Alliance for the great work she does.

Chair Foust said this is money well spent.

Director Nagel said she noticed the employer-based shuttles are down 4 percent and asked if that is due to the economy. Ms. Maley-Grubl said shuttles are down just a few employers.

Chair Foust said it is interesting to note that 54 employers financially participate in the shuttle program, but boardings are up 6.9 percent.

Director Matsumoto asked when employers are funding a shuttle that also is subsidized by the TA whether boardings be denied. Ms. Maley-Grubl said there is a pass program on some of the shuttles in South San Francisco and Brisbane, but people are also able to participate as a single rider.

Director Matsumoto asked if the TA gives money to Genentech for their shuttle. Ms. Maley-Grubl said they have their own shuttle routes and also contribute to one of the Alliance's routes.

Director Matsumoto asked if an Amgen employee can get on a Genentech bus. Deputy CEO Chuck Harvey said he is not 100 percent sure, but the TA sponsors one shuttle bus route for Genentech and that must be open door.

#### **Legislative Update**

Executive Officer Public Affairs Mark Simon said Government Affairs Manager Seamus Murphy is in Washington DC with Bay Area Council meeting with a number of key legislators, including Secretary of Transportation Ray LaHood discussing HSR, authorization

funding and other issues. Mr. Simon introduced Jayme Ackemann, the new Government Affairs Officer.

**REQUESTS FROM THE AUTHORITY**

None

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

Chair Foust said there is a letter from the mayor of Burlingame, Director Nagel, with a response from the Board and also an email from Bill Collins of Pacifica.

**REPORT OF LEGAL COUNSEL**

No report

**DATE AND PLACE OF NEXT MEETING**

November 3, 2011 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070.

The meeting adjourned at 6:16 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  
EXPENDITURES FOR THE PERIOD ENDING JUNE 30, 2011 –  
YEAR-END RESULTS -UNAUDITED**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$70,491,740 - line 6) is *worse* than staff projections by \$369,140 or 0.5 percent. Within total revenue, *Sales Tax* (\$63,515,997 - line 1) is \$3,515,997 or 5.9 percent *better* than staff projections offset by *Interest Income* (\$5,186,394 - line 2) which is \$370,846 or 6.7 percent *worse* than projections due to lower than budgeted returns and *Grant Proceeds* (\$725,399 - line 4) is \$3,492,601 or 82.8 percent *worse* than staff projections.

*Total Revenue* (\$70,491,740 - line 6) is \$3,553,932 or 5.3 percent *better* than prior year performance. *Sales Tax* (\$63,515,997 - line 1) which is \$5,030,974 or 8.6 percent *better* than prior year is offset by *Interest Income* (\$5,186,394 - line 2) and *Grant Proceeds* (\$725,399 - line 4) which are \$1,468,705 or 19.9 percent *worse*.

**Expenditures:** *Total Administrative* (\$833,461 - line 21) is *better* than staff projections by \$118,038 or 12.4 percent. Within total administrative, *Staff Support* (\$549,484 - line 17) and *Other Admin Expenses* (\$278,978 - line 19) are \$111,037 or 11.8 percent *better* than staff projections.

**Final Year End Results:** Staff will update this report and distribute in conjunction with the Fiscal Year 2011 Comprehensive Annual Financial Report (CAFR).

**Unaudited**

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

% OF YEAR ELAPSED: **100.0%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	9,132,043	58,485,023	63,515,997	60,000,000	105.9%	60,000,000	60,000,000	100.0%
2 Interest Income	624,689	5,419,687	5,186,394	5,557,240	93.3%	5,557,240	5,557,240	100.0%
3 Rental Income	88,572	1,072,287	1,063,951	1,085,640	98.0%	1,085,640	1,085,640	98.0%
4 Grant Proceeds	203,165	1,960,811	725,399	4,218,000	17.2%	4,218,000	4,218,000	17.2%
<b>TOTAL REVENUE</b>	<b>10,048,469</b>	<b>66,937,808</b>	<b>70,491,740</b>	<b>70,860,880</b>	<b>99.5%</b>	<b>70,860,880</b>	<b>70,860,880</b>	<b>99.5%</b>
<b>EXPENDITURES:</b>								
10 Annual Allocations	3,483,036	22,669,187	24,560,386	23,358,888	105.1%	23,358,888	23,358,888	105.1%
12 Program Expenditures	4,309,042	53,207,123	35,952,122 (A)	25,486,612	141.1%	12,979,612	25,486,612	141.1%
14 Oversight	96,162	344,672	360,996	970,000	37.2%	970,000	970,000	37.2%
16 Administrative								
17 Staff Support	57,067	489,412	549,484	606,390	90.6%	606,390	606,390	90.6%
18 Measure A Info-Others	5,000	-	5,000	12,000	41.7%	12,000	12,000	41.7%
19 Other Admin Expenses	37,303	229,528	278,978	333,109	83.7%	333,109	333,109	83.7%
21 Total Administrative	99,370	718,940	833,461	951,499	87.6%	951,499	951,499	87.6%
<b>TOTAL EXPENDITURES</b>	<b>7,987,610</b>	<b>76,939,922</b>	<b>61,706,965 (1)</b>	<b>50,766,999</b>	<b>121.5%</b>	<b>38,259,999</b>	<b>50,766,999</b>	<b>121.5%</b>
<b>EXCESS (DEFICIT)</b>	<b>2,060,859</b>	<b>-10,002,114</b>	<b>8,784,776</b>	<b>20,093,881</b>		<b>32,600,881</b>	<b>20,093,881</b>	
<b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>423,098,841</b>	<b>413,096,727</b>	<b>413,096,727</b>		<b>298,820,434</b>	<b>413,096,727</b>	
<b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>413,096,727</b>	<b>421,881,503 (2)</b>	<b>433,190,608</b>		<b>331,421,315</b>	<b>433,190,608</b>	

Includes the following balances:

Cash and Liquid Investments	568,268	FY 2010 Carryover of Commitments	281,239,724
Current Committed Fund Balance	271,356,576 (3)	FY 2011 Additional Commitments (Budgeted)	38,259,999
Undesignated Cash & Net Receivable	149,956,658	Reso # 2010-24	45,000
<b>Total</b>	<b>421,881,503 (2)</b>	Reso # 2010-25	12,462,000
		Year-end adjustment for audited carryover	1,056,818
		Less: Current YTD expenditures	(61,706,965) (1)
		<b>Current Committed Fund Balance</b>	<b>271,356,576 (3)</b>

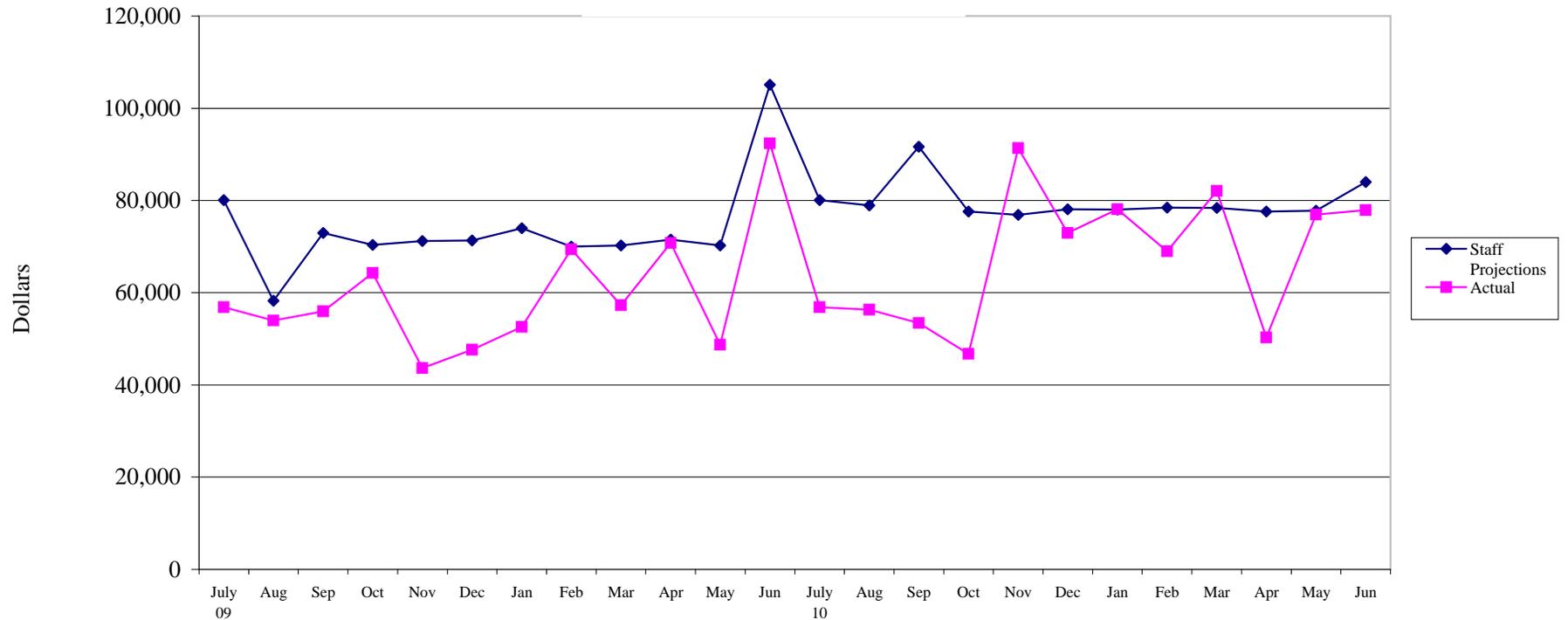
(A) Program expenditures - current year actual is higher than staff projection, the excess is covered by approved budget in prior years.

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

\* The TA Adopted Budget is the Board adopted budget effective June 3, 2010.

\*\* The TA Staff Projection is the adopted budget including year to date budget transfers.

## SMCTA Administrative Expenses



### Current Year Data

	Jul '10	Aug '10	Sep '10	Oct '10	Nov '10	Dec '10	Jan '11	Feb '11	Mar '11	Apr '11	May '11	Jun '11
<b>MONTHLY EXPENSES</b>												
<b>Staff Projections</b>	80,076	78,947	91,647	77,583	76,864	78,103	78,043	78,459	78,413	77,633	77,814	77,917
<b>Actual</b>	56,893	56,343	53,444	50,319	91,368	72,953	78,064	68,984	82,082	50,304	76,952	99,370
<b>CUMULATIVE EXPENSES</b>												
<b>Staff Projections</b>	80,076	159,023	250,670	328,253	405,117	483,220	561,263	639,722	718,135	795,768	873,582	951,499
<b>Actual</b>	56,893	113,236	163,068	213,387	304,755	377,707	455,771	524,754	606,836	657,140	734,092	833,461
<b>Variance-F(U)</b>	23,183	45,787	87,602	114,866	100,363	105,513	105,492	114,968	111,299	138,628	139,490	118,038
<b>Variance %</b>	28.95%	28.79%	34.95%	34.99%	24.77%	21.84%	18.80%	17.97%	15.50%	17.42%	15.97%	12.41%



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 JUNE, 2011

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
County Pool #3	Liquid Cash	1.810%	\$ 202,947,980	\$ 203,367,862
Local Agency Investment Fund	Liquid Cash	0.448%	\$ 8,709,182	\$ 8,722,912
Investment Portfolio	Liquid Cash	1.645%	\$ 199,742,385	\$ 201,088,030
Other	Liquid Cash	0.050%	\$ 568,268	\$ 568,268
			<u>\$ 411,967,815</u>	<u>\$ 413,747,071</u>

Accrued Earnings for June 2011 \$ 561,823.00  
 Cumulative Earnings FY2011 \$ 5,677,233.94

\* County Pool average yield for the month ending June 30, 2011 was 1.810%. As of June 30, 2011, the amortized cost of the Total Pool was \$2,543,888,920.85 and the fair market value per San Mateo County Treasurer's Office was \$2,549,152,006.75.

\*\* The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.00157647 as reported by LAIF for quarter ending June 30, 2011.

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



BOARD OF DIRECTORS 2011

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MICHAEL J. SCANLON  
 EXECUTIVE DIRECTOR

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## TSM RESERVE ACCOUNT

AS OF JUNE, 2011

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
2004 Measure A Funds: County Pool #3 (Restr)	Liquid Cash	1.810%	\$ 803,920	\$ 805,583
			<u>\$ 803,920</u>	<u>\$ 805,583</u>

## Interest Income:

Accrued Earnings for June 2011	\$	-
Cumulative Earnings FY2011	\$	-

\* Per Board Resolution 1999-20 approved October 7, 1999, Resolution 1989-12, enacted on July 6, 1989, is amended to clarify the intent of the Authority to cease making annual allocations for TSM activities from the interest proceeds of the Restricted Reserve Account.

\*\* County Pool average yield for the month ending June 30, 2011 was 1.810%. As of June 30, 2011, the amortized cost of the Total Pool was \$2,543,888,920.85 and the fair market value per San Mateo County Treasurer's Office was \$2,549,152,006.75.

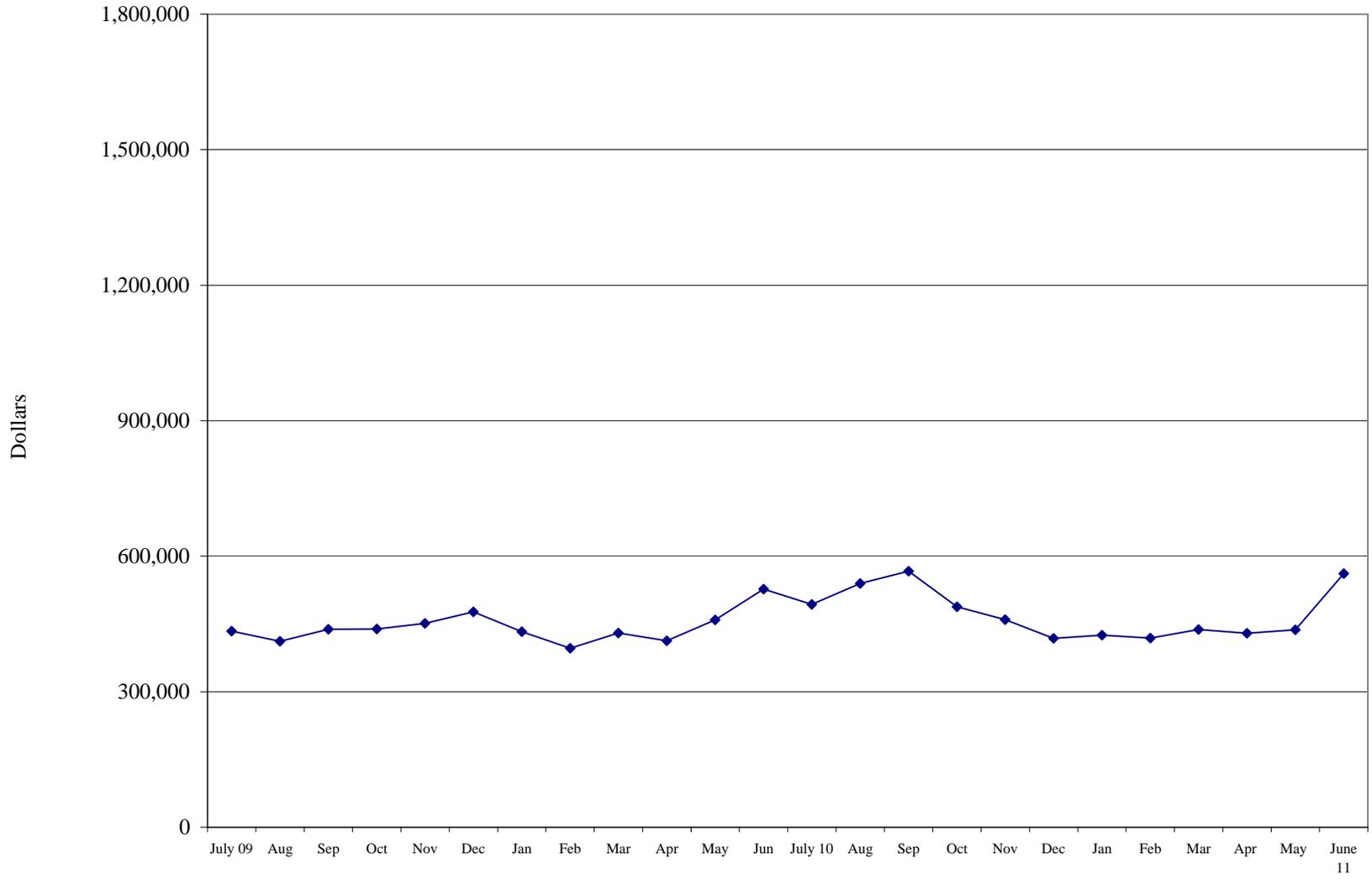
\*\*\* The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

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

FY2011	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	493,670.18	493,670.18
AUGUST	539,654.96	1,033,325.14
SEPTEMBER	567,277.49	1,600,602.63
OCTOBER (1)	488,039.11	2,088,641.74
NOVEMBER	459,645.54	2,548,287.28
DECEMBER	418,343.88	2,966,631.16
JANUARY (1)	425,578.55	3,392,209.71
FEBRUARY	418,931.76	3,811,141.47
MARCH	437,563.82	4,248,705.29
APRIL (1)	429,381.16	4,678,086.45
MAY	437,324.49	5,115,410.94
JUNE	561,823.26	5,677,234.20

(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  
JUNE 30, 2011**

DESCRIPTION	TOTAL INVESTMENT 06-30-11	INTEREST RECEIVABLE 05-31-11	INTEREST EARNED 06-30-11	INTEREST RECEIVED 06-30-11	ADJ.	INTEREST RECEIVABLE 06-30-11
LAIF	8,709,182.09	9,347.56	3,206.89		(529.28)	12,025.17
COUNTY POOL	202,947,979.76	481,156.05	294,378.37			775,534.42
BANK OF AMERICA	568,268.09	0.00	26.77	26.77		0.00
INVESTMENT PORTFOLIO	<u>199,742,384.73</u>	<u>883,732.63</u>	<u>265,001.76</u>	<u>356,427.57</u>	<u>(261.25)</u>	<u>792,045.57</u>
	<u>411,967,814.67</u>	<u>1,374,236.24</u>	<u>562,613.79</u>	<u>356,454.34</u>	<u>(790.53)</u>	<u>1,579,605.16</u>

**JUNE 2011 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned Per Report 06/30/11	561,823.26
<b>Add:</b>	
County Pool Adj.	
Misc. Income	77,369.65
GASB 31	<u>(15,002.82)</u>
<b>Less:</b>	
Management Fees	(8,981.54)
Securities Transaction Activity Fees	(5,077.98)
Capital Gain(Loss)	<u>(444.39)</u>
Total Interest & Capital Gain(Loss)	<u><u>609,686.18</u></u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	5,677,234.20
<b>Add:</b>	
County Pool Adj.	
Misc. Income	81,247.55
GASB 31	<u>(15,002.82)</u>
<b>Less:</b>	
Management Fees	(91,790.77)
Securities Transaction Activity Fees	(16,981.32)
Capital Gain(Loss)	<u>(463,315.47)</u>
Total Interest	<u><u>5,171,391.37</u></u>

Balance Per Ledger as of 06/30/11

Int Acct. 409100 - Co. Pool	2,584,642.54
Int Acct. 409100 - LAIF	54,576.30
Int Acct. 409100 - B of A	636.91
Int Acct. 409100 - Misc. Income	81,247.55
Int Acct. 409101 - Portfolio Funds	2,928,606.36
Gain(Loss) Acct. 405210	(463,315.47)
GASB31 Acct. 405220	<u>(15,002.82)</u>
	<u><u>5,171,391.37</u></u>



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INVESTMENT PORTFOLIO  
JUNE 30, 2011**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-11	MARKET VALUE 06-30-11	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 05-31-11	INTEREST EARNED 06-30-11	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 06-30-11	PAR VALUE	
<b><u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u></b>																
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,704,011.00	10,704,011.00	04-15-14	1.250%	350.4741	30	14,924.86	10,444.85			26,199.33	10,093,655 5.10%	
<b><u>COLLATERIZED MORTGAGE OBLIGATIONS</u></b>																
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	966,429.15	990,814.80	990,814.80	12-28-12	5.270%	141.3357	29	424.01	4,098.74	4,240.07		282.68	945,452 0.48%	
<b>CALLED</b>																
<b>TOTAL</b>			<u>199,742,384.73</u>	<u>201,088,029.91</u>	<u>201,088,029.91</u>						<u>883,732.63</u>	<u>265,001.76</u>	<u>356,427.57</u>	<u>(261.25)</u>	<u>792,875.19</u>	<u>198,089,107.93</u>
14-Oct-11						Weighted Average Interest Rate		1.6452%								

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS  
FY2010 & FY2011  
SEPTEMBER 2011

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Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
<b>FY2010:</b>					
1st Quarter	16,177,000	1st Quarter	14,555,215	(1,621,785)	14,555,215
2nd Quarter	17,154,000	2nd Quarter	15,241,445	(1,912,555)	15,241,445
3rd Quarter	11,022,500	3rd Quarter	13,642,315	2,619,815	13,642,315
4th Quarter	15,646,500	4th Quarter	15,046,049	(600,451)	15,046,049
<b>FY2010 Total</b>	<b>60,000,000</b>	<b>FY2010 Total</b>	<b>58,485,023</b>	<b>(1,514,977)</b>	<b>58,485,023</b>
<b>FY2011:</b>					
Jul. 10	4,110,600	Sep. 10	4,008,600	(102,000)	4,008,600
Aug. 10	4,110,600	Oct. 10	4,232,000	121,400	4,232,000
Sep. 10	5,480,800	Nov. 10	5,344,800	(136,000)	5,344,800
1st Qtr. Adjustment	1,522,400	Dec. 10	1,780,623	258,223	1,780,623
3 Months Total	15,224,400		15,366,023	141,623	15,366,023
Oct. 10	4,295,900	Dec. 10	4,473,600	177,700	4,473,600
Nov. 10	4,295,900	Jan. 11	4,721,500	425,600	4,721,500
Dec. 10	5,727,900	Feb. 11	5,964,800	236,900	5,964,800
2nd Qtr. Adjustment	1,591,100	Mar. 11	1,759,199	168,099	1,759,199
6 Months Total	31,135,200		32,285,123	1,149,923	32,285,123
Jan. 11	3,741,000	Mar. 11	3,691,800	(49,200)	3,691,800
Feb. 11	3,741,000	Apr. 11	3,939,700	198,700	3,939,700
Mar. 11	4,987,900	May 11	5,414,600	426,700	5,414,600
3rd Qtr. Adjustment	1,385,500	Jun. 11	1,691,747	306,247	1,691,747
9 Months Total	44,990,600		47,022,970	2,032,370	47,022,970
Apr. 11	4,052,500	Jun. 11	4,337,000	284,500	4,337,000
May 11	4,052,500	Jul. 11	4,615,200	562,700	4,615,200
Jun. 11	5,403,400	Aug. 11	5,782,600	379,200	5,782,600
4th Qtr. Adjustment	1,501,000	Sep. 11	1,758,227	257,227	1,758,227
<b>FY2011 Total</b>	<b>60,000,000</b>	<b>FY2011 Total</b>	<b>63,515,996</b>	<b>3,515,996</b>	<b>63,515,996</b>
	15,366,023	1st Quarter			
	16,919,099	2nd Quarter			
	14,737,847	3rd Quarter			
	16,493,027	4th Quarter			
	<u>63,515,996</u>	YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF JUNE 30, 2011

	<u>6/30/2011</u>
Cash -- Bank of America Checking Account	568,268.09
LAIF	8,709,182.09
County Pool	202,947,979.76
Investment Portfolio	199,742,384.73
	<hr/>
Total	<u><u>411,967,814.67</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN -- JUNE 2011

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000689	SAN MATEO COUNTY TRANSIT DISTRICT	2011-06-06	654,182.32	WIR	Capital Programs
SMCTA	000690	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-06-13	38,147.73	WIR	Capital Programs
SMCTA	000691	MATSUMOTO, KARYL M.	2011-06-13	100.00	WIR	Board of Directors Compensation
SMCTA	000692	NAGEL, TERRY	2011-06-13	100.00	WIR	Board of Directors Compensation
SMCTA	000693	HORSLEY, DONALD	2011-06-13	100.00	WIR	Board of Directors Compensation
SMCTA	000694	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-06-20	159,888.72	WIR	Capital Programs
SMCTA	000695	SAN MATEO COUNTY TRANSIT DISTRICT	2011-06-27	657,097.89	WIR	Capital Programs
SMCTA	002981	CALIFORNIA WATER SERVICE COMPANY	2011-06-06	279.00	CHK	Capital Programs
SMCTA	002982	DMJM HARRIS/MARK THOMAS JV	2011-06-06	86,386.24	CHK	Capital Programs
SMCTA	002983	PLAZA FLORIST & GIFTS	2011-06-06	67.74	CHK	Miscellaneous
SMCTA	002984	S3, INC.	2011-06-06	6,000.00	CHK	Seminar and Training
SMCTA	002985	WILBUR SMITH ASSOCIATES	2011-06-06	109,131.22	CHK	Capital Programs
SMCTA	002986	FOUST, ROSANNE	2011-06-13	100.00	CHK	Board of Directors Compensation
SMCTA	002987	LEE, JOHN	2011-06-13	100.00	CHK	Board of Directors Compensation
SMCTA	002988	S3, INC.	2011-06-13	1,855.14	CHK	Seminar and Training
SMCTA	002989	SAN MATEO, COUNTY OF	2011-06-13	2,916.50	CHK	Other Contract Services
SMCTA	002990	SF BAY AREA WATER EMERGENCY TRANS AUTH	2011-06-13	301,382.22	CHK	Capital Programs
SMCTA	002991	VREELAND, JIM	2011-06-13	100.00	CHK	Board of Directors Compensation
SMCTA	002992	ATKINS NORTH AMERICA, INC	2011-06-20	59,682.39	CHK	Capital Programs
SMCTA	002993	CARTER & BURGESS, INC.	2011-06-20	13,073.75	CHK	Capital Programs
SMCTA	002994	FEHR & PEERS	2011-06-20	17,543.36	CHK	Capital Programs
SMCTA	002995	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2011-06-20	10,335.00	CHK	Legal Services
SMCTA	002996	PARKING COMPANY OF AMERICA	2011-06-20	90,361.79	CHK	SMCTA Caltrain Shuttles
SMCTA	002997	RAJAPPAN & MEYER CONSULTING	2011-06-20	1,883.25	CHK	Capital Programs
SMCTA	002998	URS CORPORATION	2011-06-20	27,180.30	CHK	Capital Programs
SMCTA	002999	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2011-06-27	8,758.00	CHK	Legal Services
				2,246,752.56		

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  
EXPENDITURES FOR THE PERIOD ENDING SEPTEMBER 30, 2011**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$17,243,368 - line 6) is **worse** than staff projections by \$295,602 or 1.7 percent. Within total revenue, *Interest Income* (\$1,185,457 - line 2) is \$128,213 or 9.8 percent **worse** than projections due to lower than budgeted returns and *Rental Income* (\$275,109 - line 3) is \$3,219 or 1.2 percent **better** than staff projections.

*Total Revenue* (\$17,243,368 - line 6) is \$161,768 or 0.9 percent **better** than prior year performance. *Sales Tax* (\$15,680,000 - line 1) which is \$455,599 or 3.0 percent **better** than prior year is offset by *Interest Income* (\$1,185,457 - line 2) which is \$323,548 or 21.4 percent **worse**.

**Expenditures:** *Total Administrative* (\$209,858 - line 21) is **better** than staff projections by \$54,662 or 20.7 percent. Within total administrative, *Staff Support* (\$119,622 - line 17) and *Other Admin Expenses* (\$90,236 - line 19) are \$51,662 or 19.8 percent **better** than staff projections.

**Budget Amendment:** The revised budget per Board Resolution 2011-12 is reflected in the September 2011 Statement of Revenues and Expenditures.

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

% OF YEAR ELAPSED: **25.0%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	6,165,733	15,224,400	15,680,000	15,680,100	100.0%	61,500,000	61,500,000	25.5%
2 Interest Income	381,461	1,509,004	1,185,457	1,313,670	90.2%	5,420,670	5,420,670	24.2%
3 Rental Income	91,823	271,699	275,109	271,890	101.2%	1,087,560	1,087,560	25.3%
4 Grant Proceeds	101,240	76,497	102,802	273,310	37.6%	0	2,733,100	3.8%
5								
6 <b>TOTAL REVENUE</b>	<b>6,740,257</b>	<b>17,081,600</b>	<b>17,243,368</b>	<b>17,538,970</b>	<b>98.3%</b>	<b>68,008,230</b>	<b>70,741,330</b>	<b>24.4%</b>
7								
<b>EXPENDITURES:</b>								
9								
10 Annual Allocations	2,364,468	5,906,591	6,068,497	6,083,570	99.8%	23,888,835	23,888,835	25.4%
11								
12 Program Expenditures	1,909,515	2,718,018	2,333,121	15,214,726	15.3%	58,181,665	62,498,768	3.7%
13								
14 Oversight	30,233	96,709	64,327	121,250	53.1%	485,000	485,000	13.3%
15								
16 Administrative								
17 Staff Support	29,492	113,275	119,622	160,653	74.5%	603,712	603,712	19.8%
18 Measure A Info-Others	-	-	-	3,000	0.0%	12,000	12,000	0.0%
19 Other Admin Expenses	25,058	49,793	90,236	100,867	89.5%	353,687	353,687	25.5%
20								
21 Total Administrative	54,550	163,068	209,858	264,520	79.3%	969,399	969,399	21.6%
22								
23 <b>TOTAL EXPENDITURES</b>	<b>4,358,765</b>	<b>8,884,385</b>	<b>8,675,804 (1)</b>	<b>21,684,067</b>	<b>40.0%</b>	<b>83,524,899</b>	<b>87,842,002</b>	<b>9.9%</b>
24								
25 <b>EXCESS (DEFICIT)</b>	<b>2,381,492</b>	<b>8,197,215</b>	<b>8,567,564</b>	<b>(4,145,097)</b>		<b>(15,516,669)</b>	<b>(17,100,672)</b>	
26								
27 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>413,096,727</b>	<b>421,881,503</b>	<b>433,190,608</b>		<b>433,190,608</b>	<b>433,190,608</b>	
28								
29 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>421,293,942</b>	<b>430,449,067 (2)</b>	<b>429,045,511</b>		<b>417,673,939</b>	<b>416,089,936</b>	
30								

Includes the following balances:

33 Cash and Liquid Investments	539,487			FY 2011 Carryover of Commitments (Unaudited)	271,356,576
34 Current Committed Fund Balance	350,522,774 (3)			FY 2012 Additional Commitments (Budgeted)	83,524,899
35 Undesignated Cash & Net Receivable	79,386,806			Reso #2011-11	1,584,003
36 Total	<u>430,449,067 (2)</u>			Reso #2011-12	2,733,100
				Less: Current YTD expenditures	<u>(8,675,804) (1)</u>
				Current Committed Fund Balance	<u>350,522,774 (3)</u>

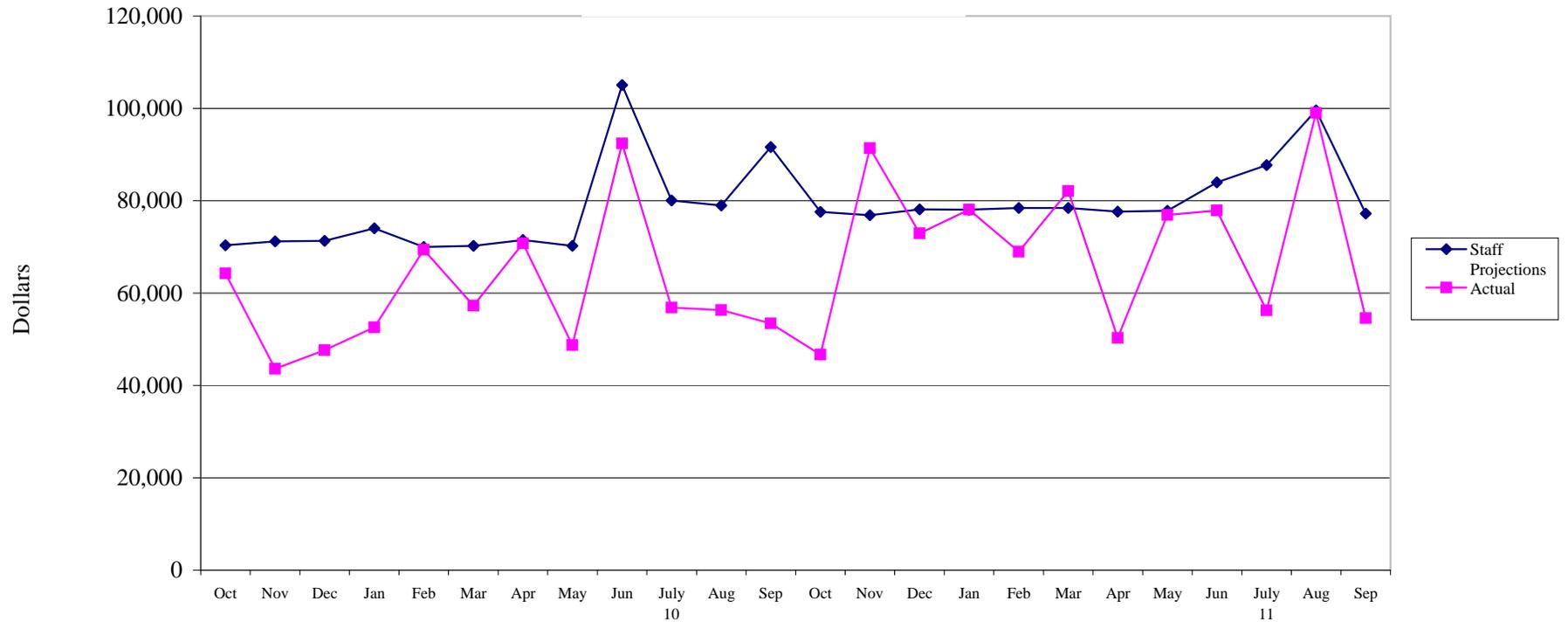
"% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% of PROJECT" column, please note that individual line items reflect variations due to seasonal activities during the year.

\* The TA Adopted Budget is the Board adopted budget effective June 2, 2011.

\*\* The TA Staff Projection is the adopted budget including year to date budget transfers.

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## 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
<b>MONTHLY EXPENSES</b>												
Staff Projections	87,727	99,591	77,202									
Actual	56,262	99,047	54,550									
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	87,727	187,318	264,520									
Actual	56,262	155,308	209,858									
Variance-F(U)	31,465	32,010	54,662									
Variance %	35.87%	17.09%	20.66%									



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 SEPTEMBER, 2011

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
County Pool #3	Liquid Cash	1.550%	\$ 220,717,058	\$ 220,717,058
Local Agency Investment Fund	Liquid Cash	0.378%	\$ 5,021,207	\$ 5,021,207
Investment Portfolio	Liquid Cash	1.748%	\$ 172,608,310	\$ 184,234,249
Other	Liquid Cash	0.010%	\$ 539,487	\$ 539,487
			<u>\$ 398,886,062</u>	<u>\$ 410,512,002</u>

Accrued Earnings for September 2011	\$ 517,352.17
Cumulative Earnings FY2012	\$ 1,428,284.63

\* County Pool average yield for the month ending September 30, 2011 was 1.550%. As of September, 2011, the amortized cost of the Total Pool was \$1,055,873,299.44 and the fair market value per San Mateo County Treasurer's Office was \$1,058,574,555.

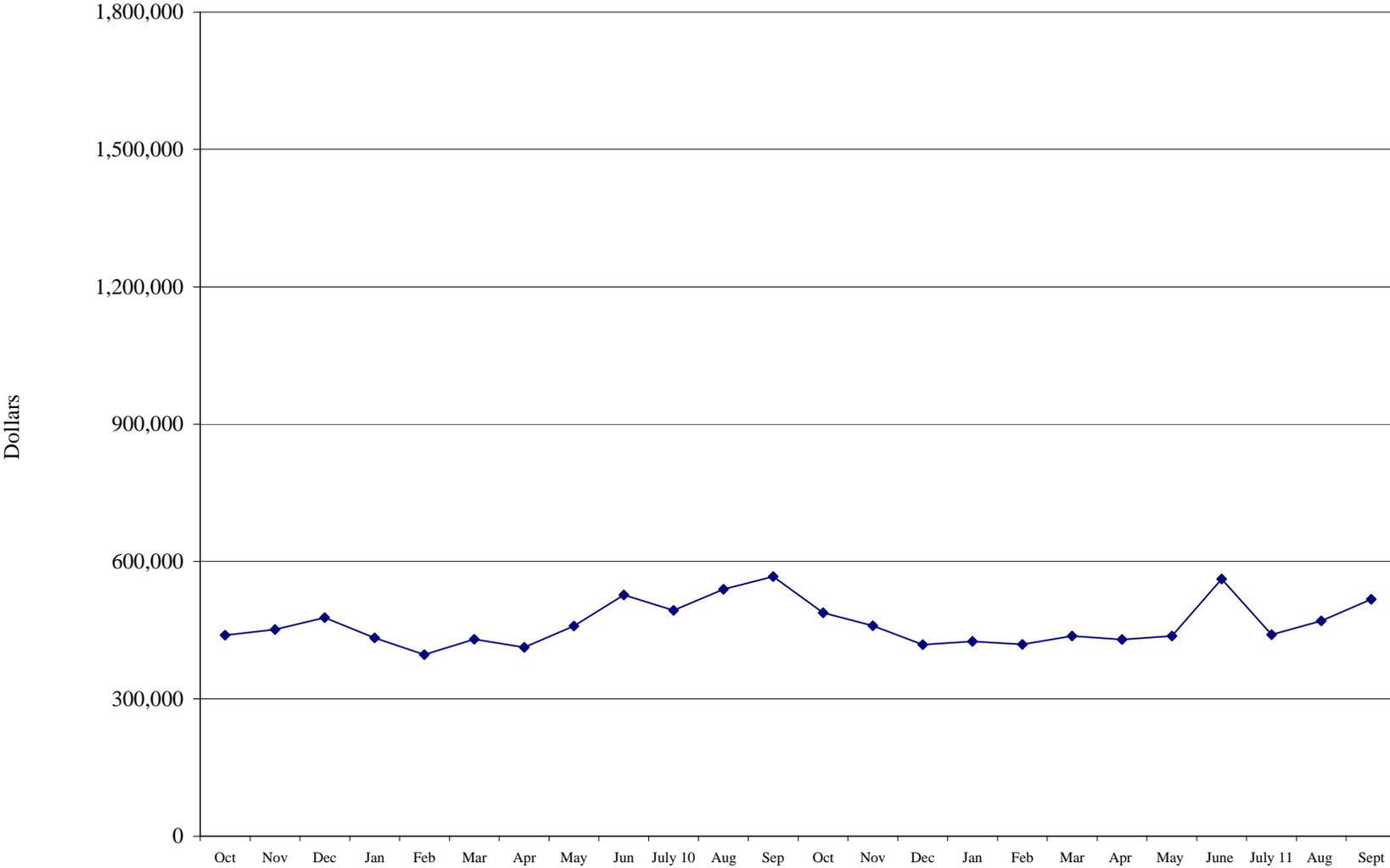
\*\* The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.00157647 as reported by LAIF for quarter ending June 30, 2011.

\*\*\* 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  
SEPTEMBER 2011**

FY2012	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	440,542.72	440,542.72
AUGUST	470,389.74	910,932.46
SEPTEMBER	517,352.17	1,428,284.63
OCTOBER		
NOVEMBER		
DECEMBER		
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

# SMCTA Interest Income



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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INTEREST ON INVESTMENTS  
SEPTEMBER 31, 2011**

DESCRIPTION	TOTAL INVESTMENT 08-31-11	INTEREST RECEIVABLE 08-31-11	INTEREST EARNED 09-30-11	INTEREST RECEIVED 09-30-11	ADJ.	INTEREST RECEIVABLE 09-30-11
LAIF	5,021,207.26	4,854.66	1,560.01	0.00		6,414.67
COUNTY POOL	220,717,057.52	375,602.65	287,693.13	0.00		663,295.78
BANK OF AMERICA	539,487.46	0.00	28.97	28.97		0.00
INVESTMENT PORTFOLIO	<u>172,608,310.22</u>	<u>668,298.67</u>	<u>227,765.94</u>	<u>122,728.96</u>	<u>304.12</u>	<u>773,639.77</u>
	<u>398,886,062.46</u>	<u>1,048,755.98</u>	<u>517,048.05</u>	<u>122,757.93</u>	<u>304.12</u>	<u>1,443,350.22</u>

**SEPTEMBER 2011 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned Per Report 09/30/11	517,352.17
<b>Add:</b>	
County Pool Adj.	
Misc. Income	
GASB 31	
<b>Less:</b>	
Management Fees	(8,407.54)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(127,483.74)</u>
Total Interest & Capital Gain(Loss)	<u><u>381,460.89</u></u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	1,428,284.63
<b>Add:</b>	
County Pool Adj.	
Misc. Income	
GASB 31	
<b>Less:</b>	
Management Fees	(25,238.46)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(217,594.86)</u>
Total Interest	<u><u>1,185,451.31</u></u>
 Balance Per Ledger as of 09/30/11	
Int Acct. 409100 - Co. Pool	663,295.78
Int Acct. 409100 - LAIF	6,414.67
Int Acct. 409100 - B of A	43.47
Int Acct. 409100 - Misc. Income	
Int Acct. 409101 - Portfolio Funds	733,292.25
Gain(Loss) Acct. 405210	(217,594.86)
GASB31 Acct. 405220	0.00
	<u><u>1,185,451.31</u></u>





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

10/24/11 8:21 AM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
<b>FY2011:</b>					
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	16,493,027	1,483,627	16,493,027 (1)
<b>FY2011 Total</b>	<b>60,000,000</b>	<b>FY2011 Total</b>	<b>63,515,996</b>	<b>3,515,996</b>	<b>63,515,996</b>
<b>FY2012:</b>					
Jul. 11	4,225,700	Sep. 11	4,225,000	(700)	4,225,000
Aug. 11	4,225,700	Oct. 11		0	4,225,700 (1)
Sep. 11	5,634,300	Nov. 11		0	5,634,300 (1)
1st Qtr. Adjustment	1,594,300	Dec. 11		700	1,595,000 (1)
3 Months Total	15,680,000		4,225,000	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		4,225,000	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		4,225,000	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
<b>FY2012 Total</b>	<b>61,500,000</b>	<b>FY2012 Total</b>	<b>4,225,000</b>	<b>0</b>	<b>61,500,000</b>
	15,680,000	1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>15,680,000</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

	<u>9/30/2011</u>
Cash -- Bank of America Checking Account	539,487.46
LAF	5,021,207.26
County Pool	220,717,057.52
Investment Portfolio	172,608,310.22
	<hr/>
Total	<u><u>398,886,062.46</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN -- SEPTEMBER 2011

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000703	SAN MATEO COUNTY TRANSIT DISTRICT	2011-09-06	1,114,210.92	WIR	Capital Programs
SMCTA	000704	MATSUMOTO, KARYL M.	2011-09-06	100.00	WIR	Board of Directors Compensation
SMCTA	000705	GROOM, CAROLE	2011-09-06	100.00	WIR	Board of Directors Compensation
SMCTA	000706	NAGEL, TERRY	2011-09-06	100.00	WIR	Board of Directors Compensation
SMCTA	000707	HORSLEY, DONALD	2011-09-06	100.00	WIR	Board of Directors Compensation
SMCTA	000708	DEPARTMENT OF TRANSPORTATION	2011-09-12	148,581.05	WIR	Capital Programs
SMCTA	000709	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-09-12	111,104.51	WIR	Capital Programs
SMCTA	000710	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-09-19	65,079.34	WIR	Capital Programs
SMCTA	003048	FOUST, ROSANNE	2011-09-06	100.00	CHK	Board of Directors Compensation
SMCTA	003049	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2011-09-06	5,276.00	CHK	Legal Services
SMCTA	003050	HOLLAND & KNIGHT LLP	2011-09-06	5,000.00	CHK	Legislative Advocate
SMCTA	003051	LEE, JOHN	2011-09-06	100.00	CHK	Board of Directors Compensation
SMCTA	003052	OFFICEMAX CONTRACT INC.	2011-09-06	116.41	CHK	Office Supplies
SMCTA	003053	PARKING COMPANY OF AMERICA	2011-09-06	86,058.83	CHK	SMCTA Caltrain Shuttles
SMCTA	003054	VREELAND, JIM	2011-09-06	100.00	CHK	Board of Directors Compensation
SMCTA	003055	HALF MOON BAY REVIEW	2011-09-12	1,118.43	CHK	Legal Advertising
SMCTA	003056	SAN FRANCISCO CHRONICLE	2011-09-12	4,295.97	CHK	Legal Advertising
SMCTA	003057	SAN JOSE MERCURY NEWS	2011-09-12	1,803.00	CHK	Legal Advertising
SMCTA	003058	SHAW/YODER & ANTWIH, INC.	2011-09-12	3,702.00	CHK	Legislative Advocate
SMCTA	003059	ATKINS NORTH AMERICA, INC	2011-09-19	60,376.52	CHK	Capital Programs
SMCTA	003060	DMJM HARRIS/MARK THOMAS JV	2011-09-19	51,399.62	CHK	Capital Programs
SMCTA	003061	ESSENCE PRINTING, INC.	2011-09-19	130.93	CHK	Office Supplies
SMCTA	003062	FEHR & PEERS	2011-09-19	30,425.56	CHK	Capital Programs
SMCTA	003063	RAJAPPAN & MEYER CONSULTING	2011-09-19	116,278.32	CHK	Capital Programs
SMCTA	003064	SF BAY AREA WATER EMERGENCY TRANS AUTH	2011-09-19	372,302.05	CHK	Capital Programs
SMCTA	003065	***VOID***	2011-09-26	-	CHK	
SMCTA	003066	HOLLAND & KNIGHT LLP	2011-09-26	5,000.00	CHK	Legislative Advocate
SMCTA	003067	S3, INC.	2011-09-26	1,693.20	CHK	Capital Programs
				<u>2,184,652.66</u>		

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Martha Martinez  
Authority Secretary

SUBJECT: **2012 BOARD OF DIRECTORS MEETING CALENDAR**

**ACTION**

Staff recommends that the Board approve the Meeting Calendar for 2012 (attached).

**SIGNIFICANCE**

The TA's monthly meeting is scheduled for the first Thursday of each month at 5:00 p.m.

**BUDGET IMPACT**

There is no impact on the budget.

Prepared by: Martha Martinez, Authority Secretary

650-508-6242



SAN MATEO COUNTY  
**Transportation  
Authority**  
Meeting Calendar for 2012

Thursday – 5 PM
January 5
February 2
March 1
April 5
May 3
June 7
July 5
August 2
September 6
October 4
November 1
December 6

The Board meets the first Thursday of the month, unless otherwise noted.

All meetings are held in the Bacciocco Auditorium – Second Floor, 1250 San Carlos Ave., San Carlos.

**Summary of San Mateo County Transit District's  
Board of Directors Workshop of  
September 26, 2011**

**AGENDA ITEM # 7 (a)  
NOVEMBER 9, 2011**

Board of Directors

Staff provided an update on the District's fiscal condition and held a discussion on the SamTrans Service Plan preliminary analysis and criteria development.

The next meeting of the Board is scheduled for Wednesday, October 12, 2011 at 2 p.m.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
October 12, 2011**

The Community Relations Committee and Board

A proclamation designating October as "Disabilities Awareness Month" was presented to Helen Lo, a member of the San Mateo County Commission on Disabilities.

Accessibility Coordinator Tina DuBost reported:

- Redi-Wheels productivity was 1.86 for the month of September.
- Education continues on the late cancel policy.
- Thanked the Paratransit Coordinating Council (PCC) for the driver appreciation dinner on October 11.

PCC Chair Nancy Keegan reported:

- The high level of productivity is a result of MV Transportation's efficiency.
- The PCC is considering making October driver appreciation month.

Citizens Advisory Committee Chair Peter Ratto reported the CAC took their annual fieldtrip to North Base.

Deputy CEO Chuck Harvey presented the Mobility Management Report: End-of-Year Performance (attached).

Average weekday ridership for all modes for August 2011 compared to August 2010 was 94,758, an increase of 4.2 percent.

The Finance Committee and Board

The Statement of Revenues and Expenses for August 2011 was approved. Revenues are under budget and there are savings on the expense side of \$1.9 million in motor bus, salaries and benefits. Last week fuel was \$2.99 per gallon and through September \$24,000 has been received from the fuel hedge.

Authorized approval of Annex of the 2010 Association of Bay Area Government's (ABAG) Local Hazard Mitigation Plan as the District's Local Hazard Mitigation Plan. In the event of a disaster the District would be eligible for funding from the Federal Emergency Management Agency.

Authorized renewing the contract with Delta Dental of California for the next three calendar years for an annual cost of \$1.135 million. This is the renewal of the current plan and there are no changes in the dental benefits anticipated for the next three years.

Authorized award of contract to Vision Service Plan (VSP) for vision insurance coverage for a four year period beginning November 1, 2011 for a total estimated cost of \$424,000. There are no changes in the vision benefits anticipated during the next four years.

## **Summary of San Mateo County Transit District's Committee and Board of Directors Meeting of October 12, 2011**

### The Legislative Committee and Board

October 9 was the deadline for the governor to sign bills passed by the Legislature. Of the eight bills that staff supported, four bills passed, two were made two-year bills, one was vetoed and one was killed in Committee.

The president signed a continuing resolution to maintain funding through November 18 on the appropriations side while the House and Senate try to work through the differences in their respective bills. The Senate version maintains existing spending and preserves the formula programs for transit. The House version is very different and cuts formula funding by almost 40 percent and eliminates the discretionary programs.

The current authorization was extended until March 31, 2012. The Senate is focused on identifying an additional \$12 billion that would maintain current funding levels for another two years. The House has passed, at the sub-committee level, a six-year measure that would reduce funding by 30 percent over the six-year period.

Staff and members of the Board participated in a nationwide effort that was organized by the American Public Transportation Association (APTA) to ask Congress to not approve the cuts in transit being proposed in the House. The House directed the Transportation and Infrastructure Committee to find additional funds to increase the funding that was cleared at the sub-committee level to help maintain current funding levels for these programs.

The American Jobs Act was rolled out by the Administration last month. This is another Act to help create jobs and promote economic recovery.

Staff participated in a trip to Washington DC with the Bay Area Council to meet with the local Legislative delegation and key members of the Administration. The group met with Secretary of Transportation Ray LaHood to brief him and his staff on both the award of the Caltrain signaling system contract, which is a Federal mandate, and to discuss the blended system alternative being studied for High Speed Rail

Introduced Jayme Ackemann, the new Government Affairs Officer.

### Planning, Development and Sustainability

Authorized adoption of the SamTrans Service Plan (SSP) Criteria and Endorse the Use of Performance Metrics. The criteria will guide the assessment of the draft SSP alternatives. The Board also formed an advisory committee comprising of Directors Jeff Gee, Carole Groom, Zoe Kersteen-Tucker and Chair Karyl Matsumoto, to help staff guide the development of the SSP and review information before it goes to the public. The next series of outreach events are planned for November at which time staff will lay out various service alternatives and ask for community input.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
October 12, 2011**

Board of Directors

Authorized adoption of revised Codified Tariff. The revision establishes a local Day Pass priced at three times the one-way cash fare; revise language regarding Clipper which includes elimination of paper monthly passes, the Muni sticker add-on, interagency transfer agreements as well as a potential fee for the Clipper card; also establish an expiration date for the Change cards; eliminate transit pass for spouses of members of the Citizens Advisory Committee and change the name of the Needy Family Pass to the Discount Youth Pass.

A resolution of appreciation was approved for William Millar, outgoing president of APTA.

Deputy CEO Gigi Harrington reported:

- The marketing department is doing a direct mail campaign along El Camino Real from Daly City to Redwood City. To assist customers a joint Route 390/391 timetable was developed.
- SamTrans was awarded the APTA AdWheel Grand Award for the video holiday message. Marketing Specialist James Namba was recognized for his work on the video.
- Older driver training was conducted in South San Francisco with the California Highway Patrol.
- A new bus operator training class started with 13 employees.
- SamTrans averaged 22,417 between service calls for the month of September.

The Board met in closed session to discuss matters of pending litigation. No action was taken.

The next meeting of the Board is scheduled for Wednesday, November 9, 2011 at 2 p.m.



samTrans

# End-of-Year Performance Report FY2011

San Mateo County **October 12, 2011**



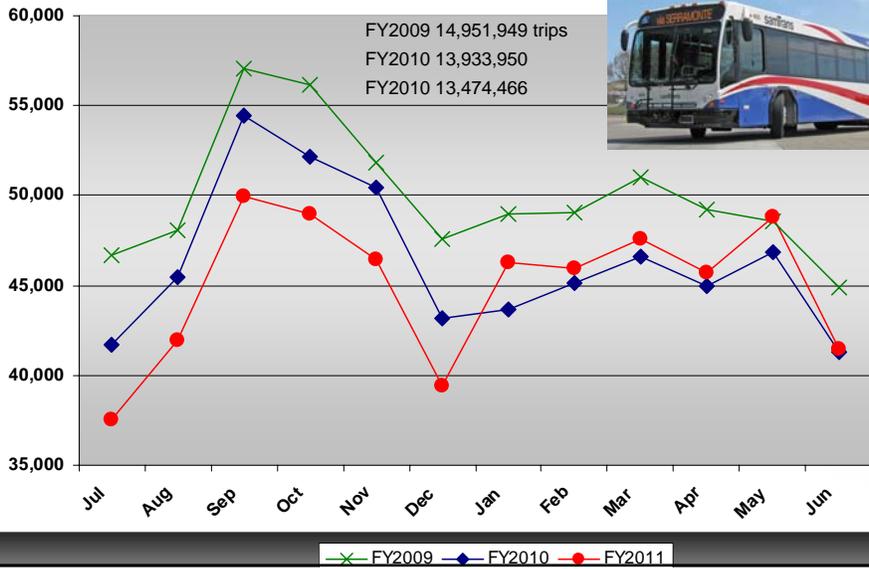
samTrans



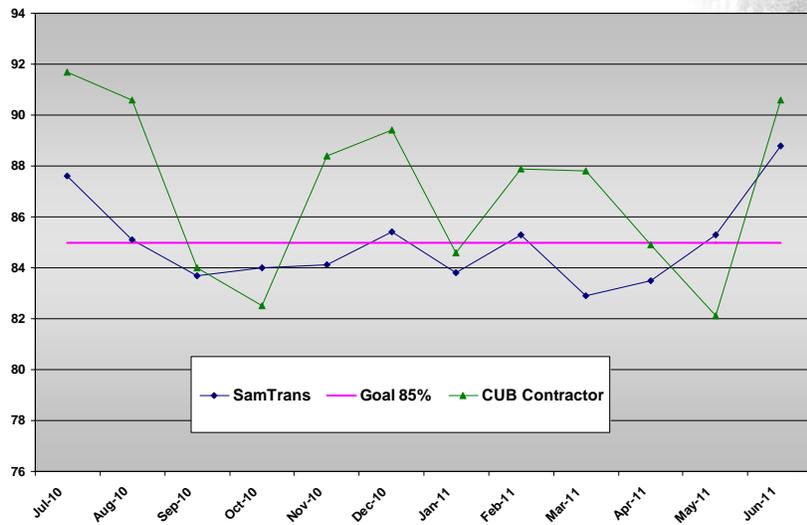
Shuttles

- Major Statistics for Each Mode
  - FY2011 Highlights
  - Ridership and Performance Summary
  - Highlights
- Human Capital

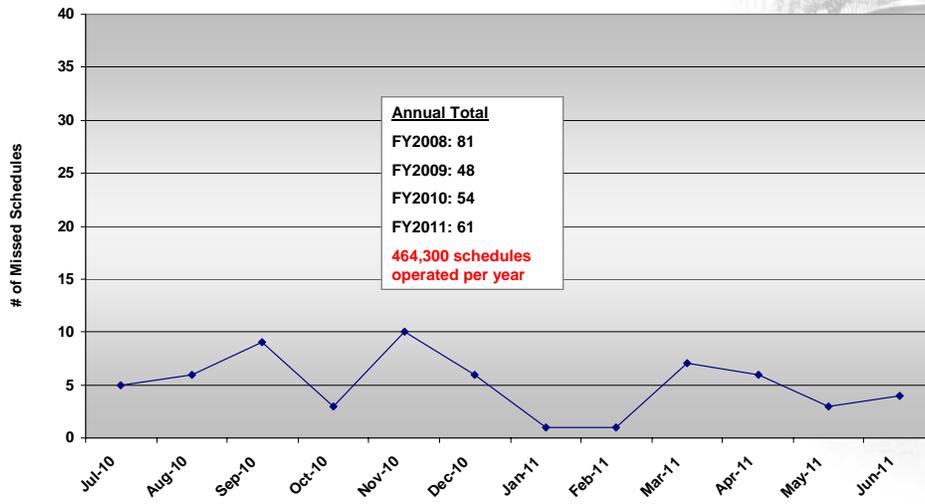
# Average Weekday Ridership



# On-time Performance



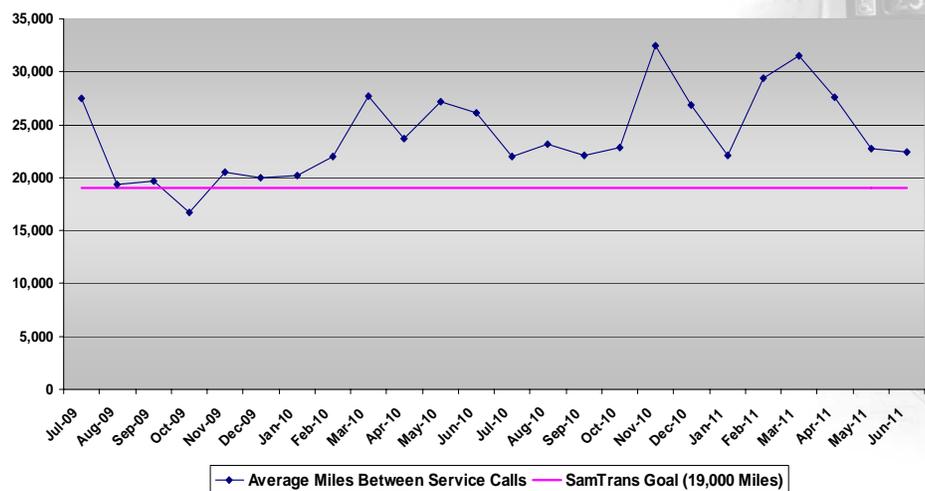
# Missed Schedules



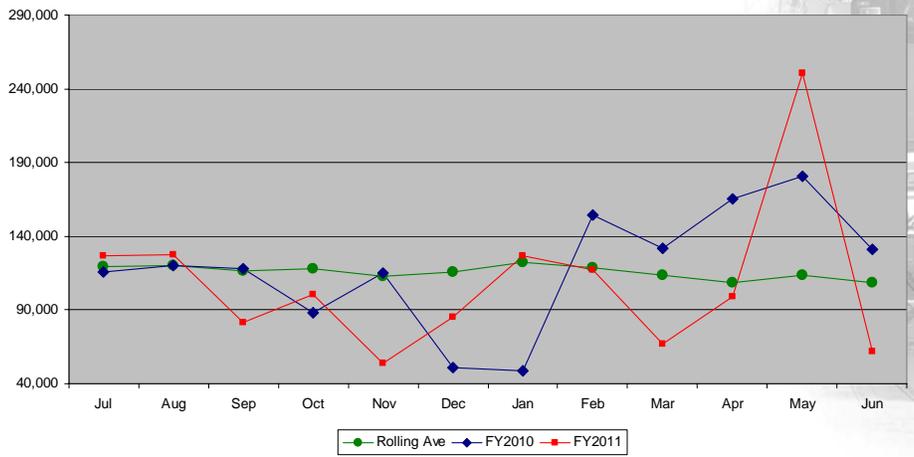
# Fleet Reliability



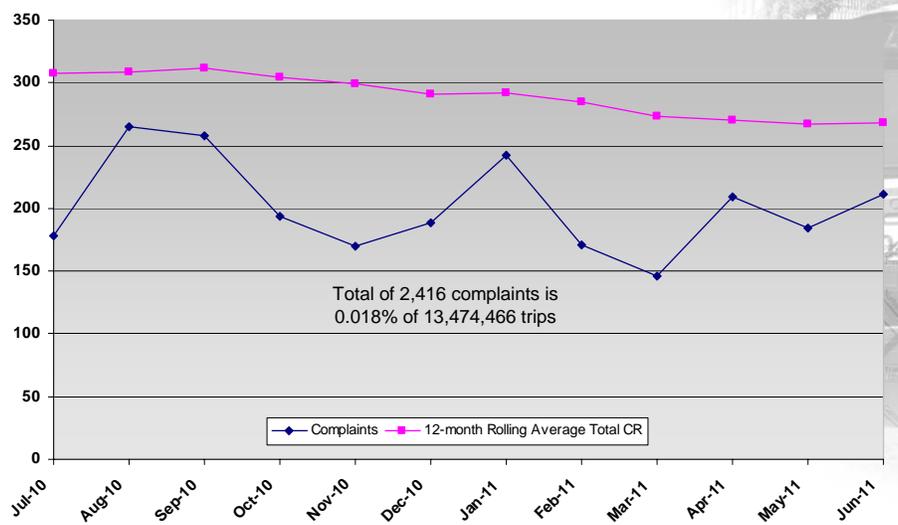
Average Miles Between Service Calls



## Average Miles Between Preventable Accidents



## Complaints & Consumer Reports



## FY2011 Highlights

samTrans

- Fleet reliability remains very high
- New Revenue Collection System
- Ridership showed growth in last 6 months
- FY2011 first full fiscal year of reduced service and higher fares
  - Service reduced 7.5% Dec. 20, 2009
  - Fares increased Feb. 1, 2010
- Participated in MTC Transit Sustainability Project, providing fixed-route operating/cost data
- Began SamTrans Service Plan effort
- Completed negotiations with ATU and Teamster represented employees

## Preview of FY2012

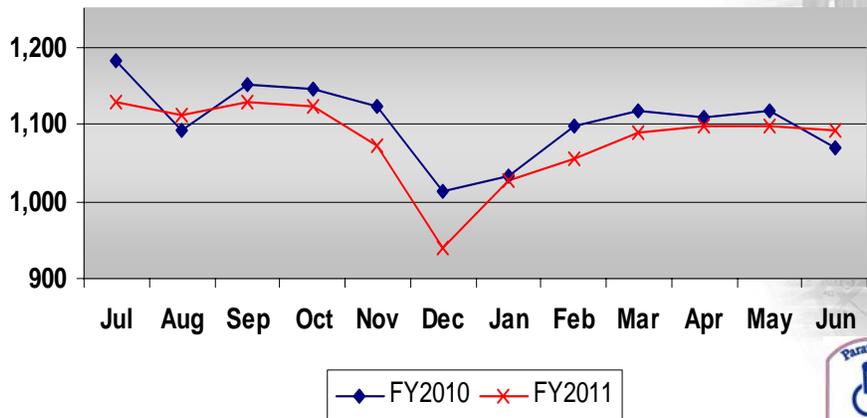
samTrans

- Clipper, last month for paper passes Dec. 2011
- Begin bus radio narrow banding project per Federal mandate
- Day Pass Jan. 2012
- Install 15 new bus ad shelters
- Develop RFP requirements for CUB contract renewal
- Complete SamTrans Service Plan

# Paratransit Ridership



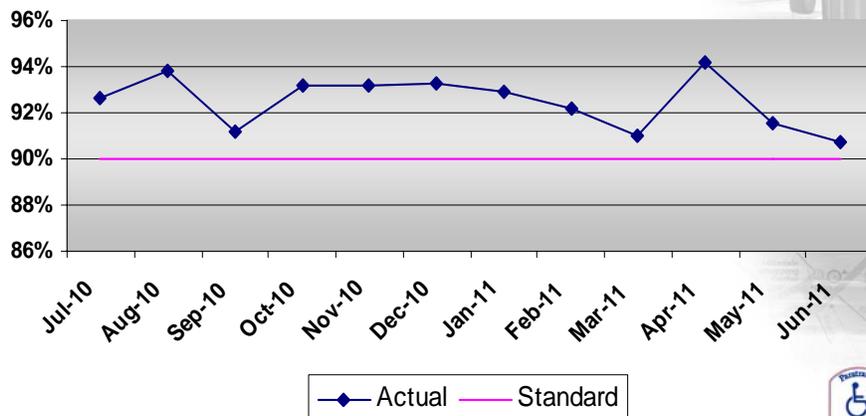
Average Weekday Ridership



# On-time Performance



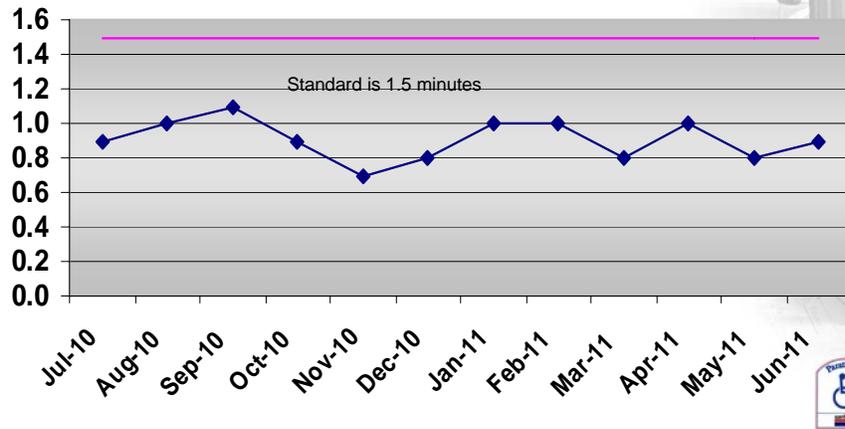
Pickups Within 20 Minutes of Scheduled Time



# Telephone Hold Time



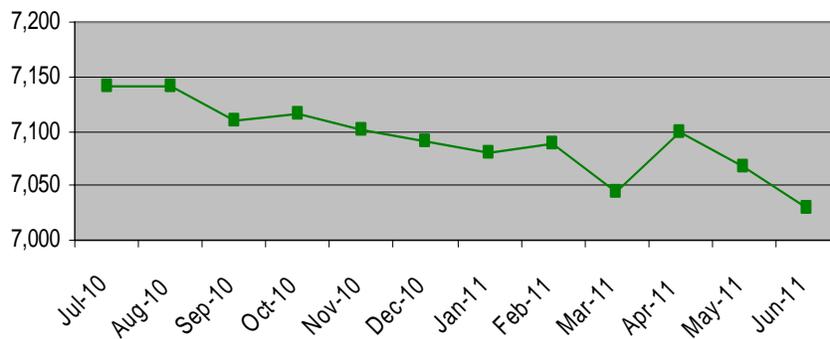
Average Telephone Hold-time - Minutes



# Total Registrants

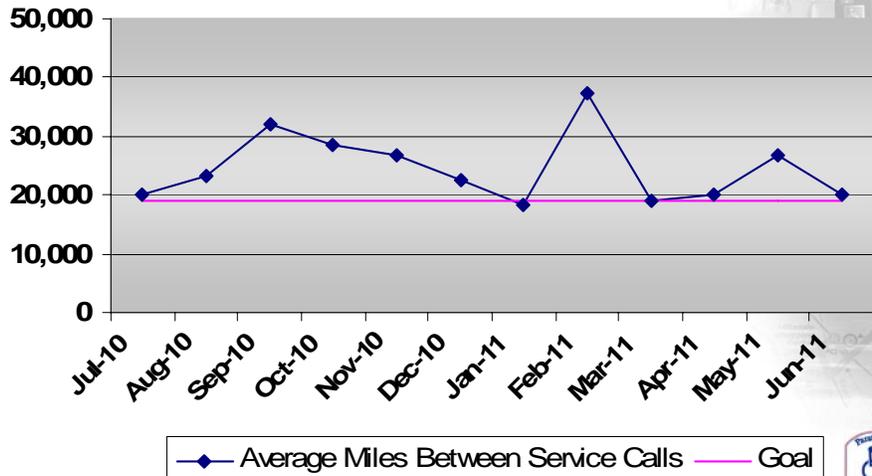


Paratransit Registrants



## Fleet Reliability

samTrans



## FY2011 Highlights

samTrans

- Maintained zero-denial record
- On-time performance met standard
- Telephone hold-time exceeded standard
- Fleet reliability remains high
- Ridership declined slightly
- Implemented Agency Group flat fare Oct. 1, 2010
- Participated in MTC Sustainability Project, providing Paratransit operational/cost data

## Preview of FY2012

samTrans

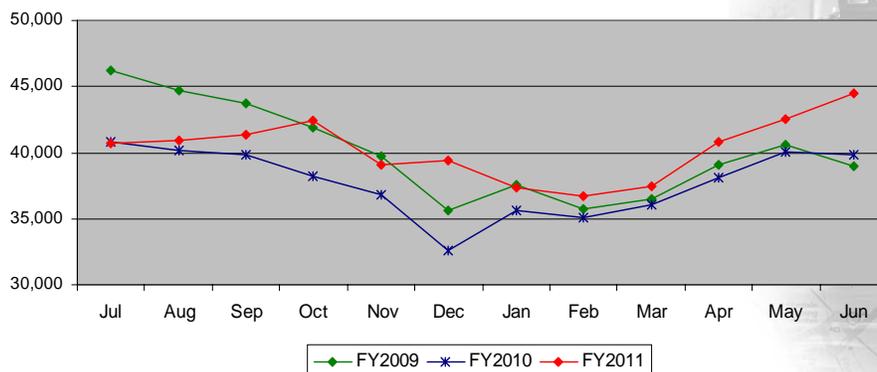
- Implemented phase II of Paratransit fare increase July 1, 2011
- Continue discussions with contractor on cost containment strategies for Paratransit services
- Replace 10 minivans and purchase 2 expansion buses
- Complete IVR System implementation



## Caltrain Ridership

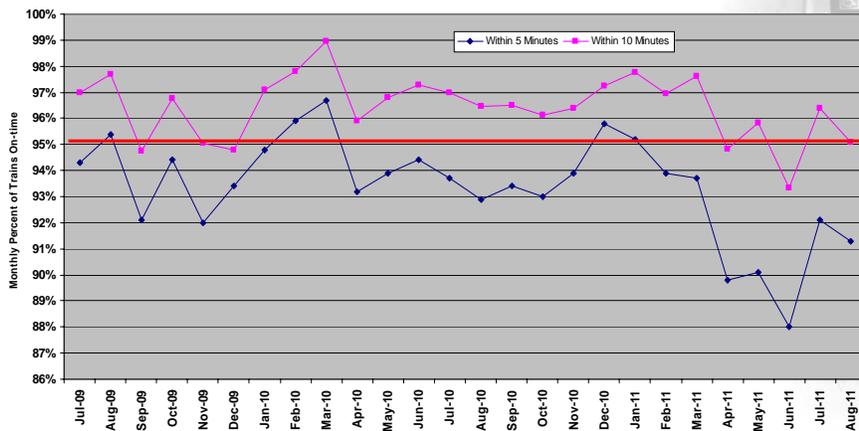
samTrans

Average Weekday Riders



## On-time Performance

samTrans



Caltrain

## FY2011 Highlights

samTrans

- Weekday trains reduced from 90 to 86 Jan. 3, 2011
- Implemented weekend Baby Bullet Jan. 1, 2011
- Zone fare increased from \$1.75 to \$2 Jan. 1, 2011
- Monthly and 8-ride passes moved to Clipper early 2011
- AWR increased 5.6% from 37,796 to 39,909
- Total ridership increased 5.9% from 11,967,716 to 12,673,420 trips
- Farebox Revenue increased 14.5% from \$42.8 million to \$49.0 million
- Converted 10 additional gallery cars to bike cars

Caltrain

## FY2011 Highlights

samTrans

- Completed procurement process to award new contract for Caltrain rail operations
- Continued development work and procurement of FRA mandated positive train control system
- Continued work on new Rail Operations Control System and Predictive Arrival/Departure System
- ROW/Fencing – 11,000 feet
- SSF Station Parking Lot Improvements
- Station improvements to Santa Clara, SJ-Diridon nearly completed



## FY2011 Highlights

samTrans

- Visual Message System Improvements
- Security
  - CCTV at maintenance facility
  - Bollards at San Francisco, Millbrae and Diridon stations
- Developed FY 2013 budget balancing plan at existing service levels
- Developed framework for FY 2014 budget discussions with JPB member agencies and MTC



## Preview of FY2012

samTrans

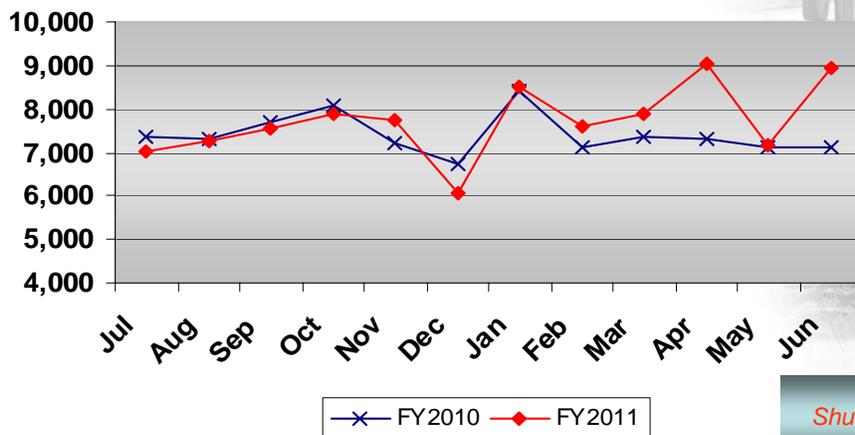
- Base fare increased from \$2.50 to \$2.75 Jul. 1, 2011
- Parking fees increased 33% Jul. 1, 2011
- Awarded contract to TransitAmerica – planning for March 1, 2012 service date
- Jerrold St. Bridge (SF) – replacement
- San Bruno Grade Separation
- San Mateo Bridges – foundation retrofit
- South Terminal Improvements and Santa Clara Station



## Shuttle Ridership

samTrans

Average Weekday Ridership



Shuttles

## FY 2011 Shuttle Highlights

samTrans

- Hired new Associate Contract Administrator to replace Richard Cook to manage Shuttle contracts
- Negotiated extension of Parking Co. of America Shuttle operator contract
- Collaborated with C/CAG and the Alliance on a Shuttle Business Practices Study

Shuttles

## FY 2011 Shuttle Highlights

samTrans

- Assist TA with preparation of next Shuttle/Community Bus Call for Projects
- Complete Shuttle Business Practices Study, implement adopted recommendations
- Develop RFP and complete procurement cycle for renewal of Shuttle operations contract
- New Walmart offices at Bayhill, add Shuttle route to Caltrain San Bruno Station

Shuttles

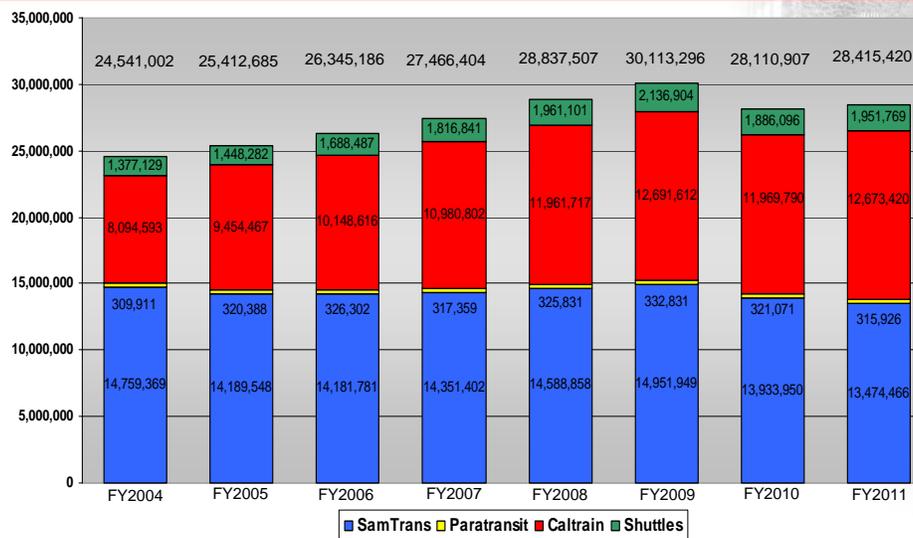
## Human Capital

samTrans

- 17,833 hours of Operations Division training (DMV required certification, maintenance, retraining, management)
- Leadership Program – 11 graduates in FY2011, 22 to date
- Leadership class started Sep. 7 with 12 participants
- Industry Leadership Development
  - Eno senior executive training
  - Eno mid-management training
  - APTA Leadership Class 2011 – Elliot Rivas
  - APTA Leadership Class 2012 – Melanie Choy

## Total Trips by Mode

samTrans



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi 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 September 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 October 26, 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 (TA) 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"); and Liquidity funds which are managed by TA staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

CSI provides the TA 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.

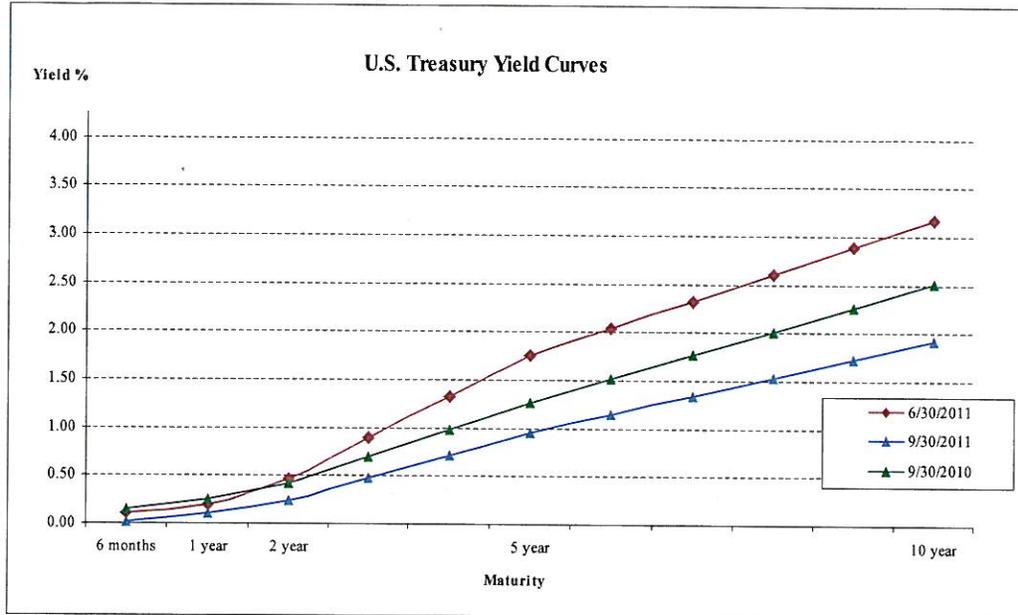
Due to the nature of securities which are bought and sold in a principal market, such as fixed income securities, multiple market values may exist for a given security at any given time. CSI has chosen IDC as an unbiased estimator of these prices based on their leading role as a provider of end of the 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 TA's portfolio. These surveys reflect the levels at which someone is actually willing to purchase the securities held by the TA. In the case of money market instruments, which are not supported by IDC, CSI uses adjusted cost.

The Liquidity funds managed by TA 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 TA has the ability to meet its expenditure requirements for the next six months.

## DISCUSSION

### Market Review and Outlook



Data Source: Bloomberg

Interest rates fell during the third quarter of the year as a series of events including the sovereign debt crisis in Europe, further stimulus measures by the Federal Reserve (the Fed), and a downgrade by Standard and Poor's Corporation (S&P) of the sovereign debt of the United States, dominated the headlines. Taken together, these events lowered expectations for global growth and raised the possibility for renewed recessions in both Europe and the United States. By the end of the quarter, interest rates had fallen to record lows and the equity markets stood 17.5 percent off their recent highs.

Most commentators believe the most serious challenge currently facing the global economic market is the debt problems in the Euro Zone. It is now widely expected that Greece will default on its debt. While it is unclear how such a default will impact the remainder of the Euro Zone, it is clear that a default will come as a serious blow to the many European banks that hold the sovereign debt. The fear is that such a default could lead to a broader financial crisis that could in turn lead to a more serious economic downturn across the continent of Europe and further.

In the United States, slow economic growth, persistently high levels of unemployment and weaker financial markets led the Fed to announce "Operation Twist" as their latest attempt to stimulate economic growth. Operation Twist's stated goal is to stimulate economic activity through the sale of short-term bonds and the purchase of long-term bonds. However, investors are not convinced that the Fed's actions have had, or will have much of an impact on growth. Until banks start lending again, the argument goes, the additional liquidity provided by the Fed will do the economy little good.

An unprecedented event that took place during the quarter was the downgrade by S&P of the sovereign debt of the United States. The immediate market reaction was an increase in the price

of U.S. Government securities indicating that the downgrade was not taken as a reflection of the credit quality of U.S. Government debt. Rather, the downgrade signaled concern for weaker global growth as fiscal policies across the world are tightened.

In another unprecedented event during the quarter, the Fed announced their intention to maintain an extremely low level of interest rates through mid 2013. It was the Fed's hope that this statement would reduce uncertainty and allow companies to plan for future investments. The move was not universally supported. Unfortunately, by the Fed's own words, this is a strategy they intend to pursue for some time and investors need to set their expectations accordingly.

The decline in rates is not what we had been expecting. Even though we believe the U.S. economy can continue to grow in spite of its current challenges, the message from the market is that it will be well over a year before the Fed starts to raise interest rates again.

Despite the litany of negative news there are still several bright spots. Corporate profits reached record levels, balance sheets remain strong, and production schedules appear more or less in line with reduced levels of demand. What's more, the global economy seems poised to grow at a faster than normal pace, there are expectations for the global middle class to quadruple in size over the next twenty years with the resulting increase in global GDP providing ample opportunities for multinational corporations to continue to grow profits, which is a good sign for increasing levels of employment over time.

### **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 TA's portfolio consisted of approximately 7.3 percent Government Guaranteed Corporate Bonds, 73.5 percent Agency Securities, 18.7 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 September 30, the portfolio returned 0.23% percent. This compares to the benchmark return of 0.93% percent. The Performance graph in Exhibit 4 shows the relative performance of the Authority since inception. The Growth of a Thousand Dollars graph in Exhibit 5 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 September 30, the

portfolio's yield to maturity or call was **0.62** percent. The benchmark's yield to maturity was **0.80** 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.

Prepared by: Lori Snow, Manager Finance Treasury

650-508-6425

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

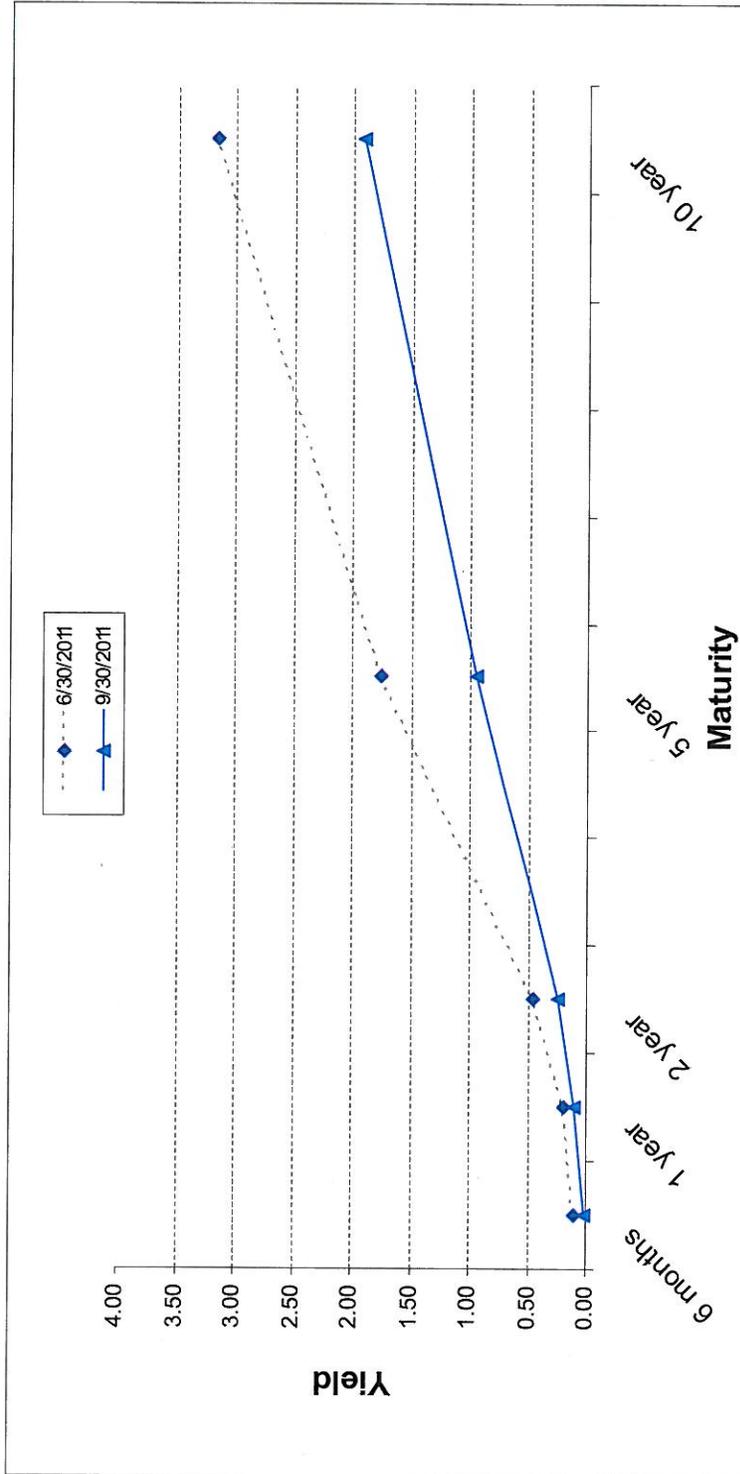
TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<b>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</b>							
<b>INVESTMENT PORTFOLIO:</b>							
<b>CORPORATE BONDS</b>							
Bank of America Corp.	06050BAG6	04-30-12	2,000,000	2,032,960	2,021,690	17,500	2,039,190
General Electric Capital Corp	36967HAH0	06-08-12	1,500,000	1,530,600	1,520,445	10,267	1,530,712
Goldman Sachs	38146FAA9	06-15-12	3,000,000	3,124,650	3,063,615	28,438	3,092,053
Wells Fargo & Co.	949744AC0	06-15-12	3,000,000	3,058,440	3,037,002	18,594	3,055,596
John Deere Capital	24424DAA7	06-19-12	3,000,000	3,107,970	3,057,342	24,198	3,081,540
<b>TREASURY SECURITIES</b>							
U.S. Treasury Note	912828KB5	01-15-12	2,800,000	2,789,063	2,808,641	6,591	2,815,232
U.S. Treasury Note	912828KX7	06-15-12	1,500,000	1,525,313	1,518,047	8,222	1,526,269
U.S. Treasury Note	912828LH1	08-15-12	2,000,000	2,028,125	2,027,188	4,375	2,031,563
U.S. Treasury Note	912828HQ6	01-31-13	15,000,000	15,462,500	15,523,828	71,484	15,595,312
<b>GOVERNMENT BONDS</b>							
FNMA	31359MLS0	11-15-11	2,000,000	2,131,400	2,012,278	40,312	2,052,590
FNMA	31398AUU4	01-09-12	4,000,000	4,014,560	4,020,148	18,000	4,038,148
FHLB	3133XSWM6	01-23-12	3,000,000	3,000,000	3,017,955	11,725	3,029,680
FHLB	3133XR5T3	06-08-12	2,000,000	2,105,000	2,046,004	22,556	2,068,560
FHLM	3137EACCI	06-15-12	2,000,000	1,995,080	2,020,824	10,208	2,031,032
FNMA	31398AYM8	08-10-12	5,000,000	4,996,300	5,062,555	12,153	5,074,708
FNMA	3136FPRL3	10-28-13	15,000,000	14,977,500	15,000,630	39,583	15,040,213
FHLM - STEP UP	3134G1XT6	11-04-13	2,250,000	2,245,725	2,250,257	4,563	2,254,819
FNMA	3136FPW60	12-30-13	10,000,000	10,000,000	10,022,620	37,500	10,060,120
FNMA - STEP UP	3136FPX85	12-30-13	5,100,000	5,093,625	5,115,152	9,563	5,124,715
FHLM	3137EACR8	02-25-14	19,000,000	18,901,470	19,396,302	25,399	19,421,701
FHLM	3134G2D66	03-14-14	15,000,000	14,994,750	14,968,650	4,167	14,972,817
FNMA	3135G0BG7	04-18-14	11,000,000	10,993,400	11,066,550	74,250	11,140,800
FNMA STEP UP	3136FRFT5	04-18-14	10,000,000	9,998,000	10,018,340	45,000	10,063,340
FHLM	3137EACB3	04-23-14	13,500,000	13,932,270	14,172,827	147,188	14,320,014
FHLM - STEP UP	3134G1VQ4	10-15-15	2,550,000	2,554,998	2,550,842	14,609	2,565,451
FNMA - STEP UP	3136FP2U0	01-27-16	5,000,000	4,988,750	4,999,175	8,750	5,007,925

EXHIBIT 1 (Cont.)

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

TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<b>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP (Cont'd.)</b>							
<b>INVESTMENT PORTFOLIO:</b>							
TREASURY INFLATION PROTECTED SECURITIES							
US Inflation Indexed Note	912828KM1	04-15-14	10,141,155	10,122,021	10,622,860	58,187	10,681,047
COLLATERIZED MORTGAGE OBLIGATIONS							
FHLB Series 00-0606 Class Y	3133XE5D7	12-28-12	884,222	903,841	926,002	259	926,261
<b>TOTAL FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</b>							
			<u>171,225,377</u>	<u>172,608,310</u>	<u>173,867,767</u>	<u>773,640</u>	<u>174,641,407</u>
<b>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</b>							
BANK OF AMERICA CHECKING							
LAIF				539,487	539,487	0	539,487
SAN MATEO COUNTY POOL				5,021,207	5,021,207	6,415	5,027,622
				220,717,058	220,717,058	663,296	221,380,353
<b>TOTAL FUNDS MANAGED BY DISTRICT STAFF</b>							
			<u>226,277,752</u>	<u>226,277,752</u>	<u>226,277,752</u>	<u>669,710</u>	<u>226,947,463</u>
<b>TOTAL AS OF SEPTEMBER 30, 2011</b>							
			<u>398,886,062</u>	<u>400,145,519</u>	<u>400,145,519</u>	<u>1,443,350</u>	<u>401,588,869</u>

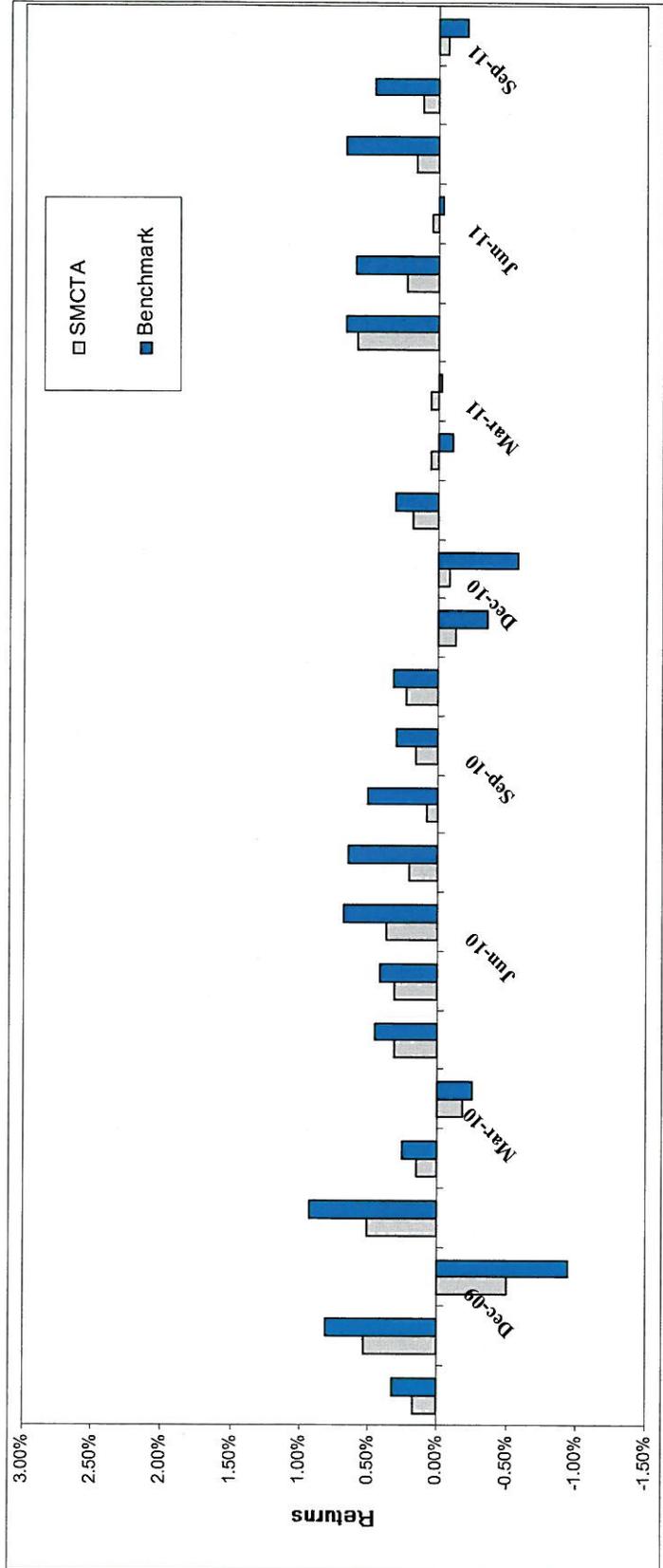
San Mateo County Transportation Authority  
 Historical Yield Curve



CSI Capital Management, Inc.

Data Source: Bloomberg

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



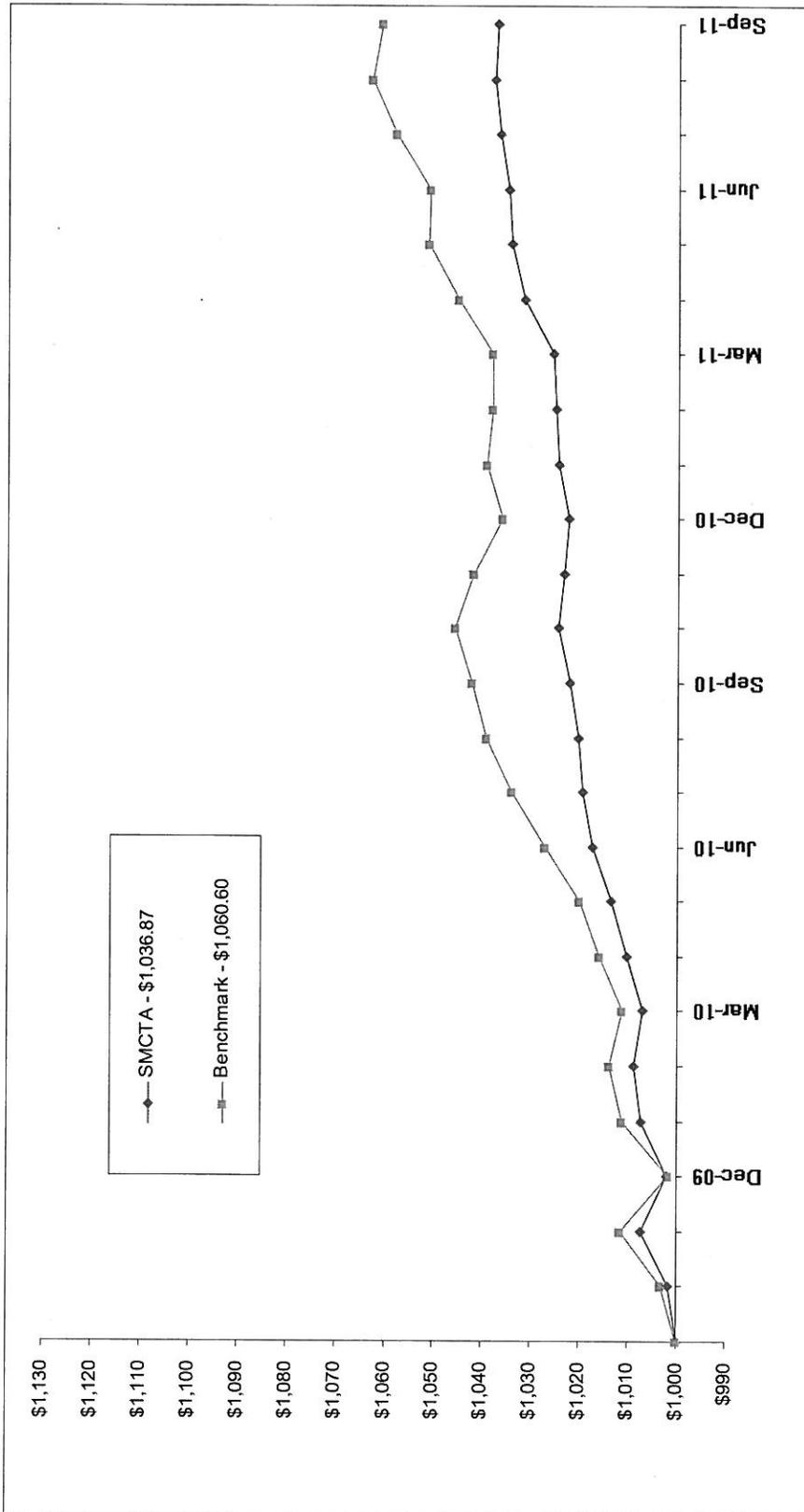
Trailing 12 Months	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Trailing 12
<b>MONTHLY PERFORMANCE DATA</b>													
SMCTA	0.23%	-0.12%	-0.08%	0.19%	0.06%	0.06%	0.59%	0.24%	0.05%	0.17%	0.12%	-0.06%	1.46%
Benchmark	0.33%	-0.36%	-0.58%	0.32%	-0.10%	-0.01%	0.67%	0.61%	-0.03%	0.67%	0.47%	-0.21%	1.78%

**EXHIBIT 3**

*CSI Capital Management, Inc.*

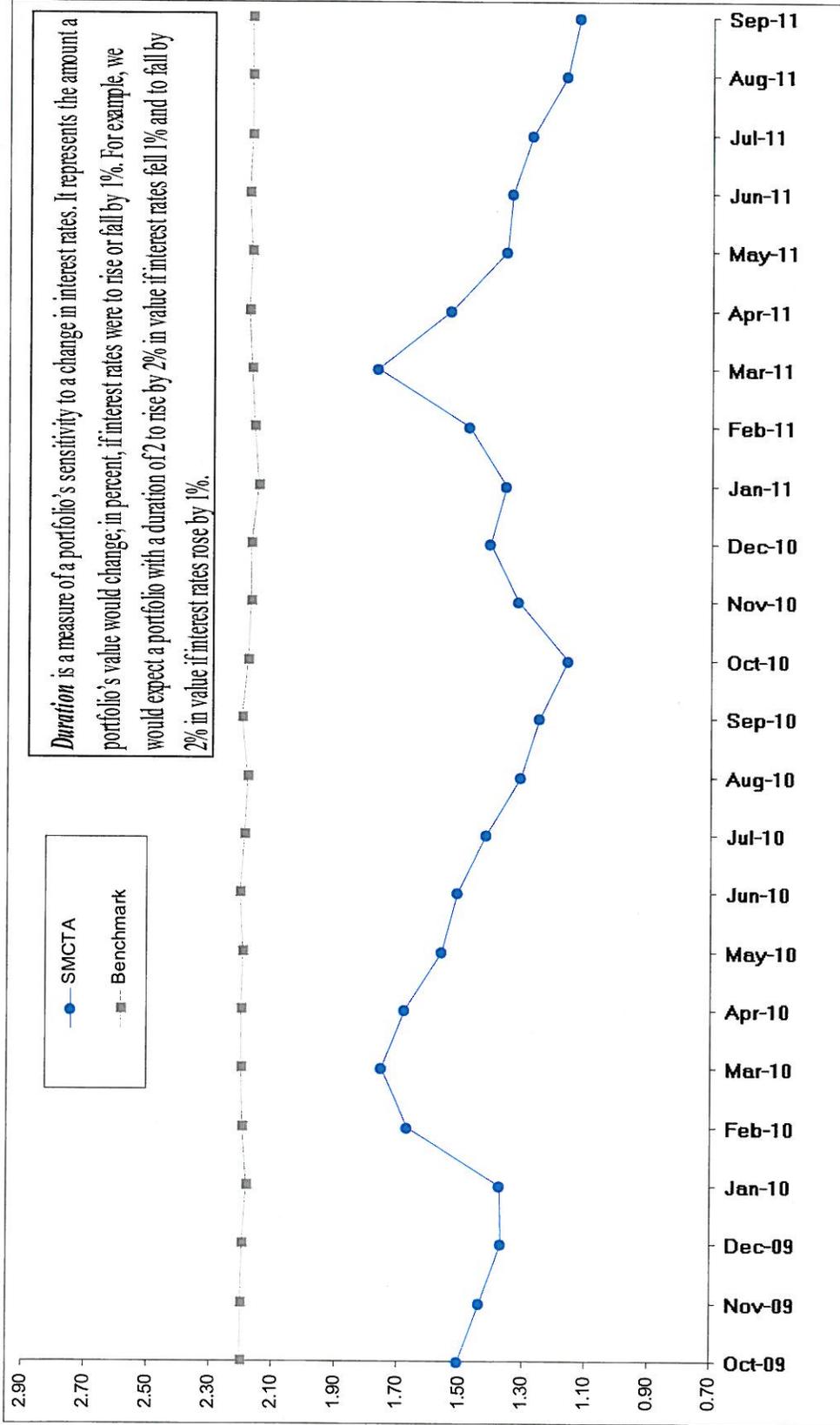
# San Mateo County Transportation Authority Growth of a Thousand Dollars

*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

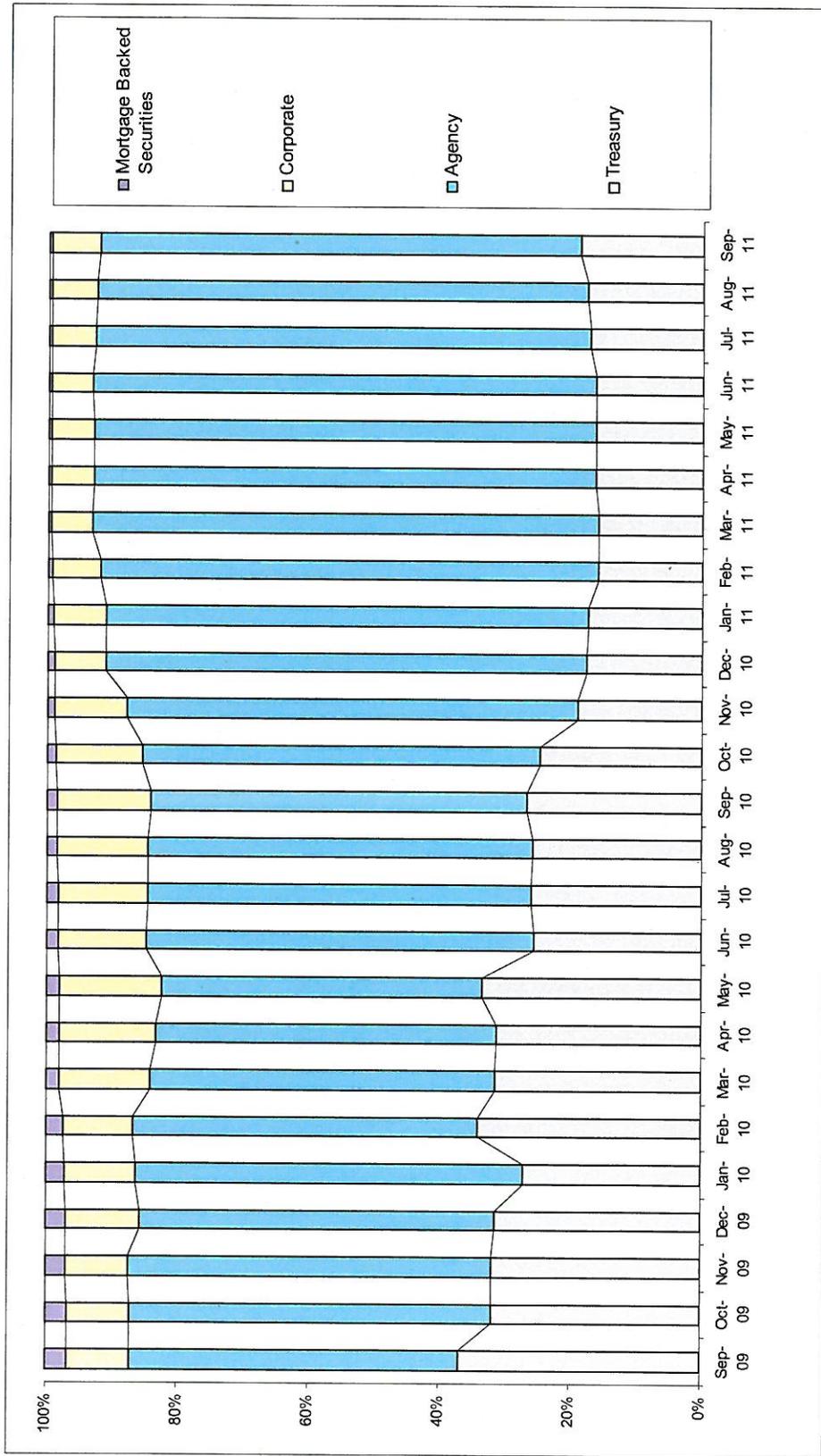


EXHIBIT 6

CSI Capital Management, Inc.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

**TO:** Transportation Authority

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

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

**SUBJECT: PROGRAM REPORT: TRANSIT: CALTRAIN PROGRAM**

**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 Measure A investments in the Caltrain Program.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Caltrain, the commuter rail system serving San Francisco, San Mateo and Santa Clara counties has been the responsibility of the Joint Powers Board (JPB) since 1992. The original Measure A Expenditure Plan identified Caltrain improvements as its number one priority. The Transportation Authority through the JPB has funded a number of capital local and system-wide improvements on the Caltrain system. The new Measure A Expenditure Plan funding eligibility was broadened to include capital and operating expenditures. Since Fiscal Year 2009 the TA has funded a portion of San Mateo County's share of the Caltrain operating expenses.

This month's presentation on investments in the Caltrain Program will be presented via PowerPoint.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Mark Simon  
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

**STATE ISSUES**

**Bond Sale**

On October 19, the State began offering the sale of \$1.8 billion in bonds to help create jobs by funding major infrastructure projects.

Since the Governor decided to forego a bond sale last spring due to unfavorable economic conditions, staff has been working with the California Transit Association and other statewide entities to push for a bond sale in the fall.

The level of funding generated through the bond sale that would be invested in transportation or public transit projects has yet to be determined, but the Governor stated that projects with cash flow needs or requiring reimbursement from the State would be given priority.

**FEDERAL ISSUES**

**Appropriations**

After passing a Continuing Resolution that preserves current spending levels through November 18, Congress renewed work on the Fiscal Year 2012 appropriations process.

The Senate is planning a November 1 vote on a “minibus”, which would include funding for Agriculture, Commerce-Science-Justice and Transportation, housing and Urban Development p

programs. The Senate legislation preserves existing funding levels for critical transportation programs, while legislation proposed in the House would reduce funding for transportation and public transit by 30-40 percent.

#### American Jobs Act

On October 11, the Senate failed to advance the American Jobs Act with the 60 votes necessary to avoid a filibuster. Instead, proponents of the legislation, which would provide nearly \$50 billion for transportation infrastructure improvements, embraced a strategy to divide the bill into smaller components that could be passed separately by Congress.

The first two components of this strategy also failed to secure enough votes in the Senate last week, but the component that includes transportation funding, the Rebuild America Jobs Act, is planned to receive a vote during the week of October 31. The bill calls for the investment of \$50 billion in transportation infrastructure and includes \$27 billion for highways, \$9 billion for transit, \$4 billion for high-speed rail, \$3 billion for airports and \$5 billion for multimodal discretionary grants. The bill also includes \$10 billion to create a new National Infrastructure Bank.

The bill is funded through a new income tax on those earning more than \$1 million per year, which will make it difficult to secure votes from Senate Republicans.

Prepared by: Seamus Murphy, Government Affairs Manager

650-508-6388

**San Mateo County Transportation Authority  
Bill Matrix as of 10/21/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 147</a> <a href="#">Dickinson D</a></p> <p>Subdivisions.</p>	<p>CHAPTERED 9/6/2011 - Chaptered by the Secretary of State, Chapter Number 228, Statutes of 2011</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.</p> <p><b>Last Amended on 5/31/2011</b></p>	<p>Support</p>
<p><a href="#">AB 320</a> <a href="#">Hill D</a></p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p>	<p>ASSEMBLY ENROLLMENT 9/6/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</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. <b>Last Amended on 6/14/2011</b></p>	
<p><a href="#">AB 348</a> <a href="#">Buchanan D</a></p> <p>Highways: Safety Enhancement-Double Fine Zone.</p>	<p>ASSEMBLY ENROLLED 9/7/2011 - Enrolled and presented to the Governor at 3:30 p.m.</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. <b>Last Amended on 7/7/2011</b></p>	

**San Mateo County Transportation Authority**  
**Bill Matrix as of 10/21/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 427</a>  <a href="#">John A. Pérez D</a></p> <p>Transportation bond funds: transit system safety.</p>	<p>ASSEMBLY            ENROLLED            9/7/2011 - Enrolled and presented to the Governor at 3:30 p.m.</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.</p> <p>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 suballocate 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.</p> <p><b>Last Amended on 8/15/2011</b></p>	
<p><a href="#">AB 516</a>  <a href="#">V. Manuel Pérez D</a></p> <p>Safe routes to school.</p>	<p>CHAPTERED            9/7/2011 - Chaptered by the Secretary of State, Chapter Number 277, Statutes of 2011</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. 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.</p> <p><b>Last Amended on 7/14/2011</b></p>	
<p><a href="#">AB 551</a>  <a href="#">Campos D</a></p> <p>Public contracts: prevailing wage requirements: violations.</p>	<p>ASSEMBLY            ENROLLMENT            9/6/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</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.</p> <p><b>Last Amended on 8/24/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 10/21/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 650</a> <a href="#">Blumenfield D</a></p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>ASSEMBLY ENROLLMENT 9/6/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>This bill would establish, until March 30, 2013, the Blue Ribbon Task Force on Public Transportation for the 21st Century.</p> <p>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 nonlegislative 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. <b>Last Amended on 8/15/2011</b></p>	<p>Support</p>
<p><a href="#">AB 892</a> <a href="#">Carter D</a></p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>ASSEMBLY ENROLLED 8/31/2011 - Enrolled and presented to the Governor at 1:30 p.m.</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. <b>Last Amended on 7/13/2011</b></p>	<p>Support</p>
<p><a href="#">AB 912</a> <a href="#">Gordon D</a></p> <p>Local government: organization.</p>	<p>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. <b>Last Amended on 5/27/2011</b></p>	

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Bill Matrix as of 10/21/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 952</a> <a href="#">Jones R</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY ENROLLMENT 9/7/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>The High-Speed Rail 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.</p> <p><b>Last Amended on 8/16/2011</b></p>	
<p><a href="#">AB 957</a> <b>Committee on Transportation</b></p> <p>Transportation omnibus bill.</p>	<p>ASSEMBLY ENROLLMENT 9/8/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</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.</p> <p><b>Last Amended on 8/31/2011</b></p>	
<p><a href="#">AB 1097</a> <a href="#">Skinner D</a></p> <p>Transit projects: domestic content.</p>	<p>ASSEMBLY ENROLLMENT 9/6/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing law provides various sources of funding for transit projects.</p> <p>This bill would specifically authorize the state or a local agency, relative to the use of 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, as specified.</p> <p><b>Last Amended on 8/29/2011</b></p>	Support
<p><a href="#">AB 1105</a> <a href="#">Gordon D</a></p> <p>High-occupancy toll lanes: roadway markings.</p>	<p>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.</p> <p><b>Last Amended on 4/13/2011</b></p>	Support

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1164</a> <a href="#">Gordon D</a></p> <p>Federal transportation funds.</p>	<p>ASSEMBLY ENROLLMENT 9/8/2011 - Re-referred to Com. on TRANS. pursuant to Assembly Rule 77.2. Joint Rule 62(a), file notice suspended. From committee: That the Senate amendments be concurred in. (Ayes 12. Noes 0.) (September 8). Senate amendments concurred in. To Engrossing and Enrolling.</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 of 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 fund 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.</p> <p><b>Last Amended on 9/1/2011</b></p>	
<p><a href="#">AB 1388</a> <a href="#">Wieckowski D</a></p> <p>Earnings withholding orders.</p>	<p>ASSEMBLY ENROLLMENT 9/7/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</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. The bill would also make a conforming change.</p> <p><b>Last Amended on 6/10/2011</b></p>	
<p><a href="#">AJR 5</a> <a href="#">Lowenthal, Bonnie D</a></p> <p>Transportation revenues.</p>	<p>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. <b>Last Amended on 3/29/2011</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 126</u></a> <a href="#"><u>Steinberg D</u></a></p> <p>Agricultural labor relations.</p>	<p>SENATE ENROLLMENT 9/9/2011 - Re-referred to Com. on RLS. pursuant to Senate Rule 29.10.</p>	<p>Existing law prohibits employers from engaging in unfair labor practices, including interfering in the election by agricultural employees of labor representatives to engage in collective bargaining for the designated bargaining units.</p> <p>This bill would provide that if the board refuses to certify an election regarding certification of a labor organization because of employer misconduct that, in addition to affecting the results of the election, would render slight the chances of a new election reflecting the free and fair choice of employees, the labor union shall be certified as the exclusive bargaining representative for the bargaining unit.</p> <p><b>Last Amended on 9/2/2011</b></p>	
<p><a href="#"><u>SB 310</u></a> <a href="#"><u>Hancock D</u></a></p> <p>Local development.</p>	<p>SENATE ENROLLMENT 9/9/2011 - Assembly amendments concurred in. (Ayes 22. Noes 15.) Ordered to engrossing and enrolling.</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 authorize a district to reimburse a developer that meets specified requirements for permit expenses or expenses related to the construction of affordable housing units pursuant to the Transit Priority Project Program described below. This bill would also require that an infrastructure financing plan also include a plan to finance any potential costs for reimbursing a developer that meets specified requirements for permit and affordable housing expenses related to a project of the Transit Priority Project Program.</p> <p><b>Last Amended on 8/29/2011</b></p>	
<p><a href="#"><u>SB 582</u></a> <a href="#"><u>Yee D</u></a></p> <p>Commute benefit policies.</p>	<p>SENATE 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><b>Last Amended on 7/7/2011</b></p>	

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