



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY CITIZENS ADVISORY COMMITTEE

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

January 2, 2013 – Wednesday

4:30 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report from the Nominating Committee – Bigelow/Mensing/Zimmerman
 - a. Election of 2013 Officers
4. Approval of Minutes from December 4, 2012
5. Public Comment
Public testimony by each individual speaker shall be limited to three minutes
6. **Transportation Authority Board Meeting Agenda for January 3, 2013**
 - a. Authorize Amendment of Fiscal Year 2013 Budget to Increase Budget Expenditures by \$1,335,000 for a New Total of \$103,074,230 **(TA Item 12a)**
 - b. Authorize Cooperative Agreement with the County of San Mateo for Right of Way Services in Support of TA Capital Projects **(TA Item 12d)**
 - c. Authorize Award of Contract to Holland & Knight, LLP for Federal Advocacy Services for a Firm Fixed Price of \$210,000 for a Five-year Term **(TA Item 12e)**
 - d. Acceptance of Statement of Revenues and Expenditures for November 2012 **(TA Item 6c)**
 - e. SamTrans Liaison Report – December 12, 2012 **(TA Item 9b)**
7. Report of the Chair
8. Report from Staff (J. Hurley)
9. Member Comments/Requests

10. Date, Time, and Place of Next Meeting: Tuesday, February 5, 2013 at 4:30 p.m.,
San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd
Floor, 1250 San Carlos Ave, San Carlos, CA 94070
11. Adjournment

All items on this agenda are subject to action

CAC MEMBERS: Barbara Arietta • Jim Bigelow • John Fox • Rich Hedges • Randall Hees •
Elizabeth Lasensky • Jeff Londer • Doris Maez • Daniel Mensing • Larry Shaine •
Laurie Simonson • April Vargas • William Warhurst • James Whittemore •
George Zimmerman

INFORMATION TO THE PUBLIC

If you have questions on the agenda, please contact the Assistant District Secretary at 650-508-6223. Assisted listening devices are available upon request. Agendas are available on the Transportation Authority Website at www.smcta.com.

Date and Time of Boards and Advisory Committee Meetings

San Mateo County Transportation Authority (TA) Committees and Board: First Thursday of the month, 5 p.m. Transportation Authority Citizens Advisory Committee (CAC): Tuesday proceeding first Thursday of the month, 4:30 p.m. Date, time and location of meetings may be changed as needed.

Location of Meeting

The San Mateo County Transit District Administrative Office is located at 1250 San Carlos Ave.,

San Carlos, which is one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes: 260, 295, 390, 391, KX.

Public Comment

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

Members of the public may address the Citizens Advisory Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes 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 Nancy McKenna at San Mateo County Transportation Authority, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email to cacsecretary@smcta.com; or by phone at 650-508-6279, 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.

**CITIZENS ADVISORY COMMITTEE (CAC)
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA)**

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

MINUTES OF DECEMBER 4, 2012

MEMBERS PRESENT: B. Arietta, J. Bigelow, R. Hedges, E. Lasensky, D. Maez, D. Mensing, L. Shaine, L. Simonson, A. Vargas, W. Warhurst, J. Whittemore, G. Zimmerman,

MEMBERS ABSENT: J. Fox, R. Hees, J. Londer

STAFF PRESENT: J. Averill, R. Bolon, C. Chung, C. Harvey, J. Hurley, N. McKenna, M. Martinez, L. Snow

Chair Barbara Arietta called the meeting to order at 4:36 p.m. and Laurie Simonson led the Pledge of Allegiance.

APPROVAL OF MINUTES OF SEPTEMBER 4

A motion (Hedges/Bigelow) to approve the October 30, 2012 minutes was approved (Vargas abstained).

PUBLIC COMMENT

Karyl Matsumoto, TA Board Director, thanked the committee for their service.

ITEMS FOR REVIEW – DECEMBER 6, 2012 TA BOARD MEETING

Railroad Grade Separations Program (San Bruno) (TA Item 11a)

Director, Transportation Authority Program Joe Hurley said the San Bruno Grade Separation Project is primarily funded by Measure A.

Project Manager Rafael Bolon presented:

- Project goal is to improve safety by eliminating conflicts between trains and other traffic between Interstate 380 and San Felipe Avenue.
- The project will separate the grades, partially elevate the track, partially depress Angus, San Mateo, and San Bruno avenues, and construct three dedicated pedestrian-only underpasses.
- The work was broken down into two construction projects. The box culvert construction was completed in October 2010. The grade separation construction is ongoing.
- The project cost is \$147 million, of which \$111.4 million is Measure A funds.
- A bypass is being constructed over the Bay Area Rapid Transit (BART) facility using tie-backs that help to restrain the bypass during seismic activities.
- Mechanically Stabilized Earth (MSE) panels were set in place, then lightweight, a filling that looks like concrete but is much lighter, was laid, and straps made of bars were set in layers throughout the lightweight.
- The area currently being used as a shoofly and for construction trailers will eventually be converted into a parking lot.

- Outreach was done to keep the community informed of the progress and status of the program including weekly construction updates, weekly constituent contact reports to city staff, and construction notices.

Doris Maez said the original cost estimate was \$147 million, but the Quarterly Capital Status Report shows the new estimated cost at \$174 million. She said the current TA contribution is \$113 million but started out at \$89 million and is expected to be \$90 million at the end of the project. She said a councilmember told her there is a renegotiation of the artwork and arch that might be put up at the station and asked for information. Mr. Bolon said discussions are underway regarding the artwork due to the change from a four-track station to a two-track station, and the arch concept is being revisited.

Deputy CEO Chuck Harvey said the numbers refer to funding information, not project cost. He said the project was originally funded at \$147 million with \$111 million from the TA. Since then, about \$19 million in additional external funds became available. The \$174 million in the report includes the additional money that came in, but that is not the cost of the project. The estimated amount at completion is \$152 million. Rain delays, change orders and utility relocations increased the cost of the project from the original estimate, but the end figures are close. Since the additional external funding is now in place, some of the TA money will be returned to the grade separation account for future projects.

Ms. Maez asked why the administrative item went from \$17 million to \$27 million. Mr. Harvey said the project is one year behind schedule and this is the extended overhead to cover that cost.

Elizabeth Lasensky said the bike and pedestrian access was not included in the presentation. Mr. Bolon said there are a number of pedestrian access entrance ramps, staircases and bike lockers. Ms. Lasensky asked if there are passenger drop offs. Mr. Bolon said yes, the main entrance is off of Walnut Street, and shuttle drop offs will be in the same area.

Larry Shaine asked about Americans with Disabilities Act aspects including disabled parking and distances to trains. Mr. Bolon said there are disabled parking spaces, access areas with elevators, and a number of ramps, and the elevators are dedicated for each northbound and southbound platform.

Jim Whittemore said he read in the newspaper that a business owner is suing the TA claiming pile driving damaged his building, and he is suing because the TA is not responding to his complaints. Mr. Bolon said the TA went to the business and took pictures and interacted with the person, but Mr. Bolon is not sure where the situation is at this point.

Mr. Whittemore said there's a statement in the report that reads California High Speed Rail (HSR) is expected to fund and construct the balance of the grade separation and track work. Mr. Harvey said the purpose for that description is because the structure was originally designed as both a two-track and a four-track structure because staff

thought HSR was coming sooner, so the project was designed to be a two-phase project where it could be reconfigured to four tracks when HSR came in. Now that is not going to happen. He said the train should be running on the new grade-separated structure by next summer.

Jim Bigelow said he commends the engineers for coming up with a great solution to the weight load issue over the BART tunnel. He asked what the speed limitation is for an express train coming around the curve in this area. Mr. Harvey said the curve was straightened a little but the speed limit will not be much higher than it is now which he believes is 50 miles per hour.

Ms. Maez asked if the straps hooked into the MSE panels act as rebar. Mr. Bolon said yes, the strap adds tension, stop the walls from pulling apart and add layers to the lightweight material to give it extra strength. Ms. Maez asked if the tie-backs prevent the structure from moving and if that would create extra stress. Mr. Bolon said this type of construction is just in this area, not throughout the entire system, and the straps are designed to give one-quarter of an inch of slack for worst-case-scenario seismic activities.

Authorize Allocation of \$1 Million in New Measure A Highway Program Key Congested Area Funds for the U.S. 101/Peninsula/Poplar Avenue Interchange Project to the City of San Mateo, and \$2 Million in New Measure A Highway Program Supplemental Roadway Funds for the U.S. 101 High Occupancy Vehicle (HOV) Lane Planning Study to the City/County Association of Governments (C/CAG) (TA Item 10a)

Interim Manager of Programming and Monitoring Celia Chung said this is a request to allocate highway funds for these projects. She said in October, the Board approved the Highway Program under which the funding for some projects was programmed but not allocated. Since that time, these two projects for which funds were programmed but not allocated have met the conditions the TA put into place, so now staff is requesting the Board allocate the funds.

Laurie Simonson asked what the study for the Peninsula/Poplar Interchange was about. Ms. Chung said the study is to look at overall interchange improvements to see what would be most optimal. This step will include a more formal document to engage with the California Department of Transportation (Caltrans) to narrow down the alternatives. Ms. Simonson asked if more money would need to be spent on other options or further study if the construction of the median with option 2A solved the problem. Ms. Chung said there are two separate components of the application. One was the study for the overall interchange flow and improvements, and the other was to look at median work for bicycle and pedestrian safety improvements. Ms. Simonson said her understanding was that putting the median in was to address flow and congestion. Ms. Chung said that helps to address part of the problem but there are larger problems in the area that the median itself will not resolve.

April Vargas asked what the threshold is to be considered an HOV. Ms. Chung said two people per car. Ms. Vargas said C/CAG's existing policy doesn't support the conversion of a multi-flow or auxiliary lane and asked if C/CAG can change the

prohibition. Ms. Chung said yes, and that is one of the reasons C/CAG is interested in doing the study so they can make a more informed decision about this policy.

William Warhurst said the information does not explain where the funding comes from. He asked how the TA knows the money to conduct the studies is being spent frugally. He said there is no information about how the costs were estimated. Ms. Chung said these numbers are taken from the highway programming and allocating action the Board approved in October, and the sponsors had to submit very detailed proposals with cost estimates, schedules, work scopes, and other information, and the proposals went through a very vigorous process vetted through the evaluation panel and were reviewed and approved by the Board. That documentation is not provided again in this agenda packet but is available on the TA website. Mr. Warhurst said he asked the same question before the Board approved the programming and allocation because there is not enough information about what the value is for the money or how the figures were derived, and he is not comfortable with the numbers, especially for the HOV lane project. Ms. Chung said the HOV project cost is high because it is very complex and the segment of highway is long, and the project study report engages Caltrans which makes the engineering study more rigorous.

Mr. Shaine said Metropolitan Transportation Commission (MTC) already studied the HOV lane possibilities and asked why the TA needs to spend another \$2 million to study it again. Ms. Chung said the MTC study was a feasibility study that looked at a larger range of potential options, and this study is narrowing it down and getting it refined to a more preliminary engineering level. Mr. Hurley said Caltrans wants more upfront work to be done, looking at design efforts, identifying nonstandard design features, impacts associated with the project, the effectiveness of the mitigation strategies proposed to address the congestion and safety issues, and others, so it is very involved. On other projects in the past, upfront work was not done, and as the designs got underway, big issues were encountered that added to the cost. The cost estimates of these studies are based on similar types of projects and the equivalent levels of effort. The MTC study did not include many of the aspects this study will include, such as the advantages and disadvantages and costs associated with the project. Mr. Shaine asked if the \$2 million was based on bids. Mr. Hurley said it is based on historical data from similar projects and this project will likely encounter a number of nonstandard design features, environmental issues, design challenges, traffic operational analysis reports, and other issues. He said the TA takes their role as stewards of public funds very seriously and if there is an opportunity to spend less money without compromising the quality of the product, staff will make sure it happens.

Ms. Maez said her concern is the auxiliary lanes were just recently finished and there were a lot of accidents and congestion and asked if the study includes these types of impacts from construction including environmental impacts from cars being backed up and emitting exhaust. She said there isn't enough space to add HOV lanes without eliminating a flow-through lane. She said she would like to know if this is just the MTC looking for more projects and if this study is looking at the long-term and short-term impacts of additional construction.

Rich Hedges said the MTC was studying the feasibility of High Occupancy Toll lanes but found they wouldn't work in this county. He said the speed limit should be reduced to 55 miles per hour in certain areas at certain times of the day. He said there are residents who live around Peninsula Avenue who object to the Peninsula/Poplar project.

Mr. Bigelow said there was a technical vetting of the scoring process for the highway projects and these were the projects that were justified and followed the technical reasoning to move ahead. The TA has become better at getting the dollar estimates more accurate. He said the technical people know the study needs to include more in-depth preliminary work.

Ms. Maez said she would like assurance that this study does include the interim impacts of construction. Mr. Whittemore said looking at the San Bruno Grade Separation project one can see a lot of attempts to put in value up front to mitigate harm caused by construction. He said the projects that he has seen through this agency have included those aspects. Mr. Hurley said these details will be addressed in the environmental phase because other data are needed before those questions can be answered. He said these projects will be allocated on a phase-by-phase basis so staff, the CAC, and the Board can do the due diligence necessary before advancing the projects to the next phase.

Mr. Hedges said any time there is construction there will be accidents and delays, and they just have to be put up with if improvements are ever to be made to the system.

Mr. Warhurst said value for the money was not a criteria used to rank the projects. Ms. Chung said applicants use past performance data on similar projects to figure if there was cost effectiveness and value for the money. She said evaluating the value of a study is much harder to do than evaluating the value of a project.

Mr. Bigelow said the Highway Patrol has detailed reports of accidents for auxiliary lanes, C/CAG tracks the flow of traffic before and after the construction, and it is documented what the improvements do. He said he guarantees when the money is spent, the benefits, the time savings, and the accident reduction is seen and there is accountability when the projects are individually completed.

A motion (Bigelow/Zimmerman) to support the allocation of \$1 million for the U.S. 101 /Peninsula/Poplar Avenue Interchange Project, and \$2 million in for the U.S. 101 HOV Lane Planning Study was approved (Maez and Warhurst voted yes for the \$1 million interchange project but no for the \$2 million HOV study).

Chair Arietta suggested these items be split and voted upon separately at the Board meeting.

Update on State and Federal Legislative Program (TA Item 11b)

George Zimmerman said the Assemblyman Kevin Mullin was a very effective member of the CAC in the past.

Capital Projects Quarterly Status Report – 1st Quarter Fiscal Year 2013 (TA Item 11c)

Ms. Maez said on page 16 under the Calera Parkway Project there is no money for construction. She asked if funding is secured for construction. Mr. Hurley said at this time there is no Measure A funds for construction. In October the TA Board programmed funding for the design phase of the project with the conditions that it be environmentally cleared and the city support the advancement of the project. Ms. Maez said under funding, the current contribution is \$2 million more than originally planned. Mr. Hurley said the effort with the environmental process became more involved and the cost went up. The project is almost environmentally approved and staff is confident the funds are sufficient to complete this phase of work. He said the funding is from Original Measure A.

Mr. Whittemore asked why the new Caltrain Electrification Environmental Impact Report (EIR) certification has been postponed. Mr. Harvey said the original Caltrain EIR was completed and staff received a Federal National Environmental Policy Act clearance. Staff did not seek a California Environmental Quality Act clearance because of concern of the impacts of HSR sharing the tracks, and there was some local opposition at the time. With the blended system Memorandum of Understanding (MOU) and the MOU to fund electrification of the project, staff will now restart the EIR. A schedule will come out in a subsequent report, and a notice will be released next month. It should be an 18-month project.

Mr. Whittemore said he thought the San Pedro Creek Bridge Replacement Project scope had changed and the schedule was blown out due to an environmental issue. Mr. Hurley said the project was re-base lined, and justification is noted in the report.

Mr. Whittemore said in the highway section, the projects in the Monitoring and Plant Establishment phase have almost \$12 million left, and asked when this money will come back and be available. Mr. Hurley said staff is still looking at realistic estimation of how much will be required. Mr. Whittemore said he would like beginning and ending dates added to the report to show how long the money has been sitting there.

Mr. Whittemore said there are no bike and pedestrian projects on the report. He said he would like to know where the county is with the Bike Share Project. Mr. Hurley said he would look into it.

Ms. Simonson asked what the RM2 funding was that was pulled from the Dumbarton Preliminary Engineering project. Mr. Hurley said it is Regional Measure 2, the bridge toll.

Approval of Minutes of November 1, 2012 (TA Item 4a)

Chair Arietta said she would like the CAC Chair Report to the Board to be more comprehensive.

Acceptance of Statement of Revenues and Expenditures for October 2012 (TA Item 4b)

Mr. Zimmerman asked what the unbudgeted payout from the Lehman Brother's bankruptcy was.

Manager, Finance Treasury Lori Snow said in 2008, Lehman Brothers declared bankruptcy. The TA participated in the San Mateo County Pool and was affected by

the loss that was taken. The San Mateo County Pool Creditor's Group was cleared through bankruptcy court in March, and in April the TA received the first of five or six payments in the amount of about \$1.5 million. To date, the TA has received \$2.4 million of the \$25-million loss. Staff expects to receive 21 cents on the dollar.

Mr. Zimmerman asked who administers the County Pool. Ms. Snow said county treasurer, Sandie Arnott.

Mr. Whittemore asked if future payments will appear in the report the same way as this report: when the TA gets them, as unbudgeted, and showing an increase in revenues. Ms. Snow said the \$25 million was written off, and since staff does not know when the payments will come in or how much the payments will be for, they will be reflected as revenue boosts. Mr. Whittemore said a footnote with the cumulative amount should be added to the report. He asked if the TA is going to be making any more investments. Ms. Snow said \$12 million has been approved to be invested once an opportunity is found.

A motion (Simonson/Shaine) to support the report was approved.

SamTrans Liaison Report – November 14, 2012 (TA Item 7)

Ms. Simonson said Caltrain ridership is up but SamTrans is down and asked why that is. Mr. Harvey said the average Caltrain rider makes over \$80,000 a year and is employed in the high-tech or medical industry. The average SamTrans rider makes \$25,000 a year, and the economic recovery is almost jobless in many cases, so there hasn't been growth on the SamTrans side. He said a statistic was released showing that the transit-dependent population has reduced as more families own vehicles. He said the SamTrans Service Plan will increase service where needed and decrease service where it is not needed. Staff will be adopting recommendations to improve the bus services in the spring. He said an example of improved service is the weekend Route ECR, which is a consolidation of Routes 390 and 391 along El Camino Real. This has resulted in a 2.4 percent increase in ridership.

Chair Arietta asked if there will only be one more public hearing. Mr. Harvey said there will be additional outreach meeting with the public, talking about the plan, and getting input. Staff will also call for a public hearing so individuals can testify in front of the Board. Chair Arietta said the constant comment she hears is that the people who use the buses are commuters who work during the day and are not available during afternoons to attend a public hearing. Mr. Harvey said the Board sets their meeting day and times and he is not able to change that.

Ms. Lasensky asked what is being done about the on-time performance (OTP) for Caltrain. Mr. Harvey said Caltrain has had dismal OTP over the last four months. He said there have been issues with fatalities, trees blowing down, mechanical breakdowns, and the new operating contractor. He said the entire staff is looking at the issue and they debrief with the operating contractor every morning. He said for the month of November, Caltrain achieved a 91 percent OTP and the service is heading back toward the 95 percent standard. He said there was a car strike and a pedestrian

fatality in November, and if those incidents were not included, the OTP would be at 95 percent. He said this is a focus area for staff and the operator.

Ms. Lasensky asked about the new messaging system for notifications about late trains. Mr. Harvey said the new system is not fully operational yet. The predictive arrival and departure system is in the testing phase but should be operational by the spring of next year. It won't work for catastrophic events because those delays are not predictable, so those updates must be made manually. The system will be upgraded for more efficient manual updates. Ms. Lasensky said the trains only have a small number on the front, so there is no way to know which train is at the station. Mr. Harvey said the new system will display the train identification number on the message board.

Ms. Lasensky said SamTrans refuses to participate in a Go Pass for employers to offer employee passes at discounted rates. She said Santa Clara Valley Transportation Authority has them, and she can get discounted transit for the Dumbarton Express, but not for SamTrans. She said this would increase ridership. Mr. Harvey said staff has looked at the figures for Eco Pass programs and SamTrans would lose a substantial amount of money. He said SamTrans does offer a very deep discount of nearly 50 percent for monthly passes on SamTrans. He said a two-zone monthly Caltrain pass will give customers unlimited free rides on SamTrans buses. Ms. Lasensky asked if the Go Pass will get her anything on SamTrans. Mr. Harvey said no, because the Go Pass is already heavily discounted at 80 cents on the dollar.

Ms. Maez said she heard from a transit-dependent customer who went to attend a SamTrans meeting but when she and other customers got there they found that the meeting was cancelled. Ms. Maez said it is a hardship for these people to get to these meetings. She asked what the process was for notifying people that the meeting was cancelled. Mr. Harvey said the city forgot to reserve a meeting room so when SamTrans staff arrived to hold the meeting, the doors were locked and staff did not have access to the room. He said a subsequent additional meeting was held.

Mr. Hedges said it would be good if SamTrans would allow walkscore.com to access SamTrans data so customers could access it through that site. He said he would like the buses to have global positioning systems (GPS) so customers can get information through nextbus.com. Mr. Harvey said every bus does have GPS and the data is being fed to 511.org at MTC. The arrival information can be retrieved over the phone by calling MTC. This is currently in the final beta testing phase. He said nextbus.com is extremely expensive but he will be meeting with their representatives to learn more about their services.

Daniel Mensing left at 6:15 p.m.

REPORT OF THE CHAIR – BARBARA ARIETTA

Chair Arietta reported:

- Daniel Mensing, Jim Bigelow, and George Zimmerman were appointed to the nominating committee to nominate officers for 2013.
- The Smart Corridor Project groundbreaking took place on November 6.
- The U.S. 101 Auxiliary Lane ribbon cutting will be on December 5 in Menlo Park.

- Pacifica's Devil's Slide Shuttle Ribbon Cutting Ceremony was on December 1.
- State Senator Jerry Hill and Assemblyman Jerry Mullin were sworn-in on December 3.
- At the swearing-in ceremony, Senator Leland Yee gave a eulogy for Mike Nevin, a former San Mateo County Supervisor who was on the Peninsula Corridor Joint Powers Board and the SamTrans Board. Mr. Nevin was dedicated to helping humanity including distressed families and children. Services will be held on December 6 and the funeral mass is on December 7. His family has asked that contributions be made to the Service League of San Mateo County.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said he appreciates the TA CAC members. He said this is the time to reflect on the accomplishments over the past year. He said the members can look back proudly at what has been accomplished working toward the betterment of San Mateo County.

- An additional \$21 million became available for highway projects, and almost \$80 million in total was programmed / allocated to 23 different highway projects.
- An MOU was supported for the early investment strategy for the Caltrain system.
- The TA funded signaling and communication system upgrades along the peninsula.
- Twenty-nine different shuttle services were funded.
- The Alpine Road Bike Project was funded and is moving forward.

MEMBER COMMENTS/REQUESTS

Mr. Whittemore said the process of programming and then later allocating funds is excellent. He said event flyers should include directions to the events via public transit or biking/walking instead of driving. He said at the next meeting he would like to know what the policy is regarding how much information the agency retains on its Twitter account, and he wants to know how Twitter messages will be coordinated with the message boards for the message system. He said Clipper Cards are old enough that there should be dormant accounts, and since there is a mandatory balance requirement of \$1.25 he would like to know when the \$1.25 will expire, who holds it, and who is making interest on it. Mr. Hurley said the TA is not the appropriate place to ask those questions and he can direct Mr. Whittemore to the appropriate party.

Mr. Whittemore said he would like to receive TA records in their original format instead of in Portable Document Format (PDF).

Mr. Hedges said he heard the Lowe's in South San Francisco may be converted into a Walmart and that would drop 10,000 cars next to the train station, and he is very worried about it.

DATE, TIME AND PLACE OF NEXT MEETING

Wednesday, January 2, 2013 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

The meeting adjourned at 6:32 p.m.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington Chuck Harvey
Deputy CEO Deputy CEO

SUBJECT: **AUTHORIZATION OF AMENDMENT OF FISCAL YEAR 2013 BUDGET**

ACTION

Staff proposes that the Board adopt a resolution authorizing an amendment to increase the Fiscal Year (FY) 2013 Budget expenditures by \$1,335,000 for a new total of \$103,074,230 (Line 26 of Attachment A).

This amendment primarily reflects an increase in projected sales tax income since the budget's adoption, which triggers corresponding increases in pass-throughs and expenditures that were set forth in the 2004 Transportation Expenditure Plan.

SIGNIFICANCE

REVENUES:

Sales Tax (Line 1): Increase of \$3,000,000

Based on FY2012 unaudited sales tax receipts of \$68.5M, staff are recommending an increase to the FY2013 projection to reflect a more realistic outcome for sales tax.

EXPENDITURES:

The following expenditures have been adjusted commensurately based on the projected increase in the FY2013 sales tax projections:

Annual Allocations (line 14): Increase of \$1,095,000

The proposed revised budget reflects an increase in projected sales tax revenues in funding for categories that receive Measure A funds based on a percentage of projected sales tax revenue. These categories include Local Entities, Paratransit, Transfer to San Mateo County Transit District for Caltrain, and San Francisco Airport Bay Area Rapid Transit (BART), as explained below.

1. Allocation to Local Entities: Increase of \$675,000

As per the new expenditure plan, the allocation rate is 22.5 percent of annual tax revenue.

2. Paratransit: Increase of \$120,000

As per the new expenditure plan, the allocation rate is 4 percent of annual tax revenue.

3. Allocation to San Mateo County Transit District for Caltrain: Increase of \$240,000

As per the new expenditure plan, the allocation rate is up to 8 percent of annual tax revenue.

4. San Francisco Airport BART Extension: Increase of \$60,000

As per the new expenditure plan, the allocation rate is 2 percent of annual tax revenue.

Program Expenditures (line 16): Increase of \$240,000

The proposed revised budget for Program Expenditures reflects an increase in projected sales tax revenues funding categories that receive Measure A funds based on a percentage of projected sales tax revenue, as explained below.

1. Alternative Congestion Relief: Increase of \$30,000

As per the new expenditure plan, the Alternative Congestion Relief Program is 1 percent of annual tax revenue.

2. Pedestrian and Bicycle Program: Increase of \$90,000

As per the new expenditure plan, the Pedestrian and Bicycle Program is 3 percent of annual tax revenue. The funds will be used for the FY2014/2015 call for projects.

3. Local Shuttle: Increase of \$120,000

As per the new expenditure plan, the Local Shuttle Program is 4 percent of annual tax revenue. The funds will be used for the FY2013/2014 call for projects.

BUDGET IMPACT

The overall impact to the FY2013 Budget is an increase of \$1,335,000 in total expenditures, from \$101,739,230 to \$103,074,230.

BACKGROUND

The Transportation Authority annually adopts a budget. On June 7, 2012 the Board adopted the FY2013 budget in the amount of \$98,370,230 as per Board Resolution No. 2012-11. On October 4, 2012 the Board authorized an amendment of \$3,308,000 to Program Expenditures as per Board Resolution No. 2012-18 for \$308,000 and Resolution No. 2012-19 for \$3,000,000. On November 1, 2012 the Board authorized another amendment of \$61,000 to Program Expenditures as per Board Resolution No. 2012-23. With this proposed amendment, staff is proposing to amend the budget for a new total of \$103,074,230.

Note that the transactions affected by the proposed amendment are highlighted in blue on the attached budget.

Prepared by: Ladi Bhuller, Manager, Budgets
Angela Ho, Senior Budget Analyst

650-508-7755
650-508-6416

RESOLUTION NO. 2013 –

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

*** * ***

**AUTHORIZING AN AMENDMENT TO INCREASE THE FISCAL
YEAR 2013 BUDGET IN THE AMOUNT OF \$1,335,000
FOR A TOTAL BUDGET OF \$103,074,230**

WHEREAS, Section 131265(a) of the California Public Utilities Code requires the Board of Directors to adopt an annual budget for the San Mateo County Transportation Authority (Authority); and

WHEREAS, the Board adopted the Budget on June 7, 2012, pursuant to Resolution No. 2012-11, in the amount of \$98,370,230; and

WHEREAS, on October 4, 2012, pursuant to Resolution No. 2012-18, and Resolution No. 2012-19, the Board increased the TA Program Expenditures for the Ramp Metering Study Program and the Caltrain Communication-based Overlay Signal System / Positive Train Control (CBOSS/PTC) project; and

WHEREAS, on November 1, 2012, pursuant to Resolution No. 2012-23, the Board increased the TA Program Expenditures for the Alpine Road Bicycle Safety Improvement Program, bringing the total Budget amount to \$ 101,739,230; and

WHEREAS, staff now seeks Board approval for an additional amendment to the Budget to reflect projected increased Fiscal Year 2013 sales tax revenues of \$3,000,000, resulting in an increase of \$1,095,000 in Annual Allocations; and \$240,000 in Program Expenditures.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby approves an amendment increasing the Fiscal Year 2013 Budget by \$1,335,000, for a total amended Budget of \$103,074,230.

Regularly passed and adopted the 3rd day of January 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Board Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer, Planning & Development

SUBJECT: **AUTHORIZATION TO ENTER INTO COOPERATIVE AGREEMENT
WITH THE COUNTY OF SAN MATEO FOR RIGHT OF WAY SERVICES IN SUPPORT
OF TRANSPORTATION AUTHORITY (TA) CAPITAL PROJECTS**

ACTION

Staff recommends the Board authorize the Executive Director, or designee, to enter into a Cooperative Agreement (Agreement) with the County of San Mateo (County) to enable the County to provide right of way services in support of TA capital projects.

SIGNIFICANCE

The Agreement will enable the TA to use the County's eminent domain authority to condemn property that can not otherwise be acquired through negotiation.

BUDGET IMPACT

Staff anticipates that funds required for the purchase of right of way will be included in the budget of any future capital projects subject to this Agreement.

BACKGROUND

Staff anticipates that TA may be the lead agency for implementation of certain transportation improvement projects to be constructed using San Mateo County Measure A funds. While the TA does not have the legal authority to condemn property for highway or transportation projects, the County has such authority.

Under the Agreement, the County will consider and approve Resolutions of Necessity and related actions for any properties to be condemned, but the TA shall be responsible for planning, prosecuting and managing all property acquisitions and eminent domain proceedings. Additionally, the TA shall pay all cost associated with the Agreement, including staff costs, consultant and legal fees and the cost of the properties themselves. The County is required to transfer any property acquired through eminent domain to the TA within 90 days after acquisition.

As part of the Agreement, the County will provide the right of way services discussed above, subject to the consent of the County, which shall be provided on a case by case basis. The execution of the Agreement would authorize the County to provide

right of way services for the Broadway Interchange Project, which the County has indicated that it would perform.

Prepared by: Brian Fitzpatrick, Manager, Real Estate & Property
Development

650-508-7781

RESOLUTION NO. 2013 –

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

*** * ***

**AUTHORIZING COOPERATIVE AGREEMENT
WITH THE COUNTY OF SAN MATEO FOR RIGHT OF WAY SERVICES IN SUPPORT OF
TRANSPORTATION AUTHORITY CAPITAL PROJECTS**

WHEREAS, staff anticipates that the San Mateo County Transportation Authority (Authority) may be the lead agency for implementation of certain transportation improvement projects to be constructed using San Mateo County Measure A funds, including the Broadway Interchange Project; and

WHEREAS, the Authority does not have the legal authority to condemn property for highway or transportation projects; and

WHEREAS, the County of San Mateo (County) has such legal authority; and

WHEREAS, staff has negotiated an agreement with the County under which the County will consider and approve Resolutions of Necessity and related actions for any properties to be condemned in support of Authority projects; and

WHEREAS, under the Agreement, the TA shall be responsible for planning, prosecuting and managing all property acquisitions and eminent domain proceedings and for paying all costs associated with all property acquisitions thereunder; and

WHEREAS, the County's obligation is to provide right of way services is subject to the consent of the County, which shall be provided on a case by case basis; and

WHEREAS, as part of the Agreement, the County has agreed to provide right of way services for the Broadway Interchange Project.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority authorizes the Executive Director, or his designee, to enter into a Cooperative Agreement with the County of San Mateo for right of way services in support of Authority capital projects; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to take all other actions necessary to give effect to this resolution.

Regularly passed and adopted this 3rd day of January 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

Mark Simon
Executive Officer, Public Affairs

SUBJECT: **AUTHORIZING AWARD OF A CONTRACT TO PROVIDE FEDERAL LEGISLATIVE
ADVOCACY SERVICES**

ACTION

Staff proposes the Board approve the following:

1. Award a contract for Federal legislative advocacy services to Holland & Knight, LLP for a firm fixed price of \$210,000 for a five-year term.
2. Authorize the Executive Director or designee to execute a contract with Holland & Knight, LLP in full conformity with the terms and conditions of the solicitation documents and negotiated agreement.

SIGNIFICANCE

Award of a contract to Holland & Knight, LLP will provide the Transportation Authority with the services of a well-qualified, professional Federal legislative advocacy firm. Holland & Knight, LLP has a dedicated public policy and regulation practice that has represented public transportation clients since 1982.

BUDGET IMPACT

Funding for these services will be available under approved and projected operating budgets.

BACKGROUND

A Request for Proposals (RFP) to provide Federal legislative advocacy services was issued detailing the scope of services. The solicitation was advertised in a newspaper of general circulation and on the Transportation Authority's website. Solicitation notices were also sent to interested firms, small business enterprises (SBEs) and disadvantaged business enterprises (DBEs). Staff received proposals from three firms, none of which are SBEs/DBEs.

An Evaluation Committee (Committee), comprised of qualified staff and three outside experts with experience in community and legislative advocacy for public transit agencies, reviewed and ranked proposals according to the following weighted criteria set forth in the RFP:

- Approach to Scope of Services 15 points
- Qualifications and Experience of Firm 35 points
- Qualifications and Experience of Management Team and Key Personnel 30 points
- Cost Proposal 20 points

After review, evaluation, and initial scoring of proposals, the Committee invited all three firms for interviews. Following interviews, the Committee completed the final evaluation and consensus ranking. The firms are listed below in order of their final consensus ranking:

- Holland & Knight, LLP, Washington, D.C.
- Kadesh & Associates, LLC, Washington, D.C.
- FaegreBD Consulting, Washington, D.C.

Holland & Knight has a broad experience in the area of Federal legislative advocacy services and has been recognized by peers as one of the best performing transportation practices in the nation; furthermore, it has a strong presence in the Washington, D.C. area. Key personnel assigned to the Transportation Authority's account have in-depth knowledge of DOT and FTA regulatory requirements and extensive experience in government relations and public transportation legislative advocacy.

This background demonstrates that the firm has the requisite depth of knowledge and experience in Federal policy and legislative advocacy services for the successful advocacy of the Transportation Authority's Federal transportation priorities. Holland & Knight will provide all of the required services with its own staff and will not engage any subconsultants.

Holland & Knight currently provides Federal legislative advocacy services for the Transportation Authority and the District. The value of Holland & Knight's current Transportation Authority contract is \$180,000 for a three-year term.

Contract Officer:	Adwoa Oni	650-508-6411
Project Manager:	Seamus Murphy, Director, Government & Community Affairs	650-508-6388

RESOLUTION NO. 2013 –

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

*** * ***

**AUTHORIZING AWARD OF CONTRACT
TO PROVIDE FEDERAL LEGISLATIVE ADVOCACY SERVICES
FOR A FIRM FIXED PRICE OF \$210,000 FOR FIVE YEARS**

WHEREAS, the San Mateo County Transportation Authority (Authority) has solicited competitive proposals to provide Federal legislative advocacy services; and

WHEREAS, in response to the Authority's advertisement, three firms submitted proposals; and

WHEREAS, an Evaluation Committee (Committee) has reviewed proposals, conducted interviews, and ranked the proposers according to the evaluation criteria set forth in the Request for Proposals (RFP); and

WHEREAS, the Committee has determined that Holland & Knight, LLP is the highest consensus-ranked firm; and

WHEREAS, legal counsel has reviewed Holland & Knight, LLP's proposal and determined that it complies with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that a five-year contract for Federal legislative advocacy services be awarded to Holland & Knight, LLP for a total firm fixed price of \$210,000.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the San Mateo County Transportation Authority hereby awards a contract for Federal legislative advocacy services to Holland & Knight, LLP of Washington, D.C. for a five-year term for a firm fixed price of \$210,000; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director or designee to execute a contract on behalf of the Authority with Holland & Knight, LLP in full conformity with all of the terms and conditions of the contract documents and negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 3rd day of January 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING NOVEMBER 30, 2012**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$31,421,887 - line 7) is **better** than staff projections by \$3,011,673 or 10.6 percent. *Grant Proceeds* (\$1,786,662 - line 5) is \$1,718,218 or 2,510.4 percent **better** than staff projections due to a portion of the \$4.2 million in State Transportation Improvement Program (STIP) funds for the Broadway Interchange project that were originally budgeted in Fiscal Year 2011.

Total Revenue (\$31,421,887 - line 7) is \$3,187,858 or 11.3 percent **better** than prior year performance. *Sales Tax* (\$26,714,400 - line 1) which is \$1,218,933 or 4.8 percent **better** than prior year is offset by *Interest Income* (\$1,479,635 - line 2) which is \$401,717 or 21.4 percent **worse**.

Expenditures: *Total Administrative* (\$256,060 - line 22) is **better** than staff projections by \$74,483 or 22.5 percent and also **better** than prior year actual by \$77,799 or 23.3 percent. Within total administrative, *Staff Support* (\$163,985 - line 18) is \$48,730 or 22.9 percent **better** than staff projections.

Budget Amendment: The revised budget per Board Resolution 2012-23 amends Program Expenditures for the Alpine Road Bicycle Safety Improvement Project by \$61,000, which is reflected in the November 2012 Statement of Revenues and Expenditures.

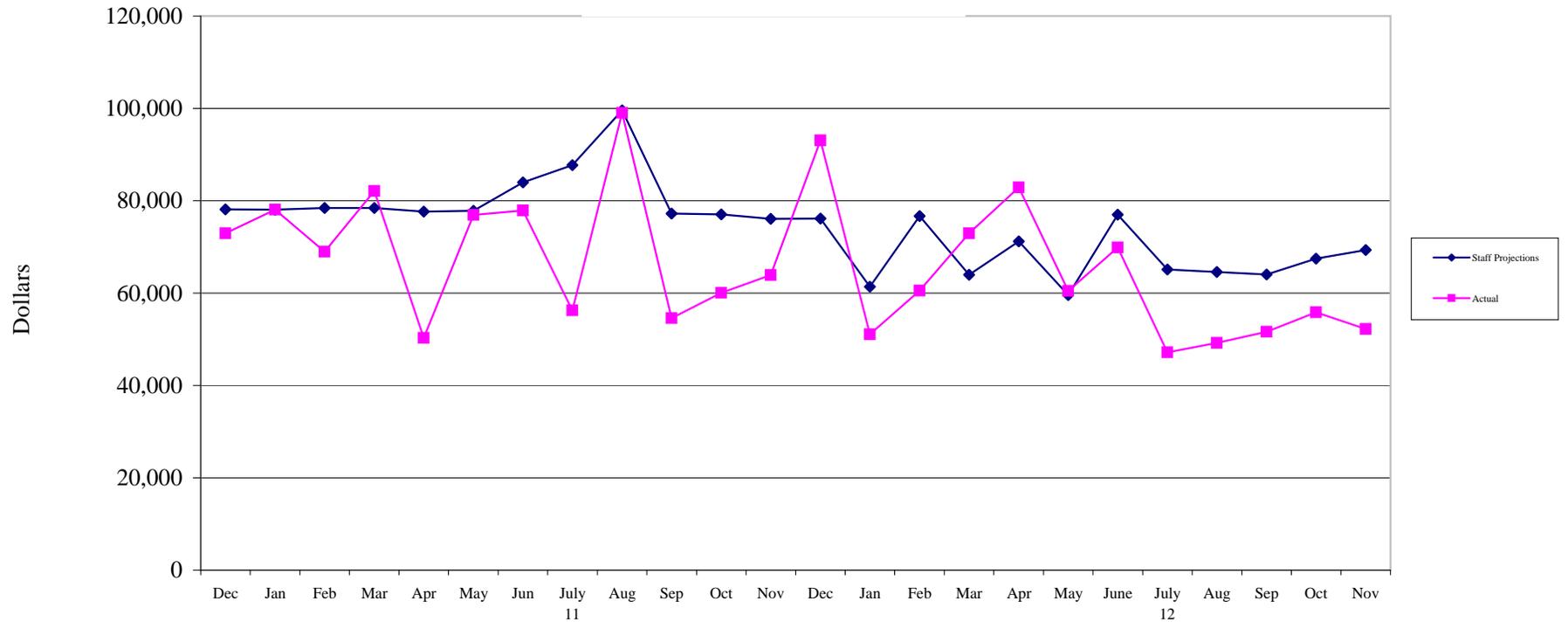
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2013
November 2012

% OF YEAR ELAPSED: 41.7%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	4,790,167	25,495,466	26,714,400	26,355,800	101.4%	65,000,000	65,000,000	40.5%
2 Interest Income	315,885	1,881,352	1,479,635	1,520,920	97.3%	4,022,150	4,022,150	37.8%
3 Miscellaneous Income	0	0	971,712 (A)	0	0.0%	0	0	0.0%
4 Rental Income	94,261	459,111	469,477	465,050	101.0%	1,116,180	1,116,180	42.1%
5 Grant Proceeds	355,202	398,100	1,786,662 (B)	68,444	2610.4%	0	308,000	580.1%
6								
7 TOTAL REVENUE	5,555,515	28,234,029	31,421,887	28,410,214	110.6%	70,138,330	70,446,330	44.6%
8								
EXPENDITURES:								
11 Annual Allocations	1,748,411	9,881,910	9,750,756	9,619,866	101.4%	23,725,000	23,725,000	41.1%
13 Program Expenditures	1,289,986	5,689,486	12,060,442	31,232,585	38.6%	73,175,646	76,544,646	15.8%
15 Oversight	13,150	159,568	92,736	202,083	45.9%	485,000	485,000	19.1%
17 Administrative								
18 Staff Support	31,014	191,577	163,985	212,715	77.1%	634,125	634,125	25.9%
19 Measure A Info-Others	-	982	-	-	0.0%	16,500	16,500	0.0%
20 Other Admin Expenses	21,190	141,301	92,075	117,828	78.1%	333,959	333,959	27.6%
22 Total Administrative	52,204	333,860	256,060	330,543	77.5%	984,584	984,584	26.0%
24 TOTAL EXPENDITURES	3,103,751	16,064,824	22,159,995 (1)	41,385,078	53.5%	98,370,230	101,739,230	21.8%
25								
26 EXCESS (DEFICIT)	2,451,763	12,169,205	9,261,892	(12,974,864)		(28,231,900)	(31,292,900)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	421,881,503	444,581,025	422,021,139		422,021,139	422,021,139	
29								
30 ENDING FUND BALANCE	Not Applicable	434,050,708	453,842,917 (2)	409,046,275		393,789,239	390,728,239	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		531,249					303,355,309	
35 Current Committed Fund Balance		382,934,544 (3)					98,370,230	
36 Undesignated Cash & Net Receivable		70,377,123					308,000	
37 Total		<u>453,842,917 (2)</u>					3,000,000	
38							61,000	
39							(22,159,995) (1)	
40							<u>382,934,544 (3)</u>	
41 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
42 against the annual budget. When comparing it to the amounts shown in the								
43 "% of PROJECT" column, please note that individual line items reflect variations								
44 due to seasonal activities during the year.								
45								
46 * The TA Adopted Budget is the Board adopted budget effective June 7, 2012.								
47 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
48								
49 (A) Unbudgeted recovery payout from Lehman Brothers bankruptcy.								
50 (B) Actual Grant Proceeds include a portion of the \$4.2 million in State								
51 Transportation Improvement Program (STIP) funds for the Broadway								
52 Interchange project that were originally budgeted in Fiscal Year 2011.								
53								
54								

12/17/12 12:45 PM

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
MONTHLY EXPENSES												
Staff Projections	65,111	64,548	64,047	67,471	69,366	0	0	0	0	0	0	0
Actual	47,161	49,198	51,630	55,867	52,204	0	0	0	0	0	0	0
CUMULATIVE EXPENSES												
Staff Projections	65,111	129,659	193,707	261,177	330,543							
Actual	47,161	96,359	147,989	203,857	256,060							
Variance-F(U)	17,950	33,300	45,718	57,321	74,483	0	0	0	0	0	0	0
Variance %	27.57%	25.68%	23.60%	21.95%	22.53%	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

Michael J. Scanlon
 Executive Director

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF NOVEMBER, 2012

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.880%	\$ 265,526,046	\$ 265,526,046
Local Agency Investment Fund	**	Liquid Cash	0.324%	\$ 39,529,014	\$ 39,529,014
Investment Portfolio	***	Liquid Cash	1.288%	\$ 136,013,278	\$ 136,784,857
Other		Liquid Cash	0.010%	\$ 531,249	\$ 531,249
				<u>\$ 441,599,588</u>	<u>\$ 442,371,166</u>

Accrued Earnings for November 2012 \$ 354,244.74
 Cumulative Earnings FY2013 \$ 1,691,440.73

* County Pool average yield for the month ending November 30, 2012 was 0.880%. As of November 2012, the amortized cost of the Total Pool was \$2,648,847,013.60 and the fair market value per San Mateo County Treasurer's Office was \$2,662,463,315.75.

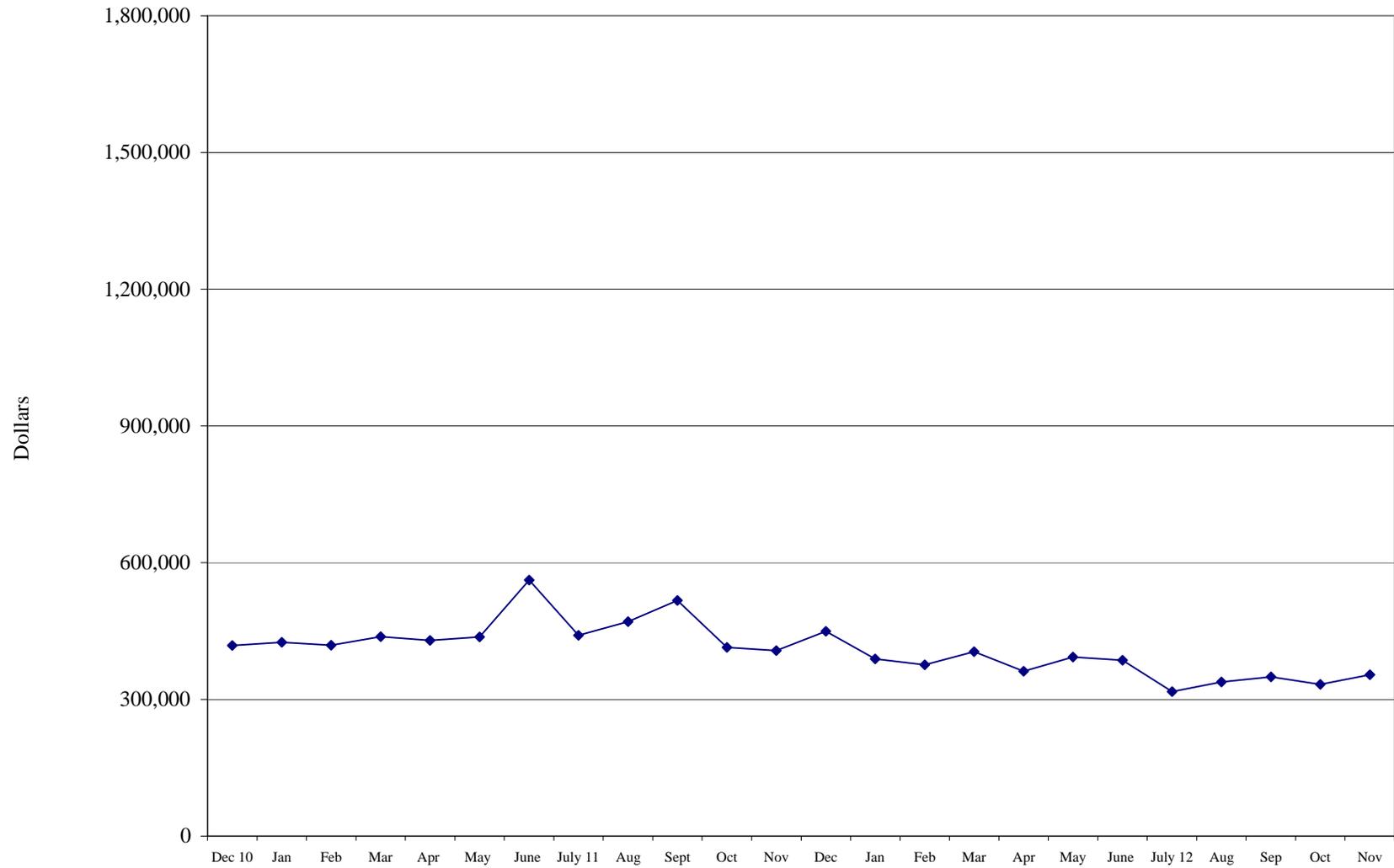
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

*** 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
OCTOBER 2012**

FY2013	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	316,822.41	316,822.41
AUGUST	338,213.28	655,035.69
SEPTEMBER	349,362.10	1,004,397.79
OCTOBER	332,798.20	1,337,195.99
NOVEMBER	354,244.74	1,691,440.73
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
November 30, 2012

DESCRIPTION	TOTAL INVESTMENT 11-30-12	INTEREST RECEIVABLE 10-31-12	INTEREST EARNED 11-30-12	INTEREST RECEIVED 11-30-12	ADJ.	INTEREST RECEIVABLE 11-30-12
LAIF	39,529,014.36	7,946.64	8,396.22			16,342.86
COUNTY POOL	265,526,045.77	171,787.67	190,323.77			362,111.43
BANK OF AMERICA	531,249.25	0.00	0.00			0.00
INVESTMENT PORTFOLIO	<u>136,013,278.41</u>	<u>331,194.32</u>	<u>156,136.15</u>	<u>129,587.83</u>	<u>(611.40)</u>	<u>357,131.24</u>
	<u>441,599,587.79</u>	<u>510,928.62</u>	<u>354,856.14</u>	<u>129,587.83</u>	<u>(611.40)</u>	<u>735,585.53</u>

NOVEMBER 2012 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 11/30/12	354,244.74
Add:	
Misc. Income - Lehman Brothers Recovery	
Less:	
Management Fees	(6,230.14)
Amortized Premium/Discount	(32,857.50)
Capital Gain(Loss)	<u>727.62</u>
Total Interest & Capital Gain(Loss)	<u><u>315,884.72</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,691,440.73
Add:	
Misc. Income - Lehman Brothers Recovery	971,712.29
Less:	
Management Fees	(12,244.69)
Amortized Premium/Discount	(198,367.99)
Capital Gain(Loss)	<u>(1,192.80)</u>
Total Interest	<u><u>2,451,347.54</u></u>

Balance Per Ledger as of 11/30/12

Exp. Acct. 530011 - Amort Prem/Disc	(198,367.99)
Int Acct. 409100 - Co. Pool	848,630.84
Int Acct. 409100 - LAIF	38,048.49
Int Acct. 409100 - B of A	30.83
Int Acct. 409101 - Portfolio Funds	792,485.87
Misc. Income Acct. 405240 - Other Non-Transit	971,712.29
Gain(Loss) Acct. 405210	<u>(1,192.80)</u>
	<u><u>2,451,347.54</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
November 30, 2012

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-12	MARKET VALUE 11-30-12	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 10-31-12	PREPAID INT REC'VBLE 11-30-12	INTEREST EARNED 11-30-12	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 11-30-12
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>															
<u>U.S. TREASURY NOTES AND BONDS</u>															
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,233,850.00	15,067,350.00	01-31-13	2.875%	1,197.9167	30	108,984.38		35,937.50		(781.25)	144,140.63
<u>U.S. GOVERNMENT AGENCIES</u>															
FNMA	3135G0FS7	11-29-11	11,997,600.00	12,006,120.00	12,001,440.00	11-21-13	0.600%	200.0000	20	32,000.00		4,000.00	36,000.00		0.00
FHLMC	3134G3AC4	12-06-11	4,990,725.00	5,001,000.00	5,000,050.00	12-06-13	0.600%	83.3333	30	12,083.33		2,500.00			14,583.33
FHLM	3137EACR8	02-08-11	18,901,470.00	19,319,960.00	19,263,340.00	02-25-14	1.375%	725.6944	30	47,895.83		21,770.83		0.01	69,666.67
FHLM	3137EACB3	03-30-11	13,932,270.00	14,025,825.00	13,924,845.00	04-23-14	2.500%	937.5000	30	7,500.00		28,125.00			35,625.00
FNMA	3135G0LX9	6-28-12	3,000,900.00	3,003,870.00	3,000,960.00	06-26-15	0.700%	58.3333	30	7,291.67	116.67	1,750.00			9,041.67
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,052,200.00	10,061,400.00	09-28-15	0.750%	208.3333	30	6,875.00		6,250.00			13,125.00
FNMA	3136G0EJ6	05-03-12	9,996,875.00	10,019,400.00	10,022,600.00	10-30-15	0.750%	208.3333	30	208.33		6,250.00			6,458.33
FHLMC	3134G3UV0	05-23-12	5,000,000.00	5,001,550.00	5,010,350.00	11-23-15	0.750%	104.1667	30	16,458.33		3,125.00	18,750.00		833.33
FNMA	3135G0LM3	05-25-12	14,995,500.00	14,997,900.00	15,031,200.00	11-24-15	0.750%	312.5000	30	49,062.50		9,375.00	56,250.00		2,187.50
FNMA	3135G0LT8	06-22-12	3,999,400.00	4,001,560.00	4,008,880.00	11-01-15	0.750%	83.3333	30	13,955.56		2,500.00	16,000.00	166.66	622.22
FNMA	3135G0MB6	06-28-12	2,999,250.00	2,999,460.00	3,001,110.00	12-28-15	0.750%	62.5000	30	7,687.50		1,875.00			9,562.50
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,064,200.00	12,093,000.00	03-21-16	1.000%	333.3333	30	13,333.33		10,000.00			23,333.33
FNMA	3135G0KA0	05-03-12	10,030,700.00	10,043,400.00	10,032,900.00	04-26-16	1.125%	312.5000	30	1,562.50		9,375.00			10,937.50
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,662,069.77	10,699,308.72	04-15-14	1.250%	360.6273	30	6,037.28		10,818.82		(90.27)	16,765.83
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	578,167.16	688,065.60	567,563.31	12-28-12	5.270%	82.8001	30	258.78		2,484.00	2,587.83	93.45	248.40
MATURED/CALLED															
FNMA	3135G0FS7	11-29-11	(11,997,600.00)	(12,006,120.00)	(12,001,440.00)										
TOTAL			136,013,278.41	137,114,310.37	136,784,857.03					331,194.32	116.67	156,136.15	129,587.83	(611.40)	357,131.24

12-Dec-12

Weighted Average Interest Rate 1.2876%

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

12/11/12 1:38 PM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2012:					
1st Quarter	15,680,000	1st Quarter	17,044,298	1,364,298	17,044,298
2nd Quarter	16,562,400	2nd Quarter	18,016,949	1,454,549	18,016,949
3rd Quarter	14,812,600	3rd Quarter	16,477,299	1,664,699	16,477,299
4th Quarter	15,945,000	4th Quarter	17,937,211	1,992,211	17,937,211
FY2012 Total	63,000,000	FY2012 Total	69,475,757	6,475,757	69,475,757
FY2013:					
Jul. 12	4,360,900	Sep. 12	4,903,100	542,200	4,903,100
Aug. 12	4,360,900	Oct. 12	5,242,800	881,900	5,242,800
Sep. 12	5,810,000	Nov. 12	6,537,500	727,500	6,537,500
1st Qtr. Adjustment	1,650,000	Dec. 12		(1,075,800)	574,200
3 Months Total	16,181,800		16,683,400	1,075,800	17,257,600
Oct. 12	4,507,000	Dec. 12		-	4,507,000
Nov. 12	4,507,000	Jan. 13		-	4,507,000
Dec. 12	6,330,000	Feb. 13		-	6,330,000
2nd Qtr. Adjustment	1,740,000	Mar. 13		(1,075,800)	664,200
6 Months Total	33,265,800		16,683,400	-	33,265,800
Jan. 13	4,092,500	Mar. 13			4,092,500
Feb. 13	4,092,500	Apr. 13			4,092,500
Mar. 13	5,580,800	May 13			5,580,800
3rd Qtr. Adjustment	1,516,400	Jun. 13			1,516,400
9 Months Total	48,548,000		16,683,400	-	48,548,000
Apr. 13	4,442,000	Jun. 13			4,442,000
May 13	4,442,000	Jul. 13			4,442,000
Jun. 13	5,923,000	Aug. 13			5,923,000
4th Qtr. Adjustment	1,645,000	Sep. 13			1,645,000
FY2013 Total	65,000,000	FY2013 Total	16,683,400	-	65,000,000
	17,257,600	1st Quarter			
	9,456,800	2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>26,714,400</u>	YTD Actual Per Statement of Revenue & Expenses			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF NOVEMBER 30, 2012

	<u>11/30/2012</u>
Cash -- Bank of America Checking Account	\$ 531,249
LAIIF	39,529,014.36
County Pool	265,526,045.77
Investment Portfolio	136,013,278.41
	<hr/>
Total	<u><u>441,599,587.79</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- NOVEMBER 2012

Unit	Reference	Name	Date	Sum Amount	Method	Description
4CTA	000795	DEPARTMENT OF TRANSPORTATION	2012-11-12	3,655,333.57	WIR	Capital Programs
4CTA	000796	SAN MATEO COUNTY TRANSIT DISTRICT	2012-11-12	691,778.67	WIR	Capital Programs
4CTA	000797	MATSUMOTO, KARYL M.	2012-11-12	100.00	WIR	Board of Directors Compensation
4CTA	000798	GROOM, CAROLE	2012-11-12	100.00	WIR	Board of Directors Compensation
4CTA	000799	HORSLEY, DONALD	2012-11-12	100.00	WIR	Board of Directors Compensation
4CTA	000800	PENINSULA CORRIDOR JOINT POWERS BOARD	2012-11-19	583,022.54	WIR	Capital Programs
4CTA	000801	SAN MATEO COUNTY TRANSIT DISTRICT	2012-11-27	724,518.30	WIR	Capital Programs
4CTA	003353	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	2012-11-05	148,348.34	CHK	Capital Programs
4CTA	003354	DMJM HARRIS/MARK THOMAS JV	2012-11-05	38,829.59	CHK	Capital Programs
4CTA	003355	FOCUS ON THE FUTURE	2012-11-05	575.00	CHK	Seminar and Training
4CTA	003356	GREEN CARPET LANDSCAPING	2012-11-05	1,205.00	CHK	Grounds Maintenance Service
4CTA	003357	FEHR & PEERS	2012-11-12	16,632.57	CHK	Capital Programs
4CTA	003358	FOUST, ROSANNE	2012-11-12	100.00	CHK	Board of Directors Compensation
4CTA	003359	JACOBS ENGINEERING GROUP, INC.	2012-11-12	2,906.38	CHK	Capital Programs
4CTA	003360	PATRIDGE, NAOMI	2012-11-12	100.00	CHK	Board of Directors Compensation
4CTA	003361	RICHARDSON, SEPI	2012-11-12	100.00	CHK	Capital Programs
4CTA	003362	SF BAY AREA WATER EMERGENCY TRANS AUTH	2012-11-12	667,382.23	CHK	Capital Programs
4CTA	003363	CHAN, APRIL	2012-11-19	495.43	CHK	Business Travel
4CTA	003364	FEHR & PEERS	2012-11-19	17,573.29	CHK	Capital Programs
4CTA	003365	HOLLAND & KNIGHT LLP	2012-11-19	5,000.00	CHK	Capital Programs
4CTA	003366	HURLEY, JOSEPH	2012-11-19	696.81	CHK	Business Travel
4CTA	003367	SHAW/YODER & ANTWIH, INC.	2012-11-27	3,795.00	CHK	Legislative Advocate
				6,558,692.72		

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
December 12, 2012**

The Community Relations Committee and Board

Accessibility Coordinator Tina Dubost reported the Redi-Wheels singers entertained at three adult day agencies on December 10 and will be entertaining two agencies on the Coastsides on December 19.

Paratransit Coordinating Council Chair Mike Levinson reported:

- Twenty-four people participated in the caroling on December 10.
- The MV Transportation appreciation party was postponed from October to February 12, 2013.

Citizens Advisory Committee Chair Peter Ratto reported:

- The CAC had their annual holiday reception prior to the meeting.
- The CAC received a SamTrans Service Plan update by Project Manager Aidan Hughes.
- A Nominating Committee was appointed for selecting the 2013 chair and vice chair.
- A Certificate of Appreciation was presented to Vice Chair Sondra Price who resigned from the committee due to moving out of the county.

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

Average weekday ridership for all modes for October 2012 compared to October 2011 was 109,265, an increase of 9.7 percent.

The Finance Committee and Board

The Board:

- Approved the Statement of Revenues and Expenses for October 2012.
- Authorized the Filing of an Application with the Metropolitan Transportation Commission to Program Federal Transit Administration Formula Program funds and possibly Surface Transportation Program funds for SamTrans Capital and Operating Projects.
- Authorized the Disposition of One Automatic Bus Washer.

The Legislative Committee and Board

The Legislature convened on December 3. Assemblyman Kevin Mullin was appointed Assistant Speaker Pro-Tem and Phil Ting was appointed Chair of the Democratic Caucus in the Assembly. Legislation was introduced that is consistent with the Legislative Program is SCA 4 that reduces the threshold for transportation sales tax from two-thirds to 55 percent and Senate Bill 11 and Assembly Bill 8 would reauthorize the Carl Moyer Program. The Carl Moyer Program is an air quality improvement program that is administered regionally.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
December 12, 2012**

There was a House Transportation and Infrastructure Committee hearing last week on California High Speed Rail. The good news is the Government Accountability Office did a review of the project and program and determined the cost estimates are accurate. The House majority has been seeking ways to limit Federal funding or prevent Federal funding to going to California for this project.

Planning, Development and Sustainability

- Authorized Administration of Peninsula Fleet Share Program and Execution of Peninsula Fleet Share Members Agreements.
- Received the Capital Projects Quarterly Status Report for the 1st Quarter Fiscal Year 2013.

Board of Directors

Appointed a Nominating Committee for 2013 chair and vice chair.

Appointed Director Karyl Matsumoto to the San Mateo County Transportation Authority.

General Manager/CEO Michael Scanlon reported:

- The first quarter (September through November) Route ECR rose 4 percent over the combination of Routes 390/391.
- Staff participated in the Hometown Holidays Parade in Redwood City, Grand Boulevard bus tour and American Association of Retired Persons Driver Safety Program in Burlingame.
- Investment in human capital continues with over 2,300 hours of training in November. A new class of bus operators started on November 2.
- MV Transportation will start a new contract on January 1.
- Miles between road calls for fixed-routes was 26,000 and over 28,500 miles on Redi-Wheels, both exceeding the 20,000 miles threshold.
- Scheduling staff continues to work on the Daly City Bay Area Rapid Transit (BART) Wayfinding Project and redevelopment project at the Colma Park and Ride Lot.
- Runbook 110 will have school bell adjustments, the expanded use of the part-time bus operators and some on-time performance and alignment issues for Route 17 will be made to improve service and reduce some neighborhood concerns.
- Fares will be free after 11 p.m. on New Year's Eve.

The Board met in closed session to discuss the performance evaluation of Mr. Scanlon and Legal Counsel David Miller as well as two pending litigation items.

The next meeting of the Board is scheduled for Wednesday, January 9, 2013 at 2 p.m.

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "a" and "m" are lowercase, while "T" and "r" are uppercase. Below the text are two horizontal bars: a red one on top and a blue one on the bottom.

Mobility Management: Caltrain

San Mateo
December 12, 2012

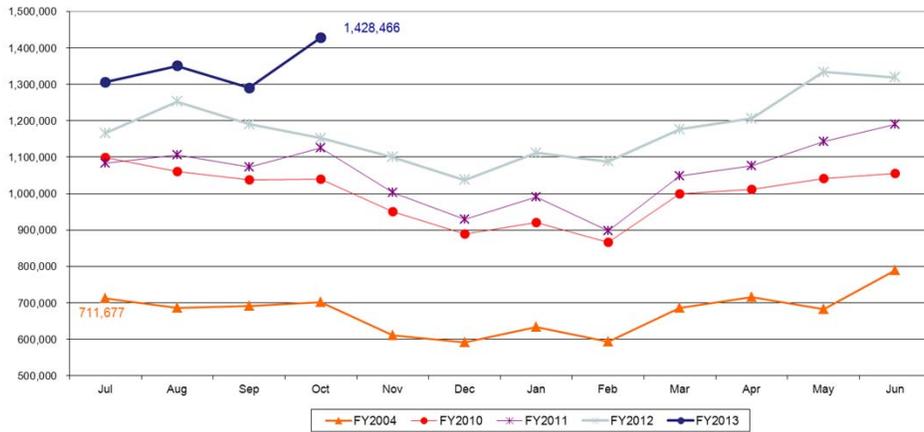
Presentation Outline

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "a" and "m" are lowercase, while "T" and "r" are uppercase. Below the text are two horizontal bars: a red one on top and a blue one on the bottom.

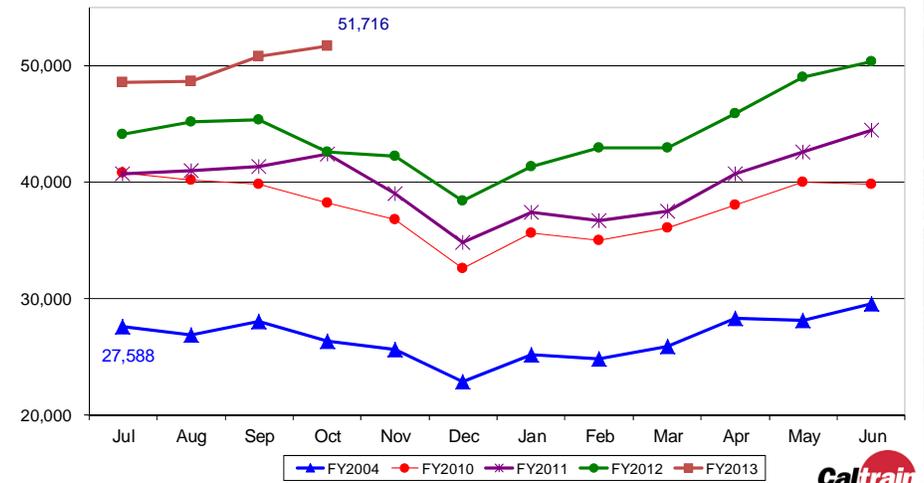
- Ridership
- Fare Revenue
- Performance & Reliability
- Rolling Stock
- Service Highlights
- System Safety
- Capital Projects
- Caltrain Operating RFP
- Caltrain Budget Outlook
- High Speed Rail
- Summary

The logo for Caltrain, featuring the word "Caltrain" in a bold, sans-serif font. The "C" is lowercase, and "altrain" is uppercase. The logo is set against a red circular background.

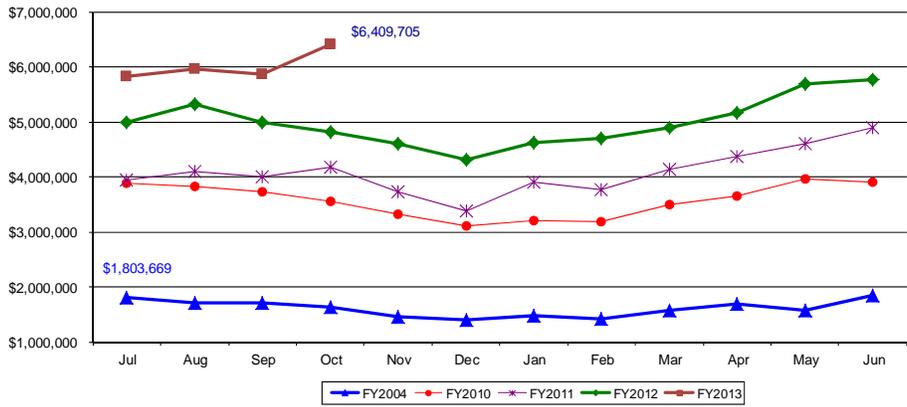
Monthly Ridership



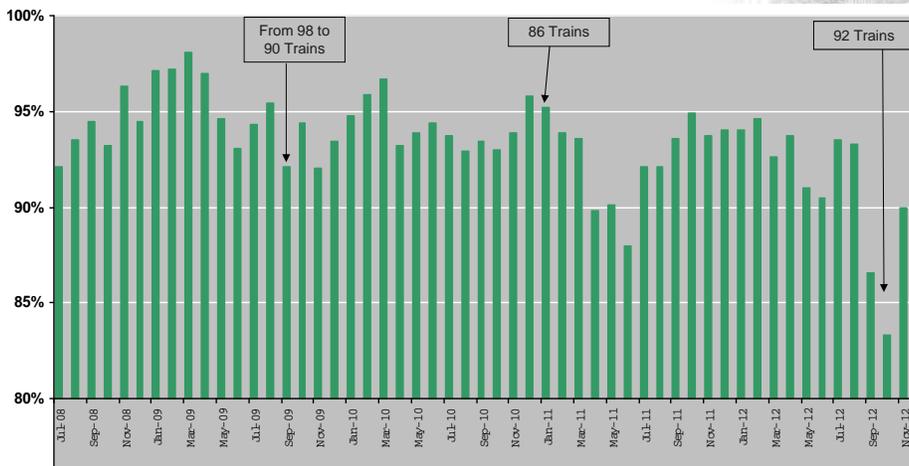
Average Weekday Ridership



Fare Revenue

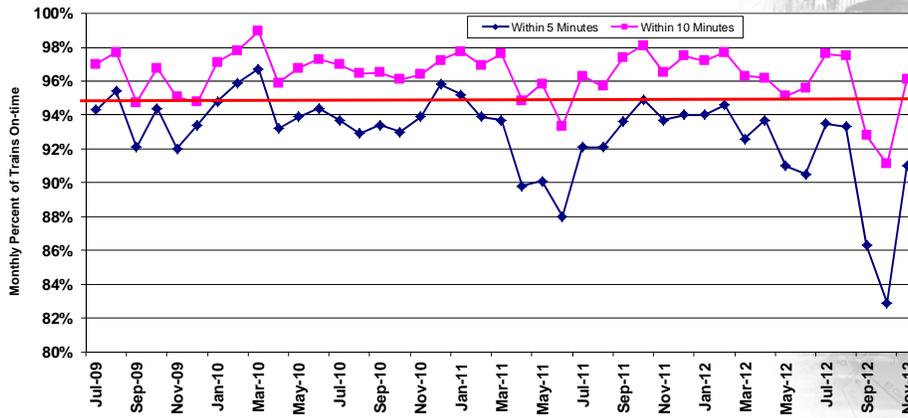


Performance & Reliability



On-time Performance

samTrans



New Operator Transition

samTrans

- Contract awarded to Transit America Services, Inc. (TASI)
- Complex transition from incumbent operator - Amtrak
 - Federal labor protection requirements
 - New senior management team
 - New contract structure – award fee
 - Largest operation/complexity undertaken
- TASI assumed service May 26, 2012
- Transition work continues, including JPB Staff oversight, focus on improving safety & service quality



Service Highlights

samTrans

- San Francisco Giants service
 - 576,000 riders – 2012 regular season, a 12% increase over 2011
 - 74,000 riders – 8 playoff games, including the World Series
 - 40,000 riders – October 31 Giants World Series victory parade
 - 2013 exhibition & regular season at AT&T starting March 28, 2013
- Increased weekday service Oct. 1:
 - 4 mid-day trains restored to service
 - 2 peak-hour trains added to service
 - 12 stops added at Sunnyvale or Palo Alto



Service Highlights

samTrans

- Holiday Train Service Return
 - Suspended in 2010 & 2011 due to budget constraints
 - A newly formed partnership between Caltrain and Silicon Valley Community Foundation allowed the return of Holiday Train
 - As a major sponsor, the SVCF gave \$50,000 for both the 2012 & 2013 Holiday Train
 - The Holiday Train celebrated its 10-year anniversary on the weekend of Dec. 1 & 2, 2012



System Safety

samTrans

Right of Way Fencing and Signage

- Installing 16,000 lineal feet of fencing
- More than 1,400 signs to be replaced, including 724 Suicide Prevention/No Trespassing signs every 528 feet



System Safety

samTrans

Operation Lifesaver community education

- Calendar year 2012, Caltrain staff made 22 presentations to approximately 500 individuals
- Audiences have included:
 - South San Francisco Kiwanis
 - San Bruno Chamber
 - Fairmeadows Elementary School (Palo Alto)
 - Shelter Network (San Mateo)



New Rail Operations Control System

samTrans

- Legacy Digicon system obsolete
- New system designed and installed by ARINC
- System in final acceptance testing
- System designed for future expansion to work with Positive Train Control (PTC) and Electrification (SCADA)



San Bruno Grade Separation

samTrans

- Goal: Improve safety by eliminating conflicts between trains and vehicular/pedestrian traffic at crossings between I-380 and San Felipe Avenue
- Completion: end of 2013
- Total Estimated Cost \$147 million



San Bruno Grade Separation



Vehicle & Pedestrian Safety

- Vehicle Crossings
 - Angus Avenue
 - San Mateo Avenue
 - San Bruno Avenue
- Pedestrian-only Underpasses
 - Sylvan Avenue
 - At new station location
 - Euclid Avenue



San Bruno Grade Separation



Project renderings

San Bruno Avenue looking south →

First Avenue looking north ↘

Posy Park looking north ↓



Caltrain Modernization

samTrans

- New JPB/CHSRA Agreement
 - Caltrain/HSR Blended System
 - 9-party Funding MOU
 - \$1.5B for Caltrain Modernization
- Program Delivery (by 2019)
 - CBOSS (2015)
 - Corridor Electrification/Electric Multiple Unit Cars (2019)
- Blended System (2026 – 2029)
 - Capital Improvement Program to be determined
 - Additional Funding to be determined



Upcoming Tasks

samTrans

- FY2014 Budget preparation
- Funding discussions with JPB member agencies for FY2014 and beyond
- Continue to work with stakeholders, including the Silicon Valley Leadership Group and MTC's Transit Sustainability Project, to develop strategies for new revenue sources, including possible dedicated, permanent funding sources
- Continue efforts to advocate for capital projects that will increase operational efficiencies and modernize the system
- Continue efforts to improve on-time performance



Summary

samTrans

- Ridership and revenue continue strong growth
- OTP is below 95% goal, latest trend is improving
- Transition to new operator continues to progress
- System Safety program continuing
- Capital work continues for critical projects
- Work continues on FY2014 operating budget
- Long-term strategies are to address the securing of a dedicated funding source, as well as system modernization



Questions?

samTrans

