



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**September 6, 2012 – Thursday**

**5:00 p.m.**

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report of the Citizens Advisory Committee
4. Consent Calendar MOTION  
Members of the public or Board may request that an item under the Consent Calendar be considered separately.
  - a. Approval of Minutes of August 2, 2012
  - b. Acceptance of Statement of Revenues and Expenditures for July 2012
  - c. Measure A Program Status Report
5. Public Comment  
Public comment by each individual speaker shall be limited to one minute.
6. Chairperson's Report
7. SamTrans Liaison Report – August 8, 2012
8. Joint Powers Board Report
9. Report of the Executive Director
10. Finance MOTION
  - a. Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for Quarter Ended June 30, 2012
11. Program INFORMATIONAL
  - a. Feature Presentation: Bayshore Intermodal Station Access Study INFORMATIONAL
  - b. Update on the Highway Call for Projects INFORMATIONAL
  - c. Authorize Solicitation of Letters of Intent for Grade Separations MOTION
  - d. Update on State and Federal Legislative Program INFORMATIONAL
  - e. Capital Projects Quarterly Status Report – 4<sup>th</sup> Quarter INFORMATIONAL

12. Requests from the Authority

13. Written Communications to the Authority

14. Date/Time of Next Meeting: Thursday, October 4, 2012, 5 p.m. at  
 San Mateo County Transit District Administrative Building, Bacciocco  
 Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

15. Report of Legal Counsel

a. Closed Session: Real Estate Negotiations – Pursuant to Government  
 Code 54956.8:

Agency Negotiators: David J. Miller and Brian Fitzpatrick  
 Under Negotiation: Price and Terms of Purchase

<b>APN</b>	<b>State Parcel No.</b>	<b>Grantor</b>	<b>Address</b>	<b>Relocation</b>
026-112-140	62629	HMC Burlingame Hotel LLC	1333 Bayshore Highway Burlingame, CA	N
026-141-020	62631	99 Old Bayshore LLC	1299 Bayshore Highway Burlingame, CA	N
026-142-110 & 026-142-070	62632	Fox Investments GP	1288 & 1290 Bayshore Highway San Mateo, CA	N
026-142-080	62633	1250 Bayshore Highway LLC	1250 Bayshore Highway Burlingame, CA	N
026-142-090	62634	Pritam Sing & Jean D. Sabharwal	1240 Bayshore Highway Burlingame, CA	N
026-142-020 & 026-142-030	62635	Robert Paul Wadell Jr. & Angela Kathie Bramble Trust	Vacant Land on Bayshore Highway Burlingame, CA	N
026-142-130	62636	NorthWest Dealerco HoldingsLLC	1200 Bayshore Highway Burlingame, CA	Y
026-134-090	62638	Kathleen M. Dore Trust	1250 Rollins Road Burlingame, CA	N
026-134-030	62639	Robert Nerli	1320 Marsten Road Burlingame, CA	N
026-134-160	62640	Kathleen L. Lyons, Successor Trustee	1222 Rollins Road Burlingame, CA	N
026-134-080	62641	CSE Investments II LLC	1212 Rollins Road Burlingame, CA	Y
026-290-310	62642	CRP BAHF SFO, LLC	1177 Airport Boulevard Burlingame, CA	N
026-131-180	62644	N & S Cristafi Family Limited Partnership	1271 Whitehorn Way Burlingame, CA	N
026-131-100	62645	Marc Andre Rochette, Trustee for Rochette Family Trust	1213 Rollins Road Burlingame, CA	N

<b>APN</b>	<b>State Parcel No.</b>	<b>Grantor</b>	<b>Address</b>	<b>Relocation</b>
026-131-170	62646	Linda Feng Min Sun & Jennifer Hsu Partnership	1000 Broadway Burlingame, CA	N
Total of All Parcels	15			

16. Adjournment

## **INFORMATION FOR THE PUBLIC**

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

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

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

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

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

### **Public Comment**

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

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

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

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

### **Availability of Public Records**

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

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

**MINUTES OF AUGUST 2, 2012**

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

**MEMBERS ABSENT:** None

**STAFF PRESENT:** J. Averill, J. Cassman, A. Chan, E. Goode, G. Harrington, C. Harvey, R. Haskin, A. Hughes, J. Hurley, M. Martinez, N. McKenna, S. Murphy, M. Scanlon, M. Simon

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

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

CAC Chair Barbara Arietta reported on the July 31 meeting. The CAC:

- Voted in support of local shuttle programming and allocation of funds for the city of Pacifica's Community Weekend Shuttle.
- Received a presentation by Rich Napier, Executive Director of the City/County Association of Governments (C/CAG) concerning the Alternative Congestion Relief Program called the Smart Corridor. The CAC was impressed with the well thought-out work involved in the program and gives its enthusiastic support for this plan.
- Supports the allocation of funds for Caltrain's Capital and Operating Budgets and to support its Paratransit Program.
- Is concerned the reauthorization of passenger rail programs including High Speed Rail (HSR) was not included in the legislation and will need to be reauthorized before the expiration of the Passenger Rail Investment and Improvement Act (PRIIA) in 2013.
- Supports acceptance of the Statement of Revenues and Expenditures for May.
- Reviewed the information on the Statement of Revenues and Expenses for the period ending June 30, 2012.
- Reviewed the SamTrans Liaison Report of June 13.
- Received an abbreviated update from Chair Arietta on Caltrain's electrification and modernization program.
- Received news that a California Department of Transportation (Caltrans) sanctioned committee is seeking applicants who are willing to pay their way to be a part of the Devil's Slide Tunnel historic opening later this year. The Tunnel Opening Day Celebration Vehicle Parade Committee wants vehicles representing different decades of the past century of motor vehicles from the 1950's muscle cars to 2012 hybrids. Fees for driving through the tunnel in the celebration range from \$100 to \$3,000 according to the Half Moon Bay report.
- Was advised of the schedule change for the Highway Call for Projects (CFP) showing the draft funding recommendations will be presented to the Board on September 6 and the expected Board approval of the final recommendations on October 4.

- Was thanked by the Director of the Transportation Authority Program Joe Hurley for supporting the Memorandum of Understanding (MOU) for early investment in Caltrain's electrification and modernization.

Executive Director Michael Scanlon said the Director of Government and Community Affairs, Seamus Murphy, will address the Rail Title in the Legislative Report.

### **CONSENT CALENDAR**

Director Nagel asked to pull item 4a, the meeting minutes of June 7, 2012, from the Consent Calendar.

- b) Acceptance of Statement of Revenues and Expenditures for May 2012
- c) Information on Statement of Revenues and Expenses for the Period Ending June 30, 2012

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

### **Approval of Minutes of June 7, 2012**

Director Terry Nagel said on page 12 of 14 under Requests from the Authority she was talking about a major project of not 7,000 square feet but 767,000 square feet.

A motion (Nagel/Foust) to approve the amended minutes was approved.

### **PUBLIC COMMENT**

Brandt Grotte, San Mateo Mayor, asked the TA to consider granting funds for the 25<sup>th</sup> Avenue Grade Separation and Rail Realignment Project. This is adjacent to Bay Meadows Area and Development which is Bay Meadows Phase 1 and Phase 2. He said his concern is if they are not able to put in the grade separations at least at 28<sup>th</sup> or 31<sup>st</sup> Avenues in addition to the 25<sup>th</sup> Avenue grade separation, then it would limit the build out of Bay Meadows Phase 2. This would limit the commercial development and the residential housing in this transit-oriented development area which is a priority development area for San Mateo. The Bay Meadows Phase 2 effort is a result of seven years of planning in the city of San Mateo. He said the San Mateo Council unanimously supported this and unanimously supported the Caltrain MOU for electrification and advanced signal controls. He said they went to the Metropolitan Transportation Commission (MTC), the California High Speed Rail Authority (CHSRA) and the Caltrain Boards with that support, and are now asking the TA Board to help the city of San Mateo to further its aim. He said this does not result in any change in the current alignments to Caltrain in that area.

Director Foust asked how this would fit with the CFP. Mr. Scanlon said it will have to be worked into the Caltrain Modernization Program. There are three proposed sights for proposed passing tracks: one in the northern section, the middle, and the southern section. The passing tracks in the northernmost area of the middle section would terminate just north of San Mateo's 25<sup>th</sup> Avenue in the Hayward Park area. San Bruno is under construction right now, so San Mateo would likely be at the top of the priority list. He said it is a critical separation at 25<sup>th</sup> Avenue and other benefits would accrue because the city of San Mateo would be bringing its resources for that development.

Rich Hedges, San Mateo, said this is primarily planning and engineering money. He said he wants to make it clear they may be the only project on this line that has private as well as public money in it.

### **CHAIRPERSON'S REPORT – CAROLE GROOM**

None

### **SAMTRANS LIAISON REPORT**

The June 13, 2012 SamTrans report is included in the agenda packet. Director Nagel asked for more information about the Adult Drivers Education Program and when the classes are going to be held. Chair Groom said those are co-sponsored with Supervisor Adrienne Tissier and the San Mateo County Transit District (SamTrans) and she said she will ask someone from Supervisor Tissier's office to contact her.

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

Mr. Scanlon reported on the meeting of August 2, 2012:

- The JPB held a small celebration recognizing members of the State Legislative delegation for their strong support of Caltrain modernization and the HSR funding. Elected officials were in attendance. The JPB vice chair, Ken Yeager, from Santa Clara County, praised Chair Tissier for all that she has done in her role as the Chair of the JPB and the Chair of MTC during the past year.
- Key Caltrain Performance Statistics  
In both May and June, Caltrain set all-time highs in multiple categories.
  - Monthly Performance Statistics – May 2012 compared to May 2011
    - Total Ridership was an all-time high 1.3 million, an increase of 16.7 percent.
    - Average Weekday Ridership was an all-time high 49,000, up 15.3 percent.
    - Total Revenue was an all-time high \$5.7 million, up 23.4 percent
    - On-time Performance was 90.9 percent, an increase from 90.1 percent. Given the crowding on the trains On-time Performance is very difficult. From 0-5 minutes is considered on time which is mostly an industry standard. From 6-10 minutes late Caltrain is up to around 96-97 percent so this performance is attributed to the stress points of the dwells and the crowds.
    - Shuttle Ridership was 7,643, an increase of 10.3 percent.
  - Monthly Performance Statistics – June 2012 compared to June 2011
    - Total Ridership 1.3 million, an increase of 11 percent.
    - Average Weekday Ridership was an all-time high 50,400 up 13.4 percent and the first time Caltrain ever passed the 50,000 mark.
    - Total Revenue was \$5.8 million, up 18.1 percent.
    - On-time Performance was 90.5 percent, an increase from 88 percent.
    - Shuttles Ridership was 7,521, an increase of 8.7 percent.
  - Staff believes the ridership is indicative of job recovery. There were some statistics put out that slated San Jose as the number one fastest growing and recovering market in the country followed closely by San Francisco at number two.
  - Year-to-Date Performance Statistics – June 2012 compared to June 2011
    - Total Ridership was 14.1 million, an increase of 11.5 percent.
    - Average Weekday Ridership 44,200, an increase of 10.8 percent.

- Total Revenue was an all-time high \$59.9 million, up 18.1 percent.
- On-time Performance was 93 percent, an increase from 92.8 percent.
- Shuttle Ridership was 7,195, an increase of 25.6 percent.
- Last year the JPB was looking down the throat of a very serious financial crisis. One proposal was to run 48 daily trains, reduce service, eliminate service on weekends and become just a peak hour weekday only service. The strong leadership of Chair Tissier, several others from the Board, and the community stepped up in a big way to end FY2012 with a number of all-time records in a number of categories is really remarkable. Mr. Scanlon said Caltrain is 20 years old this year and when it started it had 20,000 average daily riders and to hit 50,000 is particularly gratifying.
- The JPB is going to move forward revenues from FY2012 savings into FY2014. For FY2013 the JPB has a balanced budget but for FY2014 there are long-term challenges the JPB must find its way through.
- July changes in fares were basically to entice people to use the Clipper Card.
- Nine SamTrans employees walked 18 miles for the Out of the Darkness Overnight Walk through San Francisco to raise awareness of suicide and exceeded their goal of \$12,000 and were placed in the top 20 of teams registered for their service.
- The Warped Tour on Saturday, June 23, Caltrain carried almost 6,700 additional riders.
- The Earthquake Soccer attracted around 1,600 additional riders.
- Giants games carried an average of 7,322 riders per game in June and year to date is at 365,000, an 11 percent increase over last year.
- On the 4<sup>th</sup> of July, Caltrain provided post firework trains. Nearly 3,000 people rode which is about a 14 percent increase over last year.
- Caltrain is not going to be in a position on the August weekend for the Americas Cup to provide extra service so the JPB will take the same public posturing it took for the 75<sup>th</sup> anniversary for the Golden Gate Bridge. Caltrain told people it was probably not the first choice for transit for that event but Caltrain had a slew of riders and got through it okay. Caltrain will put out everything it has but it doesn't have much left because everything is committed.
- The San Bruno Grade Separation Project is going well but had challenging work over the weekend placing six girders which required temporarily closing some roads.
- The Safety and Security Report was combined for May and June.
- Mr. Scanlon said Executive Officer, Planning and Development Marian Lee did an outstanding job on bringing people up to date on funding, the work she is doing with the various stakeholders in the cities regarding the 2019 date for Caltrain electrification and the signaling upgrades including the Positive Train Control (PTC), and the longer-term vision for when HSR would be introduced into the corridors in 2029. Mr. Scanlon said Caltrain will try to beat those dates.
- The Fuel Hedge Program locked in prices at \$2.80 which is very favorable.
- The JPB:
  - Authorized, approved, and ratified the insurance program at the total premium cost not to exceed \$3,408,388 which is higher than last year but within budget.
  - Authorized the rejection of all proposals for providing General Engineering Consultant design services and design review services because of concern that one of the proposers thought there were irregularities in the process. Caltrain did a thorough investigation and found no substantive issue but recommended that starting over was

- in everyone's best interest because Caltrain feels that even the slightest appearance of irregularities is cause for alarm. Caltrain is serious about following protocols and processes. The Board approved the recommendation but asked Caltrain to try to expedite the timing which seemed to partly satisfy at least one of the proposers.
- Received a request from Director Tom Nolan to agendize the JPB's support for the Central Subway Project in City and County of San Francisco.
  - Had a closed session to provide background on existing litigation and authorizing settlement of existing litigation. The JPB authorized Mr. Scanlon to pay an additional \$130,000 over the current authority to dispose of a case involving complications in some of the San Mateo bridges in order to make them safer from earthquakes. The drilling company experienced some major delays and problems because the initial core borings did not reveal some of the conditions that were there.

Director Matsumoto asked if more railcars have been added or if the schedules have been adjusted in order to accommodate the growth in ridership. Mr. Scanlon said Caltrain has no railcars to add but they do have a new contract operator which has management personnel standing by to provide service.

Deputy CEO Chuck Harvey said Transit America Services, Inc. (TASI) took over service on May 26 and a few of the employees flowed back to Amtrak so Caltrain has been running with a very minimal crew level. TASI is certifying engineers to fill in. Despite this, Caltrain has not annulled a single train. Caltrain doesn't have any more trains and can't afford to operate any more trains except for a few places. In the afternoon peak period, Caltrain has room to add two trains to relieve some of the overcrowding. As customers shift slightly out of the middle of the peak, Caltrain sees the shoulder trains getting more and more full so the JPB will add more shoulder trains and stops at Palo Alto and possibly Sunnyvale. This will go into effect on October 1 if TASI can get the operating crew in place. Caltrain will measure how the crowds react to the changes. They won't be big changes but might be enough to help overcome this issue.

Director Sepi Richardson asked what the insurance premium costs the JPB. Mr. Scanlon said it is \$3.4 million. Director Richardson asked if it was property and liability. Mr. Scanlon said there is a \$2 million deductible then the JPB pays up to \$200 million on its own, and the contractor covers from \$200-\$300 million on liability on the railroad. Director Richardson asked if it includes errors and omissions. Mr. Scanlon said yes. Director Richardson asked who the insurance company is. Mr. Scanlon said the JPB has a broker and it is layered. Deputy CEO Gigi Harrington said most of the insurance is placed out of London or Bermuda and are specialized insurance companies that are in the rail marketplace. There are about 10 different vendors that slot into different layers in terms of the type of insurance.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon reported:

- The Highway CFP proposals were due June 29. The TA has received 28 applications in the total amount of \$105.5 million dollars. The total amount available for allocation is \$104 million. The funds consist of three different pots of money: one from the original Measure A, the second and third are from Key Congested Areas and the Supplemental

Roadways of the reauthorized Measure A funds. An evaluation panel is reviewing the applications. There will be a meeting of a special subcommittee in late August to review draft recommendations. The TA's intent is to bring draft recommendations, subject to the committee's concurrence, back to the Board as an information item in September then ask for action in October.

- Auxiliary lane construction from University Avenue down to Embarcadero started the first week of July to be completed by December this year. The University segment was completed in June.

## **FINANCE**

### **Authorize Approval of Local Shuttle Programming and Allocation of \$116,302 in New Measure A Funds From the Local Shuttle Program Category for Fiscal Years 2013 and 2014 for the City of Pacifica's Community Weekend Shuttle**

Project Manager Aidan Hughes said last June the Board approved funding 33 shuttles and 3 applications were not funded at that time pending further study. Since that time, the city of Pacifica has revised its shuttle application and the TA and C/CAG staff have reviewed the revised application, confirmed the modified route and schedule do not unduly overlap with the SamTrans fixed-route service and would be consistent with the TA shuttle program practices. He said staff recommends the Board approve the city of Pacifica's funding application for its Weekend Community Shuttle Program.

## **PUBLIC COMMENT**

Van Ocampo, Pacifica, said he wanted to express his appreciation for the TA Board's continued support for Pacifica and other city projects.

The motion (Horsley/Patridge) to authorize approval of local shuttle programming and allocation of \$116,302 in New Measure A funds from the Local Shuttle Program Category for FY2013 and FY2014 for the city of Pacifica's Community Weekend Shuttle was approved.

Director Nagel said \$1.6 million is left in the pot and asked if there would be a surplus. Mr. Hughes said yes, this CFP was still undersubscribed by a small amount because the TA was carrying forward a large amount from the previous call. The trend is in the future this program will be oversubscribed and more competitive. Director Nagel asked if a compelling shuttle project came up in the interim would be considered. Mr. Hughes said no but there is an opportunity under the measure to apply for special circumstances, but the TA is not making any specific call for additional shuttle projects. Mr. Scanlon said the TA expects this money to stay and be used for the next CFP, but in the strategic plan the Board has retained the ability to make an exception if needed. Chair Groom said it is an equity issue to make sure it is fair to all the cities.

**Authorize Approval of the Allocation of \$11,678,056 in New Measure A Funds to the San Mateo County Transit District for Application Toward its Share of Caltrain's Fiscal Year 2013 Capital and Operating Budgets and to Support its Fiscal Year 2013 Paratransit Program**

Eva Goode, Manager of Budgets said \$3.9 million is for San Mateo County's share of the Caltrain Capital Budget, \$5.2 million for the Operating Budget, and \$2.6 million for the District's paratransit program.

The motion (Foust/Horsley) to authorize approval of the allocation of \$11,678,056 in New Measure A funds to the San Mateo County Transit District for application towards its share of Caltrain's FY2013 Capital and Operating budgets and to support its FY2013 paratransit program was approved.

**PROGRAM**

**Alternative Congestion Relief Program: Smart Corridor**

C/CAG Executive Director Rich Napier said this program is called Smart Corridor because when there is an incident on the highway, people get off anywhere they can and get lost in city streets and jam things up, and this program is to try to flush traffic out. It is not to divert traffic into the local streets from the highway. The project goes from Interstate 380 to the Oregon Expressway in Palo Alto and major arterials between El Camino Real and Highway 101. He said the project uses sensors, information signs, and routing signs. He said the idea is to set up a particular route for traffic to flow and optimize the signal timing along that route to get the traffic moving out of an area. He said every route was walked by the C/CAG engineering staff to decide where the best place would be to put up some of the signs, signals and cameras. The project received additional funds to go to the Santa Clara County line and went a little farther to reach the Oregon Expressway. He said this is a project the TA has been very engaged in. The MTC and California Transportation Commission (CTC) also provided funding. He said the CTC was extremely supportive. The project funding is highly leveraged with \$6 million of local money for a \$38 million project.

Mr. Napier said the project has several functions. One is to control traffic from major incidents. In order to trigger the program, an incident has to cause the highway to shut down for over four hours which happens about 0.2 percent of the time. He said during normal operations, the cities will be able to sit at their computers and look at what is going on using the cameras in their area and remotely change all the signal timing if they so wish, whereas before they would have to go out to the signal and do it locally.

He said a big part of the project is running fiber optic all the way back to Oakland and connect up with the Bay Area Rapid Transit (BART) fiber in Millbrae providing real time access to the traffic video.

Mr. Napier said the benefits include alternate route with timing optimized for incidents, local event management which will be handled by the cities themselves, and upgraded local signal controllers along those routes. He said if SamTrans wanted to go to a signal preemption system the ability is there and all SamTrans would need to do is put in a receiver card and it will be ready to be used, so this will significantly reduce the cost when SamTrans activates that feature.

He said right now it is being built. The local streets will be under contract within six weeks and the final contract will be underway by the end of the year, so it is getting close to implementation. He said construction will be finished in 2013 and 2014 but there will be a lot of integration and system control left to do. He said this is not a fully automated system. It requires decisions by individuals at the Control Center. The key teammates working together to improve the mobility in California are C/CAG, TA, Caltrans, MTC, and CTC.

Director Richardson said there have been a lot of reports of problems with sensors that Caltrans uses and asked if these are going to be the same sensors or if they are by the same manufacturer. Mr. Napier said all the sensors will be new and there is an array of sensor types.

Director Nagel said this is not fully automated and asked who is monitoring the system. Mr. Napier said a sensor does not detect a problem and automatically change signals. He said what will be automated is setting up routes and establishing the flush plan, but during an incident a controller in Oakland will have to look at the situation and decide which plan to use. The controller will monitor the situation using the cameras and make adjustments as needed. Director Nagel asked what local cities can control on a daily basis. She asked if a city notices an accident on El Camino Real if they could activate the system. Mr. Napier said Caltrans controls El Camino Real and the cities control the local roads but if they want to establish control during a less severe incident on El Camino they may be able to establish an agreement with Caltrans.

Director Nagel asked if there will be signs on highway. Mr. Napier said cities would not have signed the agreement if traffic was purposely routed off the highway during an incident. He said when there is a major incident the highway will display signs far in advance of the incident diverting traffic to other highways, but this plan will be only to deal with traffic that spills out into the city streets.

Director Matsumoto asked if the traffic will be primarily routed to El Camino. Mr. Napier said yes. Director Matsumoto asked if Caltrans will be monitoring the traffic signals. Mr. Napier said during an incident Caltrans has control over the designated local streets as well as El Camino. Caltrans will first try to get the traffic through El Camino but if that blocks up then they will try some parallel routes in both directions on either side of the incident.

Director Matsumoto asked if Caltrans will direct South San Francisco traffic. Mr. Napier said no because this plan covers the areas closest to El Camino Real and Highway 101 south of Interstate 380, but someday this plan will extend north of Interstate 380.

Mr. Horsley asked if the Oakland Control Center takes precedent over the San Mateo hub. Mr. Napier said hub is an electrical term indicating the place through which data is transmitted. There is not a physical hub with a person managing the traffic in San Mateo; that is all done in Oakland.

Director Foust said she wants to take responsibility for getting the message out to her constituents. She said there are cities this directly affects, but it really affects all of the communities and there's a positive message from a Public Relations perspective that the

Bay Area is a leader in California for this type of technology and the reason El Camino Real is going to be under construction in certain areas is to improve mobility in the long run. She said they should think about how they can get the message out through their councils or their chambers through regional economic development associations. She said they should announce to the business community they are trying to make their mobility better and tell them what the TA is doing, why, what the benefits will be, and to tell the residents where their tax dollars are going. She said to get some of the local newspapers to pick up good stuff the TA is doing. She said she thought Executive Officer, Public Affairs Mark Simon could have someone talk about this on Peninsula TV. Mr. Napier said the TA and C/CAG does need to have outreach as it relates to this. He said when there's an incident there are names with telephone numbers or email addresses to alert the right people that an incident has occurred.

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

#### State

Director, Government and Community Affairs Seamus Murphy said the big news at the State level was the approval of the funding for the Caltrain Modernization Program, which is State Bill 1029. He said the bill includes about half of the funding needed. The rest is matched by the funding plan the TA Board approved. He said there are several additional steps that need to happen before funding is available for the project. He said the next step on the Legislative side is advocating for the sale of the bonds and the allocation of that revenue to the Proposition 1A Program including Caltrain Modernization.

#### Federal

Mr. Murphy said Congress passed a surface transportation authorization bill called Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). He said it lends some reliability to transit agencies that want to do some long-term planning and want to provide the existing funding levels through FY2014. He said it also includes some significant structural and policy changes.

Overall, it diverts some discretionary programs and converts them into formula programs like the Bus and Bus Facilities Program from which SamTrans and Caltrain both receive benefits. It also guarantees the State will receive 95 percent of the revenue they send to Washington in the form of gas taxes back for statewide programs and local programs. He said the Federal loan program known as the Transportation Infrastructure Finance and Innovation Act (TIFIA) was largely expanded. This was a loan for highway, transit, and rail projects. He said it was traditionally \$120 million per year but now it will be \$1.75 billion over two years so there will be considerable interest in that program. He said the Secretary of Transportation recently announced this funding will be available and asked prospective projects get in line with Letters of Intent on a first come, first served basis for those loans. He said the New Starts Program was expanded to include the renovation of existing transit systems. It was previously only available for transit expansion projects. One caveat is the renovation of the project must result in a 10 percent capacity increase in order to be eligible.

He said the bill left out some things transportation agencies advocated for. He said the big one was authorization of the Rail Title which is what the CAC Chair mentioned earlier. The Rail Title was authorized in PRIIA before Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expired so the authorization still exists and is

authorized through the end of September next year. However, it will need to be reauthorized in order for the HSR program and Amtrak to receive authorization. One other issue they will probably address is the PTC mandate. MAP-21 would allow agencies to apply for three one-year extensions to the PTC mandate but the Conference Committee took that out of the bill. When they do reauthorize PRIIA he said he expects the issue will come up again. He said MAP-21 also doesn't address the tax benefit parity between drivers and transit users. Right now drivers are eligible for a \$240 per month pretax benefit and transit users are only eligible for a \$125 per month pretax benefit. He said they were equal for a while after the approval of the Recovery Act but then the transit benefit expired and hasn't been brought back up to the same level. Today the Senate Finance Committee marked up the yearly tax extenders package and it included raising the benefit for commuters back up to the level drivers receive so advocates will have to push for that benefit to go up through the House and get signed by the President.

Mr. Murphy said there are some multimodal discretionary programs that received some cuts under MAP-21. One is the Bike and Pedestrian Program called Transportation Enhancements. The funding levels are the same but the program is required to cover a broader spectrum of efforts that were included as separate programs under SAFETEA-LU so it is diluted resulting in a 34 percent cut for bike and pedestrian projects. The MTC is working on changes at the State level that would help bring those levels back up for the Bay Area and they feel confident that they will be able to do something to lessen the effects of those cuts.

Mr. Murphy said the other issue that needs to be resolved is the overall funding challenge faced in Washington. MAP-21 authorization levels are available this fiscal year because MAP-21 includes a transfer of \$19 billion from the General Fund to fund transportation programs. The gas tax alone won't cover the authorization levels under MAP-21 and won't cover authorization levels in FY2014 either so MAP-21 will require another transfer from the General Fund or additional supplemental revenue of some kind. Transit agencies will continue to advocate for the full appropriation of the authorized funding that congress approved.

Even with those deficiencies this is a great step for local transportation agencies and will allow them to plan with more reliability for the next two years. He said Senator Barbara Boxer is to be commended and deserves a lot of credit for getting this pushed through.

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

None

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

No discussion

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

September 6, 2012 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070.

**REPORT OF LEGAL COUNSEL**

Legal Counsel Joan Cassman said this will be a continuation of what was discussed at the June Board meeting for real estate negotiations regarding the Broadway Interchange Project in Burlingame, CA.

Closed Session: Real Estate Negotiations – Pursuant to Government Code 54956.8:  
 Agency Negotiators: David J. Miller and Brian Fitzpatrick  
 Under Negotiation: Price and Terms of Purchase

APN	State Parcel No.	Grantor	Address	Relocation
026-112-140	62629	HMC Burlingame Hotel LLC	1333 Bayshore Highway Burlingame, CA	N
026-141-020	62631	99 Old Bayshore LLC	1299 Bayshore Highway Burlingame, CA	N
026-142-110 & 026-142-070	62632	Fox Investments GP	1288 & 1290 Bayshore Highway San Mateo, CA	N
026-142-080	62633	1250 Bayshore Highway LLC	1250 Bayshore Highway Burlingame, CA	N
026-142-090	62634	Pritam Sing & Jean D. Sabharwal	1240 Bayshore Highway Burlingame, CA	N
026-142-020 & 026-142-030	62635	Robert Paul Wadell Jr. & Angela Kathie Bramble Trust	Vacant Land on Bayshore Highway Burlingame, CA	N
026-142-130	62636	NorthWest Dealerco HoldingsLLC	1200 Bayshore Highway Burlingame, CA	Y
026-134-090	62638	Kathleen M. Dore Trust	1250 Rollins Road Burlingame, CA	N
026-134-030	62639	Robert Nerli	1320 Marsten Road Burlingame, CA	N
026-134-160	62640	Kathleen L. Lyons, Successor Trustee	1222 Rollins Road Burlingame, CA	N
026-134-080	62641	CSE Investments II LLC	1212 Rollins Road Burlingame, CA	Y
026-290-310	62642	CRP BAHF SFO, LLC	1177 Airport Boulevard Burlingame, CA	N
026-131-180	62644	N & S Cristafi Family Limited Partnership	1271 Whitehorn Way Burlingame, CA	N
026-131-100	62645	Marc Andre Rochette, Trustee for Rochette Family Trust	1213 Rollins Road Burlingame, CA	N
026-131-170	62646	Linda Feng Min Sun & Jennifer Hsu Partnership	1000 Broadway Burlingame, CA	N
Total of All Parcels	15			

Meeting adjourned to closed session at 6:08 p.m.

Meeting reconvened to open session at 6:18 p.m.

Ms. Cassman said the Board has given direction and legal authority to the staff regarding these parcels.

Meeting adjourned at 6:18 p.m.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Virginia Harrington  
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES  
FOR THE PERIOD ENDING JULY 31, 2012**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$5,336,679 - line 6) is *worse* than staff projections by \$29,011 or 0.5 percent. Within total revenue, *Interest Income* (\$331,596 - line 2) is \$30,184 or 8.3 percent *worse* than projections due to lower than budgeted returns and *Rental Income* (\$93,402 - line 3) is \$392 or 0.4 percent *better* than staff projections.

*Total Revenue* (\$5,336,679 - line 6) is \$79,376 or 1.5 percent *better* than prior year performance. *Sales Tax* (\$4,910,900 - line 1) which is \$153,766 or 3.2 percent *better* than prior year is offset by *Interest Income* (\$331,596 - line 2) which is \$76,470 or 18.7 percent *worse*.

**Expenditures:** *Total Administrative* (\$47,161- line 21) is *better* than staff projections by \$17,950 or 27.6 percent. Within total administrative, *Staff Support* (\$29,853 - line 17) and *Other Admin Expenses* (\$17,307 - line 19) are \$17,950 or 27.6 percent *better* than staff projections.

**Budget Amendment:** There are no budget revisions for the month of July 2012.

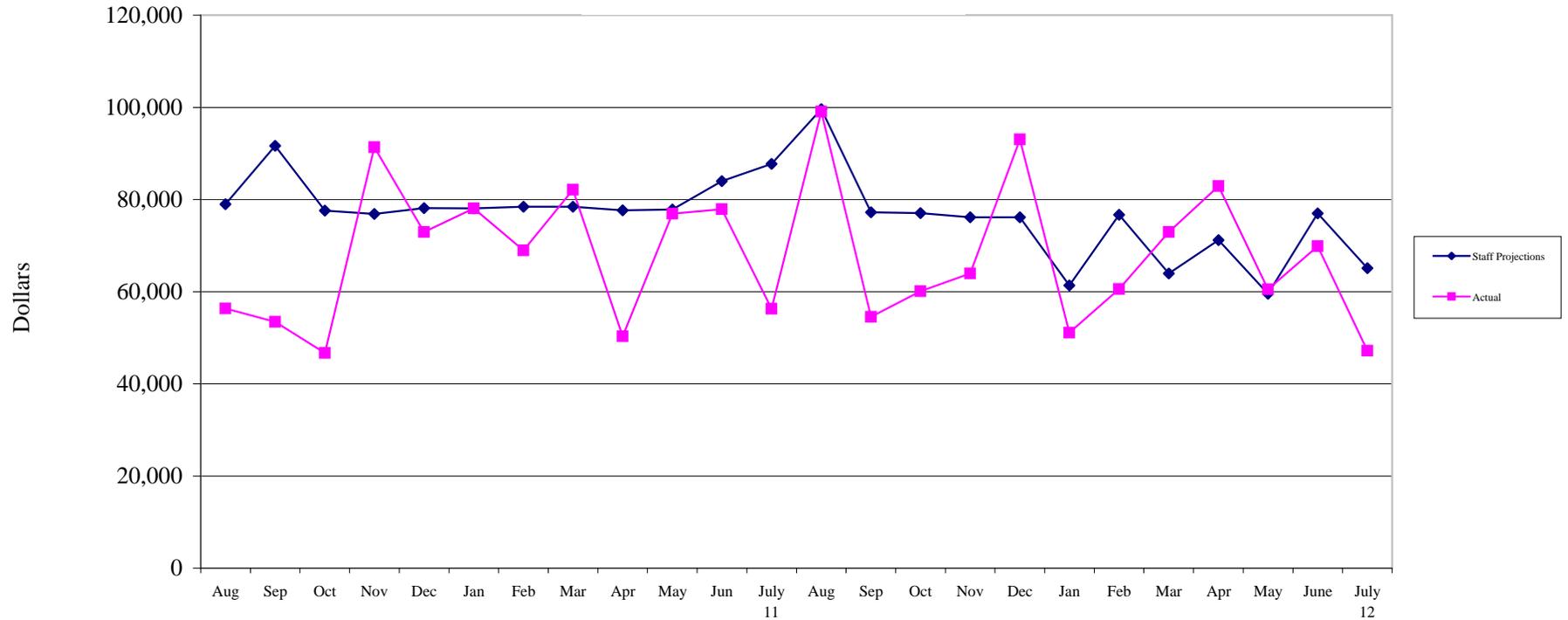
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**Fiscal Year 2013**  
**July 2012**

% OF YEAR ELAPSED: **8.3%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	4,910,900	4,757,133	4,910,900	4,910,900	100.0%	65,000,000	65,000,000	7.6%
2 Interest Income	331,596	408,065	331,596	361,780	91.7%	4,022,150	4,022,150	9.0%
3 Rental Income	93,402	91,493	93,402	93,010	100.4%	1,116,180	1,116,180	8.4%
4 Grant Proceeds	780	612	780	0	0.0%	0	0	0.0%
5								
6 <b>TOTAL REVENUE</b>	<b>5,336,679</b>	<b>5,257,303</b>	<b>5,336,679</b>	<b>5,365,690</b>	<b>99.5%</b>	<b>70,138,330</b>	<b>70,138,330</b>	<b>7.6%</b>
7								
<b>EXPENDITURES:</b>								
9								
10 Annual Allocations	1,792,479	1,846,958	1,792,479	1,792,479	100.0%	23,725,000	23,725,000	7.6%
11								
12 Program Expenditures	235,800	266,761	235,800	6,097,970	3.9%	73,175,646	73,175,646	0.3%
13								
14 Oversight	9,160	21,180	9,160	40,417	22.7%	485,000	485,000	1.9%
15								
16 Administrative								
17 Staff Support	29,853	29,844	29,853	37,572	79.5%	634,125	634,125	4.7%
18 Measure A Info-Others	-	-	-	-	0.0%	16,500	16,500	0.0%
19 Other Admin Expenses	17,307	26,418	17,307	27,539	62.8%	333,959	333,959	5.2%
20								
21 Total Administrative	47,161	56,262	47,161	65,111	72.4%	984,584	984,584	4.8%
22								
23 <b>TOTAL EXPENDITURES</b>	<b>2,084,598</b>	<b>2,191,160</b>	<b>2,084,598 (1)</b>	<b>7,995,976</b>	<b>26.1%</b>	<b>98,370,230</b>	<b>98,370,230</b>	<b>2.1%</b>
24								
25 <b>EXCESS (DEFICIT)</b>	<b>3,252,081</b>	<b>3,066,143</b>	<b>3,252,081</b>	<b>(2,630,286)</b>		<b>(28,231,900)</b>	<b>(28,231,900)</b>	
26								
27 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>421,881,503</b>	<b>446,742,157</b>	<b>422,021,138</b>		<b>422,021,138</b>	<b>422,021,138</b>	
28								
29 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>424,947,646</b>	<b>449,994,238 (2)</b>	<b>419,390,852</b>		<b>393,789,238</b>	<b>393,789,238</b>	
30								
31								
32 Includes the following balances:								
33 Cash and Liquid Investments		362,633					305,340,677	
34 Current Committed Fund Balance		401,626,309 (3)					98,370,230	
35 Undesignated Cash & Net Receivable		48,005,296					(2,084,598) (1)	
36 Total		<u>449,994,238 (2)</u>					<u>401,626,309 (3)</u>	
37								
38								
39								
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 7, 2012.								
46 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
47								
48								

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## SMCTA Administrative Expenses



### Current Year Data

	Jul '12	Aug '12	Sep '12	Oct '12	Nov '12	Dec '12	Jan '13	Feb '13	Mar '13	Apr '13	May '13	Jun '13
<b>MONTHLY EXPENSES</b>												
Staff Projections	65,111	0	0	0	0	0	0	0	0	0	0	0
Actual	47,161	0	0	0	0	0	0	0	0	0	0	0
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	65,111											
Actual	47,161											
Variance-F(U)	17,950	0	0	0	0	0	0	0	0	0	0	0
Variance %	27.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%



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 JULY, 2012

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.650%	\$ 259,026,058	\$ 259,026,058
Local Agency Investment Fund	**	Liquid Cash	0.363%	\$ 20,507,309	\$ 20,507,309
Investment Portfolio	***	Liquid Cash	0.000%	\$ 155,341,551	\$ 156,470,097
Other		Liquid Cash	0.010%	\$ 362,633	\$ 362,633
				<u>\$ 435,237,551</u>	<u>\$ 436,366,097</u>

Accrued Earnings for July 2012	\$ 316,822.41
Cumulative Earnings FY2013	\$ 316,822.41

\* County Pool average yield for the month ending July 31, 2012 was 0.650%. As of July 2012, the amortized cost of the Total Pool was \$2,604,962,508.91 and the fair market value per San Mateo County Treasurer's Office was \$2,620,408,940.75.

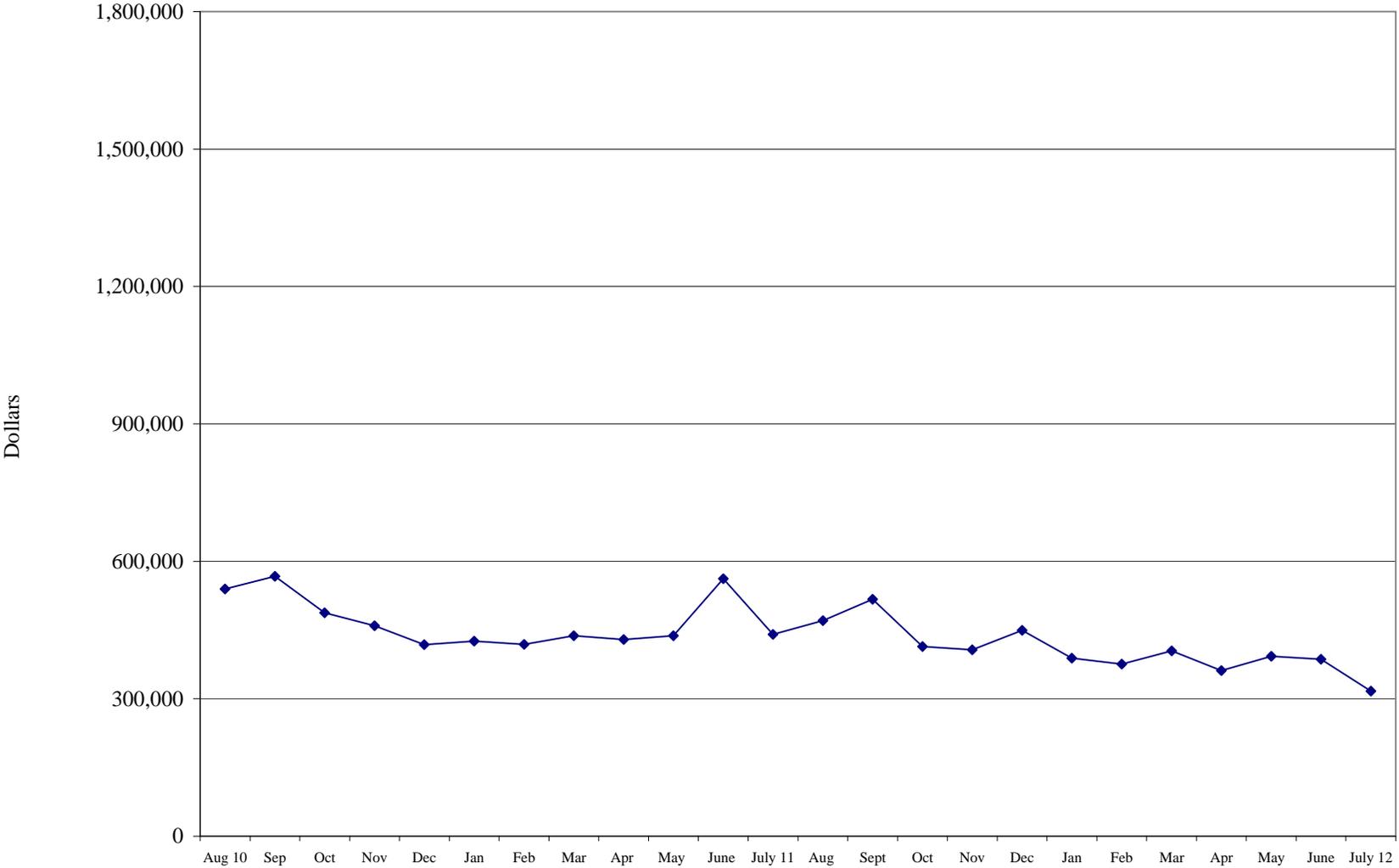
\*\* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INTEREST STATEMENT  
JULY 2012**

FY2013	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	316,822.41	316,822.41
AUGUST		
SEPTEMBER		
OCTOBER		
NOVEMBER		
DECEMBER		
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

# SMCTA Interest Income



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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**INTEREST ON INVESTMENTS**  
**July 31, 2012**

DESCRIPTION	TOTAL INVESTMENT 07-31-12	INTEREST RECEIVABLE 06-30-12	INTEREST EARNED 07-31-12	INTEREST RECEIVED 07-31-12	ADJ.	INTEREST RECEIVABLE 07-31-12
LAIF	20,507,308.73	23,553.80	6,319.91	23,074.38	(479.42)	6,319.91
COUNTY POOL	259,026,057.56	571,582.02	144,489.78	567,647.12	(3,934.90)	144,489.78
BANK OF AMERICA	362,633.41	0.00	5.84	5.84		0.00
INVESTMENT PORTFOLIO	<u>155,341,551.41</u>	<u>525,229.46</u>	<u>170,780.45</u>	<u>218,592.95</u>	<u>(838.67)</u>	<u>476,578.30</u>
	<u><u>435,237,551.11</u></u>	<u><u>1,120,365.29</u></u>	<u><u>321,595.98</u></u>	<u><u>809,320.29</u></u>	<u><u>(5,252.99)</u></u>	<u><u>627,387.99</u></u>

**JULY 2012 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned Per Report 7/31/12	316,822.41
<b>Add:</b>	
County Pool Adj.	
Misc. Income - Lehman Brothers Recovery	
GASB 31	
<b>Less:</b>	
Management Fees	15,251.35
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(477.91)</u>
Total Interest & Capital Gain(Loss)	<u><u>331,595.85</u></u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	316,822.41
<b>Add:</b>	
County Pool Adj.	
Misc. Income - Lehman Brothers Recovery	
GASB 31	
<b>Less:</b>	
Management Fees	15,251.35
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(477.91)</u>
Total Interest	<u><u>331,595.85</u></u>
Balance Per Ledger as of 7/31/12	
Int Acct. 409100 - Co. Pool	140,554.88
Int Acct. 409100 - LAIF	6,319.91
Int Acct. 409100 - B of A	5.84
Int Acct. 409100 - Misc. Income	
Int Acct. 409101 - Portfolio Funds	185,193.13
Misc. Income Acct. 405240 - Other Non-Transit	
Gain(Loss) Acct. 405210	<u>(477.91)</u>
GASB31 Acct. 405220	
	<u><u>331,595.85</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INVESTMENT PORTFOLIO  
July 31, 2012**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-12	MARKET VALUE 07-31-12	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 06-30-12	INTEREST EARNED 07-31-12	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 07-31-12	PAR VALUE
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>															
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>															
US TREASURY NOTE	912828LH1	03-12-10	2,028,125.00	2,003,980.00	2,001,180.00	08-15-12	1.750%	97.2222	31	13,173.08	3,013.89		(33.12)	16,153.85	2,000,000
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,233,850.00	15,202,800.00	01-31-13	2.875%	1,197.9167	31	180,082.42	37,135.42		(216,045.96)	1,171.88	15,000,000
															12.36%
<b><u>U.S. GOVERNMENT AGENCIES</u></b>															
FNMA	31398AYM8	07-10-09	4,996,300.00	5,008,450.00	5,002,000.00	08-10-12	1.750%	243.0556	30	34,270.83	7,291.67			41,562.50	5,000,000
FNMA	3135G0FS7	11-29-11	11,997,600.00	12,006,120.00	12,006,840.00	11-21-13	0.600%	200.0000	30	8,000.00	6,000.00			14,000.00	12,000,000
FHLMC	3134G3AC4	12-06-11	4,990,725.00	5,001,000.00	5,002,450.00	12-06-13	0.600%	83.3333	30	2,083.33	2,500.00			4,583.33	5,000,000
FHLM	3137EACR8	02-08-11	18,901,470.00	19,319,960.00	19,326,610.00	02-25-14	1.375%	725.6944	30	91,437.50	21,770.83			113,208.33	19,000,000
FHLM	3137EACB3	03-30-11	13,932,270.00	14,025,825.00	14,022,450.00	04-23-14	2.500%	937.5000	30	63,750.00	28,125.00			91,875.00	13,500,000
FNMA	3135G0LX9	6-28-12	3,000,900.00	3,003,870.00	3,004,860.00	06-26-15	0.700%	58.3333	30	291.67	1,750.00			2,041.67	3,000,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,052,200.00	10,069,900.00	09-28-15	0.750%	208.3333	30	19,375.00	6,250.00			25,625.00	10,000,000
FNMA	3136G0EJ6	05-03-12	9,996,875.00	10,019,400.00	10,032,400.00	10-30-15	0.750%	208.3333	30	12,708.33	6,250.00			18,958.33	10,000,000
FHLMC	3134G3UV0	05-23-12	5,000,000.00	5,001,550.00	5,011,150.00	11-23-15	0.750%	104.1667	30	3,958.33	3,125.00			7,083.33	5,000,000
FNMA	3135G0LM3	05-25-12	14,995,500.00	14,997,900.00	15,037,500.00	11-24-15	0.750%	312.5000	30	11,562.50	9,375.00			20,937.50	15,000,000
FNMA	3135G0LT8	06-22-12	3,999,400.00	4,001,560.00	4,011,160.00	11-01-15	0.750%	83.3333	32	3,288.89	2,666.67			5,955.56	4,000,000
FNMA	3135G0MB6	06-28-12	2,999,250.00	2,999,460.00	3,004,770.00	12-28-15	0.750%	62.5000	30	187.50	1,875.00			2,062.50	3,000,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,064,200.00	12,095,760.00	03-21-16	1.000%	333.3333	30	33,333.33	10,000.00			43,333.33	12,000,000
FNMA	3135G0KA0	05-03-12	10,030,700.00	10,043,400.00	10,050,900.00	04-26-16	1.125%	312.5000	30	20,312.50	9,375.00			29,687.50	10,000,000
															81.88%
<b><u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u></b>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,662,069.77	10,708,243.45	04-15-14	1.250%	358.5854	31	27,117.46	11,116.15		(182.26)	38,051.35	10,327,260
															6.68%
<b><u>COLLATERIZED MORTGAGE OBLIGATIONS</u></b>															
FHLB SERIES 00-0606 Y	3133XESD7	11-21-08	668,790.10	688,065.60	663,498.67	12-28-12	5.270%	101.9620	31	296.79	3,160.82	2,967.95	(202.33)	287.34	675,813
															0.44%
<b><u>CASH INVESTMENT</u></b>															
FEDERATED TSY MONEY MARKET		07-31-12	215,625.06	215,625.06	215,625.06			0.0000	31		0.00	215,625.00	215,625.00	0.00	
<b>MATURED/CALLED</b>															
<b>TOTAL</b>			<u>155,341,551.41</u>	<u>156,348,485.43</u>	<u>156,470,097.18</u>					<u>525,229.46</u>	<u>170,780.45</u>	<u>218,592.95</u>	<u>(838.67)</u>	<u>476,578.30</u>	<u>154,503,074.05</u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS  
 FY2012 & FY2013  
 JULY 2012

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Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
<b>FY2012:</b>					
1st Quarter	15,680,000.00	1st Quarter	17,044,298	1,364,298	17,044,298
2nd Quarter	16,562,400.00	2nd Quarter	18,016,949	1,454,549	18,016,949
3rd Quarter	14,812,600.00	3rd Quarter	16,477,299	1,664,699	16,477,299
4th Quarter	15,945,000.00	4th Quarter	16,971,300	1,026,300	16,971,300
<b>FY2012 Total</b>	<b>63,000,000.00</b>	<b>FY2012 Total</b>	<b>68,509,846</b>	<b>5,509,846</b>	<b>68,509,846</b>
<b>FY2013:</b>					
Jul. 12	4,360,900.00	Sep. 12			4,360,900
Aug. 12	4,360,900.00	Oct. 12			4,360,900
Sep. 12	5,810,000.00	Nov. 12			5,810,000
1st Qtr. Adjustment	1,650,000.00	Dec. 12			1,650,000
3 Months Total	16,181,800.00		-	-	16,181,800
Oct. 12	4,507,000.00	Dec. 12			4,507,000
Nov. 12	4,507,000.00	Jan. 13			4,507,000
Dec. 12	6,330,000.00	Feb. 13			6,330,000
2nd Qtr. Adjustment	1,740,000.00	Mar. 13			1,740,000
6 Months Total	33,265,800.00		-	-	33,265,800
Jan. 13	4,092,500.00	Mar. 13			4,092,500
Feb. 13	4,092,500.00	Apr. 13			4,092,500
Mar. 13	5,580,800.00	May 13			5,580,800
3rd Qtr. Adjustment	1,516,400.00	Jun. 13			1,516,400
9 Months Total	48,548,000.00		-	-	48,548,000
Apr. 13	4,442,000.00	Jun. 13			4,442,000
May 13	4,442,000.00	Jul. 13			4,442,000
Jun. 13	5,923,000.00	Aug. 13			5,923,000
4th Qtr. Adjustment	1,645,000.00	Sep. 13			1,645,000
<b>FY2013 Total</b>	<b>65,000,000.00</b>	<b>FY2013 Total</b>	<b>-</b>	<b>-</b>	<b>65,000,000</b>
	4,910,900	1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>4,910,900</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

	<u>7/31/2012</u>
Cash -- Bank of America Checking Account	362,633.41
LAIF	20,507,308.73
County Pool	259,026,057.56
Investment Portfolio	155,125,926.28
Total	<u><u>435,021,925.98</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN -- JULY 2012

Unit	Reference	Name	Date	Sum Amount	Method	Description
ICTA	000773	PENINSULA CORRIDOR JOINT POWERS BOARD	2012-07-09	647,328.82	WIR	Capital Programs
ICTA	000774	SAN MATEO COUNTY TRANSIT DISTRICT	2012-07-09	669,036.67	WIR	Capital Programs
ICTA	000775	SAN MATEO COUNTY TRANSIT DISTRICT	2012-07-23	826,969.05	WIR	Capital Programs
ICTA	000776	PENINSULA CORRIDOR JOINT POWERS BOARD	2012-07-30	150,956.89	WIR	Capital Programs
ICTA	003268	DAILY JOURNAL CORPORATION	2012-07-09	51.76	CHK	Printing and Information Svcs
ICTA	003269	DMJM HARRIS/MARK THOMAS JV	2012-07-09	3,485.52	CHK	Capital Programs
ICTA	003270	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2012-07-09	10,822.00	CHK	Legal Services
ICTA	003271	HOLLAND & KNIGHT LLP	2012-07-09	5,000.00	CHK	Legislative Advocate
ICTA	003272	HURLEY, JOSEPH	2012-07-09	299.35	CHK	Business Travel
ICTA	003273	URS CORPORATION	2012-07-09	183,434.12	CHK	Capital Programs
ICTA	003274	ATKINS NORTH AMERICA, INC	2012-07-16	47,550.30	CHK	Capital Programs
ICTA	003275	BURLINGAME, CITY OF	2012-07-16	273,047.12	CHK	Capital Programs
ICTA	003276	FEHR & PEERS	2012-07-16	8,569.71	CHK	Capital Programs
ICTA	003277	GREEN CARPET LANDSCAPING	2012-07-16	15,460.00	CHK	Grounds Maintenance Service
ICTA	003278	JACOBS ENGINEERING GROUP, INC.	2012-07-16	3,091.48	CHK	Capital Programs
ICTA	003279	PARKING COMPANY OF AMERICA	2012-07-16	92,159.43	CHK	SMCTA Caltrain Shuttles
ICTA	003280	SHAW/YODER & ANTWIH, INC.	2012-07-16	3,795.00	CHK	Legislative Advocate
ICTA	003281	--VOID--	2012-07-16	-	CHK	
ICTA	003282	WELLS FARGO OF CALIFORNIA	2012-07-16	134,934.33	CHK	Insurance Premium
ICTA	003283	PENINSULA TRAFFIC CONGESTION RELIEF	2012-07-23	12,588.16	CHK	Capital Programs
ICTA	003284	JACOBS ENGINEERING GROUP, INC.	2012-07-23	2,364.07	CHK	Capital Programs
ICTA	003285	S3, INC.	2012-07-23	3,000.00	CHK	Seminar & Training
ICTA	003286	FEHR & PEERS	2012-07-30	20,046.38	CHK	Capital Programs
ICTA	003287	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2012-07-30	15,439.00	CHK	Legal Services
ICTA	003288	HOLLAND & KNIGHT LLP	2012-07-30	5,000.00	CHK	Legislative Advocate
				<u>3,134,429.16</u>		





SAN MATEO COUNTY  
**Transportation  
Authority**

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# **Measure A Program Status Report**

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**Semi-Annual Report**

**(As of June 30, 2012)**

## Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of June 30, 2012)

Program	Exp. Plan %	General Status	In Thousands of \$ (\$1,000)		
			Total Funds Collected (1989-2008) <sup>3</sup>	Budgeted/ Expended Funds <sup>4</sup>	Available Funding <sup>5</sup>
1. Caltrain <sup>1</sup>	N/A	- Available funding for Caltrain Systemwide Improvements - Projects with budgeted funds in progress	\$ 277,164	\$ 207,301	\$ 69,863
2. Paratransit	N/A	- Program completed	56,113	56,113	-
3. Dumbarton Rail <sup>2</sup>	N/A	- Project in Environmental Impact Report(EIR)/Environmental Impact Statement (EIS) and conceptual engineering phase - Additional funding decisions on hold	85,797	46,615	39,182
4. Highway	N/A	- Call for Projects for both Original Measure and New Measure Funds to be issued, expected Board approval in October 2012 - Projects with budgeted funds in progress	351,326	324,855	26,471
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	233,941	233,941	-
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	-
<b>Total:</b>			<b>\$ 1,214,845</b>	<b>\$ 1,079,269</b>	<b>\$ 135,576</b>

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 June 30, 2012)

Program	Exp. Plan %	Implementation Process <sup>1</sup>	General Status	In Thousands of \$ (\$1,000)		
				Total Estimated Revenue (2009-2033) <sup>2</sup>	Funds Collected to date <sup>3</sup>	Budgeted/ Expended Funds <sup>4</sup>
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	\$ 34,277	\$ 21,103
<i>Local Shuttle</i>	4%	Call for Projects	- 19 shuttles in operation - 28 shuttles approved for funding through the joint call for projects with C/CAG for FY 2013-Fy2014	60,000	8,634	6,354
<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	8,551	7,290
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- \$15 million committed to South San Francisco ferry terminal. Construction completed; ferry service launched June 4, 2012 - \$15 million reserved for Redwood City ferry project	30,000	4,294	15,039
<i>San Mateo County/ SFO BART Extension</i>	2%	Agreement-Based	- Annual distribution to BART for BART to SFO segment expenses	30,000	4,276	4,261
<i>Dumbarton Rail Corridor</i>	2%	TBD	- Project in EIR/EIS and conceptual engineering phase - Funding decisions on hold	30,000	4,294	4,294
2. Highway	27.5%	Plan-Based	- Call for Projects for both Original Measure and New Measure Funds to be issued, expected Board approval in October 2012	413,000	59,037	39,948
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Quarterly distribution to cities for local transportation improvements	338,000	48,101	48,101
4. Grade Separation <sup>5</sup>	15%	TBD	- San Bruno Grade Separation project under construction - Funding decisions on hold	225,000	32,202	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	6,440	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 2013	15,000	2,147	976
<b>Total:</b>				<b>\$ 1,486,000</b>	<b>\$ 212,253</b>	<b>\$ 201,046</b>

<sup>1</sup> Based on TA Board adopted Implementation Plan (2009)

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

<sup>3</sup> 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.

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

<sup>5</sup> 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  
August 8, 2012**

**AGENDA ITEM # 7  
SEPTEMBER 6, 2012**

The Community Relations Committee and Board

A Certificate of Appreciation was presented to outgoing Paratransit Coordinating Council (PCC) Chair Nancy Keegan.

A Certificate of Appreciation was presented to Rob Gaskill in honor of his retirement as Superintendent of the Cabrillo Unified School District.

Accessibility Coordinator Tina Dubost reported the Interactive Voice Response (IVR) Program will be implemented on August 17. This system will allow customers to receive an automatic reminder call the night before their scheduled ride.

PCC Chair Mike Levinson reported:

- The PCC Education Subcommittee will be doing outreach and education to explain what the PCC does as opposed to what Redi-Wheels does.
- Thanked Accessibility Manager Bill Welch and Ms. Dubost for involving the PCC in IVR process.

Citizens Advisory Committee Chair Peter Ratto reported the CAC received a presentation on the Brown Act from Legal Counsel at their May 2 meeting.

Deputy CEO Chuck Harvey presented the Mobility Management Report: Americans with Disabilities Act (ADA) Paratransit Service (attached).

Average weekday ridership for all modes for May 2012 compared to May 2011 was 103,659, an increase of 6.4 percent.

Average weekday ridership for all modes for June 2012 compared to June 2011 was 97,817 an increase of 4.2 percent.

The Finance Committee and Board

The Board approved the following items:

- The Statement of Revenues and Expenses for May 2012.
- Authorized a Discount Pilot Program for an 18-Month Period to Encourage Advance Group Sales and Travel.
- Authorized Filing Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds for Fiscal Year 2013 and Amend the Fiscal Year 2013 Operating Budget in the Amount of \$2,869,030 From \$154,040,172 to \$156,909,202.
- Authorized Approval and Ratification of the Fiscal Year 2013 District Insurance Program with Wells Fargo Insurance Services for a Total Premium Cost of \$1,597,703.
- Authorized Execution of Cooperative Agreement Among the Dumbarton Bridge Route Operations Committee Consortium (Alameda-Contra Costa Transit District, the San Mateo County Transit District, Bay Area Rapid Transit, the City of Union City and

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

the Santa Clara Valley Transportation Authority) to Provide Administration Services for the Dumbarton Express Bus Service.

- Authorized Amendment to Extend the Contract with Green Carpet Landscaping and Maintenance for Providing Landscaping and Grounds Maintenance Services on a Month-to-Month Basis for Up to Six Months at a Cost of Up to \$68,000.
- Authorized Award of Contract to Miller Advertising Agency, Inc. to Provide Recruitment Advertising Services for a Five-year Term at an Estimated Cost of \$375,000.
- Authorized Award of Contract to Vanden Bos Electric, Inc. for Fire Alarm System Upgrade for a Total Amount of \$663,965.
- Authorized Award of Contract to ACS Transportation Solutions, Inc. to Provide ACS Software and Hardware Maintenance Support Services for an Estimated Amount of \$1,063,860 for a Five-year Term.
- Authorized Award of Contract to FE Controls Corp. for the Upgrade of the Security Office at the District's Headquarters in San Carlos for a Total Amount of \$154,544.
- Authorized Rejection of All Bids to Provide Printing and Delivery of Magnetic Tickets.
- Received an Update on the Execution of the Fuel Hedging Program.
- Received Information on Statement of Revenues and Expenses for the Period Ending June 30, 2012.

The Legislative Committee and Board

State

The major news over the last couple of months is the approval of funding for the Caltrain Modernization Program by the State Legislature. Senate Bill 1029 appropriates about half the funding required for Caltrain modernization. The other half of matching funds will come from various local, regional, and State sources. There are a number of different actions that need to occur both at the State level and the local and regional level to access the matching Proposition 1A funds. Caltrain's share is \$600 million and will also receive \$105 million from the Connectivity Funds for a total of \$705 million in Proposition 1A funds.

Federal

After almost three years of extensions, Congress finally passed a reauthorization bill which will provide a lot more reliability in terms of funding over the next few years for transit agencies. The bill would extend existing funding levels through Fiscal Year 2014 but there are some significant structural and policy changes associated with the bill. It doesn't include any earmarks and that's not new but there is a general shift from discretionary programs towards formula programs. This is going to increase reliability and give a better expectation of what funding levels to expect over the next two years. There is a provision that guarantees states will receive back 95 percent of the gas tax they send to Washington for transportation projects. One of the major increases of funding was made from the popular loan program known as the Transportation Infrastructure Finance and Innovation Act (TIFIA) and it was expanded from about \$120 million over the last few years to \$1.75 billion over the next two years, so that program is going to get a lot of attention. There is a \$50 million minimum requirement to apply for those very low interest loans. Major transportation projects will be very interested in applying for TIFIA funding and a notice of funding availability came out two weeks ago from

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

the Department of Transportation (DOT) asking interested parties to submit letters of interest to get the process rolling. The New Starts Program was expanded in terms of eligibility, but the funding levels are about the same. Not only transit expansion projects are eligible but projects to renovate existing systems are also eligible for New Starts Funding. The caveat is the renovations must achieve a 10 percent capacity increase from those systems.

The Planning, Development and Sustainability Committee and Board

- Received a presentation on the SamTrans Service Plan. Outreach will begin in September and includes rider forums, public meetings, presentations to city and town councils, stakeholder forums and a public hearing. The final Plan is anticipated to be adopted by the Board in late 2012/early 2013 with implementation in summer 2013.

Board of Directors

General Manager/CEO Michael Scanlon reported:

- A \$5 million Federal grant was received and will be used to purchase up to 25 diesel/hybrid buses.
- The District participates in Spare the Air days to encourage people to bike, telecommute, carpool and take public transit.
- Operations staff is working on planning festivities to celebrate the opening of the Devil's Slide Tunnel.
- A new class of part-time bus operators recently graduated and another class will graduate on August 24.
- California Highway Patrol provided outreach at the South San Francisco Magnolia Senior Center and at the San Mateo Senior Center for Accessible Services.
- Commission on Disabilities Awareness Fair was held on July 10 in Redwood City with 200 attendees.
- Dumbarton Express Service was expanded by 80 percent on July 2 from 53 revenue hours a day to just under 100 revenue hours a day.
- Fixed-routes averaged 24,000 miles between road calls.
- New run book goes into effect August 26 with minor changes to 20 routes and the start of the new weekend El Camino Real route.

The Board called for two public hearings on October 10, 2012. One to discontinue participation in the BART Plus Program and the second is to eliminate select unproductive fixed-route trips.

The next meeting of the Board is scheduled for Wednesday, September 13, 2012 at 3 p.m.

**samTrans**



# SamTrans Paratransit Service

San Mateo  
August 8, 2012

## Report on ADA Paratransit Service

**samTrans**



- Operating Statistics
- Financial Statistics
- Safety
- Contract Status
- Summary

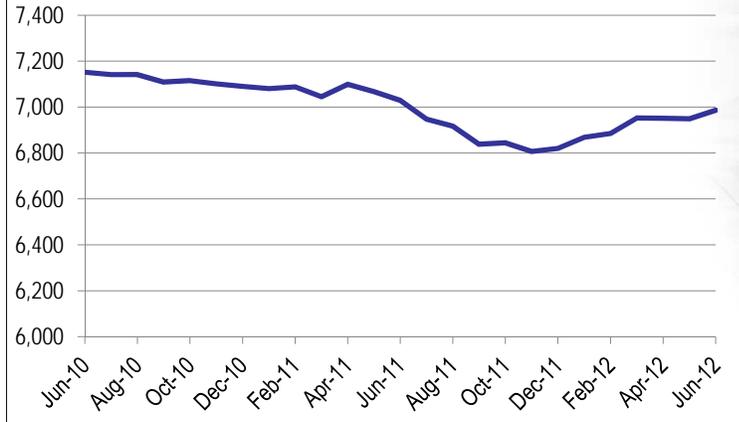


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## Paratransit Registrants



### Total Registrants

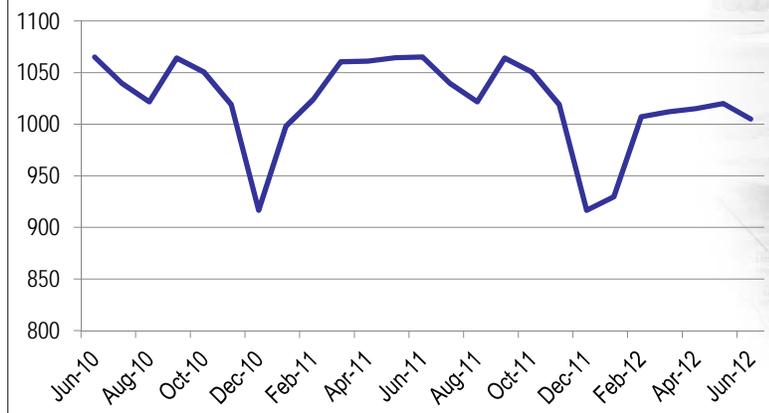


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## Ridership

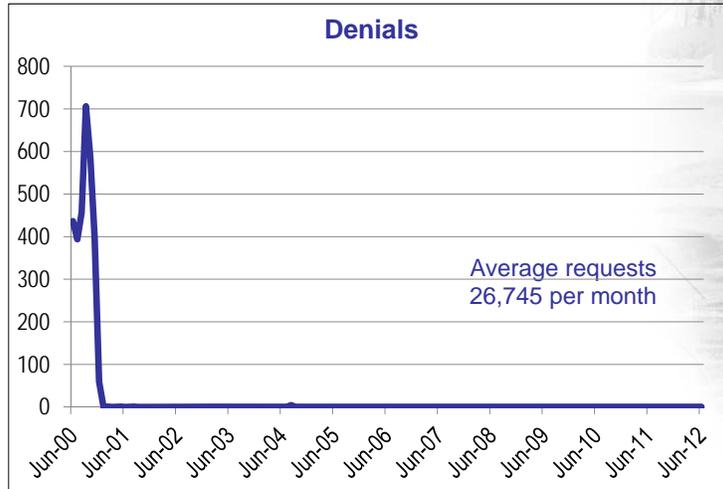


### Redi-Wheels and RediCoast AWR



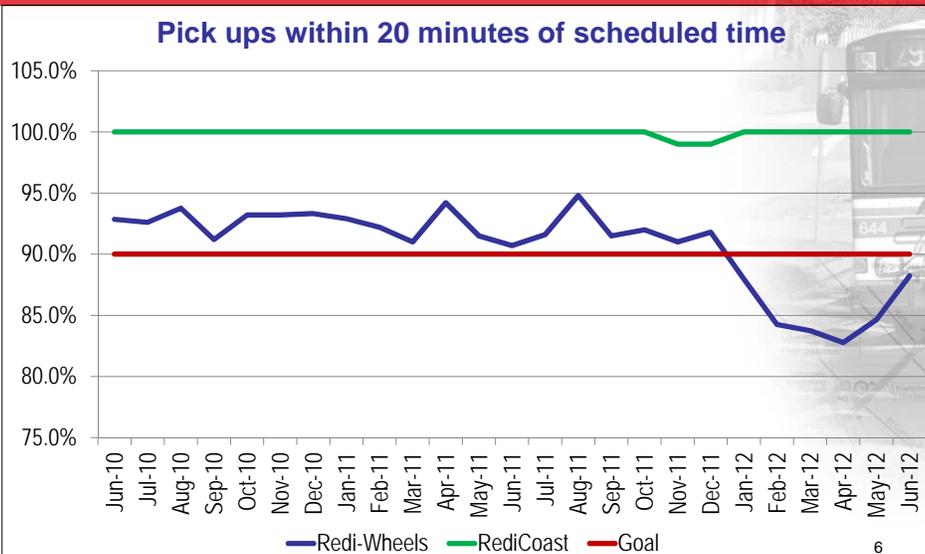
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# Redi-Wheels Trip Denials



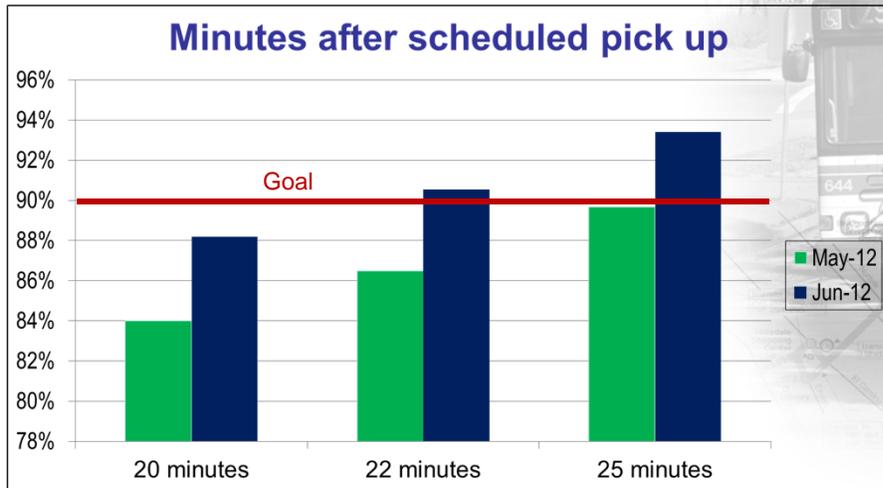
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# On-time Performance



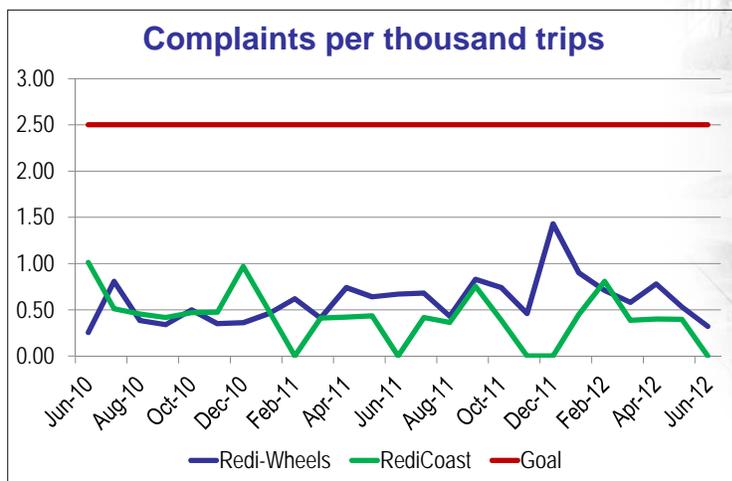
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# Redi-Wheels OTP Sensitivity



7

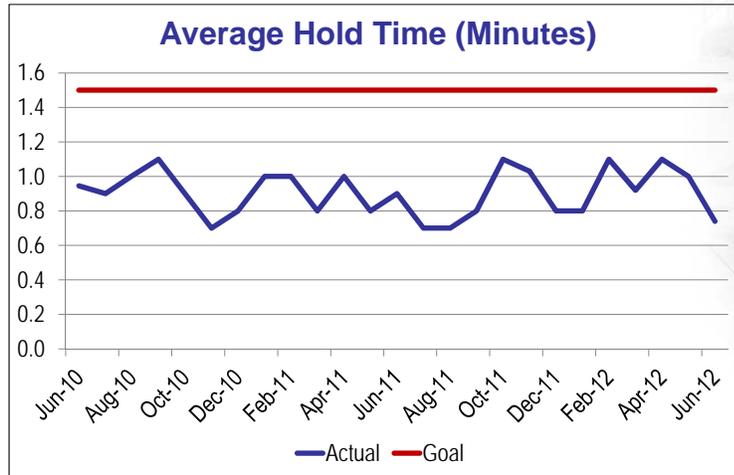
# Service Complaints



8

## Redi-Wheels Telephone Hold Time

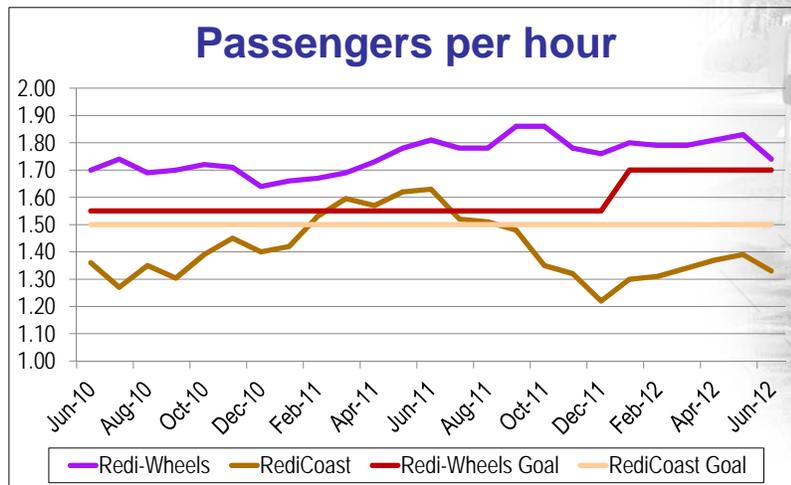
samTrans



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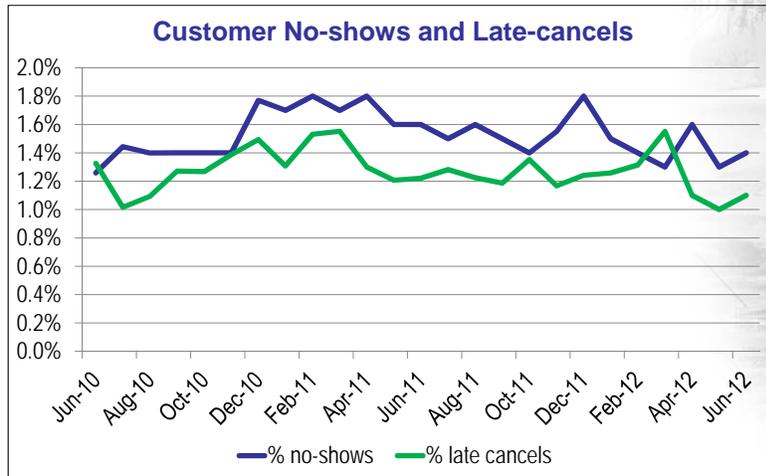
## Productivity

samTrans



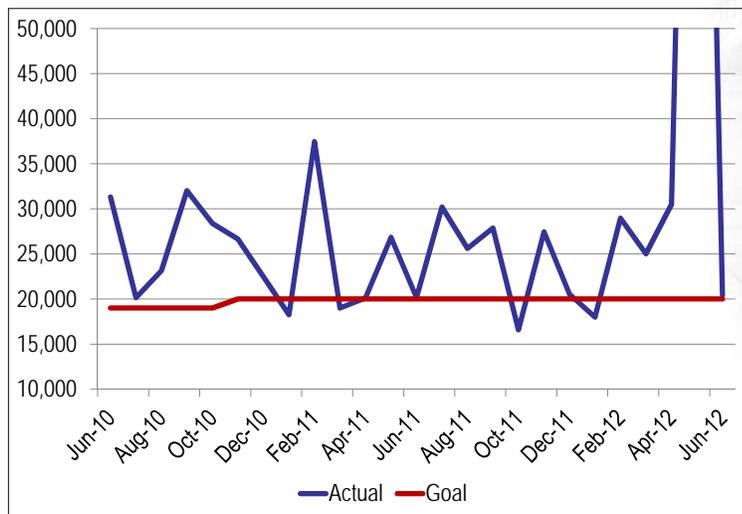
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## Redi-Wheels No-shows and Late-cancels



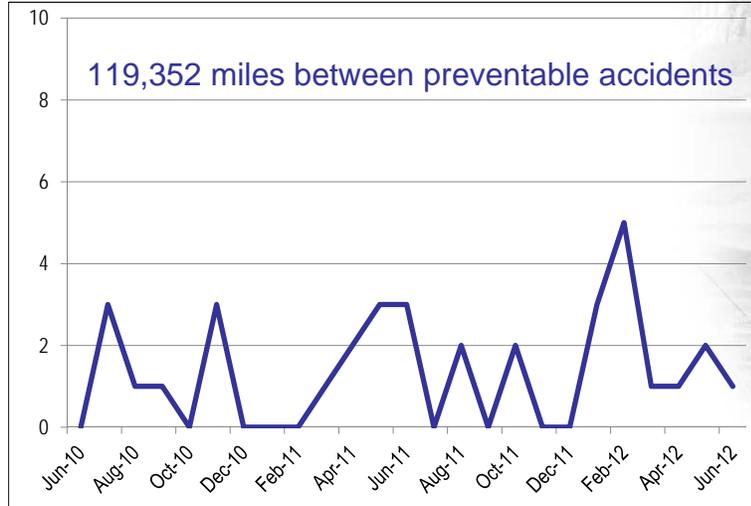
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## Redi-Wheels Miles Between Service Calls



12

## Redi-Wheels Preventable Accidents



13

## Financial Statistics



	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>Preliminary FY2012</u>
Total Costs	\$13,614,337	\$12,908,024	\$12,677,004	\$13,330,000
Total Trips	332,337	321,071	315,926	306,326
Average Cost	\$41.01	\$40.21	\$40.12	\$43.85
Farebox Ratio	4.5%	5.3%	6.0%	5.8%



14

## Financial Statistics

samTrans

### MTC Statistical Summary Cost Effectiveness Cost per Passenger Trip

	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>
Current \$	\$40.72	\$38.90	\$41.01	\$40.21	\$40.12	\$43.85
Constant FY07 \$	\$40.72	\$37.68	\$39.01	\$37.80	\$37.09	\$40.54

15

## Safety – Sensitive Locations

samTrans

During training new drivers go to approximately 40 locations that have been sites of previous accidents or that are hazardous in some way



Tilton Bridge  
Redi-Wheels vehicles are  
10 feet high



700 Laurel St, San Mateo  
Exit from parking lot  
Overhanging parking structure  
Creates a safety hazard

16

## Safety – Straps, Cones & Vests



- Tether straps
- Cones and safety vests alert other drivers to Redi-Wheels passengers and vehicles
- Redi-Wheels contractor expanded this program nation-wide
- Low cost, good results



17

## Contract Status



### Redi-Wheels

- Current option term expires on December 9, 2012
- Two one-year option terms remaining
- Negotiations underway for 4<sup>th</sup> option year
- Next option term begins December 10, 2012

### RediCoast

- Procurement for a new contract is near completion-BAFO received from top-ranked proposer
- Staff is preparing report and recommendation to Board
- New contract term: 5 base years with two options terms: a 2-year term and a 3-year term
- New contract begins November 2012

18

### Recommendations

- Fixed-route travel training and promotion to seniors
- Premium charges for service beyond ADA requirements
- Enhanced ADA paratransit certification process
- Conditional eligibility
- Mobility managers to better coordinate resources
- Improved fixed route transit (e.g. SamTrans Service Plan and Grand Boulevard)
- Walkable communities, complete streets and land use planning

**District will be looking at all MTC-TSP recommendations and service delivery options**

19

## Summary

- Registrants and Ridership is stable
- On-time performance is recovering
- High customer satisfaction
- Exemplary vehicle dependability
- Safety is the highest priority
- Staff is focused on cost control
- MTC-TSP will guide some future decisions on ADA program

20

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

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

**ACTION**

Staff recommends the Board accept and enter into record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2012.

**SIGNIFICANCE**

The San Mateo County Transportation Authority (TA) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on July 30, 2012 in order to meet the 30 day requirement.

**BUDGET IMPACT**

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

**BACKGROUND**

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

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure

requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 6 and 7. The schedule separates the investments into two groups: The Investment Portfolio which is managed by SunTrust Banks, doing business as CSI Capital, a SunTrust Group (CSI); and Liquidity funds which are managed by TA staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

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

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

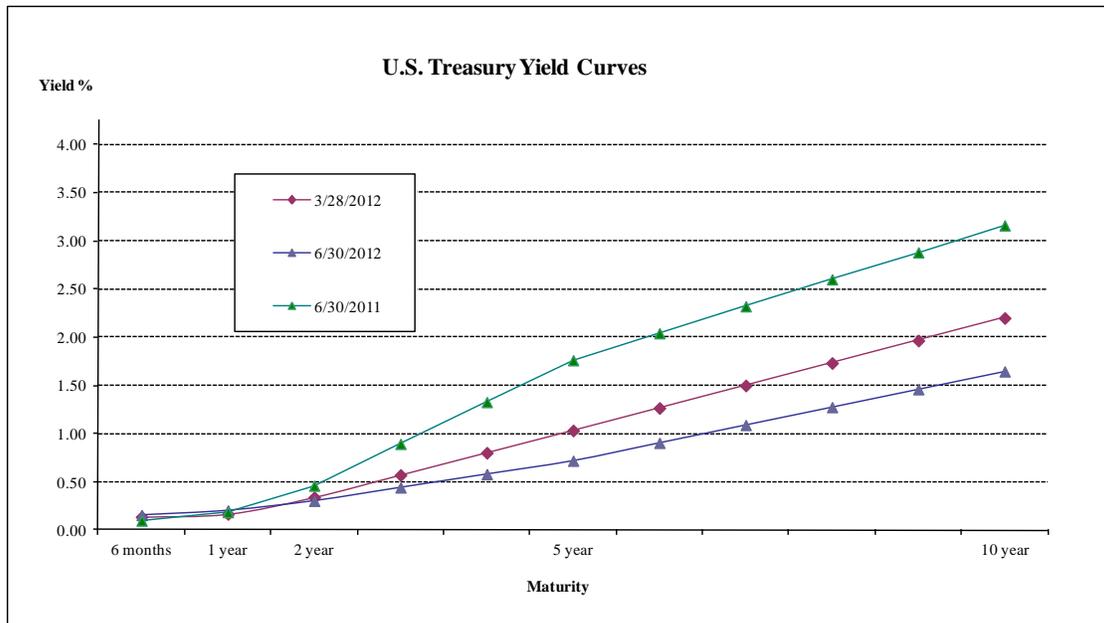
The Liquidity funds managed by TA staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share,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

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

## **DISCUSSION**

### **Market Review and Outlook**

Interest rates fell during the second quarter of the year in response to slower than expected economic growth and the continuing debt crisis in Europe. For the third year in a row, the onset of summer witnessed investors selling riskier investments such as equities and shifting their exposure to perceived safe havens such as the government bonds of the United States, Germany and Switzerland.



Data Source: Bloomberg

Investors are now faced with an environment dominated by uncertainty and a number of potential events which could destabilize markets. These include the upcoming “fiscal cliff” in the United States, where the Bush Era tax cuts are set to expire and spending cuts are set to take effect. Expected legislation blocking these changes will add additional pressure to the national debt.

Uncertainty overseas includes the chronic sovereign debt and banking crisis in the Euro Zone, the ongoing slowdown in China and the threat of nuclear proliferation in Iran. One factor all of these issues have in common is that their outcome will rely on political actions. In this regard, the future level of interest rates will remain highly dependent on policy.

Presently, each of the above mentioned issues are impacting the economy and the markets in their own unique way. The looming fiscal cliff has created an environment where businesses are reluctant to add an additional employee or green light a new project. This has helped slow the pace of economic growth in the United States.

The sovereign debt and banking crisis in the Euro Zone has precipitated a deep and growing recession in the European Union, been responsible for increased market volatility and raised the specter of a potentially destabilizing breakup of the Euro. The ongoing slowdown in China has softened commodity prices which has helped lower global inflation expectations.

Finally, behind the scenes progress in negotiations between Iran and the five permanent members of the United Nations Security Council plus Germany has, at least for the time being, lowered the immediate threat of military action against Iran. This has allowed crude oil to fall from highs approaching \$110/barrel earlier this year to the current level of roughly \$85/barrel.

Time will tell how these issues are ultimately resolved. In the near term, CSI expects interest rates are still likely to remain depressed until policy makers, both domestically and abroad, take sufficient steps to simulate growth. Indeed, towards the end of the quarter we witnessed an extension of the stimulus efforts by the Federal Reserve, a lowering of interest rates in China and steps to provide direct aid to ailing banks in the Euro Zone. CSI tells us these are all steps in the right direction, but believes more will need to be done.

CSI continues to advise that interest rates are likely to remain near current levels for some time. They say this is particularly true for shorter term bonds where the Federal Reserve has signaled its intention to keep short-term interest rates low through late 2014. Beyond 2014 or for longer-term interest rates the outlook, they say, remains uncertain.

### **Strategy**

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

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

As of the end of the quarter, the Transportation Authority's portfolio consisted of approximately 81.6 percent Agency Securities, 17.9 percent U.S. Treasury securities, 0.5 percent Agency MBS and 0 percent Cash Equivalents; see Exhibit 6.

### **Budget Impact**

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending June 30, the portfolio returned 0.14 percent. This compares to the benchmark return of 0.59 percent. The Performance graph in Exhibit 3 shows the relative performance of the Authority since inception. The Growth of a Thousand Dollars graph in Exhibit 4 shows the cumulative performance over this same time frame for the Authority's portfolio.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the portfolio's yield to maturity or call was 0.55 percent. The benchmark's yield to maturity was 0.67 percent.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the portfolio's rate of return on investments, at cost, was 1.23 percent.

Prepared by: Lori Snow, Manager Finance Treasury

650-508-6425

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
REPORT OF INVESTMENTS  
FOR QUARTER ENDED JUNE 30, 2012**

**EXHIBIT 1**

	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<b><u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</u></b>							
<b><u>INVESTMENT PORTFOLIO:</u></b>							
<b>CORPORATE BONDS</b>							
<b>TREASURY SECURITIES</b>							
U.S. Treasury Note	912828LH1	08-15-12	2,000,000	2,028,125	2,003,980	13,173	2,017,153
U.S. Treasury Note	912828HQ6	01-31-13	15,000,000	15,462,500	15,233,850	180,082	15,413,932
<b>GOVERNMENT BONDS</b>							
FNMA	31398AYM8	08-10-12	5,000,000	4,996,300	5,008,450	34,271	5,042,721
FNMA	3135G0FS7	11-21-13	12,000,000	11,997,600	12,006,120	8,000	12,014,120
FHLM	3134G3AC4	12-06-13	5,000,000	4,990,725	5,001,000	2,083	5,003,083
FHLM	3137EACR8	02-25-14	19,000,000	18,901,470	19,319,960	91,438	19,411,398
FHLM	3137EACB3	04-23-14	13,500,000	13,932,270	14,025,825	63,750	14,089,575
FNMA	3135G0LX9	06-26-15	3,000,000	3,000,900	3,003,870	292	3,004,162
FHLM	3134G3SD3	09-28-15	10,000,000	9,996,000	10,052,200	19,375	10,071,575
FNMA	3136G0E16	10-30-15	10,000,000	9,996,875	10,019,400	12,708	10,032,108
FHLMC	3134G3UV0	11-23-15	5,000,000	5,000,000	5,001,550	3,958	5,005,508
FNMA	3135G0LM3	11-24-15	15,000,000	14,995,500	14,997,900	11,563	15,009,463
FNMA	3135G0LT8	11-01-15	4,000,000	3,999,400	4,001,560	3,289	4,004,849
FNMA	3135G0MB6	12-28-15	3,000,000	2,999,250	2,999,460	188	2,999,648
FHLM	3134G3SE1	03-21-16	12,000,000	12,007,500	12,064,200	33,333	12,097,533
FNMA	3135G0KA0	04-26-16	10,000,000	10,030,700	10,043,400	20,313	10,063,713

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
REPORT OF INVESTMENTS (Continued)  
FOR QUARTER ENDED JUNE 30, 2012**

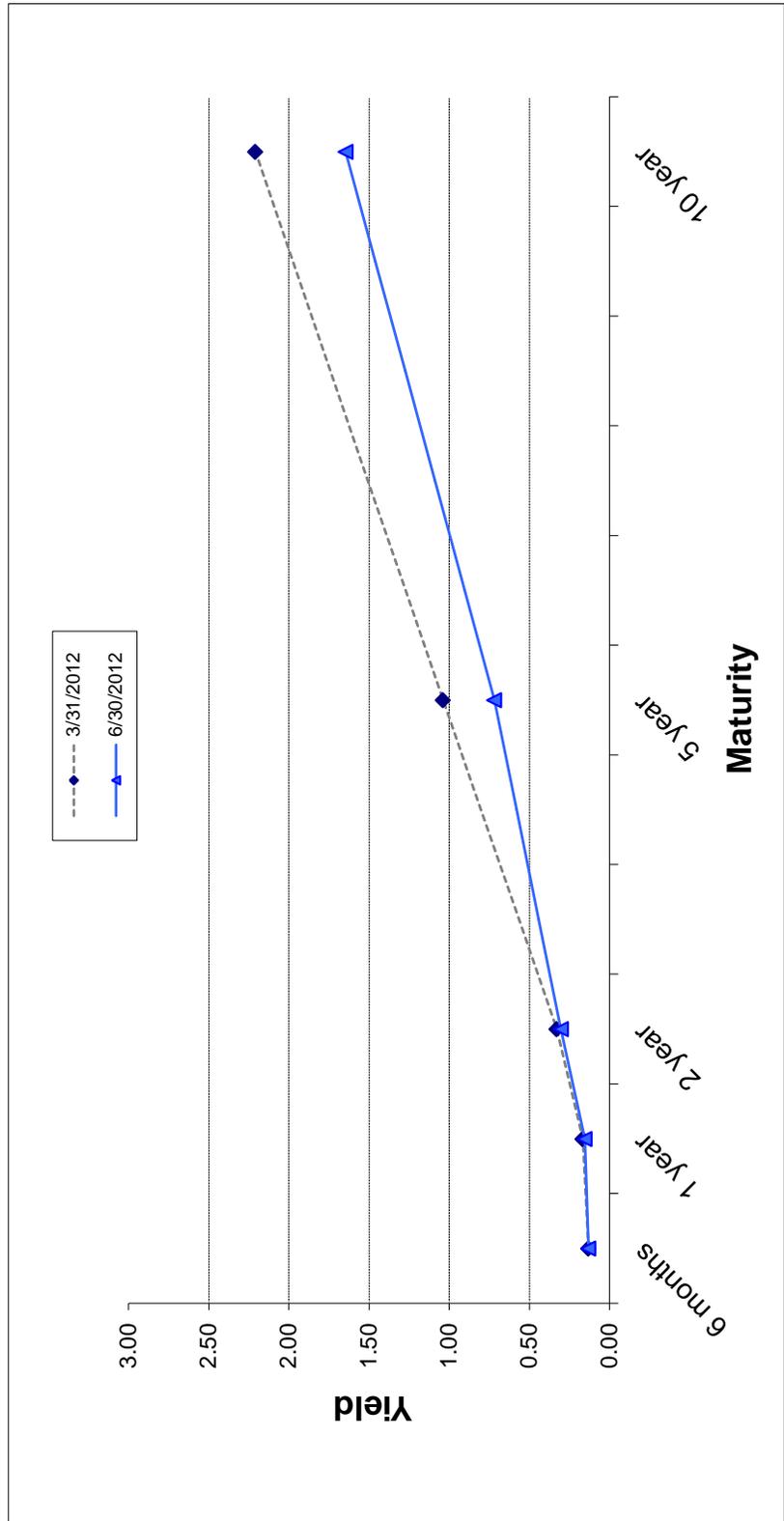
TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE + ACCR. INT.
<b><u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP (Con't.)</u></b>							
<b>TREASURY INFLATION PROTECTED SECURITIES</b>							
US Inflation Indexed Note	912828KM1	04-15-14	10,327,260	10,122,021	10,662,070	27,117	10,689,187
<b>COLLATERIZED MORTGAGE OBLIGATIONS</b>							
FHLB Series 00-0606 Class Y	3133XE5D7	12-28-12	675,813	690,808	688,066	297	688,362
<b>TOTAL FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</b>							
			<b>154,503,073</b>	<b>155,147,944</b>	<b>156,132,860</b>	<b>525,229</b>	<b>156,658,090</b>

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:**

BANK OF AMERICA CHECKING				755,366	755,366	0	755,366
LAIF				20,484,234	20,484,234	23,554	20,507,788
SAN MATEO COUNTY POOL			*	257,113,401	257,113,401	571,582	257,684,983
<b>TOTAL FUNDS MANAGED BY DISTRICT STAFF</b>							
				<b>278,353,002</b>	<b>278,353,002</b>	<b>595,136</b>	<b>278,948,138</b>
<b>TOTAL AS OF JUNE 30, 2012</b>							
				<b>433,500,946</b>	<b>434,485,862</b>	<b>1,120,365</b>	<b>435,606,227</b>

**EXHIBIT 1 (Cont.)**

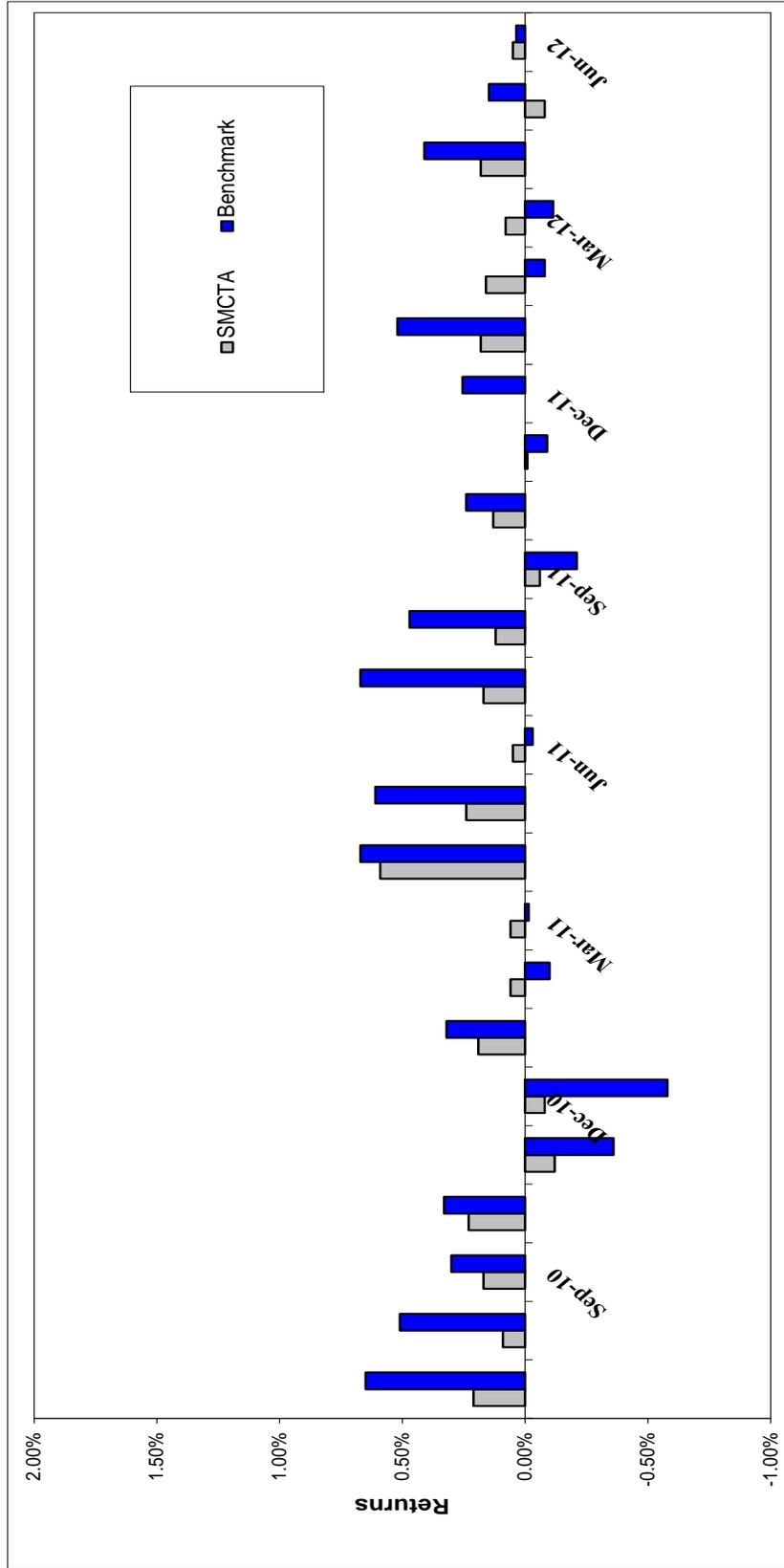
## San Mateo County Transportation Authority Historical Yield Curve



Data Source: Bloomberg

CSI Capital Management, Inc.

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

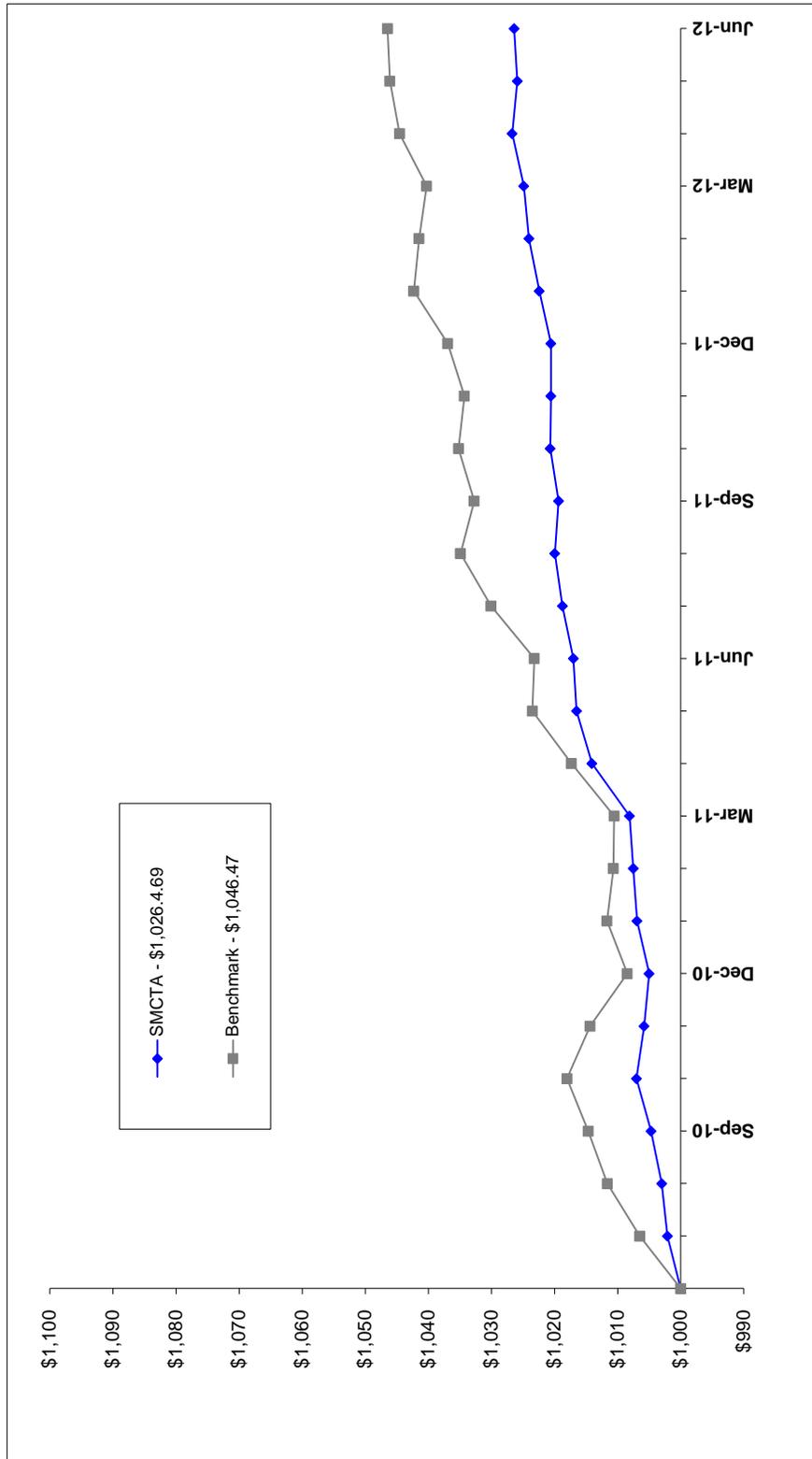


Trailing 12 Months	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Trailing 12
<b>MONTHLY PERFORMANCE DATA</b>													
SMCTA	0.17%	0.12%	-0.06%	0.13%	-0.01%	0.00%	0.18%	0.16%	0.08%	0.18%	-0.08%	0.05%	0.92%
Benchmark	0.67%	0.47%	-0.21%	0.24%	-0.09%	0.26%	0.52%	-0.08%	-0.11%	0.41%	0.15%	0.04%	2.27%

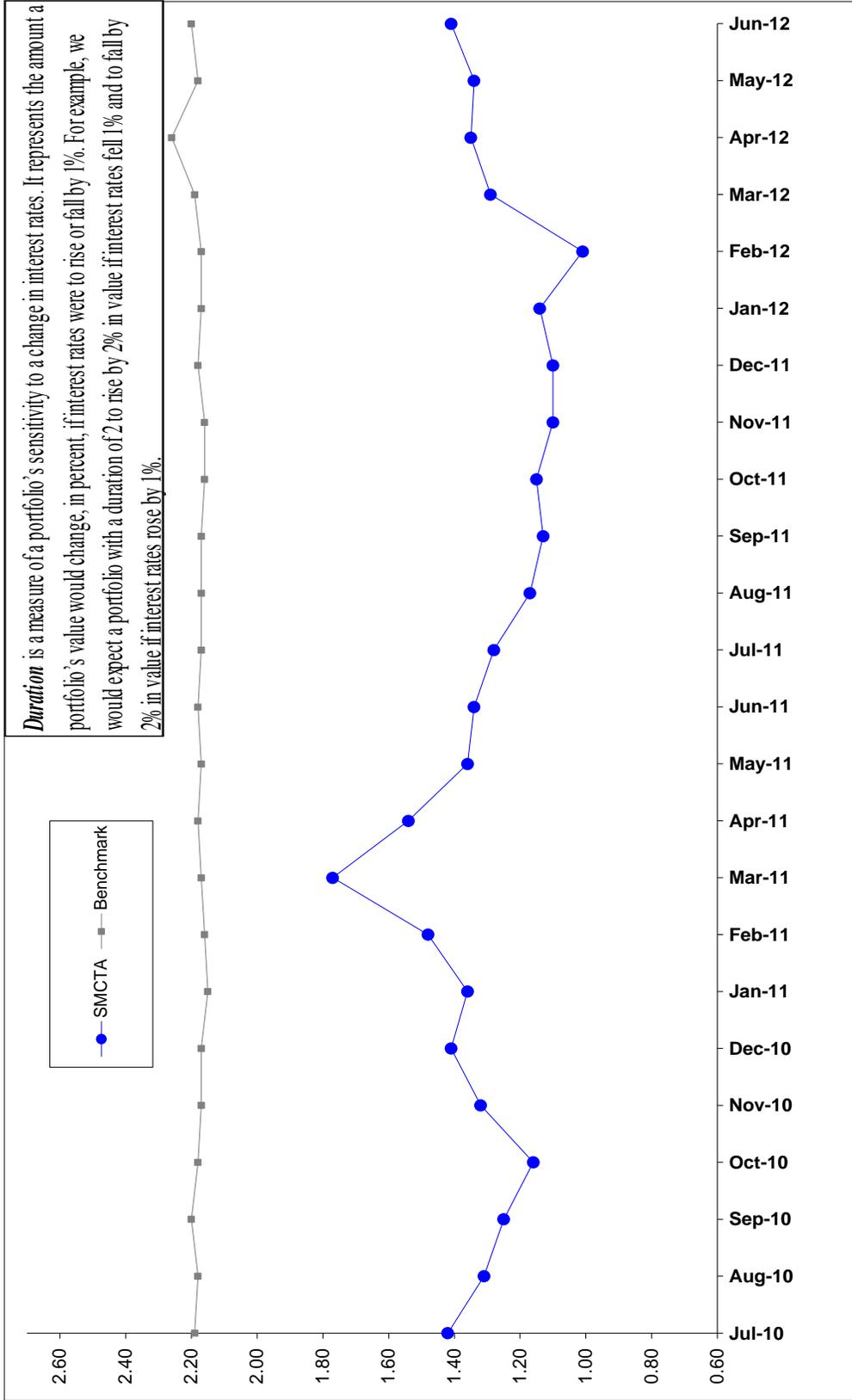
**EXHIBIT 3**

*CSI Capital Management, Inc.*

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

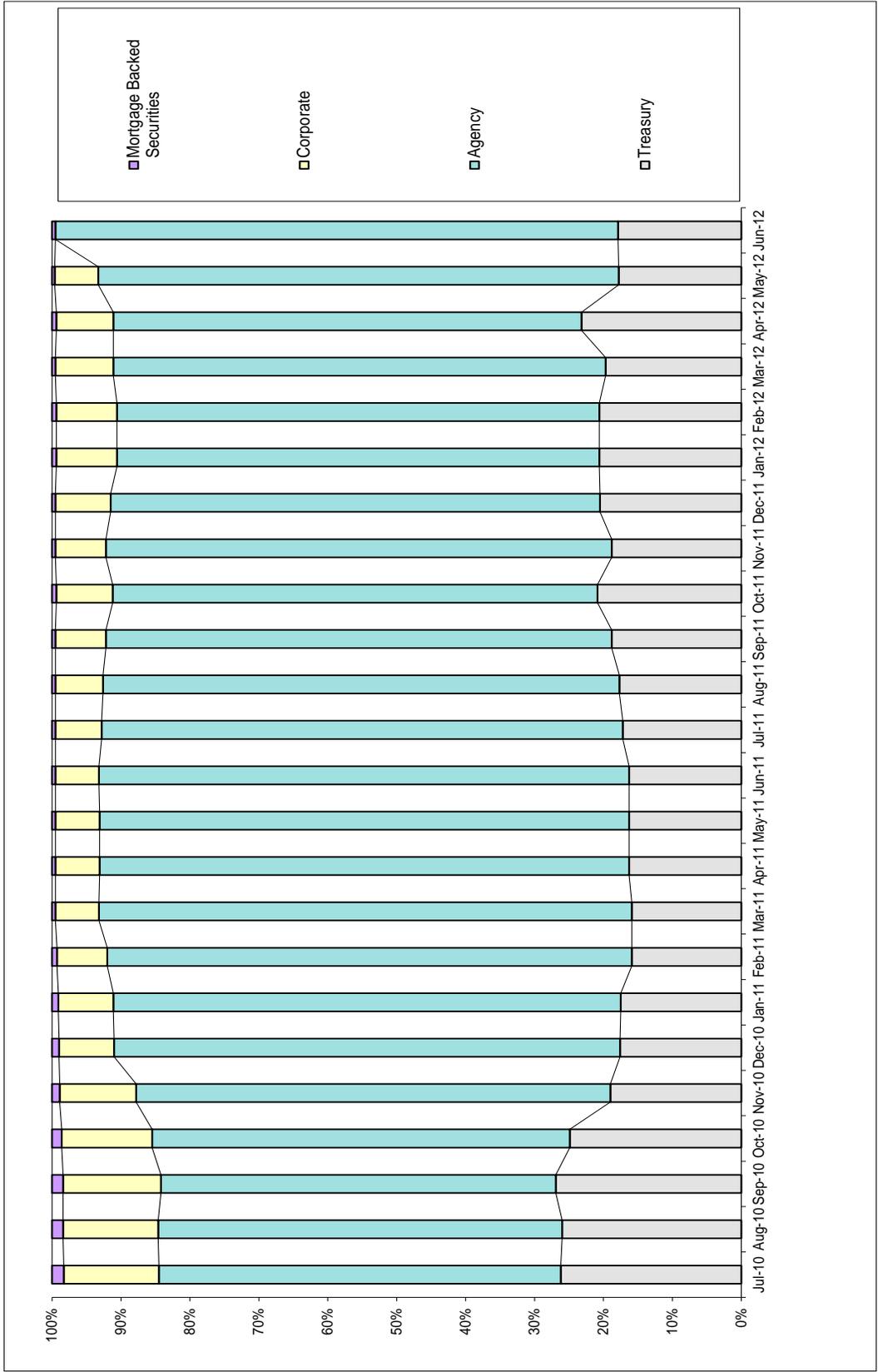


# San Mateo County Transportation Authority Duration vs. Benchmark



*CSI Capital Management, Inc.*

# San Mateo County Transportation Authority Percent of Assets Held by Type



**EXHIBIT 6**

*CSI Capital Management, Inc.*

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

**TO:** Transportation Authority

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

**FROM:** Marian Lee  
Executive Officer, Caltrain Modernization Program

**SUBJECT: FEATURE PRESENTATION: BAYSHORE INTERMODAL STATION  
ACCESS STUDY**

**ACTION**

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

**SIGNIFICANCE**

This month's feature presentation is focused on a station area access plan in the Caltrain Program. In 2009, the San Francisco County Transportation Authority (SFCTA) initiated and led a Bayshore Intermodal Station Access Study with input from Caltrain staff. At the request of the TA Board, Caltrain has invited the SFCTA to present and provide an overview of the study. Since the Bayshore Intermodal Station Access Study was finalized prior to the formal agreement to pursue a Blended System on the Caltrain corridor and Governor Brown's approval of funding for the Bay Area's Regional Early Investment Proposal, it did not make any assumptions regarding High Speed Rail plans. The study was completed prior to agreement on the Caltrain/HSR blended system. Updates to the train service assumptions and site plan are anticipated as the blended system is being defined by Caltrain and its stakeholders.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The Caltrain Bayshore station is located in both San Mateo and San Francisco County where a significant amount of development is being proposed (including San Francisco County's Executive Park, Candlestick Point and Visitacion Valley, Brisbane Baylands, and Cow Palace/East Daly City Project). SFCTA conducted the Bayshore Intermodal Station Access Study to evaluate transportation infrastructure improvements and connections at the Bayshore station.

Prepared By: Melanie Choy, Planning Manager

650-508-6382



The TA received 29 applications by the June 29, 2012 due date. Two applications were subsequently withdrawn. (One was from the County of San Mateo for a traffic signal in Ladera; the other was from Foster City for Chess Drive/SR 92 ramps.) The remaining requests totaled \$103.3 million. Sponsors were required to provide a governing board resolution in support of the application (or a support letter from an executive officer if the application was for planning efforts only). Many sponsors also secured letters of support; a summary list of the letters of support/comment is provided in Attachment B.

### Evaluation Process

A seven-member evaluation panel reviewed each application. The panel consisted of five TA staff members and two peer evaluators from the California Department of Transportation and the Alameda County Transportation Commission. Projects were evaluated based on a combination of SRHP technical criteria: effectiveness, readiness, need, policy consistency, and sustainability; as well as additional considerations such as ease of implementation, funding plan/cost-effectiveness, stakeholder support, and economies of scale. Geographic equity was not a factor in this CFP, although it likely will be a consideration in future cycles.

Based on its role as the congestion management agency for San Mateo County, C/CAG also provided comments on projects' strategic relevance to the countywide transportation network.

### Draft Recommendations List

The draft recommendations list (Attachment A) proposes \$81.7 million for 23 projects. This includes \$7.65 million for planning; \$20.41 million for environmental, design and right-of-way phases; and \$53.65 million for construction phases. There is also \$42.9 million in leveraged funds. This represents a 34% match for this CFP.

The recommended projects include 8 freeway interchanges; 6 non-freeway projects (Highways 1 and 35); 2 local projects; and 7 planning projects. While 23 projects are recommended for funding, six of them are recommended for partial funding. In these cases, reduced funding is recommended either because:

- 1) Requests were made for multiple project phases, but the evaluation panel determined it premature to fund future phases when the cost estimates were still highly speculative; or
- 2) Some elements of the proposed project did not meet the Highway Program objective of mitigating congestion.

TA staff subsequently assigned the funding track for each project recommended for funding. Some projects are eligible for more than one funding track; it is the TA's priority to assign Original Measure A funds before New Measure A funds.

Four projects were not recommended for funding. These projects rated poorly against the evaluation criteria and/or they did not meet the intent of the Highway Program.

### Allocation and Programming

At the October Board meeting, staff will recommend that the Board program and allocate funds, or program but not allocate funds, to specific projects. The distinction is described as follows:

- **Program and allocate:** The Board programs and allocates funds to a project in a single combined action. The project sponsor may expend funds thereafter for reimbursement for the project.
- **Program only:** The Board only programs funds as a commitment to a project, without allocating those funds. The sponsor may not expend funds for reimbursement until funds are allocated by the Board through a subsequent action. The allocation of programmed funds would be conditioned on the project (or sponsor) fulfilling certain conditions, i.e. project readiness to start the next phase. Sponsors would have to demonstrate that the condition had been met before requesting a Board allocation for programmed funds.

The panel determined whether to recommend projects for simultaneous programming and allocation based on project readiness, evidenced by achievements such as the completion of prerequisite stages of work. If the panel deemed an entire project or a phase of a project to be qualified for funding, but not ready to proceed as proposed, staff recommends that the TA program but not allocate the funds, thereby giving sponsors confidence to move forward with a project based on funding availability when they have accomplished the conditions stated in Attachment A. If such conditions are not met within a reasonable time frame, the TA thus retains flexibility to re-program and allocate funds to other projects which are ready to progress. This flexibility helps the TA better manage cash-flow over the life of the Highway Program and accomplish the purposes set forth in the Transportation Expenditure Plan.

### Approval Process

This draft recommendations list has been presented to the CAC and the C/CAG TAC as an information item. Staff will report to the Board regarding comments received on the draft recommendations. The final recommendations list will be presented to the Board for approval at the October 4, 2012 meeting.

### Next Steps

This is the first time that a CFP process has been used to prioritize and fund projects for the Measure A Highway Program. Staff worked with various stakeholders to develop the guidelines and processes for this inaugural CFP and will refine the guidelines and processes for future CFPs based on lessons learned.

**Attachment A:** Draft recommendations list  
**Attachment B:** Summary list of letters of support/comment

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

**DRAFT**

**ATTACHMENT A: Measure A Highway Call for Projects: DRAFT RECOMMENDATION LIST**

Sponsor	Project	Overall Project Description	Total Measure A Hwy request (\$1,000s)	Recommendation (\$1,000s)			Project Scope Phases/Conditions	Funding Track*
				A = B + C	B	C		
				Total (ALLOCATE+PROGRAM)	(Program and) ALLOCATE	PROGRAM only (conditional allocation)		
<b>A. RECOMMENDED FUNDING AS REQUESTED</b>								
Brisbane	US 101 Candlestick Point interchange	A new compact diamond interchange at US 101 and Geneva Avenue (proposed extension); close Harney Way on/off ramps.	\$400	\$400	\$400		Supplemental studies for the PSR	OM
Burlingame	US 101 Broadway interchange	New seven-lane Broadway overcrossing including bike lanes and sidewalks; reconfiguration of existing on/off ramps; ramp meter installation.	\$36,000	\$36,000	\$36,000		Construction	OM
C/CAG	Staged US 101 HOV Lane project (Whipple to San Bruno)	Evaluation of a 13-mile hybrid of new HOV lane segments and auxiliary lane segments (to allow for conversion of left-hand mixed-low lane to HOV), based on ROW opportunities/constraints.	\$2,000	\$2,000		\$2,000	Program \$2,000 for PID/PSR (planning studies): allocation conditional on C/CAG Board resolution or policy supporting re-evaluation (or adoption) of HOV policy.	SR
C/CAG	US 101 Auxiliary lane	US 101 Auxiliary lane between Oyster Point Blvd interchange and the San Francisco County line	\$1,000	\$1,000	\$1,000		PID/PSR	OM
C/CAG	SR 92 Delaware Feasibility Study	Evaluation of potential access options, reconfiguration of west side of SR92/US101 interchange, and local access issues	\$300	\$300	\$300		Preliminary planning	KCA
C/CAG	US 101/SR 92 Interchange Area Improvements	Evaluation of improvements for US-101 between Third Ave and Ralston interchanges (4.8 miles) and SR92 between I-280 and Foster City Blvd. (5.9 miles)	\$500	\$500	\$500		Preliminary planning	KCA
Foster City	Triton Drive widening	Add a second east-bound lane on Triton Dr between Foster City Blvd and Pilgrim Dr.; modifications to Metro Center Blvd between SR 92 and Foster City Blvd.	\$650	\$650	\$650		Construction	SR
Half Moon Bay	Poplar - Wavecrest: SR 1 safety and operational improvements	Create left-turn lanes at all intersections, add traffic signals, traffic calming and roadway widening	\$3,500	\$3,500		\$3,500	Program \$300 for Design: allocation conditional on Caltrans approval of PID/PSR and environmental clearance; Program \$3,200 for Construction: allocation conditional on Design completion.	KCA
Half Moon Bay	Main - Kehoe: SR 1 safety and operational improvements	Create left-turn and right-turn lanes at street intersections, add traffic signals, roadway widening	\$3,500	\$3,500		\$3,500	Program \$300 for Design: allocation conditional on Caltrans approval of PID/PSR and environmental clearance; Program \$3,200 for Construction: allocation conditional on Design completion.	KCA
Menlo Park	US 101 at Willow Rd interchange improvements	Interchange improvements	\$500	\$500	\$500		Consultant support for Environmental phase, pending clarification of existing Measure A allocation	OM

\*OM: Original Measure A    KCA: Key Congested Areas    SR: Supplemental Roadways  
 PSR: Project Study Report    PID: Project Initiation Document

**DRAFT**

**ATTACHMENT A: Measure A Highway Call for Projects: DRAFT RECOMMENDATION LIST**

Sponsor	Project	Overall Project Description	Total Measure A Hwy request (\$1,000s)	Recommendation (\$1,000s)			Project Scope Phases/Conditions	Funding Track*
				A = B + C	B	C		
				Total (ALLOCATE+PROGRAM)	(Program and) ALLOCATE	PROGRAM only (conditional allocation)		
Menlo Park	Sand Hill Rd signal coordination and interconnect	Traffic signal interconnection, adaptive traffic signal coordination, fiber optic cable and video surveillance installation on Sand Hill Road between I-280 and Santa Cruz Ave.	\$1,300	\$1,300	\$1,300		Construction	SR
Pacifica	SR 1 San Pedro Creek Bridge Replacement	Widen San Pedro Creek under the new bridge to eliminate flood hazards. New bridge includes Class I bike/pedestrian path.	\$3,500	\$3,500	\$3,500		Environmental \$100; Design \$170; ROW \$50; Construction \$3,200	KCA
Pacifica	SR 1 Fassler-Westport (Calera)	Widen existing 4-lane Highway 1 to 6 lanes between Fassler Ave and Reina Del Mar Ave (1.3 miles).	\$4,000	\$4,000		\$4,000	Program \$4,000 for Design: allocation conditional on City Council adopting EIR (environmental clearance).	SR
Redwood City	US 101 Woodside Road (SR 84) Interchange	Replace current loop interchange/substandard ramps configuration with standard diagonal or hook ramps; convert 5-legged intersection at Broadway/Woodside Rd to 4-way intersection; Blomquist/Seaport intersection improvements.	\$8,910	\$8,910	\$3,420	\$5,490	Allocate \$3,420 for environmental; Program \$5,490 for design - allocation conditional on environmental clearance	OM
San Bruno / SSF	I-380 congestion improvements	Technically determine improvements for I-380 corridor.	\$500	\$500	\$500		Preliminary planning	SR
San Carlos	Holly St/ US 101 interchange modifications	Convert current L-10 cloverleaf interchange to Type L-9 partial cloverleaf interchange by eliminating SW and NE quadrant ramps and realigning diagonal on- and off-ramps; add one lane and one -HOV lane to NB on-ramp; add one lane to NB off-ramp; add a grade-separated bike/pedestrian bike path through the interchange.	\$3,000	\$3,000		\$3,000	Program \$1,500 for environmental: allocation conditional on Caltrans approval of PSR/PID; Program \$1,500 for design: allocation conditional on environmental clearance	SR
City of San Mateo	SR 92 / El Camino Real ramp (SR82) modifications	Convert current L-10 cloverleaf interchange to Type L-9 partial cloverleaf interchange by eliminating 2 loop ramps and creating 2 diagonal ramps with signalized intersections at El Camino Real.	\$2,200	\$2,200	\$600	\$1,600	Allocate \$500 for environmental and \$100 for project management/oversight support for environmental; Program \$1,500 for design and \$100 for design support/oversight: allocation conditional on environmental clearance	KCA
<b>A. SUBTOTAL</b>			<b>\$71,760</b>	<b>\$71,760</b>	<b>\$48,670</b>	<b>\$23,090</b>		

\*OM: Original Measure A    KCA: Key Congested Areas    SR: Supplemental Roadways  
 PSR: Project Study Report    PID: Project Initiation Document

DRAFT

ATTACHMENT A: Measure A Highway Call for Projects: DRAFT RECOMMENDATION LIST

Sponsor	Project	Overall Project Description	Total Measure A Hwy request (\$1,000s)	Recommendation (\$1,000s)			Project Scope Phases/Conditions	Funding Track*
				A = B + C	B	C		
				Total (ALLOCATE+PROGRAM)	(Program and) ALLOCATE	PROGRAM only (conditional allocation)		
<b>B. RECOMMENDED FUNDING LESS THAN REQUESTED</b>								
East Palo Alto	University Ave/ US 101 interchange improvements	Stage 2A: New SB Palo-Alto-bound off-ramp; and widen north-side University Ave overcrossing for minimum corner sight distance and include shoulders/bike lanes and sidewalks. Stage 2B: widen south-side University overcrossing to include shoulders/bike lanes and sidewalks.	\$6,000	\$5,000	\$1,800	\$3,200	Allocate \$1,800 for the construction of Stage 2A off-ramp; Program \$3,200 for the Stage 2A north-side overcrossing widening: allocation conditional on TA review of cost-benefits associated with auto vs bike/pedestrian modes.	KCA
Half Moon Bay	SR 92 safety / operational improvements Half Moon Bay	Widening of shoulders and travel lanes to current standards, as well as sight improvements along SR 92 from 0.6 miles east of SR 1 to Pilarcitos Creek.	\$900	\$600	\$600		Preliminary planning	KCA
San Bruno / SSF	Skyline Blvd (SR 35) - widening from I-280 to Sneath Lane	Widen from 2 lanes to 4 lanes	\$14,250	\$850	\$850		Preliminary Planning \$100; PID/PSR \$250; Environmental \$500	SR
City of San Mateo	US 101 Peninsula Ave /Poplar Ave Interchange Area safety improvements	Construction of a raised median on Poplar Ave between Idaho and US-101 (option 2A); bicycle and pedestrian improvements for the neighborhood east of Peninsula/101 interchange; Evaluation (Project Study Report) of the Peninsula/101 and Poplar/101 partial interchanges for safety and access improvements	\$3,000	\$2,500	\$1,500	\$1,000	Allocate \$1,500 for the design, environmental and construction of Option 2A median improvements; Program \$1,000 for the PSR allocation conditional on City Council resolution commitment to PSR	KCA
County of San Mateo	Hwy 1 (Mid Coast) Congestion, throughput and safety improvements	Hwy 1 between Gray Whale Cove and Miramar (7 miles): pedestrian crossings, left-turn lanes and medians at six locations.	\$1,500	\$500	\$500		Preliminary planning \$250; PID/PSR \$250	SR
South San Francisco	US 101 Produce Ave interchange	New 101 overcrossing connecting Utah Ave to San Mateo Ave; reconfigure existing SB ramps at Produce Ave and Airport Blvd; incorporate NB on-/off-ramps at S. Airport Blvd.	\$4,000	\$500	\$500		PID/PSR	SR
<b>B. SUBTOTAL</b>			<b>\$29,650</b>	<b>\$9,950</b>	<b>\$5,750</b>	<b>\$4,200</b>		

\*OM: Original Measure A KCA: Key Congested Areas SR: Supplemental Roadways  
 PSR: Project Study Report PID: Project Initiation Document



## Attachment B: Summary Letters of Support and Opposition for the Measure A Highway Call for Projects

Sponsor	Submitted Project	Letters		
		Company	Name	Notes
Belmont	Ralston Ave Corridor Study and Improvements	City of Belmont	Greg Scoles - City Manager	
		Belmont Chamber of Commerce	George Burgess - President	
		Belmont Chamber of Commerce	Mary Morrissey Parden - Govt Affairs Chair	
		SunEdison	Raymond Brinson - Asst General Counsel	
		Merry Moppet Preschool-Belmont Oaks Academy	Pamela Clarke - Exec Director	
Brisbane	US 101 Candlestick Pt interchange	San Francisco County Transportation Authority	Tilly Chang - Deputy Director	
		City of Daly City	Brian Millar - Director	
			Dana Dillworth	opposition
Burlingame	US 101 Broadway interchange	Department of Transportation	Bijan Sartipi - District Director	
		San Mateo County Transportation Authority	Chuck Harvey - Deputy CEO	
		C/CAG	Richard Napier - Exec Director	
East Palo Alto	University Ave/ US 101 interchange improvements	C/CAG	Richard Napier - Exec Director	
Half Moon Bay	SR 92 safety and operational improvements within and near Half Moon Bay	County of San Mateo Office of the Sheriff	Greg Munks - Sheriff	
		Coastside Fire Protection District	Paul Cole - Assistant Chief	
		Half Moon Bay Coastside Chamber of Commerce	Charise Hale McHugh - President	
Half Moon Bay	Poplar - Wavecrest: SR 1 safety and operational improvements	County of San Mateo Office of the Sheriff	Greg Munks - Sheriff	
		Coastside Fire Protection District	Paul Cole - Assistant Chief	
		Half Moon Bay Coastside Chamber of Commerce	Charise Hale McHugh - President	
Half Moon Bay	Main - Kehoe: SR 1 safety and operational improvements	County of San Mateo Office of the Sheriff	Greg Munks - Sheriff	
		Coastside Fire Protection District	Paul Cole - Assistant Chief	
		Half Moon Bay Coastside Chamber of Commerce	Charise Hale McHugh - President	

Sponsor	Submitted Project	Letters		
		Company	Name	Notes
Menlo Park	US 101 at Willow Rd interchange improvements	Menlo Park Chamber of Commerce		
Menlo Park	Sand Hill Rd signal coordination and interconnect	Menlo Park Chamber of Commerce		
Pacifica	SR 1 San Pedro Creek Bridge Replacement	San Mateo County Association of Realtors	Paul Stewart - Govt Affairs Director	
		California Coastal Commission Central Office District	Dan Carl - District Director	
		Pacifica Chamber of Commerce	Courtney Conlon - CEO	
Pacifica	SR 1 Fassler-Westport (Calera)	Pacifica Chamber of Commerce	Courtney Conlon - CEO	
		San Mateo County Economic Development Association	Steve Mincey - Chairman	only supporting env'l review process
			Jim Bonner, Bob Trapp, Steve Engler	
			Michael Anda	
			Pete Yoes	
		San Mateo County Association of Realtors	Paul Stewart - Govt Affairs Coordinator	
			Lisa McIntyre	
	Half Moon Bay Coastside Chamber of Commerce	Charise Hale McHugh - President		

Sponsor	Submitted Project	Letters		
		Company	Name	Notes
Redwood City	US 101 Woodside Road (SR 84) Interchange	California State Assembly	Jerry Hill - Assembly Member, 19th District	
		Count of San Mateo Board of Supervisors	Don Horsley - Vice President	
		County of San Mateo Office of the Sheriff	Greg Munks - Sheriff	
		Redwood City/San Mateo County Chamber of Commerce	Laurence Buckmaster - President	
		Seaport Industrial Association	Greg Greenway - Exec Director	
			Diane Howard - Past Mayor and Former City Councilmember for Redwood City	
		Triad Holmes Associates Engineers and Surveyors		
		The Kastrop Group, Inc. Architects	D. Michael Kastrop - President	
		Redwood Massage and Sauna	Beverly and Harold May	
		Putnam Lexus	Marty Putnam	
		The Pauls Corporation	Paul Powers - President	
		Cassidy Turley Commercial Real Estate Services	Ben Paul - Partner	
		Sequoia Realty Service	Jeff Badstubner - Vice President	
		TMG Partners	Dee Licican - Senior Property Manager	
		Western Allied Mechanical, Inc	Angela Simon - President	
		Johnston Millwork, Inc.	Cheryl Hochstatter - Vice President	
		Sims Metal Management	Frank Barbeau - General Manager	
		Kaiser Permanente	Stacey Wagner - Director of Public Affairs	
		Equity Office	Kenneth Young - Vice President	
		W.L. Buttler Construction Inc.	Bill Butler - President	
		Alain Pinel Realtors	Elizabeth Pollard	
		United American Bank	Frank Bartaldo - Senior EVP	
		SRGNC CRES, LLC	Jeffrey Birdwell - President	
		Hunter Storm Inc.	Derek Hunter Jr. - Member	
		DES Architects + Engineers	Stephen Mincey - Principal	
		Lyngso Garden Materials, Inc.	Clem Molony - Environment & Safety Manager	
		Law Office of William Conklin	William Conklin	
		Redwood City Elks Lodge	Charlie Craze - Secretary	
		Stanford Hospital and Clinics	Tim Engberg - VP	
		Stacks	Michael Schmidt - Director of Ops	
T&H Building Supply Inc.	Carol Ebner - President			
Sequoia Hospital	Glenna Vaskelis - President			

Sponsor	Submitted Project	Letters		
		Company	Name	Notes
San Bruno / South San Francisco	Skyline (SR 35) - widening from I-280 to Sneath Lane	City of San Bruno City Manager's Office	Connie Jackson - City Manager	
		City of South San Francisco Office of the City Manager	Barry Nagel - City Manager	
		City of Pacifica	Van Ocampo - Public Works Director	
		Sklyine College	Dr. Regina Stroud	
San Bruno / South San Francisco	I-380 congestion improvements	City of South San Francisco Office of the City Manager	Barry Nagel - City Manager	
		City of San Bruno City Manager's Office	Connie Jackson - City Manager	
		Department of Transportation	Alan Chow - Office Chief of Traffic Systems	
		Peninsula Traffic Congestion Relief Alliance	John Ford - Exec Director	
San Carlos	Holly St/ US 101 interchange modifications	Greater East San Carlos Neighborhood	Ben Fuller - President	Specifically supporting Alt. 1H
		San Carlos Green		Specifically supporting Alt. 1H
		Silicon Valley Bicycle Coalition	Corinne Winter - President	Specifically supporting Alt. 1H
		Menlo Park Bicycle Commission	Mike Harding	Specifically supporting Alt. 1H
			Paul Wendt	Specifically supporting Alt. 1H
			Gladwyn d'Souza	Specifically supporting Alt. 1H
County of San Mateo	Hwy 1 (Mid Coast) Congestion, throughput and safety improvements	County of San Mateo Board of Supervisors	Adrienne Tissier	
		California State Assembly	Jerry Hill - Assembly Member, 19th District	
		California State Senate	Leland Yee - Senator, 8th Senate District	
		Midcoast Community Council	Bill Kehoe - Chair	
		Pillar Ridge Homeowners Association	Lisa Ketcham - President	
		Coastside Bicycle Coalition	Sabrina Brennan	
		Midcoast Community Council	Neil Merrilees - Chair	*note - duplicate company
		Coastside Bicycle Coalition	Sabrina Brennan	*note - duplicate company
			Joel Farbstein	
			Beverly and Ron Garrity	**not really a letter of support - more just a comment letter.
	Brian Gaffney	opposition		
	Deborah Malone	opposition		

Sponsor	Submitted Project	Letters		
		Company	Name	Notes
County of San Mateo	Bike facility improvements on Alpine at 280	Department of Transportation	Lee Taubeneck - Deputy District Director	
		Stanford University	Larry Horton - Senior Associate VP	
		Ladera Community Association, Inc.	Ed Berkowitz - President	
			Shandon Lloyd	
			Ted Huang	
			Christine Thorburn	
			Kari Mueller	
			Leslie Latham	
			PJ Utz	
			Donna James	
			Lovinda Beal	
			Rene Sterental	
			Janet Lafleur	
			Chris and Kari Rust	
South San Francisco	US 101 Produce Ave interchange	Department of Transportation	Alan Chow - Chief	
		California State Assembly	Jerry Hill - Assembly Member, 19th District	
		Peninsula Traffic Congestion Relief Alliance	John Ford - Exec Director	
		South San Francisco Chamber of Commerce	Maria Martinucci - CEO	
		City of South San Francisco Traffic Advisory Committee	Dennis Chuck - Senior Civil Engineer	
		City of South San Francisco's Bicycle and Pedestrian Advisory Committee	Karen Sumner - Chairperson	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

**TO:** Transportation Authority

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

**FROM:** April Chan  
Executive Officer, Planning & Development

**SUBJECT: GRADE SEPARATION PROGRAM – SOLICITATION OF LETTERS OF INTEREST FOR POTENTIAL PROJECTS**

**ACTION**

Staff recommends the Board authorize the solicitation of Letters of Interests from cities interested in applying for New Measure A funds to complete preliminary engineering and environmental review for grade separation projects in the County.

**SIGNIFICANCE**

Previously at the December 3, 2009 meeting, the Board accepted the New Measure A Program Implementation Plan and approved holding off on how to implement programming of funds in the Grade Separation program to better coordinate grade separation needs with the California High Speed Rail project.

The State has recently appropriated funding for the Caltrain Early Investment Program to implement the Caltrain Advanced Signal System (CBOSS PTC) project and improvements that allow the operation of electrified Caltrain service. The Caltrain Early Investment Program projects would prepare the corridor for a future blended system that supports Caltrain and high-speed rail service. In light of this latest development, it may be prudent to begin some planning work on possible grade separation projects in the Caltrain corridor to further support the future blended system.

The City of San Mateo transmitted a letter dated July 16, 2012 to the Transportation Authority (TA) requesting the programming and allocation of Measure A funds to complete preliminary engineering and environmental review of the 25<sup>th</sup> Avenue Rail Realignment and Grade Separation project.

In the interest of fairness to all potential applicants for grade separation program funding, staff recommends that the Authority solicit letters from eligible project sponsors to determine level of interest for potential projects in the New Measure A Grade Separation program.

Letters of Interests would seek the following information from the cities:

- A prioritized list of at-grade railroad crossings a city is interested in eliminating, if there is more than one such crossing in the city;
- Time frame for completion of the project, and the specific rationale for such time frame;
- Discussion of safety and local traffic congestion concerns in the proposed project area;
- Discussion of how the project could support economic development and transit-oriented development in the proposed project area;
- Discussion of other funding sources that can be secured to leverage Measure A funds for the project;
- Demonstration of support from the city council and the community through a deliberative planning process

The Letters of Interests would help the TA determine the universe of projects for the New Measure A Grade Separation program. This would assist staff in framing the competitive selection process, based on evaluation criteria that were recommended in the 2009-2013 TA Strategic Plan, such as need, policy consistency, project readiness and effectiveness, to prioritize projects.

If the Board supports this approach, Letters of Interests would go out to eligible cities in September, with responses due in November. Staff would then evaluate expression of interests, and return to the Board on a recommended approach and framework for the project selection process for the Grade Separation program.

### **BUDGET IMPACT**

Solicitation of Letters of Interest has no impact on the budget.

### **BACKGROUND**

The New Measure A Grade Separation program provides 15 percent of the Transportation Expenditure Plan receipts to eligible projects that eliminate at-grade railroad crossings, approximately \$225 million (in 2004\$) over the 25-year life of the measure. The TA Board allocated \$48.4 million to the San Bruno Grade Separation project at the June 3, 2010 meeting. The \$48.4 million included funds to cover \$19.2 million in State Transportation Improvement Program (STIP) funds that were not secured at that time but has since been allocated to the project by the California Transportation Commission. As a result, the net amount allocated to the San Bruno Grade Separation project is \$29.2 million. The New Measure A Grade Separation program now has slightly under \$200 million (in 2004\$) that can be made available to other projects.

Purpose of the Grade Separation program is to construct or upgrade grade separations along the Caltrain and Dumbarton rail lines in San Mateo County to improve safety and relieve local traffic congestion.

Prepared by: April Chan, Executive Officer, Planning & Development 650-508-6228

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Mark Simon  
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

**STATE ISSUES**

Legislation

AB 485 (Ma) – The California Global Warming Solutions Act of 2006 requires corporations to purchase allowances through a market-based compliance system if their greenhouse gas emissions exceed certain limits.

If the cost of procuring these allowances is passed on to certain consumers, they will be provided with credits through revenues generated from the market-based system. AB 485 would add public transportation agencies to the list of customers eligible for credits.

Other legislation has been introduced that would also make several private sector energy users eligible for credits, but legislative leadership has only expressed an interest in moving forward with credits for public entities.

The deadline to pass legislation is August 31. Staff is working with our statewide public transportation partners to support AB 845 and we will be tracking the broader legislation closely.

Funding

At its September 26 meeting, the California Transportation Commission (CTC) will consider allocating \$39.9 million in Proposition 1A “connectivity” funds to Caltrain to support the advanced signal system component of the Caltrain Modernization Program. These funds are included in the regional funding plan approved as a part of the nine-party Bay Area High Speed

Rail Early Investment Memorandum of Understanding.

The CTC will also consider allocating \$9 million in Proposition 1B Highway-Railroad Crossing Safety Account funds to support the replacement of several of the system's railroad bridges.

## **FEDERAL ISSUES**

### Unobligated Federal Funds

In August, the Obama Administration announced that all unobligated federal transportation funds appropriated between Fiscal Year 2003 and Fiscal Year 2006 will be reallocated by states to projects that can spend the funds by the end of the year.

Nationwide, over \$473 million in unspent federal earmarks would be reallocated including \$43 million in California. States are required to identify eligible projects by October 1. Highway, rail, transit, bike and pedestrian projects will all be eligible to receive reallocated funds.

### Tax Extenders

On August 2, the Senate Finance Committee approved a tax extenders package that includes the restoration of parity between pre-tax transit and parking benefits. Transit benefits were increased through the American Recovery and Reinvestment Act of 2009, but the increase expired at the end of 2011. Today, drivers eligible for the program receive benefits of up to \$240 per month while transit users are only eligible for \$125 per month.

The tax extenders package also includes the extension of the alternative fuels tax credit, which benefits transit system that utilize compressed or liquefied natural gas.

Staff will be working with the American Public Transportation Association to support these provisions when they are considered by the full Senate in September.

Prepared By: Seamus Murphy, Government and Community Affairs Director 650-508-6388

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 41</u></a> <a href="#"><u>Hill D</u></a></p> <p>High-Speed Rail Authority: conflicts of interest: disqualification.</p>	<p>SENATE THIRD READING</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local levels 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. This bill contains other related provisions and other existing laws. <b>Last amended on 8/16/2012</b></p>	
<p><a href="#"><u>AB 57</u></a> <a href="#"><u>Beall D</u></a></p> <p>Metropolitan Transportation Commission.</p>	<p>ASSEMBLY CHAPTERED 7/13/2012 - Chaptered by the Secretary of State, Chapter Number 88, Statutes of 2012</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and one member appointed by the San Francisco Bay Conservation and Development Commission, and establishes a 4-year term of office for members of the commission.</p> <p>This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. <b>Last amended on 6/20/2012</b></p>	
<p><a href="#"><u>AB 294</u></a> <a href="#"><u>Portantino D</u></a></p> <p>Transportation projects: procurement: design-sequencing.</p>	<p>SENATE THIRD READING</p>	<p>Until January 1, 2010, the Department of Transportation was authorized to conduct a pilot project to let design-sequencing contracts, as defined, for design and construction of not more than 12 transportation projects. These provisions are now repealed.</p> <p>This bill would enact new provisions, authorizing the department to let contracts for construction of not more than 8 transportation projects utilizing the design-sequencing method, to be effective until January 1, 2017. The bill would require the department to use department employees or consultants under contract with the department to perform all design services related to design plans for the transportation projects, as specified. The bill would require the department to compile data on the transportation projects awarded under these provisions and to make that information available on its Internet Web site each year during which the projects are underway, as specified. <b>Last amended on 8/23/2012</b></p>	

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 441</a> <a href="#">Monning D</a></p> <p>Transportation planning.</p>	<p>ASSEMBLY ENROLLMENT</p>	<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 the commission to attach a summary of the policies, practices, or projects that have been employed by metropolitan planning organizations that promote health and health equity to the commission's next revision of specified regional transportation planning guidelines. <b>Last amended on 6/4/2012</b></p>	
<p><a href="#">AB 492</a> <a href="#">Galgiani D</a></p> <p>Public transportation agencies: administrative penalties.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>Existing law authorizes certain transit operators to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative adjudication procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing.</p> <p>This bill would extend the application of these provisions to all public transportation agencies, as defined. The bill would require the penalties collected by a public transportation agency to be deposited in the general fund of the county in which the citation is administered. The bill would make conforming changes. <b>Last amended on 8/13/2012</b></p>	
<p><a href="#">AB 819</a> <a href="#">Wieckowski D</a></p> <p>Bikeways.</p>	<p>ASSEMBLY ENROLLMENT</p>	<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 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, by June 30, 2013, procedures for cities, counties, and local agencies to be granted exceptions from the requirement to use those criteria and specifications for purposes of research, experimentation, testing, evaluation, or verification. The bill would require the department, by November 1, 2014, to report to the transportation policy committees of both houses of the Legislature the steps that the department has taken to implement those requirements, including, but not limited to, information regarding requests received and granted by the department from July 1, 2013, to June 30, 2014, inclusive, for those exceptions, and the reasons the department rejected any requests for those exceptions. <b>Last amended on 8/14/2012</b></p>	
<p><a href="#">AB 890</a> <a href="#">Olsen R</a></p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>SENATE THIRD READING</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, 2016, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried by a city or county to improve public safety meeting specified requirements. This bill contains other related provisions and other existing laws. <b>Last amended on 8/24/2012</b></p>	

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1126</u></a> <a href="#"><u>Calderon,</u></a> <a href="#"><u>Charles D</u></a></p> <p>Transaction and use tax: rate.</p>	<p>SENATE THIRD READING</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%. <b>Last amended on 1/4/2012</b></p>	
<p><a href="#"><u>AB 1570</u></a> <a href="#"><u>Perea D</u></a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>SENATE 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. 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 specify, until January 1, 2016, the types of projects for which an applicant can request the lead agency to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. 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. <b>Last amended on 8/24/2012</b></p>	
<p><a href="#"><u>AB 1606</u></a> <a href="#"><u>Perea D</u></a></p> <p>Local public employee organizations: impasse procedures.</p>	<p>ASSEMBLY ENROLLED</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations.</p> <p>This bill would instead authorize the employee organization to request that the parties' differences be submitted to a fact-finding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. The bill would also authorize an employee organization, if the dispute was not submitted to mediation, to request that the parties' differences be submitted to a fact-finding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse. The bill would specify that the procedural right of an employee organization to request a fact-finding panel cannot be expressly or voluntarily waived. The bill would also specify that its provisions are intended to be technical and clarifying of existing law. This bill contains other existing laws. <b>Last amended on 5/17/2012</b></p>	

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<a href="#"><u>AB 1665</u></a> <a href="#"><u>Galgiani D</u></a>  California Environmental Quality Act: exemption: railroad crossings.	ASSEMBLY ENROLLMENT	<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, 2016, exempt from CEQA the closure of a railroad grade crossing by order of the PUC under the above authority if the PUC finds the crossing to present a threat to public safety. <b>Last amended on 8/6/2012</b></p>	
<a href="#"><u>AB 1671</u></a> <a href="#"><u>Huffman D</u></a>  Department of Transportation: retention proceeds: State Contract Act: bids: bidder's security.	ASSEMBLY ENROLLED	<p>Existing law prohibits the Department of Transportation, until January 1, 2014, from withholding retention proceeds when making progress payments for work performed by a contractor.</p> <p>This bill would make these provisions operative until January 1, 2020. The bill would also make a statement of legislative findings. <b>Last amended on 7/6/2012</b></p>	
<a href="#"><u>AB 1706</u></a> <a href="#"><u>Eng D</u></a>  Vehicles: transit bus weight.	ASSEMBLY CONCURRENCE	<p>Under existing law, the gross weight imposed upon the highway by the wheels on any one axle of a vehicle is prohibited from exceeding 18,000 pounds, except the gross weight on any one axle of a bus is prohibited from exceeding 20,500 pounds. A violation of these requirements is a crime.</p> <p>This bill would provide that these prohibitions do not apply to a transit bus, except as specified. The bill would, until January 1, 2015, prohibit a publicly owned or operated transit system or an operator of a transit system under contract with a publicly owned or operated transit system from procuring through a solicitation process pursuant to which a solicitation is issued on or after January 1, 2013, a transit bus whose weight on any axle exceeds 20,500 pounds, with specified exceptions. The bill would impose a state-mandated local program by imposing new requirements upon transit buses. <b>Last amended on 8/21/2012</b></p>	Support
<a href="#"><u>AB 1770</u></a> <a href="#"><u>Lowenthal,</u></a> <a href="#"><u>Bonnie D</u></a>  California Transportation Financing Authority.	ASSEMBLY ENROLLED	<p>Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project. This bill would provide that a rail project may consist of, or include, rolling stock.</p> <p>This bill contains other related provisions and other existing laws.</p>	

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1779</u></a> <a href="#"><u>Galgiani D</u></a></p> <p>Intercity rail agreements.</p>	<p>SENATE THIRD READING</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.</p> <p>This bill would authorize the department, with approval of the secretary, to enter into interagency transfer agreements for additional intercity rail corridors, to be entered into between June 30, 2014, and June 30, 2015. The bill would require the agreements to cover the initial 3-year period after the transfer, and would authorize subsequent extensions by mutual agreement. If agreements are not entered into by that the expiration of that period, the bill would require the secretary to report to the Governor and the Legislature by June 30, 2016, as specified. <b>Last amended on 8/24/2012</b></p>	
<p><a href="#"><u>AB 1890</u></a> <a href="#"><u>Solorio D</u></a></p> <p>Vehicles: toll highways: motorcycles.</p>	<p>ASSEMBLY CHAPTERED 7/10/2012 - Chaptered by Secretary of State - Chapter 81, Statutes of 2012.</p>	<p>Existing law prohibits any person, except as specified, from driving any motor vehicle with any object or material placed, displayed, installed, affixed, or applied in or upon the vehicle that obstructs or reduces the driver's clear view through the windshield or side windows. Existing law makes it unlawful for any person to refuse to pay tolls or other charges on any vehicular crossing or toll highway and requires, among other things, that if a transponder or other electronic toll payment device is used to pay tolls or other charges due, the device be located in or on the vehicle in a location so as to be visible for the purpose of enforcement at all times when the vehicle is located on the vehicular crossing or toll highway.</p> <p>This bill would require a motorcyclist to instead use any one of 5 specified methods when using a transponder or other electronic toll payment device to pay tolls or other charges when entering a vehicle crossing or toll highway. <b>Last amended on 6/6/2012</b></p>	
<p><a href="#"><u>AB 1915</u></a> <a href="#"><u>Alejo D</u></a></p> <p>Safe routes to school.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law sets forth various factors to be used to rate proposals submitted by applicants for these funds.</p> <p>This bill would provide that up to 10% of program funds may be used to assist eligible recipients in making infrastructure improvements, other than school bus shelters, that create safe routes to school bus stops located outside of the vicinity of schools. <b>Last amended on 6/26/2012</b></p>	
<p><a href="#"><u>AB 1960</u></a> <a href="#"><u>Dickinson D</u></a></p> <p>State contracts: reports: lesbian, gay, bisexual, and transgender businesses.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>Existing law requires the Department of General Services to make available a report on contracting activity containing specified information, including the level of participation of business enterprises, by race, ethnicity, and gender of owner, in specified contracts.</p> <p>This bill would require the Department of General Services to include in the report on contracting activity information regarding the level of participation of lesbian, gay, bisexual, or transgender owned businesses in specified contracts, as provided. <b>Last amended on 8/6/2012</b></p>	

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2200</a> <a href="#">Ma D</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE THIRD READING</p>	<p>Existing law authorizes the Department of Transportation and local agencies, with respect to highways under their respective jurisdictions, to designate certain lanes for preferential or exclusive use by high-occupancy vehicles.</p> <p>This bill, until January 1, 2020, or until the Director of Transportation determines otherwise, as provided under the bill, and files that determination with the Secretary of State, would suspend, consistent with the state implementation plan for the San Francisco Bay area adopted pursuant to the federal Clean Air Act and other federal requirements, the hours of operation for highway lanes designated for high-occupancy vehicles, in the Interstate 80 corridor within the Metropolitan Transportation Commission's jurisdiction, in the morning reverse commute direction, as defined. Because the commission would be required to post signage of the above requirements along the Interstate 80 corridor, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last amended on 8/23/2012</b></p>	
<p><a href="#">AB 2245</a> <a href="#">Smyth R</a></p> <p>Environmental quality: California Environmental Quality Act: exemption: bicycle lanes.</p>	<p>ASSEMBLY ENROLLMENT</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 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, 2018, exempt from CEQA the restriping of streets and highways for bicycle lanes in an urbanized area that is consistent with a prepared bicycle transportation plan. A lead agency would be required to take specified actions with regard to making an assessment of traffic and safety impact and holding hearings before determining a project is exempt. The bill would require a state agency, that determines that a project is exempt under this provision, and approves or determines to carry out that project, to file a notice of the determination with OPR. The bill would require a local agency, that determines that a project is exempt under this provision, and approves or determines to carry out that project, to file a notice of determination with OPR and the county clerk in the county in which the project is located. <b>Last amended on 8/7/2012</b></p>	
<p><a href="#">AB 2298</a> <a href="#">Solorio D</a></p> <p>Insurance: public safety employees: accidents.</p>	<p>SENATE THIRD READING</p>	<p>Existing law provides that no insurer shall, in issuing or renewing a private automobile insurance policy to a peace officer, member of the Department of the California Highway Patrol, or firefighter, with respect to his or her operation of a private motor vehicle, increase the premium on that policy for the reason that the insured or applicant for insurance has been involved in an accident while operating an authorized emergency vehicle, as defined, in the performance of his or her duty during the hours of his or her employment.</p> <p>This bill would also provide that no insurer shall, in issuing or renewing a private automobile insurance policy to a peace officer, member of the Department of the California Highway Patrol, or firefighter, with respect to his or her operation of a private passenger motor vehicle, increase the premium on that policy for the reason that the insured or applicant for insurance has been involved in an accident while operating his or her private passenger motor vehicle in the performance of his or her duty at the request or direction of the employer. This bill contains other related provisions and other existing laws. <b>Last amended on 8/24/2012</b></p>	

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 2405</u></a> <a href="#"><u>Blumenfield D</u></a></p> <p>Vehicles: high-occupancy toll lanes.</p>	<p>ASSEMBLY CONCURRENCE</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain eligible low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. Existing law provides that a vehicle, eligible under these provisions to use HOV lanes, that meets the California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard is not exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls pursuant to a federally supported value-pricing and transit development program involving high-occupancy toll (HOT) lanes conducted by the Los Angeles County Metropolitan Transportation Authority.</p> <p>This bill would instead exempt, with specified exceptions applicable to passage on designated state highways, all of the low emission and hybrid vehicles eligible to use HOV lanes under these provisions, including vehicles that meet the enhanced AT PZEV standards, from toll charges imposed on HOT lanes unless prohibited by federal law. The bill would exclude a toll imposed for passage on a toll road or toll highway, that is not an HOT lane, a toll imposed for crossing a state-owned bridge, or, until March 1, 2014, a toll imposed for passage in HOT lanes designated for State Highway Route 10 or 110, from this exemption. The bill would provide that these changes shall be known as the Choose Clean Cars Act of 2012. <b>Last amended on 6/27/2012</b></p>	
<p><a href="#"><u>AB 2489</u></a> <a href="#"><u>Hall D</u></a></p> <p>Vehicles: license plates: obstruction or alteration.</p>	<p>SENATE THIRD READING</p>	<p>Existing law prohibits a person from displaying upon a vehicle a license plate altered from its original markings. Existing law also prohibits a person from selling a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate, as specified. A violation of these provisions is an infraction and the penalty for the first conviction of an infraction under the Vehicle Code is a fine not exceeding \$100.</p> <p>This bill would additionally prohibit a person from selling a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate by visual means. The bill would also prohibit a person from operating a vehicle with such a product or device and would make it a crime for a person to erase the reflective coating of, paint over the reflective coating of, or alter a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement. <b>Last amended on 8/22/2012</b></p>	
<p><a href="#"><u>AB 2498</u></a> <a href="#"><u>Gordon D</u></a></p> <p>Construction Manager/General Contractor project method.</p>	<p>SENATE THIRD READING</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement.</p> <p>This bill would authorize the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel. <b>Last amended on 8/14/2012</b></p>	
<p><a href="#"><u>AB 2679</u></a> <a href="#"><u>Committee on Transportation</u></a></p> <p>Transportation: omnibus bill.</p>	<p>SENATE THIRD READING</p>	<p>Existing law authorizes the Department of Transportation (department) to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board.</p> <p>This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. <b>Last amended on 8/23/2012</b></p>	

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>ACA 23</u></a> <a href="#"><u>Perea D</u></a></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY INACTIVE FILE</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.</p> <p><b>Last amended on 8/20/2012</b></p>	<p>Support</p>
<p><a href="#"><u>SB 829</u></a> <a href="#"><u>Rubio D</u></a></p> <p>Public contracts: public entities: project labor agreements.</p>	<p>SENATE CHAPTERED 4/26/2012 - Chaptered by the Secretary of State, Chapter Number 11, Statutes of 2012</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, state funding or financial assistance may not be used to support that project, as specified.</p> <p>This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits, limits, or constrains in any way the governing board's authority or discretion to adopt, require, or utilize a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support any construction projects awarded by the city, as specified.</p> <p><b>Last amended on 4/9/2012</b></p>	
<p><a href="#"><u>SB 878</u></a> <a href="#"><u>DeSaulnier D</u></a></p> <p>Office of the Transportation Inspector General.</p>	<p>SENATE</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds, including fuel tax revenues allocated from the Highway Users Tax Account, to various transportation purposes. Existing law provides funding for transportation capital improvement projects undertaken by the department or regional or local transportation agencies.</p> <p>This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state, regional, and local agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Inspector General may not be removed from office during the term except for good cause. The bill would specify certain duties and responsibilities of the Inspector General, would require an annual report to the Legislature and Governor, and would provide for funding the office, to the extent possible, from federal transportation funds, with other necessary funding to be made available in proportion to the activities of the office from the Highway Users' Tax Account and an account from which high-speed rail activities may be funded. <b>Last amended on 8/22/2012</b></p>	

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 972</u></a> <a href="#"><u>Simitian D</u></a></p> <p>California Environmental Quality Act: scoping meetings</p>	<p>SENATE ENROLLED</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.</p> <p>This bill would additionally require the lead agency to provide the above notice to a public agency that has filed a written request for the notice, thereby imposing a state-mandated local program. <b>Last amended on 4/9/2012</b></p>	
<p><a href="#"><u>SB 1002</u></a> <a href="#"><u>Yee D</u></a></p> <p>Public records: electronic format.</p>	<p>ASSEMBLY THIRD READING</p>	<p>The California Public Records Act requires state and local agencies to make their records available for public inspection and, upon request of a person, to provide a copy of a public record unless the record is exempt from disclosure. The act requires an agency that has information that constitutes an identifiable public record not otherwise exempt from disclosure that is in an electronic format to make that information available in an electronic format when requested by a person. The act requires the agency to make the information available in an electronic format in which it holds the information.</p> <p>This bill would make technical, non-substantive changes to these provisions. <b>Last amended on 8/20/2012</b></p>	
<p><a href="#"><u>SB 1102</u></a> <a href="#"><u>DeSaulnier D</u></a></p> <p>State transportation improvement program.</p>	<p>SENATE ENROLLED</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, beginning not later than November 15, 2014, 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. <b>Last amended on 5/31/2012</b></p>	

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1117</a> <a href="#">DeSaulnier</a> D</p> <p>Passenger rail: planning.</p>	<p>SENATE CONCURRENCE</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relating to the programming and allocation of certain funds available for transportation capital improvement projects and various other transportation policy matters, and authorizes the commission to develop guidelines for preparation of regional transportation plans. Existing law creates the Department of Transportation with various powers and duties relating to the state highway system and other transportation modes, including the authority to contract for conventional rail passenger service. Existing law requires the department to prepare a 10-year State Rail Plan on a biennial basis, with both passenger and freight rail elements. Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including preparation of a business plan on a biennial basis. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would require the California Transportation Commission to include in its guidelines for regional transportation plans policy direction regarding the integration of all passenger rail services into a coordinated system with emphasis on intermodal facilities and cost-effective rail services, as specified. The bill would revise the requirements for the 10-year state rail plan prepared by the department to require the plan to be consistent with the federal Passenger Rail Investment and Improvement Act of 2008 and to contain various passenger and freight rail elements, including, among other things, plans for a comprehensive and integrated statewide rail system, a statement of the state's passenger rail service objectives, and identification of improvements that have utility both for freight and passenger rail services. The bill would delete the requirement that the state rail plan be prepared on a biennial basis. The bill would require the department to submit a draft plan under these new requirements for review and comment to the commission and authority by December 1, 2015, and would require public hearings on the plan. The bill would require the final plan to be approved by the Secretary of Business, Transportation and Housing by March 1, 2016, and then to be submitted to the Legislature, Governor, and various state agencies. The bill would require the plan to be updated at least every 5 years. <b>Last amended on 8/20/2012</b></p>	
<p><a href="#">SB 1160</a> <a href="#">Padilla</a> D</p> <p>Communications: service interruptions.</p>	<p>ASSEMBLY THIRD READING</p>	<p>Existing law provides that an agent, operator, or employee of a telegraph or telephone office who willfully refuses or neglects to send a message received by the office is guilty of a misdemeanor. Existing law provides that these requirements are not applicable when charges for transmittal or delivery of the message have not been paid or tendered, for messages counseling, aiding, abetting, or encouraging treason or resistance to lawful authority, to a message calculated to further any fraudulent plan or purpose, to a message instigating or encouraging the perpetration of any unlawful act, or to a message facilitating the escape of any criminal or person accused of crime.</p> <p>This bill would retain the provision that the above-described requirements are not applicable when payment for charges for transmittal or delivery of the message has not been paid or tendered, but would delete the other enumerated exceptions. This bill contains other related provisions and other existing laws. <b>Last amended on 8/24/2012</b></p>	

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1225</a> <a href="#">Padilla D</a></p> <p>Intercity rail agreements.</p>	<p>ASSEMBLY TRANS.</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity passenger rail services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of the Business, Transportation and Housing Agency, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.</p> <p>This bill would authorize the department, with the approval of the secretary, to enter into an additional interagency transfer agreement with respect to the LOSSAN Corridor, defined to mean the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo, if the LOSSAN Agency, an existing joint powers agency, is reconstituted through an amended joint powers agreement approved by the governing boards of its members to enable that agency to enter into an interagency transfer agreement with the secretary relative to the LOSSAN Corridor. <b>Last amended on 8/24/2012</b></p>	
<p><a href="#">SB 1257</a> <a href="#">Hernandez D</a></p> <p>Utility user tax: exemption: public transit vehicles.</p>	<p>SENATE ENROLLED</p>	<p>Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity, in the unincorporated area of the county.</p> <p>This bill would provide that a local jurisdiction, as defined, may not impose a utility user tax, as specified, upon either the consumption of compressed natural gas dispensed by a gas compressor, within a local jurisdiction, that is separately metered and is dedicated to providing compressed natural gas as a motor vehicle fuel for use by the local agency or public transit operator or the consumption of electricity used to charge electric bus propulsion batteries, within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus.</p> <p><b>Last amended on 6/11/2012</b></p>	
<p><a href="#">SB 1339</a> <a href="#">Yee D</a></p> <p>Commute benefit policies.</p>	<p>SENATE ENROLLED</p>	<p>Existing law creates the Metropolitan Transportation Commission, with various transportation planning and programming responsibilities in the 9-county San Francisco Bay Area. Existing law creates the Bay Area Air Quality Management District, with various responsibilities relative to the reduction of air pollution in the area of its jurisdiction, which incorporates a specified portion of the jurisdiction of the Metropolitan Transportation Commission.</p> <p>This bill would authorize the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.</p>	

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1380</a> <a href="#">Rubio D</a></p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY THIRD READING</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 requires the lead agencies to make specified findings in an EIR.</p> <p>This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified, and would also require a local agency that determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with OPR and the county clerk. This bill would require OPR to post specified information on its Internet Web site, as prescribed. <b>Last amended on 8/21/2012</b></p>	
<p><a href="#">SB 1396</a> <a href="#">Dutton R</a></p> <p>Sales and use taxes: excise taxes: fuel.</p>	<p>SENATE T. &amp; H.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or a tax, measured by the sales price, on the storage, use, or other consumption of tangible personal property in this state." That law defines the terms "gross receipts" and "sales price."</p> <p>This bill would exclude from the terms "gross receipts" and "sales price" the amount charged at retail for gasoline and diesel fuels in excess of \$3.88 or \$3.52 per gallon, respectively, as provided. <b>Last amended on 4/11/2012</b></p>	<p>Oppose</p>
<p><a href="#">SB 1464</a> <a href="#">Lowenthal D</a></p> <p>Vehicles: bicycles: passing distance.</p>	<p>SENATE</p>	<p>Under existing law, a driver of a vehicle overtaking another vehicle or a bicycle proceeding in the same direction is required to pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle or bicycle, subject to certain limitations and exceptions. A violation of this provision is an infraction punishable by a fine not exceeding \$100 for a first conviction, and up to a \$250 fine for a 3rd and subsequent conviction occurring within one year of 2 or more prior infractions.</p> <p>This bill would recast this provision as to overtaking and passing a bicycle by requiring, with specified exceptions, the driver of a motor vehicle overtaking and passing a bicycle that is proceeding in the same direction on a highway to pass in compliance with specified requirements applicable to overtaking and passing a vehicle, and to do so at a safe distance that does not interfere with the safe operation of the overtaken bicycle, having due regard for the size and speed of the motor vehicle and the bicycle, traffic conditions, weather, and the surface and width of the highway. The bill would prohibit, with specified exceptions, the driver of the motor vehicle that is overtaking or passing a bicycle proceeding in the same direction on a highway from passing at a distance of less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator. The bill would make a violation of these provisions an infraction punishable by a \$35 fine. The bill would also require the imposition of a \$220 fine on a driver if a collision occurs between a motor vehicle and a bicyclist causing bodily harm to the bicyclist, and the driver is found to be in violation of the above provisions. <b>Last amended on 8/6/2012</b></p>	
<p><a href="#">SB 1533</a> <a href="#">Padilla D</a></p> <p>Electricity: energy crisis litigation.</p>	<p>SENATE ENROLLED</p>	<p>Existing law, until January 1, 2013, requires the Attorney General to represent the Department of Finance and to succeed to all rights, claims, powers, and entitlements of the Electricity Oversight Board in any litigation or settlement to obtain ratepayer recovery for the effects of the 2000-02 energy crisis. Existing law additionally prohibits the Attorney General from expending the proceeds of any settlements of those claims, except as specified.</p> <p>This bill would instead repeal the above-described requirements on January 1, 2016. <b>Last amended on 5/1/2012</b></p>	

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 1545</u></a> <a href="#"><u>DeSaulnier D</u></a></p> <p>Bay Area toll bridges.</p>	<p>SENATE T. &amp; H.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the 9-county San Francisco Bay Area. Existing law creates the Bay Area Toll Authority with specified powers and duties relative to administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the Metropolitan Transportation Commission. Existing law establishes procedures for a public agency to bring an action in superior court for the judicial validation of specified matters.</p> <p>This bill would provide that, unless the State Auditor finds that the Metropolitan Transportation Commission and the Bay Area Toll Authority, acting through the Bay Area Headquarters Authority, a joint powers agency, clearly had the authority to purchase an office building at 390 Main Street, San Francisco, and clearly had the authority to use toll revenues for that purchase, the Metropolitan Transportation Commission and the Bay Area Toll Authority, acting through the Bay Area Headquarters Authority, are required to bring an action to determine the validity of those matters, subject to specified procedures. The bill would prohibit toll moneys from being used for the validation action and would prohibit additional contracts from being entered into with respect to the office building until the validation action is complete. The bill would thereby impose a state-mandated local program. <b>Last amended on 6/26/2012</b></p>	
<p><a href="#"><u>SB 1549</u></a> <a href="#"><u>Vargas D</u></a></p> <p>Transportation projects: alternative project delivery methods.</p>	<p>SENATE ENROLLMENT</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for projects, as specified, and for local agencies for public works contracts, as specified. This bill would allow the San Diego Association of Governments to utilize alternative project delivery methods, as defined, for public transit projects within its jurisdiction.</p> <p>The bill would, upon completion of a project, require a progress report to be submitted by the San Diego Association of Governments to its governing board and would require the report to be made available on its Internet Web site. The bill would also, except as provided, require the San Diego Association of Governments to pay fees related to these projects into the State Public Works Enforcement Fund, a continuously appropriated fund, thereby making an appropriation. Because this bill would subject these projects to certain prevailing wage enforcement requirements, the violation of which is a crime, it would impose a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable. <b>Last amended on 8/13/2012</b></p>	

**SMCTA Bill Matrix  
as of 8/28/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1572</a> <a href="#">Pavley D</a></p> <p>California Global Warming Solutions Act of 2006: AB 32 Investment Fund.</p>	<p>ASSEMBLY NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The state board has adopted by regulation a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires a state agency, prior to expending any money appropriated to it by the Legislature from the fund, to prepare a record consisting of a description of proposed expenditures and of how they will further the regulatory purposes of the California Global Warming Solutions Act of 2006, how they will achieve specified greenhouse gas emissions reductions, how the agency considered other objectives of that act, and how the agency will document expenditure results.</p> <p>This bill, with certain exceptions, would appropriate moneys collected by the state board and derived from the auction or sale of allowances in the 2012-13 fiscal year from the Greenhouse Gas Reduction Fund to the state board. Under the bill, a specified portion of the money appropriated to the state board would be available to fund prescribed projects that meet certain goals relating to greenhouse gas emissions reductions. This bill would authorize the state board and the Treasurer to adopt emergency regulations for the purposes of funding eligible projects, as prescribed. The bill would require the Treasurer and the Strategic Growth Council to prepare and submit to the Legislature, until January 1, 2017, annual reports on funded projects and activities. The bill would require the state board to publish information on projects on its Internet Web site. <b>Last amended on 8/24/2012</b></p>	

**AGENDA ITEM # 11 (e)  
SEPTEMBER 6, 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 – 4th  
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                      650-622-7853  
Joseph M. Hurley, Director, TA Program                                      650-508-7942

The Capital Projects Quarterly Status Report – 4<sup>th</sup> Quarter  
Fiscal Year 2012 is available for review at the following link:

[http://www.smcta.com/Assets/ Finance/Quarterly+Capital+Program+Status+Report/Quarter+4+of+FY+2012.pdf](http://www.smcta.com/Assets/Finance/Quarterly+Capital+Program+Status+Report/Quarter+4+of+FY+2012.pdf)