



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

March 1, 2012 - Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Citizens Advisory Committee Report
4. Consent Calendar
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a. Approval of Minutes of February 2, 2012
 - b. Acceptance of Statement of Revenues and Expenditures for January 2012
 - c. Authorize Execution of Master Agreement for State-Funded Transit Projects with the California Department of Transportation Division of Mass Transportation
 - d. Measure A Program Status Report
5. Public Comment
Public testimony by each individual speaker shall be limited to one minute
6. Chairperson's Report
 - a. Resolution of Appreciation to Outgoing Chair Rosanne Foust
7. SamTrans Liaison Report - February 8, 2012
8. Joint Powers Board Report
9. Report of Executive Director
10. Program
 - a. Program Report: Transit – Caltrain Modernization
 - b. State and Federal Legislative Update
 - c. Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2012

RESOLUTION

RESOLUTION

INFORMATIONAL

INFORMATIONAL

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11. Requests from the Authority

12. Written Communications to the Authority

13. Report of Legal Counsel

14. Date, Time and Place of Next Meeting

Thursday, April 5, 2012 at 5:00 p.m., at San Mateo Country Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

15. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

MINUTES OF FEBRUARY 2, 2012

MEMBERS PRESENT: C. Groom (Chair), D. Horsley, K. Matsumoto, T. Nagel,
N. Patridge, S. Richardson

MEMBERS ABSENT: R. Foust

STAFF PRESENT: J. Cassman, G. Harrington, C. Harvey, R. Haskin, A. Hughes,
M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon

Chair Carole Groom called the meeting to order at 5:01 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta reported on their January 31 meeting:

- Deputy CEO Chuck Harvey gave a presentation on paratransit.
- Interim Executive Officer Planning and Development Aidan Hughes gave an update on the shuttles call for projects. Some suggestions from the CAC included wording in priorities, under the need criteria section of the Strategic Plan prioritization category and have strong outreach to all cities, especially to those who have not been part of the program.
- Supported acceptance of Statement of Revenues and Expenses for December 2011, the Quarterly Investment Report and Fixed Income Market Review Outlook for the quarter ended December 31, 2011 and the 2012 Legislative Program.
- Government Affairs Officer Jayme Ackemann gave a legislative update.
- In her report she advised the CAC that Assemblyman Jerry Hill will be holding a meeting at 7 p.m. on February 2 on Caltrain funding and the Caltrain Modernization Program. She and CAC member Randy Hees attended the Association of Bay Area Governments/ Metropolitan Transportation Commission (MTC) Plan Bay Area Workshop.
- TA Program Director Joe Hurley encouraged the CAC to get the word out on the shuttle call for projects.

CONSENT CALENDAR

Director Terry Nagel asked that Item A be severed from the Consent Calendar as she was not at the meeting and cannot vote on this item.

- a) Approval of Minutes of January 5, 2012

A motion (Richardson/Patridge) to approve the minutes was unanimously approved; Nagel abstained.

- b) Acceptance of Statement of Revenues and Expenditures for December 2011

A motion (Richardson/Patridge) to approve the Consent Calendar was unanimously approved.

PUBLIC COMMENT

Jim Bigelow, Redwood City/San Mateo County Chamber and Menlo Park Chamber, said he attend the MTC meeting on January 25. The request to take \$5.5 million a year out of Regional Measure 2 funds for the rail operation on Dumbarton and make those funds available for the current Dumbarton Bus service and expansion was approved.

CHAIRPERSON'S REPORT – CAROLE GROOM

No report.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The January 11, 2012 SamTrans report is included in the agenda packet.

JOINT POWERS BOARD (JPB) REPORT

Executive Director Michael Scanlon reported on the meeting of February 2, 2012:

- A public hearing was held on proposed changes to the Codified Tariff including elimination of 8-ride tickets and increase in GO Pass pricing. No action was taken.
- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – December 2011 compared to December 2010
 - Total Ridership was 1,036,826, an increase of 11.6 percent.
 - Average Weekday Ridership was 38,387, an increase of 10.1 percent.
 - Total Revenue was \$4,305,083, an increase of 27.1 percent.
 - On-time Performance was 94 percent, a decrease of 1.8 percent.
 - Caltrain Shuttle Ridership was 5,771, an increase of 38.9 percent.
 - Year-to-Date Performance Statistics – December 2011 compared to December 2010
 - Total Ridership was 6,898,319, an increase of 9.2 percent.
 - Average Weekday Ridership was 42,996, an increase of 7.8 percent.
 - Total Revenue was \$29,025,589, an increase of 24.3 percent.
 - On-time Performance was 93.4, a decrease of 0.4 percent.
 - Caltrain Shuttle Ridership was 6,818, an increase of 30.2 percent.
- Annual passenger counts began on January 18 to validate the methodology used to make ridership counts for the remainder of the year.
- Rail operator transition continues to go fairly well.
- The Forty Niner championship game carried an additional 2,000 passengers from the Bayshore Station.
- Special service:
 - The Freedom Train operated on Martin Luther King, Jr. Day carried 1,000 celebrants and was down about 3 percent from last year.
 - Shark ridership for four home games in 2012 averaged 328 per game and for the season is up 34 percent.
 - Extra service will be provided on February 4 for the Giants Fan Fest at AT&T Park.

- A modified Saturday schedule will be operated on President's Day.
- Work continues at San Bruno and the cutover from the main lines to a shoofly was done on January 14-15.
- Santa Clara and San Jose South Terminal projects are wrapping up.
- Staff has been involved in a parking proposal that the San Francisco Municipal Transportation Agency is recommending around the 22nd Street and 4th and King stations.
- The Bicycle Advisory Committee met on January 19 and Carlos Babcock was elected chair and Shirley Johnson was elected vice chair. A presentation was made by the current operator of Warm Planet bike facility. Staff is working with the current provider of the service to negotiate a subsidy in the interim basis while options are explored.
- Director of Caltrain Modernization Marian Lee gave a report on the capacity analysis and California High Speed Rail Authority Business Plan.
- The Board:
 - Approved the Consent Calendar.
 - Approved the Statement of Revenues and Expenses for December.
 - Received a report on the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2011.
 - Authorized amendment to Fiscal Year 2012 Capital Budget in the amount of \$610,863.
 - Authorized revisions to the Disadvantaged Business Enterprise Program to include a Small Business Enterprise Program.
 - Authorized award of contract for an improved public address system at 4th and King Station.
 - Approved the 2012 Legislative Program.
 - Received a State and Federal legislative update.
 - Received the Fiscal Year 2011 Comprehensive Annual Financial Report.

Mr. Horsley asked if Caltrain is electrified, does it have to be grade separated. Mr. Scanlon said the system envisions using an overhead wire. Grade separations are not required but highly desirable.

Director Nagel asked about the high Forty Niner ridership. Mr. Scanlon said the Bayshore Station is not convenient to the park so staff was caught off guard with the extra ridership.

Deputy CEO Chuck Harvey said what caught staff off guard were 400 passengers got off to go to the game and there was a large increase going back.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon:

- Staff is continuing to monitor the construction bidding environment and at this time it is very favorable. A statewide sampling of California Department of Transportation's highway projects in January ranged from \$2.5 million up to \$100 million, had seven bids per contract and on average came in 25 percent below the engineers' estimate.
- The construction for the Highway 101 Auxiliary Project from University Avenue to Embarcadero will be advertised next month.

- The South San Francisco Ferry Terminal construction is expected to be completed in the next four to five weeks. The Board allocated \$15 million for this project.

FINANCE

Acceptance of Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended December 31, 2011

Bill Osher, CSI Group of SunTrust Bank, said the portfolio performed exactly as it should. The fixed income market did not behave the way it should. Typically when you have an improving economy and inflation is higher than normal interest rates usually rise, but last year they fell. In Europe interest rates are rising even though their economies are falling into recession. The portfolio remains very safe.

Director Terry Nagel said the County Pool is at \$240.6 million and the investment portfolio is at \$158.4 million and asked if this is correct. Mr. Osher said yes. If he doesn't feel he can safely invest the money and earn an adjusted rate of return higher than the Local Agency Investment Fund (LAIF), he has asked staff to divert the money which he feels is a better investment. LAIF presents a nice diversification technique, has no interest rate risk at all and yields almost twice as much as a two-year treasury. His benchmark is if he can beat LAIF then he feels comfortable taking the maturing investments and reinvesting and keeping the portfolio up around \$200 million.

Director Nagel asked if there is anything else that can be done to get the interest up. Mr. Osher said he is subject to the California Government Code. He said more could be moved to corporate bonds, but this Board has traditionally been very reluctant to take credit risk. He wouldn't advocate this today because over the next six months there needs to be some resolution in Europe and it is likely to be messy. The County Pool and LAIF have significant corporate exposure, but this portfolio has none.

Director Sepi Richardson said the county treasurer is thinking about making some changes to the investment strategies and policies so how will this impact the TA. Chair Groom said the county treasurer is suggesting a couple of new investment opportunities be available to the county. One is municipal debt but it doesn't necessarily mean she will use them but would like another tool or two to consider. This has not been approved yet by the full Board of Supervisors.

Mr. Osher said the California Code does allow the TA to purchase municipal debt and historically that is cheap. Municipal debt from an investment perspective is much like corporate bonds. It does carry credit risk.

A motion (Matsumoto/Patridge) to accept the Quarterly Investment Report and Fixed Income Market Review Outlook was unanimously approved.

Fiscal Year 2011 Comprehensive Annual Financial Report

Deputy CEO Gigi Harrington said this is an informational item. She is available to go through the report if anyone has any questions.

Director Karyl Matsumoto said the TA expended \$35 million and is below what is normally done. Ms. Harrington said actual expenditures versus the amount programmed and allocated are two different numbers. The Board gets a quarterly or bi-annual report that shows what has been programmed and allocated, which is significantly more than what has been spent in this year.

Director Matsumoto asked on page 55, on Revenue Under Special Reserve Fund, what is reserve and designated. Ms. Harrington said this is the amount that has been designated into various line items of the Expenditure Program.

Director Nagel said on page 50, the 2009 Paratransit Fund was \$26 million and all the other years are in the \$2 million range. Ms. Harrington said 2009 was the beginning of the new Measure A and with the expiration of the old Measure A, the Paratransit Trust Fund was transferred, by action of this Board, from the TA to the San Mateo County Transit District.

Director Nagel said on page 52, Expenditures Administrative Staff Support and Legal Expenses are up. Ms. Harrington said staff only charges to this when they are working on projects specifically related to work for the TA and also benefits have gone up.

Director Nagel asked what the total full time employees are for the TA for the last 10 years.

Director Nagel said she is surprised on the sales tax number and how the economy has been stagnant and are back down to 2005 levels.

Director Richardson asked if the salaries reflect any increase. Ms. Harrington said there have been no salary adjustments for administrative employees for three years.

PROGRAM

Approval of the 2012 Legislative Program

Government Affairs Manager Seamus Murphy said staff is recommending the approval of the 2012 State and Federal Legislative Program. Every year the Board adopts a legislative program to achieve two primary goals. The first is to provide a document that can be shared with key stakeholders, legislative delegation and the public to give them a better understanding of our regulatory and legislative issues that staff will be focused on in the coming year. It also provides a framework that's broad enough to include all the issues that we are likely to face throughout the year and also flexible enough to allow staff to respond quickly as different legislative proposals emerge. Last year's the program led staff to support five bills. All five bills passed including the gas tax swap legislation which provides funding for the State Transit Assistance program. The Federal level program helped guide staff's efforts to successfully support the maintenance of authorized and appropriated funding even though the House was proposing cuts of over 30 percent to both appropriated and authorized funds.

This year the program has been updated to reflect some changing conditions. The gas tax swap changes the flow of diesel sales tax funds significantly to transit operations and the program reflects that change and also the limited funds the gas tax swap results in for capital projects. This is a consequence of the gas tax swap that needs to be corrected so the program identifies the need to advocate for more capital funds and specifically to advocate for the sale of infrastructure

bonds and the direction of the revenues produced from the sale of those bonds to transportation programs. The second major revision has to do with Assembly Bill 32 and the cap and trade program. This is the first year the cap and trade regulations will be in place and revenues will be created. As a result of that regulation the program specifies staff will work to ensure a portion of those revenues are sent to transportation programs that help meet transportation investment needs. The third provision has to do with High Speed Rail (HSR) and it reflects the State's new approach to HSR on the Caltrain corridor and ensures staff remains focused on identifying and supporting policies that will advance Caltrain's study of the blended system with integrated HSR and Caltrain service on the Peninsula.

Director Nagel asked about the item on enhanced funding for public transportation infrastructure and capital programs. She said the second paragraph speaks about connectivity funding that she feels is critical on the Peninsula, but feels the third bullet in the chart is weak for this item. Mr. Murphy said there is some indication the California High Speed Rail Authority (CHSRA) and the State might be looking to make better use of the Proposition 1A connectivity funds. Staff has a good indication from the State, the Department of Finance and the CHSRA that they are going to successfully sell those bonds and won't be vetoed once the legislature appropriates the funds.

Mr. Scanlon said the allocation is in the statute, but there are some current efforts that would change the distribution.

Director Nagel asked about item 3B - the California Environmental Quality Act (CEQA) reform. Everyone is sensitive to the expedited judicial review and fast tracking when it affects the cities. Mr. Murphy said there was legislation that passed last session that streamlines the judicial review process for certain projects. Rail and transit projects were not included. This bill was introduced this session as a spot bill that would provide rail and transit projects with the same streamlining benefits that those other projects receive.

Director Nagel said on the HSR item, cities are very conflicted on this issue and asked that the first bullet on item 4 be pulled and just support the efforts that encourage the thorough study of project alternatives that support integrated Caltrain and HSR operations. Mr. Murphy said the current plan is the blended system integrated HSR and Caltrain plan that staff has been studying.

Mr. Murphy said the words "along the Caltrain corridor" that is consistent with the blended system and could be added at the end of the first bullet. There was consensus among the Board to add this wording to the 2012 Legislative Program.

Chair Groom asked on page 6 are there any thoughts on action that may occur in Congress on increasing transportation funds before November. Mr. Murphy said Congress is working on extending authorization for existing transportation programs. Nobody has proposed to increase the funding levels associated with those programs, but they have to increase authorization by the end of March and the proposals on the table so far, both in the House and Senate, would maintain existing program funding levels. The Senate is basically keeping the same structure. Both the House and Senate are looking for additional funds to bolster the Highway Trust Fund since there is not enough funding to maintain current investment levels as it exists today. The problem with

the House version is that they sever the Mass Transit Account from the Highway Trust Fund and use the funds that use to go to the Mass Transit Account to bolster the Highway Trust Fund and make it whole. The Mass Transit Account, which is where our transit agencies receive the bulk of their formula funds, would be dependent on the General Fund at the Federal level. That means they would have to compete with all the other programs that draw from the General Fund and in today's world in order to be funded on a year-to-year basis identify offsets from other programs in order to receive funding.

Mr. Scanlon said this was attempted by the House Ways and Means Committee today. The general bill, as it came out of Transportation and Infrastructure, is a five-year bill that keeps the same level. It doesn't have the funding identified. The House Ways and Means Committee have now tried to attack something that was put in under the Reagan Administration in 1983, specifically the firewalls.

Director Richardson said the next phase of aircrafts that are going to be flying is exempt from CEQA and is this something the Board should send a letter voicing objection to. Legal Counsel David Miller said this is in a different area than the Transportation Expenditure Plan that this Board manages.

A motion (Horsley/Patridge) to accept the amended 2012 Legislative Program was unanimously approved.

Legislative Update

Mr. Murphy said staff is working with Assemblyman Jerry Hill and his staff to identify the full range of options that might exist for creating a permanent source of funding for the Caltrain system. One of the options that was spurred by a poll the Silicon Valley Leadership Group did last summer is an option that requires legislation. Staff has been talking with Assemblyman Hill about introducing a bill that would allow Caltrain to put a measure on the ballot that would authorize a sales tax across all three counties Caltrain serves. This is not something we are guaranteed to use and are exploring a number of different of options and not all of them require legislation.

Chair Groom said there is no timetable when this item could appear. Mr. Murphy said no because it is not an urgency bill.

New Measure A Shuttle Program Fiscal Year 2013-Fiscal Year 2014 Call for Projects

Interim Executive Officer Planning & Development Aidan Hughes said the item before the Board is the proposal to go forward with a single call for projects (CFP) with the City/County Association of Governments (C/CAG). Staff has been working to ensure the CFP is consistent with the TA's Expenditure Plan and Strategic Plan. The projected total available for shuttles in this call is \$7 million - \$6 million from the TA and \$1 million from C/CAG. Some of the features for the CFP are the performance metrics so staff can robustly monitor the performance of the shuttles and take appropriate action if the shuttles aren't performing. Community shuttles will focus on mobility needs, especially for the transit dependent, low income and other populations. There will be community shuttle applicants and there will be applicants who are primarily catering to the employer market. The shuttle applicants will be judged on the quality

of their applications, not only in terms of funding and operations, but also in terms of how they propose to market the shuttles. Staff, along with C/CAG, will conduct outreach to existing shuttle operators, cities and potential shuttle operators to generate greater interest in the shuttle call.

In this CFP, staff is proposing applicants provide a 25 percent match. Currently there is a 50 percent target, but that has been loosely applied and staff feels a 25 percent requirement is more rigorous. Staff understands there will be cases when those applying for community shuttles may not be able to meet the 25 percent match and in those cases there needs to be a robust case made that they are meeting other aspects of the requirements such as mobility needs.

Director Richardson said last month there was a discussion of the Brisbane Shuttle not having any funding but there is no other service in Brisbane. How is this going to impact cities that might be on the chopping block versus a city that has no local match or service? Mr. Hughes said there are no proposals to cut shuttles but are asking all current shuttles to reapply and they will be rated on new criteria. Staff expects many of the applicants will be able to meet the 25 percent match, but also expects those who don't meet other criteria.

Director Richardson asked who is developing the criteria and is input from cities being sought. Mr. Hughes said staff and C/CAG are developing the criteria and there is an advisory committee of this Board that has been established and the same advisory committee will be part of developing the criteria for the shuttle CFP.

Director Horsley said on the coastside there is a clinic for low income and farm workers and there is no transportation for them. Has there ever been a shuttle that works with a county clinic? He said in the State budget the governor has cut rural transportation for schools.

Deputy CEO Chuck Harvey said SamTrans does have a specialized service in Pescadero called SamCoast operated by the Pescadero Foundation. SamTrans funds and provides all the operating revenues required to operate the service. It is a demand-responsive shuttle. At LaHonda/Pescadero school system, it is a very well-kept secret that many years ago SamTrans eliminated the 90C fixed-route because it was way too expensive to operate fixed-route service in a rural area. At that time staff negotiated an agreement with LaHonda/Pescadero and SamTrans provides them an annual subsidy to help pay for their school transportation. Staff is aware they potentially are going to lose all of their state funds and Mr. Harvey has initiated a discussion with the superintendent to explore options.

Director Nagel asked if the \$7 million is the largest CFP for shuttles. Mr. Hughes said last year there was \$6 million for over two years, but the number of applicants didn't match the amount of money available so not all the money was allocated.

Authority Secretary Martha Martinez said she will coordinate with the Chair the appointment of members to a CFP Advisory Committee.

Director Nagel hoped the CACs of the TA and C/CAG are being used to help get the word out on this CFP.

Chair Groom said she wants to make sure the CAC's comments are incorporated. Mr. Scanlon said there was a specific recommendation with the wording to make it or instead of and in regard to the low income and transit dependent and he personally supports this recommendation.

Mr. Scanlon said the budget probably can stand it, but not sure if the timeline can. In order to be able to do the CFP in March and receive applications in April is a pretty tight timeframe. We can put a placeholder in the budget for an amount or do a budget amendment. If this represents a way to get more people engaged and really make sure we are hearing from a widespread community what might be needed, it's better if it takes a bit longer.

Mr. Hughes said as staff developed the Shuttle Business Practices, it was clear it was not the lack of wanting shuttles or need for shuttles, but the lack of understanding of how someone goes through the process in order to get into the program. In making this a single combined call helps initially, but there is an opportunity for staff to do more outreach.

Director Nagel said she likes the idea of monitoring the success of the programs. Is it possible to calculate the per person cost. Mr. Hughes said that would be very difficult to do.

Director Naomi Patridge said one of the keys the advisory committee is really going to help is by changing it to low income or transit dependent.

Director Nagel asked if this money can be used for employer shuttles and can outreach be done to the Peninsula Traffic Congestion Relief Alliance. Mr. Hughes said money cannot be allocated to a private employer they need to have a sponsor.

Director Richardson asked if anything can be done as a shuttle for the school children from Brisbane to Jefferson High. Mr. Harvey said it is very difficult and this is not something we normally do.

Program Report: Transit: Paratransit

Mr. Harvey reported:

- Paratransit is an unfunded mandated program that must mirror fixed-route service.
- The service is contracted and operated by MV Transportation.
- Vehicles used are cutaway buses, minivans, sedans and subcontract taxis.
- The service is a shared-ride service with a reservation system that requires reservations be made in advance and no same-day service.
- Average weekday combined Redi-Wheels and RediCoast ridership is 1,100.
- Average cost per ride is \$40.13.
- Redi-Wheels accounts for 88 percent of service and RediCoast accounts for 12 percent of service.
- The Fiscal Year (FY) 2012 paratransit budget is \$14.1 million.
- Trip denials are zero.
- Eligibility process includes an in-person assessment conducted by a third-party eligibility assessment expert in a dedicated facility in Foster City.
- Certification denials are 2 percent.

- There are a total of 6,800 registrants down from a high of 7,400.
- Interactive Voice Recognition implementation provides next day reminder calls and imminent arrival calls.
- Optimal vehicle mix allows for fleet flexibility depending on ridership trends.
- MTC is conducting an ADA paratransit “Best Practices”.
- New Measure A funds \$2,460,000 to the service.

REQUESTS FROM THE AUTHORITY

Director Nagel said she participated in a webinar on “Governing on the iPad” and there is a growing trend to move to paperless meeting packets. The webinar said the average agency saves \$2,000 to \$10,000 a year in paper and staff time when moved to the iPad.

Ms. Martinez said the agenda is on the website. The TA website will be updated shortly and will provide a subscription service for the public to be able sign up and the agenda would automatically be emailed to them once it gets posted. There have been different feelings about this because some people don’t want to move away from paper. The opportunity for the Board to download the agenda is there and the number of copies made is minimal.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None

REPORT OF LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

March 1, 2012 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070.

The meeting adjourned at 6:56 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 JANUARY 31, 2012**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of January 2012 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$42,317,261 - line 6) is **better** than staff projections by \$1,048,491 or 2.5 percent. Within total revenue, *Interest Income* (\$2,720,454 - line 2) is \$269,076 or 9.0 percent **worse** than projections due to lower than budgeted returns and *Grant Proceeds* (\$814,467 - line 4) is \$130,463 or 13.8 percent **worse** than staff projections.

Total Revenue (\$42,317,261 - line 6) is \$2,511,959 or 6.3 percent **better** than prior year performance. *Sales Tax* (\$38,139,009 - line 1) which is \$2,255,575 or 6.3 percent **better** than prior year is offset by *Interest Income* (\$2,720,454 - line 2) which is \$263,113 or 8.8 percent **worse**.

Expenditures: *Total Administrative* (\$477,993 - line 21) is **better** than staff projections by \$77,235 or 13.9 percent; however, it is **worse** than prior year actual by \$22,222 or 4.9 percent. Within total administrative, *Staff Support* (\$303,640 - line 17) and *Other Admin Expenses* (\$173,371 - line 19) are \$75,217 or 13.6 percent **better** than staff projections.

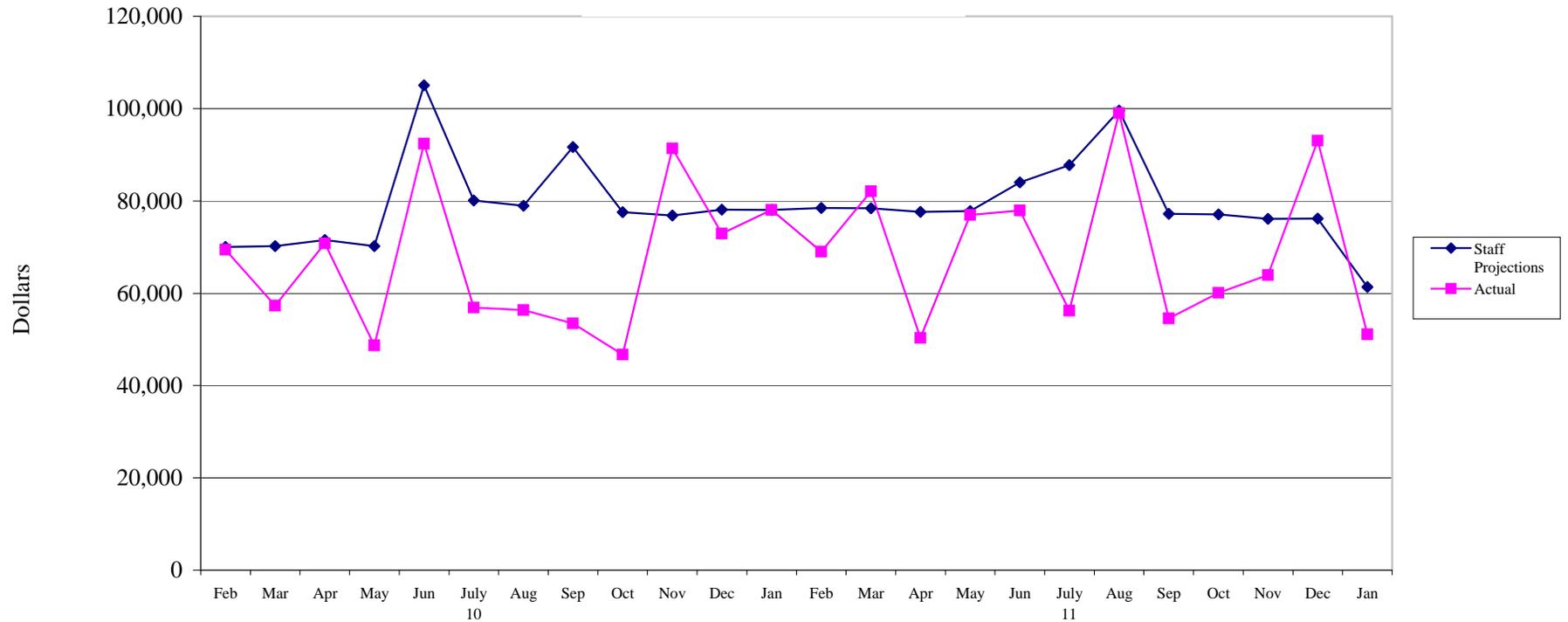
Budget Amendment: The revised budget per Board Resolution 2012-01 is reflected in the January 2012 Statement of Revenues and Expenditures.

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

% OF YEAR ELAPSED: **58.3%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	4,662,611	35,883,434	38,139,009	36,699,900	103.9%	61,500,000	63,000,000	58.3%
2 Interest Income	391,241	2,983,567	2,720,454	2,989,530	91.0%	5,420,670	4,832,570	61.9%
3 Rental Income	92,185	614,865	643,330	634,410	101.4%	1,087,560	1,087,560	59.2%
4 Grant Proceeds	273,925	323,436	814,467	944,930	86.2%	0	2,733,100	29.8%
5								
6 TOTAL REVENUE	5,419,962	39,805,302	42,317,261	41,268,770	102.5%	68,008,230	71,653,230	59.1%
7								
EXPENDITURES:								
9								
10 Annual Allocations	1,851,937	13,900,748	14,762,271	14,236,241	103.7%	23,888,835	24,436,335	60.4%
11								
12 Program Expenditures	3,110,836	26,097,550	14,567,341	36,229,855	40.2%	58,181,665	62,498,768	23.3%
13								
14 Oversight	33,458	156,676	255,769	282,917	90.4%	485,000	485,000	52.7%
15								
16 Administrative								
17 Staff Support	37,602	322,683	303,640	353,055	86.0%	603,712	537,910	56.4%
18 Measure A Info-Others	-	-	982	3,000	32.7%	12,000	12,000	8.2%
19 Other Admin Expenses	13,479	133,088	173,371	199,173	87.0%	353,687	353,687	49.0%
20								
21 Total Administrative	51,081	455,771	477,993	555,228	86.1%	969,399	903,597	52.9%
22								
23 TOTAL EXPENDITURES	5,047,312	40,610,746	30,063,373 (1)	51,304,240	58.6%	83,524,899	88,323,700	34.0%
24								
25 EXCESS (DEFICIT)	372,650	-805,444	12,253,888	(10,035,470)		(15,516,669)	(16,670,470)	
26								
27 BEGINNING FUND BALANCE	Not Applicable	413,096,727	421,881,503	433,190,609		433,190,609	433,190,609	
28								
29 ENDING FUND BALANCE	Not Applicable	412,291,283	434,135,391 (2)	423,155,139		417,673,940	416,520,139	
30								
31								
32 Includes the following balances:								
33 Cash and Liquid Investments		1,000,490		FY 2011 Carryover of Commitments			271,356,576	
34 Current Committed Fund Balance		329,616,903 (3)		FY 2012 Additional Commitments (Budgeted)			83,524,899	
35 Undesignated Cash & Net Receivable		103,517,998		Reso #2011-11			1,584,003	
36 Total		<u>434,135,391 (2)</u>		Reso #2011-12			2,733,100	
37				Reso #2012-01			481,698	
38				Less: Current YTD expenditures			<u>(30,063,373) (1)</u>	
39				Current Committed Fund Balance			<u><u>329,616,903 (3)</u></u>	
40 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
41 against the annual budget. When comparing it to the amounts shown in the								
42 "% of PROJECT" column, please note that individual line items reflect variations								
43 due to seasonal activities during the year.								
44								
45 * The TA Adopted Budget is the Board adopted budget effective June 2, 2011.								
46 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
47								
48								

SMCTA Administrative Expenses



Current Year Data

	Jul '11	Aug '11	Sep '11	Oct '11	Nov '11	Dec '11	Jan '12	Feb '12	Mar '12	Apr '12	May '12	Jun '12
MONTHLY EXPENSES												
Staff Projections	87,727	99,591	77,202	77,063	76,113	76,153	61,379					
Actual	56,262	99,047	54,550	60,068	63,933	93,052	51,081					
CUMULATIVE EXPENSES												
Staff Projections	87,727	187,318	264,520	341,583	417,696	493,849	555,228					
Actual	56,262	155,308	209,858	269,926	333,860	426,912	477,993					
Variance-F(U)	31,465	32,010	54,662	71,657	83,836	66,937	77,235					
Variance %	35.87%	17.09%	20.66%	20.98%	20.07%	13.55%	13.91%					



Board of Directors 2012

Carole Groom, Chair
 Karyl Matsumoto, Vice Chair
 Rosanne Foust
 Don Horsley
 Terry Nagel
 Naomi Patridge
 Sepi Richardson

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF JANUARY, 2012

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	0.890%	\$ 243,413,037	\$ 243,413,037
Local Agency Investment Fund	Liquid Cash	0.385%	\$ 34,154,730	\$ 34,154,730
Investment Portfolio	Liquid Cash	1.769%	\$ 142,703,419	\$ 143,568,016
Other	Liquid Cash	0.010%	\$ 1,000,490	\$ 1,000,490
			<u>\$ 421,271,676</u>	<u>\$ 422,136,273</u>

Accrued Earnings for January 2012 \$ 388,865.73
 Cumulative Earnings FY2012 \$ 3,087,646.58

* County Pool average yield for the month ending January 31, 2012 was 0.890%. As of January, 2012, the amortized cost of the Total Pool was \$2,649,734,795.19 and the fair market value per San Mateo County Treasurer's Office was \$2,663,560,270.04.

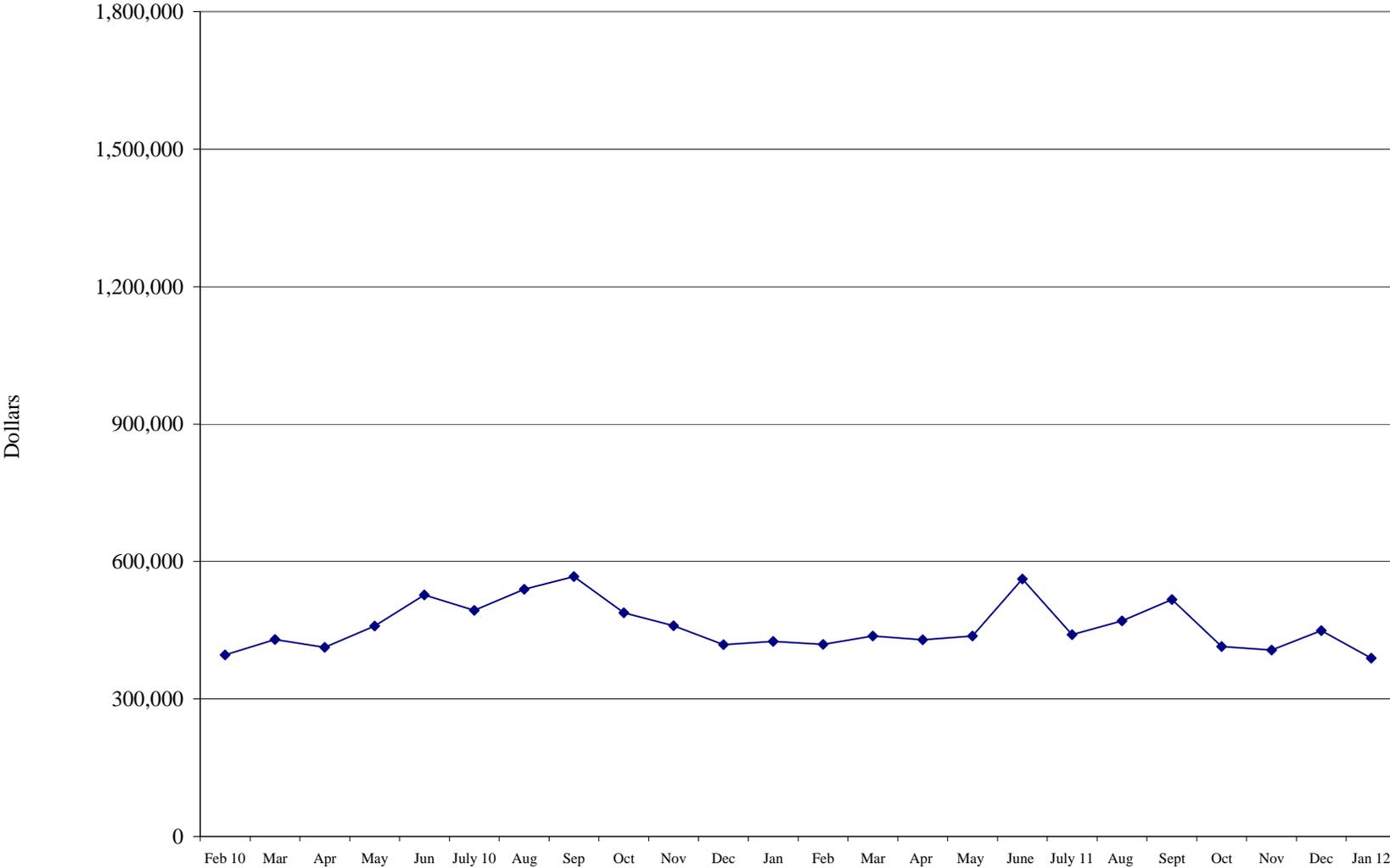
** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.00157647 as reported by LAIF for quarter ending June 30, 2011.

*** 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
JANUARY 2012**

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	414,291.87	1,842,576.50
NOVEMBER	406,868.97	2,249,445.47
DECEMBER	449,335.38	2,698,780.85
JANUARY	388,865.73	3,087,646.58
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
January 31, 2012

DESCRIPTION	TOTAL INVESTMENT 01-31-12	INTEREST RECEIVABLE 12-31-11	INTEREST EARNED 01-31-12	INTEREST RECEIVED 01-31-12	ADJ.	INTEREST RECEIVABLE 01-31-12
LAIF	34,154,730.32	22,104.38	7,491.99	21,900.12	(204.26)	7,491.99
COUNTY POOL	243,413,037.04	577,749.38	183,780.10	574,495.42	(3,253.96)	183,780.10
BANK OF AMERICA	1,000,489.65	0.00	33.60	33.60		0.00
INVESTMENT PORTFOLIO	<u>142,703,419.44</u>	<u>629,951.03</u>	<u>200,535.36</u>	<u>331,453.23</u>	<u>482.90</u>	<u>499,516.06</u>
	<u>421,271,676.45</u>	<u>1,229,804.79</u>	<u>391,841.05</u>	<u>927,882.37</u>	<u>(2,975.32)</u>	<u>690,788.15</u>

JANUARY 2012 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 1/31/12	388,865.73
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(4,675.06)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>7,049.91</u>
Total Interest & Capital Gain(Loss)	<u><u>391,240.58</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	3,087,646.58
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(47,477.08)
Securities Transaction Activity Fees	(4,381.27)
Capital Gain(Loss)	<u>(315,333.76)</u>
Total Interest	<u><u>2,720,454.47</u></u>
Balance Per Ledger as of 1/31/12	
Int Acct. 409100 - Co. Pool	1,409,200.47
Int Acct. 409100 - LAIF	41,015.05
Int Acct. 409100 - B of A	116.30
Int Acct. 409100 - Misc. Income	
Int Acct. 409101 - Portfolio Funds	1,585,456.41
Gain(Loss) Acct. 405210	(315,333.76)
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>2,720,454.47</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
January 31, 2012

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-11	MARKET VALUE 01-31-12	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 12-31-11	INTEREST EARNED 01-31-12	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 01-31-12	PAR VALUE
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,704,011.00	10,651,314.27	04-15-14	1.250%	352.6215	30	26,730.48	10,578.65		149.68	37,458.81	10,155,500 6.50%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	806,245.69	990,814.80	843,602.92	12-28-12	5.270%	119.2744	30	357.82	3,578.23	3,578.23	(11.43)	346.39	788,745 0.50%
CALLED	31398AUU4	1/9/12	(4,014,560.00)	(4,037,404.00)	(4,001,272.00)										(4,000,000.00)
	912828KB5	1/17/12	(2,789,062.50)	(2,815,094.80)	(2,800,985.60)										(2,800,000.00)
	3133XSWM6	1/23/12	(3,000,000.00)	(3,030,450.00)	(3,003,246.00)										(3,000,000.00)
	3136FP2U0	1/27/12	(4,988,750.00)	(4,989,405.00)	(4,999,715.00)										(5,000,000.00)
TOTAL			<u>142,703,419.44</u>	<u>144,215,199.36</u>	<u>143,568,016.19</u>					<u>629,951.03</u>	<u>200,535.36</u>	<u>331,453.23</u>	<u>482.90</u>	<u>499,516.06</u>	<u>141,444,246.40</u>

21-Feb-12

Weighted Average Interest Rate 1.7688%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2011 & FY2012
JANUARY 2012

2/21/12 8:30 AM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
FY2011:					
1st Quarter	15,224,400	1st Quarter	15,366,023	141,623	15,366,023
2nd Quarter	15,910,800	2nd Quarter	16,919,099	1,008,299	16,919,099
3rd Quarter	13,855,400	3rd Quarter	14,737,847	882,447	14,737,847
4th Quarter	15,009,400	4th Quarter	16,493,027	1,483,627	16,493,027
FY2011 Total	60,000,000	FY2011 Total	63,515,996	3,515,996	63,515,996
FY2012:					
Jul. 11	4,225,700	Sep. 11	4,225,000	(700)	4,225,000
Aug. 11	4,225,700	Oct. 11	4,532,800	307,100	4,532,800
Sep. 11	5,634,300	Nov. 11	5,633,300	(1,000)	5,633,300
1st Qtr. Adjustment	1,594,300	Dec. 11	2,653,198	1,058,898	2,653,198
3 Months Total	15,680,000		17,044,298	1,364,298	17,044,298
Oct. 11	4,368,400	Dec. 11	4,855,100	486,700	4,855,100
Nov. 11	4,368,400	Jan. 12	5,107,800	739,400	5,107,800
Dec. 11	6,142,100	Feb. 12	0	0	6,142,100 (1)
2nd Qtr. Adjustment	1,683,500	Mar. 12	(863,466)	(863,466)	820,034 (1)
6 Months Total	32,242,400		27,007,198	1,726,932	33,969,332
Jan. 12	3,967,700	Mar. 12	0	0	3,967,700 (1)
Feb. 12	3,967,700	Apr. 12	0	0	3,967,700
Mar. 12	5,407,800	May 12	0	0	5,407,800
3rd Qtr. Adjustment	1,469,400	Jun. 12	(863,466)	(863,466)	605,934 (1) (1/3)
9 Months Total	47,055,000		27,007,198	863,466	47,918,466
Apr. 12	4,305,200	Jun. 12	0	0	4,305,200
May 12	4,305,200	Jul. 12	0	0	4,305,200
Jun. 12	5,740,100	Aug. 12	0	0	5,740,100
4th Qtr. Adjustment	1,594,500	Sep. 12	(863,466)	(863,466)	731,034
FY2012 Total	63,000,000	FY2012 Total	27,007,198	(0)	63,000,000
	17,044,298	1st Quarter			
	16,925,034	2nd Quarter			
	4,169,678	3rd Quarter			
		4th Quarter			
	<u>38,139,010</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JANUARY 31, 2012

	<u>1/31/2012</u>
Cash -- Bank of America Checking Account	1,000,489.65
LAF	34,154,730.32
County Pool	243,413,037.04
Investment Portfolio	142,703,419.44
	<hr/>
Total	<u><u>421,271,676.45</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- JANUARY 2012

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000731	PENINSULA CORRIDOR JOINT POWERS BOARD	2012-01-03	356,092.41	WIR	Capital Programs
SMCTA	000732	SAN MATEO COUNTY TRANSIT DISTRICT	2012-01-03	698,758.47	WIR	Capital Programs
SMCTA	000733	MATSUMOTO, KARYL M.	2012-01-09	100.00	WIR	Board of Directors Compensation
SMCTA	000734	GROOM, CAROLE	2012-01-09	100.00	WIR	Board of Directors Compensation
SMCTA	000735	HORSLEY, DONALD	2012-01-09	100.00	WIR	Board of Directors Compensation
SMCTA	000736	DEPARTMENT OF TRANSPORTATION	2012-01-30	980,340.38	WIR	Capital Programs
SMCTA	000737	PENINSULA CORRIDOR JOINT POWERS BOARD	2012-01-30	301,416.28	WIR	Capital Programs
SMCTA	003154	ATKINS NORTH AMERICA, INC	2012-01-03	27,862.13	CHK	Capital Programs
SMCTA	003155	DMJM HARRIS/MARK THOMAS JV	2012-01-03	11,407.89	CHK	Capital Programs
SMCTA	003156	FEHR & PEERS	2012-01-03	2,867.19	CHK	Capital Programs
SMCTA	003157	GREEN CARPET LANDSCAPING	2012-01-03	660.00	CHK	Grounds Maintenance Service
SMCTA	003158	***VOID***	2012-01-03	-	CHK	
SMCTA	003159	FOUST, ROSANNE	2012-01-09	100.00	CHK	Board of Directors Compensation
SMCTA	003160	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2012-01-09	6,766.31	CHK	Legal Services
SMCTA	003161	HOFBRAU CATERING	2012-01-09	294.28	CHK	Other Contract Services
SMCTA	003162	***VOID***	2012-01-09	-	CHK	
SMCTA	003163	PATRIDGE, NAOMI	2012-01-09	100.00	CHK	Board of Directors Compensation
SMCTA	003164	S3, INC.	2012-01-09	1,906.01	CHK	Seminar & Training
SMCTA	003165	DMJM HARRIS/MARK THOMAS JV	2012-01-17	31,524.33	CHK	Capital Programs
SMCTA	003166	JACOBS ENGINEERING GROUP, INC.	2012-01-17	4,219.13	CHK	Capital Programs
SMCTA	003167	RICHARDSON, SEPI	2012-01-17	100.00	CHK	Board of Directors Compensation
SMCTA	003168	SHAW/YODER & ANTWIH, INC.	2012-01-17	3,795.00	CHK	Legislative Advocate
SMCTA	003169	EAST PALO ALTO, CITY OF	2012-01-23	16,618.87	CHK	Capital Programs
SMCTA	003170	LEVIN SALES COMPANY	2012-01-23	37.94	CHK	Office Supplies
SMCTA	003171	***VOID***	2012-01-23	-	CHK	
SMCTA	003172	BELMONT, CITY OF	2012-01-30	36,451.57	CHK	Capital Programs
SMCTA	003173	FEHR & PEERS	2012-01-30	11,524.70	CHK	Capital Programs
SMCTA	003174	HURLEY, JOSEPH	2012-01-30	88.67	CHK	Business Travel
SMCTA	003175	PARKING COMPANY OF AMERICA	2012-01-30	92,159.43	CHK	SMCTA Caltrain Shuttles
				<u>2,585,390.99</u>		

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: AUTHORIZATION TO EXECUTE MASTER AGREEMENT FOR STATE-FUNDED TRANSIT PROJECTS

ACTION

Staff recommends the Board authorize the Executive Director, or his designee, to:

1. Enter into a new 10-year Master Agreement (MA) with the California Department of Transportation (Caltrans) Division of Mass Transportation to remain eligible to receive State funding for transit projects; and
2. Execute subsequent project-specific Program Supplements (PS) to allow for the release and payment of State funds.

SIGNIFICANCE

Caltrans Division of Mass Transportation has prepared a new MA that establishes the general terms and conditions applicable to all local agencies that receive State funds for transit projects. The Authority's existing MA with Caltrans Division of Mass Transportation expired on February 28, 2012. Execution of the new MA is required prior to the execution of project-specific funding agreements, or PSs, and is needed to ensure that the Authority continues to remain eligible to receive funding from the Caltrans Division of Mass Transportation.

BUDGET IMPACT

The Authority's ability to receive new State funding for transit projects may be delayed if the new MA is not executed in a timely fashion. Any projects that are funded through Caltrans Mass Transportation Program Supplements would be approved by the Board as part of the annual adoption of or amendment to the Authority's Capital Budget. Program Supplements provide the mechanism for the Authority to receive funding from Caltrans to carry out approved capital projects.

BACKGROUND

All recipients of transit project funding through Caltrans are required to execute a new MA with the Division of Mass Transportation once every 10 years. The terms of the new MA, which have been reviewed and approved by our attorney, are substantially the same as the existing MA with the exception of the removal of a mandatory arbitration provision.

Prepared by: Peter Skinner, Senior Grants Analyst

650-622-7818

RESOLUTION NO. 2012 –

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

*** * ***

**AUTHORIZATION TO EXECUTE A MASTER AGREEMENT
AND PROGRAM SUPPLEMENTS WITH THE CALIFORNIA
DEPARTMENT OF TRANSPORTATION FOR
STATE-FUNDED TRANSIT PROJECTS**

WHEREAS, the San Mateo County Transportation Authority (Authority) may receive funding from the State of California Department of Transportation (Department) now or sometime in the future for transit related projects; and

WHEREAS, substantial revisions were made to the programming and funding process for the transportation projects programmed in the State Transportation Improvement Program, by Chapter 622 (SB 45) of the Statutes of 1997; and

WHEREAS, the Traffic Congestion Relief Act of 2000 (the Act) was established by Chapters 91 (AB 2928) and 92 (SB 406), as amended by SB 1662, of the statutes of 2000, creating the Traffic Congestion Relief Program (TCRP); and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to execute an agreement with the Department before it can be reimbursed for project expenditures; and

WHEREAS, the Department utilizes Master Agreements (MA) for State-Funded Transit Projects, along with associated Program Supplements, for the purpose of administering and reimbursing State transit funds to local agencies; and

WHEREAS, the Authority's existing MA with the Department expired on February 28, 2012; and

WHEREAS, the Department has presented the Authority with a new 10-year MA for approval and execution to satisfy the requirements described above; and

WHEREAS, staff recommends that the Authority authorize the Executive Director or his designee to execute the MA and any amendments thereto.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority by adopting this resolution:

1. Authorizes the Executive Director or his designee to execute a MA and all subsequent Program Supplements for State-funded transit projects and any amendments thereto with the California Department of Transportation; and
2. Agrees to comply with all conditions and requirements set forth in the MA, any subsequent Program Supplements, and all applicable statues, regulations and guidelines for State-funded transit projects.

Regularly passed and adopted this first day of March 2012, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Aidan Hughes
Interim Executive Officer,
Planning & Development

Gigi Harrington
Deputy CEO

SUBJECT: **MEASURE A PROGRAM STATUS REPORT**

ACTION

This report is for information only.

SIGNIFICANCE

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

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

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

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

Prepared by: Celia Chung, Interim Manager of Programming & Monitoring 650-508-6466



SAN MATEO COUNTY
**Transportation
Authority**

Measure A Program Status Report

Semi-Annual Report

(As of December 31, 2011)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of December 31, 2011)

Program	Exp. Plan %	General Status	In Thousands of \$ (\$1,000)		
			Total Funds Collected (1989-2008) ³	Budgeted/ Expended Funds ⁴	Available Funding ⁵
1. Caltrain ¹	N/A	- Available funding for Caltrain Systemwide Improvements - Projects with budgeted funds in progress	\$ 276,298	\$ 212,008	\$ 64,290
2. Paratransit	N/A	- Program completed	56,113	56,113	-
3. Dumbarton Rail ²	N/A	- Project in Environmental Impact Report(EIR)/Environmental Impact Statement (EIS) and conceptual engineering phase - Additional funding decisions on hold	84,517	46,783	37,734
4. Highway	N/A	- Available funding commitments to be determined under the New Measure A Highway Program Call for Projects - Projects with budgeted funds in progress	350,707	325,220	25,487
5. Local Streets and Roads	20%	- Program completed	203,264	203,264	-
6. Caltrain Grade Separation	N/A	- San Bruno Grade Separation project under construction	233,460	233,460	-
7. Bicycle Transportation	0.01%	- Projects with budgeted funds in progress	120	59	61
8. Transportation System Management	0.70%	- Program completed	7,121	7,121	-
Total:			\$ 1,211,600	\$ 1,084,028	\$ 127,572

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

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

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

4 Budgeted and expended funds represents all prior commitments (including programmed and unspent funds).

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

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (As of December 31, 2011)

Program	Exp. Plan %	Implementation Process ¹	General Status	In Thousands of \$ (\$1,000)		
				Total Estimated Revenue (2009-2033) ²	Funds Collected to date ³	Budgeted/ Expended Funds ⁴
1. Transit						
<i>Caltrain</i>	16%	Plan-based	- Annual allocation of 50% for operations and 50% for capital projects - Capital projects in process per JPB's Local Share Project Work Program	\$ 240,000	\$ 29,281	\$ 18,581
<i>Local Shuttle</i>	4%	Call for Projects	- 18 shuttles in operation; one shuttle to start service spring 2012 - Call for Projects to be issued for spring 2012	60,000	7,371	5,595
<i>Accessible Services</i>	4%	TBD	- Annual distribution to Samtrans for paratransit services - Expanding program to include other complementary services is on hold	60,000	7,290	7,290
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- \$15 million committed to South San Francisco ferry terminal; construction to be completed spring 2012 - \$15 million reserved for Redwood City ferry project	30,000	3,675	15,040
<i>San Mateo County/ SFO BART Extension</i>	2%	Agreement-Based	- Annual distribution to BART for BART to SFO segment expenses	30,000	3,645	3,645
<i>Dumbarton Rail Corridor</i>	2%	TBD	- Project in EIR/EIS and conceptual engineering phase - Funding decisions on hold	30,000	3,675	3,675
2. Highway	27.5%	Plan-Based	- Short Range Highway Plan adopted fall 2011 - Call for Projects to be issued spring 2012	413,000	50,532	39,948
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Quarterly distribution to cities for local transportation improvements	338,000	41,008	41,008
4. Grade Separation ⁵	15%	TBD	- San Bruno Grade Separation project under construction - Funding decisions on hold	225,000	27,563	48,400
5. Pedestrian and Bicycle	3%	Call for Projects	- Projects with budgeted funds in progress - Call for Projects to be issued spring 2013	45,000	5,513	5,280
6. Alternative Congestion Relief	1%	Call for Projects	- Annual distribution to the Alliance until Call for Projects is issued - First biennial call for projects planned for spring 2012	15,000	1,838	777
Total:				\$ 1,486,000	\$ 181,391	\$ 189,239

¹ Based on TA Board adopted Implementation Plan (2009)

² Estimate based on annual revenues of \$60 million per year (2004 Measure A Expenditure Plan).

³ Collection of funds began on January 1, 2009. The total represents Actuals through September 30, 2011 and estimated amounts between October 1 through December 31, 2011.

⁴ Budgeted and expended funds represents all prior commitments. Cash flow managed through agreements and budgeting process.

⁵ Budgeted/Expended funds reflect TA Board approved allocation to San Bruno Grade Separation Project.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
February 8, 2012**

The Community Relations Committee and Board

Accessibility Coordinator Tina Dubost said the Redi-Wheels contractor has a new Northern California office in Foster City.

Paratransit Coordinating Council (PCC) Chair Nancy Keegan said they are pleased to be working with staff on the testing of the Interactive Voice Response System.

Citizens Advisory Committee Chair Peter Ratto reported on their last meeting:

- Received a comprehensive presentation on the cleaning and maintenance of the buses.
- Recruitment has begun for four vacancies on the CAC.

Deputy CEO Chuck Harvey presented the Mobility Management Report: Caltrain (attached).

Average weekday ridership for all modes for December 2011 compared to December 2010 was 86,475, an increase of 6.5 percent.

The Finance Committee and Board

The Board approved the following items:

- The Statement of Revenues and Expenses for November 2011.
- Authorized Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for Quarter Ended December 31, 2011.
- Authorized Revision to the District's Disadvantaged Business Enterprise Program to Include a Small Business Enterprise Program.
- Authorized Contract Extension with Cypress Security, LLC for Security Guard Services on a Month-to-Month Basis from March 1, 2012 Through December 31, 2012 for an Additional \$1,156,700.
- Authorized Award of Contract to NS Corporation for a Bus Wash System at South Base for a Total of \$324,288.
- Received the Fiscal Year 2011 Comprehensive Annual Financial Report.

The Legislative Committee and Board

The Board adopted the 2012 State and Federal Legislative Program.

State

The deadline for bill introduction is February 24. Bills already in place include Assembly Bill 1444 that is based on legislation passed last year that streamlines the California Environmental Quality Act process for arts and entertainment, residential and clean energy projects. Assembly Bill 1532 would specify how Cap and Trade revenues are allocated. Staff will be paying close attention to this bill to make sure the proposed revenues are allocated to transit and transportation needs. The third effort is one staff is working with Assemblyman Jerry Hill to propose

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
February 8, 2012**

legislation that would allow Caltrain to ask voters to approve a sales tax increase for transportation improvements across all three counties served by Caltrain.

Federal

The Senate Finance Committee identified a little over \$9 billion in funding to maintain current transportation funding levels for the next two years. The House bill is completely different story. The bill does not propose to cut any transit programs by 30 percent like the House bill did last year, but it does purpose to sever the Mass Transit Account from the Highway Trust Fund. The effect of that is the Mass Transit Account, which funds transit programs, would not have any guaranteed revenue source. It would not receive revenue from the Federal gas tax instead it would be forced to compete with General Fund programs.

The Planning, Development and Sustainability Committee and Board

An overview of the Shuttle Business Practices Guidebook was given. This is a "White Paper" to identify key issues facing the shuttle program and to develop best practices to improve coordination in planning, funding, operations/administration and marketing/public information.

Board of Directors

General Manager/CEO Michael Scanlon reported:

- Staff is involved with the City of San Francisco on plans for America's Cup.
- Commitment to human capital continues with 1,000 hours in training in January. The most recent Leadership Academy graduated 12 participants.
- There are 10 new paratransit minivans in services with low floor platforms. Thanked the PCC for their invaluable input on what was purchased and the design features.
- MV Transportation, the Redi-Wheels operator, represented by Amalgamated Transit Union 1574 has ratified a three year contract.
- Fixed-routes averaged almost 27,000 between road calls and paratransit was 18,000.
- The planning staff has been working on the long-range station access for the Daly City BART station. The long-range project is to try to figure out how to expand capacity at the bus terminal in Daly City to accommodate expanded SamTrans, San Francisco Municipal Transportation Agency and local shuttle routes.
- Recruitment has begun for four members on the Citizens Advisory Committee.

The Board met in closed session to discuss two matters of existing litigation.

- a. Musaravakkam S. Krishnan, et al v San Mateo County Transit District
- b. Ella Dupertius v San Mateo County Transit District

The next meeting of the Board is scheduled for Wednesday, March 14, 2012 at 2 p.m.

samTrans



Mobility Management: Caltrain

February 8, 2012

Presentation Outline

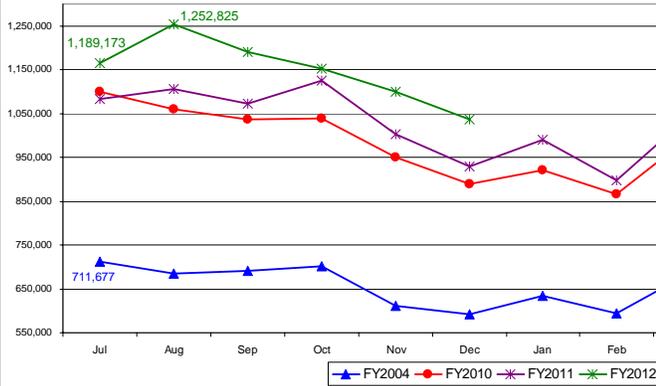
samTrans

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

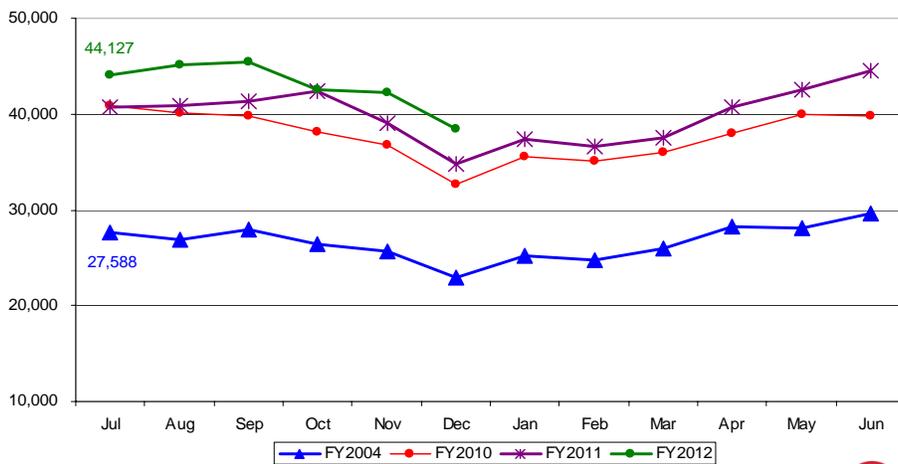


Caltrain

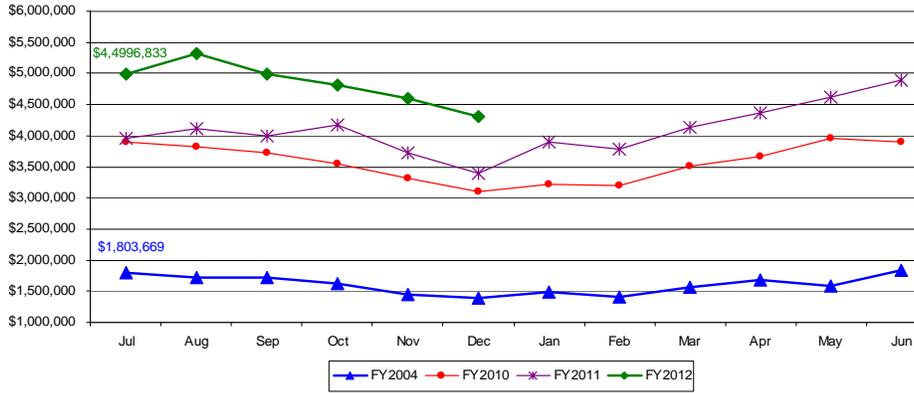
Monthly Ridership



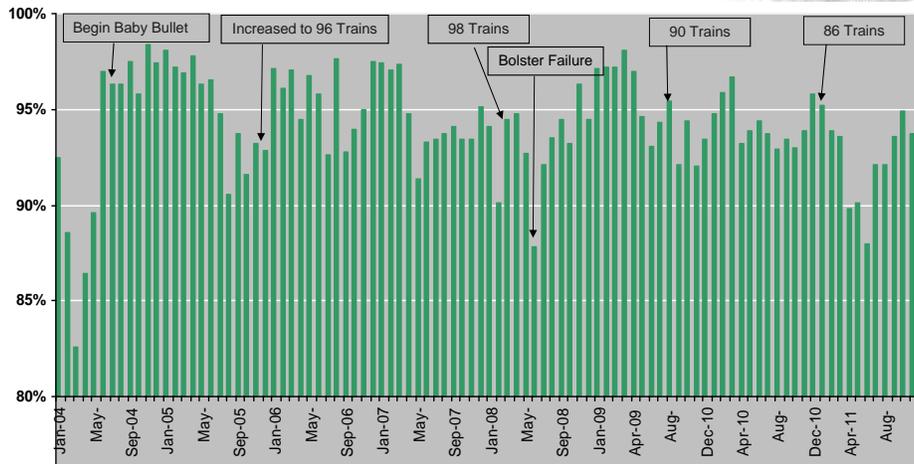
Average Weekday Ridership



Fare Revenue

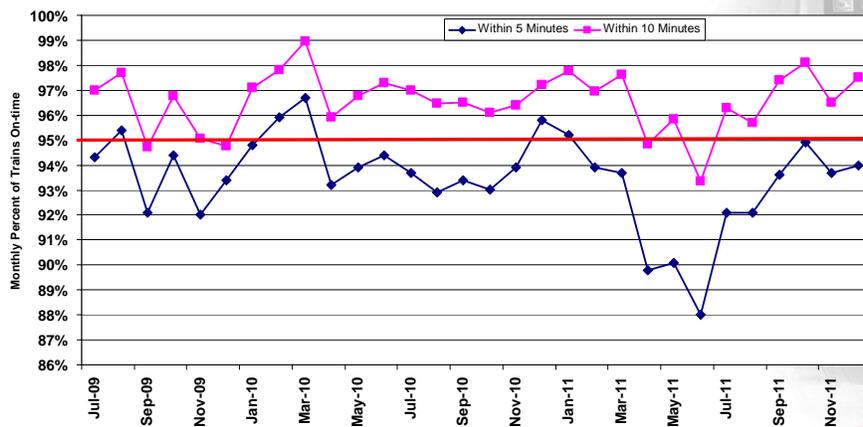


Performance & Reliability



On-time Performance

samTrans



Service Highlights

samTrans

- San Francisco Giants service
 - 7% increase in ridership during the 2011 regular season over the 2010 season
 - 2012 season starts April 2 with exhibition games and opening weekend is April 13-15
- Proposed Codified Tariff Changes
 - Implement Additional Clipper Measures, including eliminating 8-ride ticket
 - Increase cost of Go Pass
 - Lengthen monthly sales period
 - Public Hearing held Feb. 2



Service Highlights

samTrans

- Holiday Train Service Return

- Suspended in 2010 & 2011 due to budget constraints
- A newly formed partnership between Caltrain and Silicon Valley Community Foundation will allow the return of Holiday Train later this year
- As a major sponsor, SVCF has committed to giving Caltrain \$50,000 for both the 2012 & 2013 Holiday Train
- Holiday Train will celebrate its 10-year anniversary on the weekend of Dec. 1 & 2, 2012



Caltrain

System Safety

samTrans

- Signal Pre-Emption Project
 - Provides additional time for traffic to clear at 5 grade crossings:
 - Redwood City: Brewster
 - Palo Alto: Churchill & East Meadow
 - Mountain View: Rengstorff & Castro
- Cameras on Trains Project
 - Installed cameras on 20 locomotives and cab cars in 2011
 - Cameras to be installed on remaining locomotives and cab cars in 2012
- Right of Way / Fencing Project
 - New fencing contract awarded to Central Fence Co.
 - Up to 9,000 feet of fencing to be installed in 2012

Caltrain

System Safety

samTrans

- Suicide/No Trespassing Signage Project – 462 sign replacement will start installation in March 2012
 - Signs will be placed every 528 feet at the tenth of a mile and Mile Post locations
 - Faded signs removed will either be refaced or scrapped depending on their condition
- Station Hardening Project – Completed at San Francisco, Millbrae, and San Jose Diridon stations



Caltrain

System Safety

samTrans

Operation Lifesaver community education

- From June 2011 to present date, Caltrain staff has made 15 presentations to approximately 650 individuals
- Audiences have included:
 - Bay Cities Driving School
 - Orion Elementary School
 - Community School of Music & Arts
 - Keys Middle School



Caltrain

Capital Projects - Civil

samTrans

- Santa Clara Station/South Terminal – New platforms and ramps have been installed at the San Jose Diridon station, and a new shared-platform and pedestrian underpass was constructed at the Santa Clara station. Construction work is scheduled to be complete by the end of February 2012.
- San Bruno Grade Separation/Station – Three at-grade vehicular crossings in San Bruno will be eliminated and replaced with grade-separated vehicular access. Construction of a temporary San Bruno Station was completed in 2011, and installation of a temporary shoofly was completed in January 2012. Installation of a grade separated structure will proceed in 2012.



Capital Projects - Civil

samTrans

- San Mateo Bridges – The foundations of four bridges in San Mateo were retrofitted. Construction work was completed by the end of 2011.
- Quint St. Bridge – The project will replace a steel bridge in San Francisco. Environmental clearance received in March 2011. Discussions with SF to finalize scope of design are ongoing.
- Jerrold St. Bridge – Replacement of a 104 year-old steel bridge over Jerrold St. was completed in 2011.



Capital Projects - Systems

samTrans

Caltrain Positive Train Control (PTC/CBOSS)

- Must be installed to comply with the Rail Safety Improvement Act of 2008 by December 2015
- JPB Signed CBOSS PTC Conformed Contract with PTG on Dec 28, 2011
- JPB and CHSRA \$16 million Grant Agreement with FRA Amendment was executed on Dec 22, 2011
- JPB issued NTP to PTG on Jan 27, 2012;
- Additional funding required for full system implementation



Capital Projects - Systems

samTrans

- Rail Operations Control System (ROCS)
 - System is in final design phase
 - Final implementation schedule has been delayed due to technical challenges and coordination with new Rail Ops Contract
 - JPB and ARINC are negotiating revised scope of work/schedule
 - Final acceptance expected in Sep. 2012
- Predictive Arrival/Departure System (PADS)
 - PADS system final design and testing must be coordinated with and follow successful ROCS implementation
 - Final acceptance expected in Nov. 2012



Caltrain Operating Contract

samTrans

- Board Contract Awarded to TransitAmerica Services, Inc. (TASI): Sept. 1, 2011
- JPB Issued NTP: Oct. 1, 2011
- High level of cooperation between Amtrak and TASI
- Key activities require more time and resources
- TASI assumption of service scheduled for May 26, 2012



FY2012 Adopted Budget

samTrans

- Total Operating Revenue is \$4.2 million or 14.5% better than budget
- Total Expense is \$2.3 million or 4.3% better than budget
- All services are being provided, including special events and new successful weekend Baby Bullet trains
- FY2012 budget plan is meeting all objectives



FY2013 Preliminary Budget

samTrans

- At its October 2011 meeting, the JPB Board approved a tentative FY2013 budget proposal that was agreed upon by the JPB member agencies.
- As part of the plan, JPB member agencies agreed to contribute \$33.5 million in total subsidy for FY2013:
 - SamTrans: \$14 million, which includes \$7 million in ROW payments, \$5 million in SMCTA Measure A, and \$2 million in fund swap
 - San Francisco: \$5.8 million
 - VTA: \$13.7 million
- The tentative FY2013 operating budget will provide service at FY2012 level, but is currently under review to determine if additional service is needed and can be afforded.
- With robust fare revenue growth, may be possible to defer some budget-balancing items to FY2014.



FY2014 – Upcoming Tasks

samTrans

- Preliminary FY2014 Budget begins with a deficit resulting from:
 - Reduced San Mateo contribution at the level to be funded primarily by Measure A funds, approximately \$5 million
 - Assumes no additional preventive maintenance funds from MTC
- Discussion with JPB Member Agencies for FY2014 and beyond:
 - Possible revision to operating subsidy cost sharing formulas
 - How should Gilroy service be funded
- Continue to work with stakeholders, including the Silicon Valley Leadership Group and MTC's Transit Sustainability Project, to develop strategies for new revenue sources, including a dedicated, permanent funding source
- Continue efforts to advocate for capital projects that will increase operational efficiencies and modernize the system



HSR Coordination

samTrans

- High Speed Rail Business Plan was released
 - Staff completed due diligence of the review of the HSR Business Plan.
 - The focus will be on making sure the details of the Business Plan are supportive and consistent with the local planning process and the blended system concept that the JPB is advancing for the Peninsula corridor.
- Key efforts for the upcoming month include finalizing the Capacity Analysis on the blended system.
 - Staff is starting the planning efforts on a traffic impact study and some additional analysis that stakeholders had asked staff to consider.
 - Staff is meeting with local, county and transit agency partner stakeholders to share the scope of work.



Summary

samTrans

- Ridership and revenue continue strong growth
- OTP near 95% goal despite heavy passenger loads
- Transition to new operator progressing
- System Safety program continuing
- Capital work continues for critical projects
- FY2013 preliminary operating budget approved
- Work commenced on FY2014 operating budget
- Long-term strategies are being finalized to address the securing of a dedicated funding source, as well as system modernization



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: C.H. (Chuck) Harvey Marian Lee
Deputy CEO Director, Caltrain Modernization Program

SUBJECT: **PROGRAM REPORT: CALTRAIN MODERIZATION**

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 on the Caltrain Modernization Program under the Transit Program Category.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The Caltrain Modernization Program is responsible for guiding, planning and implementation of several interrelated projects that will upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain commuter rail service. The Program also manages the agency's coordination with the California High-Speed Rail Authority (CHSRA), the state entity responsible for planning, constructing and operating California's future high-speed rail system.

In 2009, following voter approval of \$9 billion to plan and construct the state's high-speed rail system, Caltrain entered into an agreement with CHSRA to work in partnership to advance Caltrain corridor improvements that would support improved Caltrain service and facilitate high-speed rail service.

To support both Caltrain and HSR in the peninsula rail corridor, project concepts originally contemplated were based on a four-track rail system which would require major track expansion and fostering significant concerns about impacts to local communities.

In 2011 a concept was proposed to implement a smaller project with fewer impacts - a “Blended System” in the Caltrain corridor. The blended system would support integrated high-speed rail and modernized Caltrain service on shared tracks in order to maximize the use of existing infrastructure, which is primarily a two-track system. This approach would keep the project substantially within the existing Caltrain right-of-way and minimize impacts to communities.

Planning activities associated with defining a vision for the Caltrain corridor as well as an update of recent activities related to CHSRA’s interest in making early investments in the Caltrain corridor will be included in the presentation.

This month’s presentation will be presented via PowerPoint.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: 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

The State Department of Finance has indicated that the State will conduct a bond sale this spring. Staff has been working with the California Transit Association to advocate for the timely sale of state general obligation bonds since the Governor announced that the State would skip the Spring 2011 bond sale.

It is not clear how much revenue a spring bond sale would raise, but staff will continue to advocate for a significant portion of these funds to be allocated to transportation infrastructure programs.

Legislation

The bill introduction deadline is February 24. Staff will report on key pieces of legislation that are introduced in advance of the deadline.

FEDERAL ISSUES

Budget

The President released his Fiscal Year 2013 Budget on February 13. The budget calls for a \$476 billion investment in surface transportation over the next 6 years, which is substantially more than either authorization bill being considered by Congress. The six-year proposal includes \$47 billion for the High Speed Intercity Passenger Rail Program.

Authorization

The President has threatened to veto the American Energy and Infrastructure Jobs Act (HR 7) if finance provisions that eliminate guaranteed funding for the Mass Transit Account are passed by Congress. House leadership has delayed consideration of the bill until the week of February 27 in order to address both Democratic and Republican concerns about the bill. Staff coordinated the delivery of a letter signed by a coalition of local transit advocates to Congressmembers Anna Eshoo and Jackie Speier advocating for the removal of the finance provisions from the bill.

The House Committee on Rules is considering whether to allow a series of amendments on the floor that would address several concerns. Staff has urged the Rules Committee to allow debate on several amendments including:

- 27 – Would restore dedicated funding to the Mass Transit Account
- 23 – Would reinstate parity between pre-tax commuter benefit and pre-tax parking benefits
- 56 – Would retain the set aside for pedestrian safety improvements
- 173 – Would list public transportation among the priorities for funds generated by excess toll revenue
- 103 – Would preserve dedicated funding for transportation enhancements

Prepared By: Seamus Murphy, Government Affairs Manager

650-508-6388

**San Mateo County Transportation Authority
Bill Matrix as of 2/17/2012**

Bill ID/Topic	Location	Summary	Position
AB 41 Hill D High-Speed Rail Authority: conflicts of interest: disqualification: ex parte communications.	SENATE THIRD READING 2/16/2012 - Read second time. Ordered to third reading.	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified officers who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. Last Amended on 2/15/2012</p>	
AB 441 Monning D State planning.	SENATE T. & H. 2/16/2012 - Referred to Com. on T. & H.	<p>Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan.</p> <p>This bill would require that the commission , by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans. Last Amended on 1/23/2012</p>	
AB 492 Galgiani D High-Speed Rail Authority.	SENATE RLS. 6/27/2011 - Read second time, amended, and re-referred to Com. on RLS.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains. The bill would require the authority to appoint a small business enterprise advisory committee. Last Amended on 6/27/2011</p>	
AB 819 Wieckowski D Bikeways.	SENATE T. & H. 2/16/2012 - Referred to Com. on T. & H.	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 2/17/2012**

Bill ID/Topic	Location	Summary	Position
		<p>to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law.</p> <p>This bill would require the department to establish procedures for cities, counties, and local agencies to request approval to use nonstandard planning, design, and construction features in the construction of bikeways and roadways where bicycle travel is permitted, and nonstandard signs, markers, and traffic control devices, in each case, for purposes of research, experimentation, and verification. Last Amended on 1/11/2012</p>	
<p>AB 890 Olsen R</p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>SENATE E.Q. 2/16/2012 - Referred to Com. on E.Q.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would, until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use. Last Amended on 1/13/2012</p>	
<p>AB 1126 Calderon, Charles D</p> <p>Transaction and use tax: rate.</p>	<p>SENATE G. & F. 2/2/2012 - Referred to Com. on GOV. & F.</p>	<p>The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed.</p> <p>This bill would decrease those rates to 1/8 of 1%. Last Amended on 1/4/2012</p>	
<p>AB 1444 Feuer D</p> <p>Environmental quality: expedited judicial review: public rail transit projects.</p>	<p>ASSEMBLY PRINT 1/5/2012 - From printer. May be heard in committee February 4.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 amended CEQA to establish, until January 1, 2015, an expedited judicial review process and specifies</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 2/17/2012**

Bill ID/Topic	Location	Summary	Position
		<p>procedures for the preparation and certification of the administrative record for an EIR of a project meeting specified requirements that has been certified by the Governor as an environmental leadership development project.</p> <p>This bill would state the intent of the Legislature to enact legislation to provide the benefits provided by the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 for new public rail transit infrastructure projects.</p>	
<p>AB 1448 Furutani D</p> <p>Home-to-school transportation: appropriation.</p>	<p>ASSEMBLY ED. 1/19/2012 - Referred to Com. on ED.</p>	<p>Existing law authorizes school district governing boards to provide for the transportation of pupils to and from school whenever, in the judgment of the governing board, the transportation is advisable and reasons exist therefor. Existing law also authorizes school district governing boards to purchase or rent and provide for the upkeep, care, and operation of vehicles, or contract and pay for the transportation of pupils to and from school by common carrier or municipally owned transit system, or contract with and pay responsible private parties for the transportation.</p> <p>This bill would express legislative findings and declarations relating to the provision of home-to-school transportation by school districts. The bill would express legislative intent to fund home-to-school transportation to at least the level approved in the Budget Act of 2011. This bill contains other related provisions and other existing laws.</p>	
<p>AB 1455 Harkey R</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/13/2012 - Re-referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted.</p> <p>This bill would reduce the amount of general obligation debt authorized for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2013. Last Amended on 2/9/2012</p>	
<p>AB 1535 Halderman R</p> <p>Highway signs: high occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 2/2/2012 - Referred to Com. on TRANS.</p>	<p>Existing law directs the Department of Transportation and certain local authorities to erect and maintain signage along state and county highways that designate certain traffic lanes as high-occupancy vehicle (HOV) lanes and specify conditions for their use.</p> <p>This bill would require the department or local authority, when replacing signs designating HOV lane use in an area that permits motorcycles to use those lanes, to include language on the new sign stating that motorcycles are</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 2/17/2012**

Bill ID/Topic	Location	Summary	Position
		permitted in the HOV lanes. This bill contains other related provisions and other existing laws.	
<p><u>AB 1570</u> Perea D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY NAT. RES. 2/9/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation and certification of an EIR. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 1574</u> Galgiani D</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/9/2012 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority with 9 members to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to that act, specifies the powers and duties of the authority, which include entering into contracts with private and public entities for the design, construction, and operation of high-speed trains, the acquisition of rights-of-way through purchase or eminent domain, and the relocation of highways and utilities, among other things. Existing law requires the authority to adopt and submit to the Legislature, every 2 years, a business plan. Existing law authorizes the authority to appoint an executive director, and authorizes the Governor to appoint up to 6 additional persons exempt from civil service. Existing law provides for the authority to establish an independent peer review group. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would repeal all of the provisions of the California High-Speed Rail Act. The bill would enact a new California High-Speed Rail Act. The bill would continue the High-Speed Rail Authority in existence with limited responsibilities and would place the authority within the Business, Transportation and Housing Agency. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but existing members could continue to serve the remainder of their terms. The bill would authorize the authority to appoint an executive director, and would provide for the Governor to appoint up to 6 additional individuals exempt from civil service as authority staff. The bill would require the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, establish a peer review group, select alignments for the routes of the high-speed train system established by law, adopt criteria for the award of franchises, and set fares or establish guidelines for the setting of fares. The bill</p>	

San Mateo County Transportation Authority
Bill Matrix as of 2/17/2012

Bill ID/Topic	Location	Summary	Position
		would enact other related provisions.	
<p><u>AB 1627</u> <u>Dickinson D</u></p> <p>Environmental quality: building standards: vehicle miles traveled.</p>	<p>ASSEMBLY PRINT 2/10/2012 - From printer. May be heard in committee March 11.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to prescribe, by regulation, building design and construction standards and energy and water conservation design standards for new residential and nonresidential buildings. Existing law requires the Energy Commission to certify, within 180 days of the approval of the standards by the State Building Standards Commission, an energy conservation manual for use by designers, builders, and contractors of residential and nonresidential buildings.</p> <p>The bill would prohibit a local building department from issuing a building permit for a residential or nonresidential building unless the department confirms that the building plan complies with those standards. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 1665</u> <u>Galgiani D</u></p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>ASSEMBLY PRINT 2/15/2012 - From printer. May be heard in committee March 16.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would specify instead that the exemption for a railroad grade separation project is for the elimination of an existing at-grade crossing.</p>	
<p><u>AB 1706</u> <u>Eng D</u></p> <p>Vehicles: unladen weight.</p>	<p>ASSEMBLY PRINT 2/16/2012 - From printer. May be heard in committee March 17.</p>	<p>Existing law, for purposes of the Vehicle Code, specifies that the "unladen weight" of a vehicle is the weight equipped and ready for operation on the road including the body, fenders, oil in motor, radiator full of water, with 5 gallons of gasoline or equivalent weight of other motor fuel, equipment required by law, except as provided, and any special cabinets, boxes, or body parts permanently attached to the vehicle, and any machinery, equipment, or attachment that is attendant to the efficient operation of the body or vehicle.</p> <p>This bill would additionally include batteries among those items included as the basis for determining the unladen weight of a vehicle.</p>	
<p><u>AB 1722</u> <u>Alejo D</u></p> <p>Department of Transportation: changeable message signs.</p>	<p>ASSEMBLY PRINT 2/16/2012 - Read first time. To print.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law, the Outdoor Advertising Act, provides for the regulation by the department of advertising displays, as defined, within view of public highways. Existing law also authorizes the department to install and maintain information signs along state highways.</p> <p>This bill would require the department to, by June 30, 2013, update its policies to permit local transportation agencies to display specified messages on changeable roadside message signs.</p>	

San Mateo County Transportation Authority
Bill Matrix as of 2/17/2012

Bill ID/Topic	Location	Summary	Position
<p>SB 46 Correa D</p> <p>Public officials: compensation disclosure.</p>	<p>ASSEMBLY DESK 8/22/2011 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection.</p> <p>This bill would, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. Last Amended on 6/2/2011</p>	
<p>SB 50 Correa D</p> <p>Lobbyist employers: gifts.</p>	<p>ASSEMBLY RLS. 6/23/2011 - Re- referred to Com. on RLS.</p>	<p>The Political Reform Act of 1974 regulates the receipt of gifts by public officials and also regulates the activities of members of the lobbying industry, including lobbyist employers. Under existing law, public officials are prohibited from accepting gifts from any single source in any calendar year with a total value of more than \$250, as adjusted biennially by the Fair Political Practices Commission. Existing law also prohibits a lobbyist or lobbying firm from giving gifts to a public official aggregating more than \$10 in a calendar month or from acting as an agent or intermediary in the making of any gift or arranging for the making of any gift by any other person.</p> <p>This bill would prohibit a lobbyist, lobbying firm, or lobbyist employer from giving to an elected state officer or a member of that officer's immediate family, and would prohibit an elected state officer from accepting from a lobbyist, lobbying firm, or lobbyist employer, certain gifts, including tickets to specified venues and events, spa treatments, recreational trips, and gift cards. However, under the bill, these prohibitions would not apply to a fundraising event for a bona fide charitable organization. Last Amended on 6/20/2011</p>	
<p>SB 95 Committee on Budget and Fiscal Review</p> <p>State cash resources.</p>	<p>SENATE CHAPTERED 2/3/2012 - Chaptered by the Secretary of State, Chapter Number 1, Statutes of 2012</p>	<p>Existing law establishes the Condemnation Deposits Fund in the State Treasury, consisting of all money deposited in the State Treasury pursuant to the Eminent Domain Law, including interest derived from its investment. Existing law requires the Treasurer to receive all money intended for the fund and to duly receipt for, and safe keep all money in the fund.</p> <p>This bill would instead require the Treasurer to receive and duly account for all money in the fund, and would authorize the Controller to use any money in the fund for cashflow loans to the General Fund, as specified. Last Amended on 1/30/2012</p>	
<p>SB 749 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY DESK 1/23/2012 - In Assembly. Read first time. Held at</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 2/17/2012**

Bill ID/Topic	Location	Summary	Position
	Desk.	This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. Last Amended on 1/4/2012	
SB 783 Dutton R Special access: liability.	SENATE 9/10/2011 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).	<p>Under existing law, a person, firm, or corporation that interferes with the access rights of a disabled individual is liable for the actual damages of each offense and any amount determined by a judge or jury of up to 3 times the amount of the actual damages, but in no case less than \$1,000. Existing law requires the State Architect to develop and submit for approval and adoption building standards for making buildings, structures, sidewalks, curbs, and related facilities accessible to, and usable by, persons with disabilities, as specified.</p> <p>This bill would establish notice requirements for an alleged aggrieved party to follow before bringing an action against a business for an alleged violation of the above-described provisions. The bill would require that party to provide specified notice to the owner of the property, agent, or other responsible party where the alleged violation occurred. The bill would require that owner, agent, or other responsible party to respond within 30 days with a description of the improvements to be made or with a rebuttal to the allegations, as specified. If that owner, agent, or other responsible party elects to fix the alleged violation, the bill would provide 120 days to do so. The bill would provide that its provisions do not apply to claims for recovery of special damages for an injury in fact, and would authorize the court to consider previous or pending actual damage awards received or prayed for by the alleged aggrieved party for the same or similar injury. The bill would further state the intent of the Legislature to institute certain educational programs related to special access laws. Last Amended on 6/6/2011</p>	
SB 972 Simitian D Environmental quality: California Environmental Quality Act: scoping meeting.	SENATE E.Q. 2/2/2012 - Referred to Com. on E.Q.	<p>Existing law requires a lead agency to provide to, among others, an organization or individual who has filed a written request a notice of at least one scoping meeting for projects of statewide, regional, or areawide significance.</p> <p>This bill would additionally require the lead agency to provide the above notice to an entity that has filed a written request for the notice, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
SB 985 La Malfa R Transportation bonds.	SENATE T. & H. 2/16/2012 - Referred to Coms. on T. & H. and GOV. & F.	<p>Article XVI of the California Constitution requires a general obligation bond act to specify the single object or work to be funded by the bonds, and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and by a majority of the voters. Article XVI authorizes the Legislature, at any time after the approval of a general obligation bond act by the voters, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 2/17/2012**

Bill ID/Topic	Location	Summary	Position
		<p>This bill would provide that no further bonds shall be sold for high-speed rail and related rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. The bill would amend the bond act to authorize redirection of the net proceeds received from outstanding bonds issued and sold prior to the effective date of this act, upon appropriation by the Legislature, from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds. This bill contains other related provisions.</p>	
<p><u>SB 997</u> <u>Strickland R</u></p> <p>Environmental quality: environmental leadership development project.</p>	<p>SENATE RLS. 2/16/2012 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make technical, nonsubstantive changes to that provision.</p>	
<p><u>SB 1102</u> <u>DeSaulnier D</u></p> <p>State transportation improvement program.</p>	<p>SENATE PRINT 2/16/2012 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work.</p> <p>This bill would require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year.</p>	

**AGENDA ITEM # 10 (c)
MARCH 1, 2012**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

**SUBJECT: CAPITAL PROJECTS QUARTERLY STATUS REPORT –
2nd QUARTER FISCAL YEAR 2012**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Kelvin Yu, Manager, Project Controls
Joseph M. Hurley, Director, TA Program

650-622-7853
650-508-7942

The Capital Projects Quarterly Status Report – 2nd Quarter
Fiscal Year 201 is available for review at the following link:

http://www.smcta.com/pdf/Quarterly_Capital_Projects_Status_Report/FY12_Q2_TA_Quarterly_Report.pdf