



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

October 7, 2010 - Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Hearing to Address Adoption of an Updated Property Conveyance Policy and Fee Schedule
 - a) Authorize Adoption of an Updated Property Conveyance Policy and Fee Schedule
4. Consent Calendar
 - a) Approval of Minutes of September 2, 2010
 - b) Information on Statement of Revenues and Expenses for the Period Ending June 30, 2010
 - c) Acceptance of Statement of Revenues and Expenses for August 2010
5. Public Comment
Public testimony by each individual speaker shall be limited to one minute
6. Citizens Advisory Committee (CAC) Report
7. Chairperson's Report
8. SamTrans Liaison Report – September 8, 2010
9. Joint Powers Board Report
10. Report of Executive Director
11. Finance
 - a) Authorize Amendment to the FY2011 Budget, Allocation of \$15,000 of New Measure A Funds for a Shuttle Business Practices Study, and Execution of Agreement Between the Transportation Authority, San Mateo County Transit District, Peninsula Traffic Congestion Relief Alliance and the City/County Association of Governments of San Mateo County

RESOLUTION

MOTION

RESOLUTION

- b) Authorize Allocation of Original Measure A Funds to the Transbay Joint Powers Authority for the Terminal Transit Center/Caltrain Downtown Extension Project RESOLUTION
- 12. Program
 - a) Update on State and Federal Legislative Program INFORMATIONAL
 - i. Authorize Calling on Congress to Approve Long-Term Surface Transportation Reauthorization Legislation RESOLUTION
 - ii. Authorize Support of Measure M – The City/County Association of Governments Vehicle Registration Fee to Fund Local Transportation Improvements in San Mateo County RESOLUTION
 - b) Program Report: Highway Program: US 101/Broadway Interchange INFORMATIONAL
- 13. Requests from the Authority
- 14. Written Communications to the Authority
- 15. Report of Legal Counsel
- 16. Date, Time and Place of Next Meeting
Thursday, November 4, 2010 at 5:00 p.m., at San Mateo Country Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070
- 17. Adjournment

INFORMATION FOR THE PUBLIC

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

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

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. [Click here for map.](#)

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael Scanlon
Executive Director

FROM: Marian Lee
Executive Officer,
Planning and Development

Virginia Harrington
Deputy CEO

SUBJECT: **PROPERTY CONVEYANCE POLICY AND FEE SCHEDULE UPDATE**

ACTION

Staff proposes Board adoption of an updated *Policy Regarding Conveyance of Property Interests Involving Property Owned by the San Mateo County Transportation Authority (TA) and Fee Schedule*.

SIGNIFICANCE

The policy provides administrative guidance for processing requests by third parties involving encroachment requests or grants of property rights.

The updated policy includes only one policy change. The change would allow the Board to delegate broader authority to the Executive Director to issue permits, licenses and leases involving TA-owned property. The proposed policy increases the Executive Director's authority to sign lease agreements terminable within five years or less. Currently the Executive Director's authority extends only to agreements terminable upon 30-days notice. Other changes to the policy include a listing of the types of property access documents used by the TA and streamlined language aimed to minimize ambiguity of the original guidelines.

The fee schedule sets forth charges to third parties to enter TA property. These fees cover administrative expenses associated with the review and approval of property entry requests and oversight of projects on TA property. The current fee schedule is outdated by more than 10 years. The updated fee schedule reflects actual expenses and is comparable to that of other transportation agencies. Key changes to the fee schedule are:

- Increases property access agreement fee from \$900 to \$1,500 (\$500 for limited Encroachment Permits);
- Sets a staff hour limit after which third party must enter into a Service Agreement to directly repay staff costs;
- Implements formal process for permittee to make one-time payment;

- Requires a processing fee for Service Agreements;
- Allows a Service Agreement progress payment schedule for projects valued at more than \$50,000; and
- Delegates ability to waive fees to Executive Director.

BUDGET IMPACT

The proposed changes are anticipated to promote administrative efficiencies and higher fee collection. Additional revenues realized will be reflected in future budget approvals.

BACKGROUND

The Board originally issued a policy for access to TA property in December 2000.

Prepared by: Brian W. Fitzpatrick, Manager, Real Estate and Property Development
650-508-7781

RESOLUTION NO. 2010 –
BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA

* * *

**POLICY REGARDING THE PROCESSING OF REQUESTS FOR CONVEYANCE OF
PROPERTY INTERESTS INVOLVING PROPERTY OWNED BY THE
TRANSPORTATION AUTHORITY AND FEE SCHEDULE**

WHEREAS, the San Mateo County Transportation Authority (TA), as owner of various properties, receives numerous requests for the use of said properties by various public and private parties; and

WHEREAS, on December 20, 2000, pursuant to Resolution 2000-35, the Board adopted an “Policy Regarding the Processing of, and Action Upon, Requests for Conveyance of Property Interests Involving the San Mateo County Transportation Authority;” and

WHEREAS, in order to respond to request to enter TA property in an orderly fashion, staff has developed a new policy to govern such requests and a Fee Schedule that will allow the TA to recoup costs associated with handling such requests; and

WHEREAS, on October 7, 2010, the Board of Directors held a properly noticed public hearing to consider the revised Fee Schedule.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby approves the attached “Policy Regarding Processing of Requests for Conveyance of Property Interests Involving Property Owned by the TA”; and

BE IT FURTHER RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby approves the attached Fee Schedule; and

BE IT FURTHER RESOLVED that the Executive Director is authorized to approve or deny requests in accordance with the attached policy.

Regularly passed and adopted this 7th day of October, 2010 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

POLICY REGARDING PROCESSING OF REQUESTS FOR CONVEYANCE OF PROPERTY INTERESTS INVOLVING PROPERTY OWNED BY THE TA

In order to facilitate the timely processing of requests from third parties for rights to utilize portions of property, which are owned by the San Mateo County Transportation Authority (TA), the TA hereby establishes the following policy:

REVIEW OF ALL REQUESTS BY TA PERSONNEL

Staff will process all third-party requests for agreements granting interests in, or use of, TA-owned Property, including leases, licenses, encroachment permits, crossings, easements, or other documents as may be appropriate (collectively "Property Access Agreements"). Staff will analyze each request for its compatibility with the current use, and anticipated future development of TA-owned Property from an engineering feasibility and planning perspective. It will also review the project to estimate the level of legal and technical support the TA will require to process the application and oversee the project.

The review will verify that (a) the request is compatible with current, and anticipated future engineering and operational requirements and future potential uses of the property; (b) all applicable provisions of California Public Utilities Commission regulations; (c) for any TA property on an operating railroad right of way, that the applicant's improvements are designed to meet the broadest range of possible transportation alternatives for the entire width of the right of way, to minimize disruption of current service and the necessity for later relocation; and (d) that the request is in full compliance with the requirements of applicable Federal and State law including any conditions embodied in grants and conditions of financing for the property acquisition by the TA or its predecessors in interest.

Staff will analyze each such request in accordance with this policy and, if it supports granting the request, will present the applicant with an estimate of the TA's processing and oversight costs, as applicable. Once the applicant has paid all necessary fees and, if required, signed a Service Agreement to reimburse the TA for its actual costs, staff will develop a proposed form of Property Access Agreement based upon the TA's standard forms.

When the property involved is on an operating railroad right of way, or when such coverage is deemed necessary by the Executive Director or his designee, and in order to insure that adequate and uniform insurance coverage is obtained, the TA may, in its discretion, procure Railroad Protective Liability Insurance in its name and for the benefit of the TA and any rail carriers operating on the line in question. The TA shall charge the applicant for the cost of that coverage as part of the other fees charged for the issuance of the Property Access Agreement. An applicant and/or its contractor may seek a waiver of this requirement so that it may provide its own Railroad Protective Liability Insurance, by demonstrating to the satisfaction of the Executive Director or his designee, that it can provide coverage that is equivalent to, or better than, the RIMA Railroad Protective Form, and names the TA and any rail carriers operating on the line in question as named insureds.

Once negotiations with the applicant are complete, staff, with the assistance of the attorney as necessary, shall prepare the final form of Property Access Agreement and will forward the agreement, all documentation, and a staff recommendation to the Executive Director of the TA or his/her designee. As part of the Property Access Agreement, the applicant will be required to agree to the following conditions: Indemnification of the TA from liability; relocation of applicant's facilities (at applicant's expense) if necessary for the development of the Property for transportation purposes, as determined by TA, its successors or assigns; the agreement of the applicant to maintain and repair its improvements at its sole expense; a reservation of a right in favor of the TA to terminate for breach; and the requirement that the applicant and/or its contractor provide adequate insurance for the benefit of the TA, its successors and assigns.

If the request is within the authority of the Executive Director, as described below, the Executive Director or his/her designee shall decide whether or not to grant the request. If the request falls within the Board's authority, as described below, the Executive Director shall decide whether or not to recommend Board approval. Any decision by the Executive Director, or his/her designee, to deny a request falling within the Executive Director's authority, or to reject a recommendation to request Board approval, shall be final subject only to the right of any Board member to bring the matter before the Board.

AUTHORITY OF EXECUTIVE DIRECTOR

The Executive Director or his/her designee may approve Property Access Agreements without the prior approval of the Board, provided that the request will not have an adverse impact on the use or potential future development of TA-owned Property for TA purposes and that the following conditions are included in the agreement:

- (1) The Property Access Agreement is for a term not more than five years;
- (2) Maintenance and repair of any and all lessee or permittee-owned improvements shall be the responsibility of the lessee or permittee;
- (3) When the property involved is on an operating railroad right of way, the lessee or permittee shall relocate the improvements at its expense, if necessary, to avoid interference with development of the right of way for public transportation purposes, as determined by the TA, its successors or assigns; and
- (4) The applicant shall indemnify the TA against liability (including for the release of hazardous materials) arising out of permittee's or lessee's use of the property.
- (5) The applicant has paid the appropriate amount of compensation as described in the TA's Fee Schedule.

TA BOARD REVIEW

The Board of Directors shall review and approve or disapprove all requests for Property Access Agreements of duration of more than five years, as well as any and all conveyances of permanent property rights. The property interest may be granted provided the applicant pays appropriate compensation as set forth in the TA's Fee Schedule.

AT-GRADE CROSSINGS

The TA Board hereby enunciates a policy that requests for at-grade crossings of rail right of way be denied. If however, upon review, the TA determines that the request is necessary to provide access to the adjacent property and no other feasible alternatives exist, the Property Access Agreement may include the grant of a temporary license for an at-grade crossing, which shall be terminable at will. The Property Access Agreement shall provide that upon termination of such agreement, if the applicant has no other feasible alternative access, the applicant shall construct a suitable overcrossing or undercrossing at its sole cost and expense.

The Executive Director may submit any of the foregoing requests to the Board for its approval. If the Executive Director does not approve a request or recommend Board action, the applicant will be notified of the decision, and no further action will be taken on the request, unless a member of the Board requests that the full Board decide upon the request.

TYPES OF AGREEMENTS

All forms of Property Access Agreements used by the TA shall be approved by the Attorney. With the exception of leases, for which the lessee shall pay fair market rent, all applicants shall pay a Real Estate Processing Fee, as further set forth in the TA's Fee Schedule. All required fees must be paid before the applicant is allowed to access TA property or before staff commences any work on the applicant's request. Below is a list of the type of agreements issued by the TA:

Service Agreement:

Purpose: Sets forth the terms and conditions under which the applicant will reimburse the TA for all actual costs of providing the services and materials required to support the applicant's proposed project (including applicable general and administrative overhead costs) and for costs associated with processing the Property Access Agreement. A Service Agreement does not convey any property rights or right to use property.

Other Conditions: If staff determines that the property access request will require more than five hours of staff time and/or more than three hours of the Attorney's time, the applicant shall enter into a Service Agreement with the TA.

Right of Entry Permit Agreement

Purpose: Allows third-party access to TA Property for a specified period of time to accomplish a specific activity, which generally involves construction work.

Other Conditions: Permittee (or agency contracting with Permittee) shall sign a Service Agreement to reimburse the TA for its costs and expenses, as necessary.

License Agreement

Purpose: Allows a semi-permanent facility to be on operating property.

Other Conditions: Licensee shall sign a Service Agreement to reimburse the TA for its costs and expenses, as necessary;

Encroachment Permit

Purpose: Allows third parties access to non-operating TA property for a specific purpose and a limited duration when a Right of Entry Permit, License Agreement or Lease is not appropriate and when no construction is to occur on the property.

Lease Agreement

Purpose: Allows a third party use of non-operating right of way for a defined period. This agreement is typically used when the third party is a commercial business leasing TA property for fair market rent.

Easement Agreement:

Purpose: Provide permanent property rights to the grantee for a specific purpose.

Other Conditions: Licensee shall sign a Service Agreement to reimburse the TA for its costs and expenses, as necessary.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

FEE SCHEDULE

FEES BY REAL ESTATE AGREEMENT TYPE

Note: The below agreement types are defined in the San Mateo County Transportation Authority's (TA) "Policy Regarding Processing of Requests for Conveyance of Property Interests Involving Property Owned by the San Mateo County Transportation Authority."

Right of Entry Permit Agreement

Real Estate Processing Fee: \$1,500

Annual Permit Payment: \$1,500, if work continues for more than 1 year.

License Agreement

For a Transverse Encroachment (perpendicular to right of way):

Real Estate Processing Fee: \$1,500

Annual License Payment: \$1,500

For a Longitudinal Encroachment (parallel to right of way), or for fiberoptics facilities:

Processing Fee of \$1,500,

Annual Rent: fair market value (as determined by staff, not less than \$1,500);

Encroachment Permit

Real Estate Processing Fee: \$500

Lease Agreement

Real Estate Processing Fee: None

Monthly Rent: fair market value (as determined by staff, not less than \$500/mo.)

Easement Agreement

Real Estate Processing Fee: \$1,500.

Payment of lump sum fair market value of the easement as determined by staff

SERVICE AGREEMENTS AND ASSOCIATED FEES

Purpose

If staff determines that a request to access property will require more than five hours of staff time and/or more than three hours of the attorney's time, which costs are covered by the various Real Estate Processing Fees above, the applicant shall enter into a Service Agreement with the TA. The Service Agreement sets forth the terms and conditions under which the applicant will reimburse the TA for all actual costs of providing the services and materials required to support the applicant's proposed project (including applicable general and administrative overhead costs) and for costs associated with processing the Property Access Agreement. A Service Agreement does not convey property rights or right to use property.

Service Agreement Administrative Fee

A Service Agreement Administrative Fee will be assessed on an applicant requiring a Service Agreement to conduct work over TA property. The purpose of Service Agreement Administrative Fee is to recoup costs associated with project set-up, including those of Finance,

Engineering and Risk Management. The amount of the Service Agreement Administrative Fee will depend on the value of the project over TA Property, as shown:

<u>Value of Project</u>	<u>Fee</u>
Less than \$20,000	\$250
\$20,001 and above	\$500

Amendment to Service Agreement Administrative Fee

When the applicant initiates an amendment to the Service Agreement (such as a change of scope), then an additional Service Agreement Administration Fee shall be assessed to recoup additional costs incurred by Finance, Engineering and Risk Management due to the project change. The amount of the Amendment to Service Agreement Administrative Fee will depend on the value of the project over TA property, as shown above:

Exception

If the District initiates amendment(s), the Service Agreement Amendment Fee may be waived. The determination will be made by the Executive Director or his designee.

Payment Policy

Service Agreements Valued under \$50,000:

Service Agreements with an estimated cost of less than \$50,000 or Service Agreements that will be completed in 120 days or less require full prepayment.

Service Agreements Valued over \$50,000:

If the Service Agreement has an estimated total project cost of more than \$50,000 or will last more than 120 days, a payment option may be pre-arranged on a case-by-case basis. A minimum 10 percent deposit with monthly progress billings or a deposit based on a cash flow analysis with monthly progress billings (whichever is greater) may be arranged and approved at the discretion of staff. Payments under a progress billing are due 30 days following the date of invoice. All overdue balances due to TA not contested in writing by the due date shall bear interest at the rate of 1.5 percent per month, compounded monthly, from the due date. Additionally, the TA may require that all work cease until all payments are received in full.

Service Agreement Payment Schedule

Total Project Cost	Service Agreement Duration	Payment Terms
< \$50,000	Any duration	Full Prepayment
Any amount	< 120 days	Full Prepayment
> \$50,000	> 120 days	Minimum 10 percent deposit with monthly progress billings or a deposit based on a cash flow analysis prepared by the TA with monthly progress billings, whichever is greater (approved on a case-by-case basis).

REASON FOR FEES

The Purpose of the Real Estate Processing Fee and the Service Agreement Administrative Fee is to recoup costs associated with staff time to negotiate and draft the real estate document, legal time for review of documents, and staff time to set up and monitor the project. The Annual License Payment and Annual Permit Payment represent the value of the encumbrance to the property created by the agreement.

FEE EXCEPTIONS IN GENERAL

Only the Executive Director or his designee has the authority to waive any fee. The decision to waive the fee will be determined on a case-by-case-basis depending on the circumstances.

PRE-PAYMENT OF ANNUAL FEES

Any third party applicant may choose to pay a one-time fee in lieu of an Annual License Payment or Annual Permit Payment. This fee will be 10 times the Annual License Payment or Annual Permit Payment Annual Fee.

REGULAR REVIEW OF FEES

All fees shall be reviewed regularly by staff and updated as the TA's cost of processing permits increases. Annual License Payments and Annual Permit Payments shall be reviewed regularly by staff and updated to reflect current property values.

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

MINUTES OF SEPTEMBER 2, 2010

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

MEMBERS ABSENT: R. Gordon

STAFF PRESENT: J. Cassman, S. Cocke, B. Fitzpatrick, E. Goode, G. Harrington,
R. Haskin, R. Lake, M. Lee, M. Martinez, N. McKenna, D. Miller,
S. Murphy, M. Scanlon, M. Simon

Chair Rosanne Foust called the meeting to order at 5:03 p.m. Director Jim Vreeland led the Pledge of Allegiance.

CONSENT CALENDAR

- a. Approval of Minutes of July 1, 2010
- b. Information on Statement of Revenues and Expenses for the Period Ending June 30, 2010
- c. Acceptance of Statement of Revenues and Expenses for the Period Ending July 2010

A motion (Lee/Groom) to approve the Consent Calendar was passed.

Call for a Public Hearing on October 7, 2010 for Adoption of an Updated Property Conveyance Policy and Fee Schedule

Manager, Real Estate and Property Development Brian Fitzpatrick said the current fee schedule has not been updated since 2000.

A motion (Groom/Vreeland) to call for a public hearing on October 7, 2010 was approved.

FINANCE

Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2010

CSI, Inc. Investment Advisor, Bill Osher reported:

- Fiscal and monetary policies can fight a weak economy but this cannot happen with the weak global bond market. The global market hasn't recovered enough to stand on its own two feet and the country is seeing terrible economic numbers for housing and employment and is now dependent on monetary policy to provide stimulus.
- The only way out of the economic problems is with additional quantitative easing and it will take a while before the Feds really step up and do anything, which will probably be after November elections. Until then, it will be a period of low interest rates and weak economies.
- The good news is preconditions for growth exist in the economy and the country has made enormous adjustments in savings, production and inventories. The country needs to have a

policy that removes the tremendous amount of uncertainties surrounding tax policy, health care costs and regulatory reform and a monetary policy to give a kick start.

Director John Lee asked if TA investments are safe. Mr. Osher said they are exceptionally safe with no corporate credit risk in the event interest rates start to increase. Capital preservation is the primary objective of the TA investment fund.

A motion (Lee/Matsumoto) to accept the investment report was approved.

Authorize Allocation to the Peninsula Corridor Joint Powers Board (JPB) in the Amount of \$3,000,000 for San Mateo County's Local Share for the Caltrain Systemwide Capital Improvement Program for Fiscal Year 2011

Manager of Budgets Eva Goode said the local matching funds needed for the programs are equally shared by the San Mateo County Transit District (SamTrans), the Santa Clara Valley Transportation Authority (VTA), and the San Francisco Municipal Transportation Agency (SFMTA).

Director Carole Groom asked if all counties are paying their share at this time. Ms. Goode said each is contributing \$3 million.

Chair Foust asked if any of the counties owed money from the past. Executive Director Michael Scanlon said the TA isn't owed money. SamTrans remains out some money but negotiated a settlement, which was dependent on State funds. SamTrans has received a little money from Santa Clara and San Francisco counties and a considerable amount of money from the Metropolitan Transportation Commission (MTC). The MTC has agreed to move some of that money forward in time to SamTrans but it's still out there a few years.

A motion (Groom/Vreeland) to authorize the \$3 million allocation was approved.

Authorize Allocation to the Peninsula Congestion Relief Alliance (Alliance) up to an Amount of \$398,103 for the Alternative Congestion Relief (ACR) Program Funding Request for Fiscal Year 2011

Director, TA Program Joe Hurley said the Alliance is San Mateo County's demand management agency. He recognized Alliance Executive Director Christine Maley-Grubl. The Alliance works with employers to reduce peak period commute trips and explores opportunities to utilize alternative modes of transportation. The Alliance is also supported by the City/County Association of Governments of San Mateo County (C/CAG), the Bay Area Quality Management District and the MTC.

Director Lee said this is a great, well-managed program.

Chair Foust said the program fits with the TA Strategic Plan.

A motion (Vreeland/Lee) to support the allocation to the Alliance was approved.

Authorize Allocation to C/CAG in the Amount of \$650,000 to Fund Implementation of Traffic Congestion Relief Programs Through Fiscal Year 2011

Mr. Hurley said C/CAG continues to partner with the TA on a number of transportation projects and programs. Funding will support the traffic congestion relief program through the shuttle program, the ramp metering project and maintenance, and updating of the countywide travel forecasting model. Staff also proposes to support the update of the San Mateo County Comprehensive Bike Route Plan.

A motion (Groom/Matsumoto) to support the allocation to C/CAG was approved.

Authorize Allocation to the MTC in the Amount of \$150,000 to Fund the US 101/SR 92 Interchange Study

Mr. Hurley said the MTC is undertaking an effort to analyze key corridors and major interchanges in the Bay Area and one of these is the Highway 101/92 interchange. The new TA Expenditure Plan identifies this particular project as a key congestion area. The study will collect data, analyze existing conditions, define future conditions, identify deficiencies, and develop congestion and safety mitigation strategies. The results of this study will be used to influence the investment decision in the Highway Program. The cost of the study is \$450,000 and C/CAG and the MTC have each committed \$150,000.

Public Comment

Pat Giorni, Burlingame, said it would be shortsighted not to include High Speed Rail (HSR) because there is still a possibility that the route might be shifted from the Caltrain corridor to Highway 101. Caltrain's Footprint Study did not include consideration for HSR. Cities are coalescing to protect their interests on the Caltrain corridor. There should be discussion with the Board of Supervisors, C/CAG, the MTC and State representatives to consider other alignments.

A motion (Lee/Groom) to authorize the allocation for the Interchange Study was approved.

Chair Foust said she appreciates members of the public and TA Citizen Advisory Committee members attending meetings and engaging in discussion whether they agree or disagree with Board issues; and thanked them for their civility towards the Board.

Director Terry Nagel arrived at 5:26 p.m.

Authorize Allocation of \$170,625 of New Measure A Funds: Local Shuttle Program (Part 2 of 2)

Senior Planner Stacy Cocke said five applications were resubmitted and staff recommends approval of the following revised applications: East Palo Alto Shopper Shuttle, East Palo Alto Youth Shuttle, Menlo Park Senior Shopper Shuttle, and Millbrae On-demand Shuttle. The fifth application is for the South San Francisco Ferry Shuttle, which requested funding for FY2012. Staff will be back once the budget is approved to ask for allocation for all shuttles under the local shuttle program.

Director Karyl Matsumoto said the South San Francisco Ferry Shuttle will provide service to and from the ferry terminal to employment areas in Oyster Point and Grand Avenue areas. She asked if the shuttle will link up to other train stations. Ms. Cocke said this is the initial plan and multiple transit modes are outlined in an attachment to the funding agreement. Once service begins, staff will revisit the route to explore opportunities for route consolidation.

Director Matsumoto said she is uncomfortable with the lack of specifics on ridership and wants to make sure there is some flexibility because the success of this shuttle is going to mean the success of the ferry service. Ms. Cocke said the application includes flexibility for outreach to employers for route modification.

Director Matsumoto asked why the Menlo Park Senior Shuttle runs on Saturdays when people that work during the week do most of their shopping. Ms. Cocke said current users of the shuttle requested a Saturday shuttle.

Director Vreeland asked if these shuttles were in Measure A or were these competitive grants after the fact. Ms. Cocke said TA funding was available, there was a call for projects and these were the applications submitted. There were eight new TA shuttles and 12 existing shuttles that were funded under the original Measure A. It was an open call and these were the applications received. There were no rejections. The program is undersubscribed by about \$1 million.

Director Vreeland asked if there would be another call for projects in a year or two. Ms. Cocke said there would be a call for projects in two years.

Director Nagel asked if there has been a study completed for on-demand shuttles to see if people would pay a little something instead of riding free, which might enable the TA to offer more shuttles. Ms. Cocke didn't know if this was considered but said it's not something that is precluded in the new Measure A.

Mr. Scanlon said even a nominal fee can raise revenue but introduces a whole series of fare collection and protection issues.

Director Matsumoto asked if there is minimum funding requirement by the city. Ms. Cocke said the target is a 50 percent match but it is not so hard and fast with this program. Staff will be looking at this in the future, and it will be part of the evaluation in the calls for projects moving forward in order to maximize the effectiveness of Measure A.

A motion (Nagel/Vreeland) to support the allocation for local shuttle service was approved.

PUBLIC COMMENT

Jim Bigelow, Redwood City/San Mateo County Chamber, distributed a handout on HSR. The rail authority has twice certified the Bay Area to the Central Valley program level Environmental Impact Review/Environmental Impact Statement (EIR/EIS). A lawsuit by Atherton et al. wanted to decertify the EIR. The rail authority recertified the EIR today, which was in compliance with

Judge Michael Kenny's ruling in 2009. The route is Merced via Pacheco Pass to Gilroy, Gilroy to San Jose and the Caltrain corridor.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Chair Pat Dixon said, at its August 31, 2010 meeting, the CAC received information on the following:

- Quarterly Investment Report and Fixed Income Market Review
- Allocation of \$3 million to the JPB for San Mateo County's local share
- Allocation to the Alliance for ACR
- Allocation to the MTC for the US 101/SR92 Interchange Study
- Local Shuttle Program (Part 2 of 2)
- State/Federal Legislative update
- Capital Projects Quarterly Status Report – 4th Quarter FY2010
- Broadway Interchange public hearing from 6 p.m. to 8 p.m. on September 15 at the Burlingame Library

CHAIRPERSON'S REPORT – ROSANNE FOUST

- Offered her seat as the TA representative on the C/CAG Board to the other Board members and asked that they let her know.
- There was an excellent completion celebration for the Highway 101 Auxiliary Lane Project: Millbrae Avenue to Third Avenue at Coyote Point on July 22. A video of the completion celebration was shown. Attendees included CAC Chair Dixon, Assemblyman Jerry Hill, and C/CAG Director Rich Napier.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The July 14, 2010 report is in the agenda packet.

Chair Foust asked Director Matsumoto what her impressions were of the SamTrans CAC in terms of Board support. Director Matsumoto said the SamTrans Board holds the CAC in the same high esteem as the TA CAC. They volunteer when they can and offer good input.

Director Vreeland left at 5: 45 p.m.

JOINT POWERS BOARD (JPB) REPORT

Executive Director Michael Scanlon reported on the meeting of September 2, 2010:

- The JPB approved the FY2011 operating budget on July 1 with a \$2.3 million deficit. A combination of service adjustments and fare increases are proposed to close the deficit. Extensive outreach has resulted in 1,500 comments. The Board and staff will present recommendations for service/fare changes at the October 7 meeting to be effective January 1, 2011. This would provide six months in FY2011 to get \$2.3 million savings. Caltrain will be facing a \$30 million deficit in FY2012, which could take the railroad to a service level of peak hours only with little or no other service. Caltrain has a high farebox recovery rate of 43 percent but doesn't have a dedicated funding source and depends heavily on contributions from the three partner agencies that have their own financial challenges.
- Peninsula Rail Program Director Bob Doty reported on the recertification of the HSR program level EIR/EIS.

- Caltrain will be changing some external optics to be more visible in the media and public about its involvement with HSR. From the outset, Caltrain has been very concerned about not only the integrity of the corridor but the well-being of the cities through which this system passes.
- Received a note from an outstanding Caltrain conductor that August 18 was the 150th anniversary of the San Francisco and San Jose Railroad, a project that only took three years and five months to complete on January 16, 1864.
- The Board:
 - a. Approved the Consent Calendar.
 - b. Designated September as “Railroad Safety Month.”
 - c. Accepted the Statement of Revenues and Expenses for July 2010.
 - d. Reappointed two CAC incumbent representatives: Current chair John Hronowski for San Francisco County and Sepi Richardson for San Mateo County.
 - e. Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2010.
 - f. Received an update on the Fuel Hedging Program.
 - g. Received a State Legislative update.
 - h. Accepted the Quarterly Capital Progress Report.
 - i. Authorized Legal Counsel and Mr. Scanlon, in consultation with the chair, to resolve a lawsuit. Should the lawsuit be resolved within the parameters set forth, a budget amendment would be presented for just under \$1 million to effectuate the funds needed for the settlement.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- Thanked staff for their participation in the July 22 completion celebration of the Highway 101 Auxiliary Lane Project: Millbrae Avenue to Third Avenue.
- Caltrans signed off last week on the Highway 101 Broadway Interchange draft environmental document and draft project report, which allows release of the draft environmental document. The document was made available for public review and comment on August 30. A public meeting to solicit public comment is scheduled on September 15 from 6 p.m. to 8 p.m. at the Burlingame Library. Comments on the project will be accepted until September 29.
- There was a groundbreaking ceremony on August 11 for the Transbay Transit Center Project in the city and county of San Francisco. The project received \$400 million in American Recovery and Reinvestment Act funding to construct a trainbox underneath the development. The TA allocated Measure A funds to acquire a piece of the right of way and will probably be requesting additional funding for this acquisition. Staff is meeting with Transbay Transit Center staff about obtaining security interests that will be of sufficient value that, if the project were not to be built, funds could be recovered for residents of San Mateo County.

Program

Verbal Update on the State Legislative Program

Government Affairs Manager Seamus Murphy reported:

- The legislative session in Sacramento closed on Tuesday, August 31. Two bills passed that are significant for the TA and legislative staff will be asking the governor to sign them.

1. SB 1371 allows Proposition 1A connectivity funding recipients to advance their programmed share and be reimbursed through a Letter of No Prejudice process that is allowed under Proposition 1B projects. Caltrain is one of these recipients and has \$41 million programmed towards the electrification project through that program.
2. AB 987 recasts the area that is considered to be a transit village development district to include all land within a half-mile of a transit station instead of a quarter-mile. This is the second time this bill has passed. The governor didn't sign it because of budget delays two years ago and staff is hopeful he will sign this time.

Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2010

Director Groom said the graphics make the report easy to read.

Chair Foust said she believes the report is available on the Web site separate from the agenda packet because she has sent links from the Web page to others.

Director Nagel asked about the schedule for the Broadway Interchange. Mr. Hurley said there was a concern associated with scheduling in the 3rd quarter. The project was rebaselined and is on a new baseline schedule.

REQUESTS FROM THE AUTHORITY

Chair Foust received an email from someone who wanted to give a presentation on sustainability. Authority Secretary Martha Martinez will follow up with the request and determine if it is applicable for the TA.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

Chair Foust received compliments about solicitor Joan Cassman from several members on the Council of Cities where Ms. Cassman presented information on the State propositions.

DATE AND PLACE OF NEXT MEETING

The next meeting is scheduled for Thursday, October 7, 2010, at 5 p.m. at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070.

Chair Foust said Mr. Scanlon will miss the October meeting because he will be in San Antonio, Texas to be installed as chair of the American Public Transportation Association.

Adjourned 6:08 p.m.

**AGENDA ITEM # 4(b)
OCTOBER 7, 2010**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENSES FOR
THE PERIOD ENDING JUNE 30, 2010**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the November 4 meeting of the Board of Directors.

Prepared by: Patricia Reavey, Director of Finance

650-508-6434

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

SUBJECT : **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING AUGUST 31, 2010**

ACTION

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenues and Expenditures for the month of August 2010 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$10,391,353 - line 6) is *worse* than staff projections by \$413,007 or 3.8 percent. Within total revenue, *Interest Income* (\$953,812 - line 2) is \$60,908 or 6.0 percent *worse* than projections. *Rental Income* (\$180,214 - line 3) and *Grant Proceeds* (\$21,194 - line 4) combined are \$352,032 or 63.6 percent *worse* than staff projections.

Total Revenue (\$10,391,353 - line 6) is \$577,863 or 5.3 percent *lower* than prior year performance, mainly driven by *Sales Tax* (\$9,236,133 – line 1) which is \$535,200 or 5.5 percent *lower*.

Expenditures: *Total Administrative* (\$113,236 - line 21) is *better* than the year-to-date staff projections by \$45,787 or 28.8 percent. Within total administrative, *Staff Support* (\$79,481 – line 17) and *Other Admin Expenses* (\$33,754 - line 19) are \$43,789 or 27.9 percent *better* than staff projections.

Budget Amendment: There are no budget revisions for the month of August 2010.

Prepared by: Rima Lobo, Manager, General Ledger
Sheila Tioyao, Senior Accountant

650-508-6274
650-508-7752

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2011
August 2010

% OF YEAR ELAPSED: 16.7%

	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	4,618,067	9,771,333	9,236,133	9,236,200	100.0%	60,000,000	60,000,000	15.4%
2 Interest Income	532,545	850,658	953,812	1,014,720	94.0%	5,557,240	5,557,240	18.3%
3 Rental Income	90,079	178,174	180,214	180,940	99.6%	1,085,640	1,085,640	16.6%
4 Grant Proceeds	20,984	169,051	21,194	372,500	5.7%	4,218,000	4,218,000	0.5%
5								
6 TOTAL REVENUE	5,261,674	10,969,216	10,391,353	10,804,360	96.2%	70,860,880	70,860,880	14.7%
7								
EXPENDITURES:								
8								
9								
10 Annual Allocations	1,804,449	3,804,247	3,605,458	3,614,362	99.8%	23,358,888	23,358,888	15.4%
11								
12 Program Expenditures	73,425	2,149,312	338,888	2,163,269	15.7%	12,979,612	12,979,612	2.6%
13								
14 Oversight	2,665	58,266	14,064	161,660	8.7%	970,000	970,000	1.4%
15								
16 Administrative								
17 Staff Support	35,523	75,939	79,481	101,032	78.7%	606,390	606,390	13.1%
18 Measure A Info-Others	-	-	-	1,999	0.0%	12,000	12,000	0.0%
19 Other Admin Expenses	20,820	25,189	33,754	55,992	60.3%	333,109	333,109	10.1%
20								
21 Total Administrative	56,343	101,127	113,236	159,023	71.2%	951,499	951,499	11.9%
22								
23 TOTAL EXPENDITURES	1,936,882	6,112,952	4,071,646 (1)	6,098,314	66.8%	38,259,999	38,259,999	10.6%
24								
25 EXCESS (DEFICIT)	3,324,792	4,856,264	6,319,706	4,706,046		32,600,881	32,600,881	
26								
27 BEGINNING FUND BALANCE	Not Applicable	425,328,119	419,660,316	298,820,434		298,820,434	298,820,434	
28								
29 ENDING FUND BALANCE	Not Applicable	430,184,383	425,980,022 (2)	303,526,480		331,421,315	331,421,315	
30								
31								
32 Includes the following balances:								
33 Cash and Liquid Investments		327,978					284,778,976	
34 Current Committed Fund Balance		318,967,329 (3)					38,259,999	
35 Undesignated Cash & Net Receivable		106,684,716					(4,071,646) (1)	
36 Total		<u>425,980,022 (2)</u>					<u>318,967,329 (3)</u>	
37								
38								
39								
40								
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.								

9/27/10 5:18 PM



BOARD OF DIRECTORS 2010

ROSANNE FOUST, CHAIR
 JOHN LEE, VICE CHAIR
 RICH GORDON
 CAROLE GROOM
 KARYL MATSUMOTO
 TERRY NAGEL
 JIM VREELAND

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF AUGUST, 2010

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
County Pool #3	Liquid Cash	1.350%	\$ 254,492,621	\$ 256,242,967
Local Agency Investment Fun	Liquid Cash	0.513%	\$ 9,755,645	\$ 9,771,682
Investment Portfolio	Liquid Cash	2.112%	\$ 140,339,523	\$ 141,221,123
Other	Liquid Cash	0.050%	\$ 327,978	\$ 327,978
			<u>\$ 404,915,767</u>	<u>\$ 407,563,750</u>

Accrued Earnings for August 2010 \$ 539,654.96 (1)
 Cumulative Earnings FY2011 \$ 1,033,325.14

(1) Earnings do not include prior period adjustments

* County Pool average yield for the month ending August 31, 2010 was 1.350%. As of August 31, 2010, the amortized cost of the Total Pool was \$2,281,126,817.07 and the fair market value per San Mateo County Treasurer's Office was \$2,296,815,919.65.

** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.001643776 as reported by LAIF for quarter ending June 30, 2010.

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



BOARD OF DIRECTORS 2010

ROSANNE FOUST, CHAIR
 JOHN LEE, VICE CHAIR
 RICH GORDON
 CAROLE GROOM
 KARYL MATSUMOTO
 TERRY NAGEL
 JIM VREELAND

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TSM RESERVE ACCOUNT

AS OF AUGUST, 2010

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
2004 Measure A Funds: County Pool #3 (Restr)	Liquid Cash	1.350%	\$ 719,463	\$ 724,411
			<u>\$ 719,463</u>	<u>\$ 724,411</u>

Interest Income:

Accrued Earnings for August 2010	\$ -
Cumulative Earnings FY2011	\$ -

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

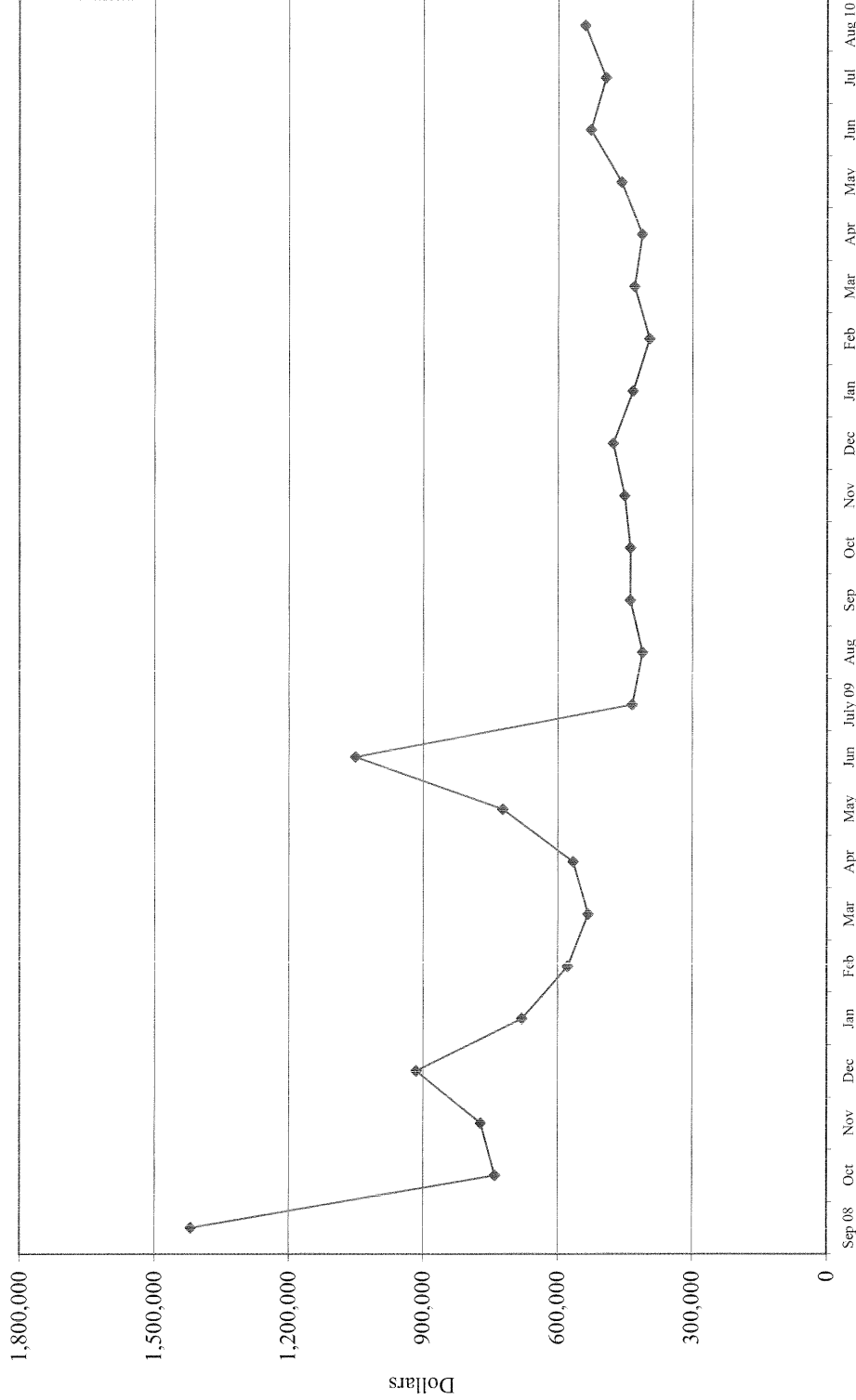
** County Pool average yield for the month ending August 31, 2010 was 1.350%. As of August 31, 2010, the amortized cost of the Total Pool was \$2,281,126,817.07 and the fair market value per San Mateo County Treasurer's Office was \$2,296,815,919.65.

*** 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
AUGUST 2010**

FY2011	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	493,670.18	493,670.18
AUGUST	539,654.96	1,033,325.14
SEPTEMBER		
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
AUGUST 31, 2010**

DESCRIPTION	TOTAL INVESTMENT 08-31-10	INTEREST RECEIVABLE 07-31-10	INTEREST EARNED 08-31-10	INTEREST RECEIVED 08-31-10	ADJ.	INTEREST RECEIVABLE 08-31-10
LAI F	9,755,645.45	3,665.72	4,491.84	0.00	0.00	8,157.56
COUNTY POOL	255,212,084.13	243,488.62	291,764.53	0.00	0.00	535,253.15
BANK OF AMERICA	327,977.98	0.00	15.75	15.75	0.00	0.00
INVESTMENT PORTFOLIO	140,339,522.51	700,628.76	242,740.87	336,562.49	641.97	607,449.11
	<u>405,635,230.07</u>	<u>947,783.10</u>	<u>539,012.99</u>	<u>336,578.24</u>	<u>641.97</u>	<u>1,150,859.82</u>

AUGUST 2010 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 08/31/10	539,654.96
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(5,830.00)
Securities Transaction Activity Fees	
Capital Gain(Loss)	(1,279.70)
Total Interest & Capital Gain(Loss)	<u>532,545.26</u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,033,325.14
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(11,660.00)
Securities Transaction Activity Fees	
Capital Gain(Loss)	(67,853.62)
Total Interest	<u>953,811.52</u>
Balance Per Ledger as of 08/31/10	
Int Acct. 409100 - Co. Pool	535,253.15
Int Acct. 409100 - LAIF	8,157.56
Int Acct. 409100 - B of A	45.30
Int Acct. 409100 - Misc. Income	0.00
Int Acct. 409101 - Portfolio Funds	478,209.13
Gain(Loss) Acct. 405210	(67,853.62)
GASB31 Acct. 405220	0.00
	<u>953,811.52</u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
AUGUST 31, 2010**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-10	MARKET VALUE 08-31-10	MATURITY DATE	INT RATE	RATE DAY	APPL. DAYS	INTEREST RECEIVABLE		INTEREST RECEIVED	ADJ.	INTEREST REC'BLE		
										07-31-10	08-31-10			07-31-10	08-31-10	
CORPORATE BONDS																
JP MORGAN CHASE	481247AD6	12-16-08	2,028,000.00	2,018,418.00	2,011,024.00	12-01-10	2.625%	145.8333	30	8,750.00	4,375.00			13,125.00	2,000,000	
BANK OF AMERICA	06052AAA9	12-23-08	2,000,000.00	2,012,478.00	2,009,456.00	12-23-10	1.700%	94.4444	30	3,588.89	2,833.33			6,422.22	2,000,000	
GENERAL ELECTRIC	36967HAI1	04-24-09	2,014,900.00	2,019,360.00	2,016,952.00	03-11-11	1.800%	100.0000	30	14,000.00	3,000.00			17,000.00	2,000,000	
BANK OF AMERICA	06050BAG6	12-28-09	2,032,960.00	2,048,120.00	2,049,770.00	04-30-12	2.100%	116.6667	30	10,616.67	3,500.00			14,116.67	2,000,000	
GENERAL ELECTRIC	36967HAI0	04-24-10	1,530,600.00	1,539,582.00	1,542,339.00	06-08-12	2.200%	91.6667	30	4,858.34	2,750.00			7,608.34	1,500,000	
GOLDMAN SACHS	38146FAA9	05-29-09	3,124,650.00	3,141,387.00	3,136,836.00	06-15-12	3.250%	270.8333	30	12,458.33	8,125.00			20,583.33	3,000,000	
WELLS FARGO & CO	949744AC0	03-16-10	3,058,440.00	3,080,598.00	3,083,061.00	06-15-12	2.125%	177.0833	30	8,145.83	5,312.50			13,458.33	3,000,000	
JOHN DEERE CAPITAL	24424DAA7	03-16-10	3,107,970.00	3,119,658.00	3,120,285.00	06-19-12	2.875%	239.5833	30	10,062.50	7,187.50			17,250.00	3,000,000	
															13.38%	
U.S. TREASURY NOTES AND BONDS																
US TREASURY NOTE	912828IS0	02-11-09	3,517,500.00	3,515,040.06	3,508,750.00	11-30-10	1.250%	121.5278	30	7,411.20	3,645.83		59.77	11,116.80	3,500,000	
US TREASURY NOTE	912858KB5	04-30-09	2,789,062.50	2,826,578.08	2,828,437.02	01-15-12	1.125%	87.5000	30	1,455.16	2,625.00		28.54	4,108.70	2,800,000	
US TREASURY NOTE	912838KX7	03-22-10	1,525,312.50	1,537,032.13	1,538,320.74	06-15-12	1.875%	78.1250	30	3,611.68	2,343.75		38.42	5,993.85	1,500,000	
US TREASURY NOTE	912858LH1	03-12-10	2,028,125.00	2,046,406.22	2,049,922.14	08-15-12	1.750%	97.2222	30	13,729.28	2,916.67	15,082.87	53.77	1,616.85	2,000,000	
US TREASURY NOTE	912858IO6	07-29-09	15,462,500.00	15,801,571.35	15,850,787.85	01-31-13	2.875%	1,197.9167	30	216,796.87	35,937.50	215,625.00	390.63	37,500.00	15,000,000	
															17.94%	
U.S. GOVERNMENT AGENCIES																
FHLB	3133XBV28	04-21-09	5,230,400.00	5,067,187.50	5,034,375.00	11-02-10	4.250%	590.2778	30	52,534.72	17,708.33			70,243.05	5,000,000	
FNMA	31398AVQ2	03-23-09	3,512,845.00	3,533,906.25	3,528,437.50	03-23-11	1.750%	170.1389	30	21,777.78	5,104.17			26,881.95	3,500,000	
FHLB	3133XRY46	06-10-10	5,191,000.00	5,192,187.50	5,173,437.50	09-09-11	3.750%	520.8333	30	26,562.50	15,625.00			42,187.50	5,000,000	
FHLB	3133XUT37	06-29-10	4,004,800.00	4,006,250.00	4,001,250.00	09-23-11	1.150%	127.7778	30	4,088.89	3,833.33			7,922.22	4,000,000	
FNMA	31359ML50	11-18-08	2,131,400.00	2,131,250.00	2,119,375.00	11-15-11	5.375%	298.6111	30	22,694.44	8,958.33			31,652.77	2,000,000	
FANNIE MAE	31398AUJ4	01-23-09	4,014,560.00	4,081,250.00	4,082,500.00	01-09-12	2.000%	222.2222	30	4,888.89	6,666.67			11,555.56	4,000,000	
FHLB	3133XSWM6	01-23-09	3,000,000.00	3,067,500.00	3,066,562.50	01-23-12	2.100%	175.0000	30	1,400.00	5,250.00			6,650.00	3,000,000	
FHLB	3128X9TV6	01-26-10	4,006,000.00	4,015,212.00	4,011,404.00	01-26-12	1.250%	138.8889	30	694.46	4,166.67			4,861.13	4,000,000	
FNMA	3136FHEV3	04-24-09	5,035,200.00	5,035,125.00	5,043,750.00	03-23-12	2.375%	329.8611	30	42,222.22	9,895.83			52,118.05	5,000,000	
FHLB	3133XR5T3	03-12-10	2,105,000.00	2,111,250.00	2,107,500.00	06-08-12	3.625%	201.3889	30	10,673.61	6,041.67			16,715.28	2,000,000	
FHLB	3137EACC1	05-27-09	1,995,080.00	2,039,375.00	2,040,625.00	06-15-12	1.750%	97.2222	30	4,472.23	2,916.67			7,388.90	2,000,000	
FHLB	3133XUD91	03-15-10	6,065,625.00	6,084,375.00	6,078,750.00	08-10-12	2.050%	341.6667	30	45,100.00	10,250.00	48,175.00		7,175.00	6,000,000	
FNMA	31398AYM8	07-10-09	4,996,300.00	5,096,875.00	5,106,250.00	08-10-12	1.750%	243.0556	30	41,562.50	7,291.67	43,750.00		5,104.17	5,000,000	
FHLB	3128X93T5	06-14-10	7,544,225.00	7,587,755.00	7,555,905.00	01-15-13	1.750%	364.5833	30	5,833.34	10,937.50			16,770.84	7,500,000	
FHLB - STEP UP	3134GHD59	06-28-10	5,995,800.00	6,005,064.00	6,004,650.00	03-28-13	7.500%	125.0000	30	4,125.00	3,750.00			7,875.00	6,000,000	
FNMA - STEP UP	31398AL59	03-29-10	7,996,900.00	8,015,500.00	8,012,500.00	03-29-13	1.000%	222.2222	30	27,111.11	6,666.67			33,777.78	8,000,000	
FNMA - STEP UP	3136FNDN5	04-12-10	3,993,200.00	4,018,750.00	4,015,000.00	04-12-13	1.100%	122.2222	30	13,322.23	3,666.67			16,988.90	4,000,000	
ENNA	31398AM25	04-15-10	2,796,920.00	2,828,000.00	2,822,750.00	04-15-13	2.000%	155.5556	30	16,488.89	4,666.67			21,155.56	2,800,000	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
AUGUST 31, 2010**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED	MARKET VALUE	MATURITY DATE	INT RATE	RATE DAY	APPL. DAYS	INTEREST RECEIVABLE		INTEREST EARNED	INTEREST RECEIVED		ADJ.	INTEREST REC'VBLE	PAR VALUE	
										07-31-10	08-31-10		07-31-10	08-31-10				
U.S. TREASURY INFLATION PROTECTED SECURITIES																		
US INFLATION INDEXED	912828KMT	01-21-10	10,122,021.25	10,216,079.74	10,234,001.63	04-15-14	1.250%	336.3170	30	36,123.75	10,089.51	279.34	46,492.60	9,793,550	7.08%			
COLLATERIZED MORTGAGE OBLIGATIONS																		
FHLM SERIES 1832 - F	313376556	11-26-08	60,163.31	58,464.93	59,001.70	03-15-11	6.500%	12.9002	30	387.00	387.01	(67.43)	319.59	59,002				
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	1,314,435.05	1,379,480.92	1,369,487.87	12-28-12	5.270%	192.2723	30	576.82	5,768.17	(12.10)	564.73	1,285,904	0.97%			
FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS																		
FHLM GOLD POOL	31282SAC6	12-22-08	718,753.36	720,741.06	719,752.60	03-01-11	4.000%	83.4542	30	2,503.63	2,503.63	(132.98)	2,370.66	711,197	0.51%			
SOLD / MATURED																		
SUBTOTAL			137,053,147.97	137,997,807.74	137,934,748.55					700,628.76	237,474.03	637.96	607,449.11	134,949,632.84				
CERTIFICATE OF DEPOSITS																		
CDARS	(N/A)	04-02-09	2,054,263.03	2,054,263.03	2,054,263.03	03-31-11	1.890%	106.2008	31	0.00	3,292.22	2.47	0.00	2,054,263				
CDARS	(N/A)	04-09-09	1,232,111.51	1,232,111.51	1,232,111.51	04-07-11	1.890%	63.6974	31	0.00	1,974.62	1.54	0.00	1,232,112				
SOLD / MATURED																		
TOTAL			140,339,522.51	141,284,182.28	141,221,123.09					700,628.76	242,740.87	641.97	607,449.11	138,236,027.38				

Weighted Average Interest Rate 2.1123%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2010 & FY2011
 AUGUST 2010

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Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2010:					
1st Quarter	16,177,000	1st Quarter	14,555,215	(1,621,785)	14,555,215
2nd Quarter	17,154,000	2nd Quarter	15,241,445	(1,912,555)	15,241,445
3rd Quarter	11,022,500	3rd Quarter	13,642,315	2,619,815	13,642,315
4th Quarter	15,646,500	4th Quarter	16,561,025	914,525	16,561,025
FY2010 Total	60,000,000	FY2010 Total	60,000,000	(0)	60,000,000
FY2011:					
Jul. 10	4,110,600	Sep. 10		0	4,110,600 (1)
Aug. 10	4,110,600	Oct. 10		0	4,110,600 (1)
Sep. 10	5,480,800	Nov. 10		0	5,480,800
1st Qtr. Adjustment	1,522,400	Dec. 10		0	1,522,400 (1) Jul & Aug
3 Months Total	15,224,400		0	0	15,224,400 Portion
Oct. 10	4,295,900	Dec. 10		0	4,295,900
Nov. 10	4,295,900	Jan. 11		0	4,295,900
Dec. 10	5,727,900	Feb. 11		0	5,727,900
2nd Qtr. Adjustment	1,591,100	Mar. 11		0	1,591,100
6 Months Total	31,135,200		0	0	31,135,200
Jan. 11	3,741,000	Mar. 11		0	3,741,000
Feb. 11	3,741,000	Apr. 11		0	3,741,000
Mar. 11	4,987,900	May 11		0	4,987,900
3rd Qtr. Adjustment	1,385,500	Jun. 11		0	1,385,500
9 Months Total	44,990,600		0	0	44,990,600
Apr. 11	4,052,500	Jun. 11		0	4,052,500
May 11	4,052,500	Jul. 11		0	4,052,500
Jun. 11	5,403,400	Aug. 11		0	5,403,400
4th Qtr. Adjustment	1,501,000	Sep. 11		0	1,501,000
FY2011 Total	60,000,000	FY2011 Total	0	0	60,000,000
	9,236,133	1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>9,236,133</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF AUGUST 31, 2010

	<u>8/31/2010</u>
Cash -- Bank of America Checking Account	327,977.98
LAIF	9,755,645.45
County Pool	255,212,084.13
Investment Portfolio	140,339,522.51
Total	<u><u>405,635,230.07</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- AUGUST 2010

Unit	Reference	Name	Date	Sum Amount	Method	Account	Description
SMCTA	000620	PENINSULA CORRIDOR JOINT POWERS BOARD	08/09/10	1,881,055.28	WIR	625090	Capital Programs
SMCTA	000621	PENINSULA CORRIDOR JOINT POWERS BOARD	08/16/10	4,663.59	WIR	210901	Capital Programs
SMCTA	000622	SAN MATEO COUNTY TRANSIT DISTRICT	08/16/10	1,176,573.61	WIR	210902	Capital Programs
SMCTA	000623	PENINSULA CORRIDOR JOINT POWERS BOARD	08/23/10	23,334.11	WIR	625090	Capital Programs
SMCTA	000624	PENINSULA CORRIDOR JOINT POWERS BOARD	08/30/10	1,217,585.18	WIR	625090	Capital Programs
SMCTA	002769	A-ABCO RENTS AND SELLS	08/02/10	790.25	CHK	523100	Promotional Advertising
SMCTA	002770	BANK OF NEW YORK MELLON, THE	08/02/10	3,679.56	CHK	409101	Interest Income-Inv Portfolio
SMCTA	002771	BEN FRANKS RESTAURANT	08/02/10	999.00	CHK	113420	Rents Receivable-General
SMCTA	002772	BKF ENGINEERS	08/02/10	29,975.06	CHK	625090	Capital Programs
SMCTA	002773	CSI CAPITAL MANAGEMENT, INC	08/02/10	17,484.49	CHK	210107	Investment Management Fees
SMCTA	002774	DMJM HARRIS/MARK THOMAS JV	08/02/10	835.00	CHK	625090	Capital Programs
SMCTA	002775	ESSENCE PRINTING, INC.	08/02/10	80.03	CHK	523073	Letterhead Items
SMCTA	002776	BAILEY FENCE COMPANY, INC.	08/09/10	6,559.00	CHK	625090	Capital Programs
SMCTA	002777	BELMONT, CITY OF	08/09/10	186,412.24	CHK	625090	Capital Programs
SMCTA	002778	CARTER & BURGESS, INC.	08/09/10	8,578.83	CHK	625050	Consultant
SMCTA	002779	DMJM HARRIS/MARK THOMAS JV	08/09/10	5,722.48	CHK	625050	Capital Programs
SMCTA	002780	GOVERNMENT FINANCE OFFICERS ASSN	08/09/10	135.00	CHK	522010	Dues & Subscription
SMCTA	002781	PARKING COMPANY OF AMERICA	08/09/10	92,199.33	CHK	525185	SMCTA Caltrain Shuttles
SMCTA	002782	PBS&J	08/09/10	191,437.69	CHK	625050	Consultant
SMCTA	002783	TRACKER, A DIVISION OF C2, LLC	08/09/10	857.00	CHK	523060	Software Maintenance and License
SMCTA	002784	WILBUR SMITH ASSOCIATES	08/09/10	10,916.55	CHK	625050	Capital Programs
SMCTA	002785	EXARO	08/16/10	2,400.40	CHK	625090	Capital Programs
SMCTA	002786	RAJAPPAN & MEYER CONSULTING	08/16/10	780.44	CHK	625090	Capital Programs
SMCTA	002787	URS CORPORATION	08/16/10	54,252.72	CHK	625090	Capital Programs
SMCTA	002788	BKF ENGINEERS	08/23/10	83.22	CHK	625090	Capital Programs
SMCTA	002789	COPENHAGEN BALLOONS & PROMOTIONS	08/23/10	359.94	CHK	523100	Promotional Advertising
SMCTA	002790	ESSENCE PRINTING, INC.	08/23/10	80.03	CHK	523073	Letterhead Items
SMCTA	002791	GREEN CARPET LANDSCAPING	08/30/10	1,862.37	CHK	625190	Capital Programs
				<u>4,919,692.40</u>			

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
September 8, 2010**

The Community Relations Committee and Board

Accessible Coordinator Tina DuBost reported:

- The Redi-Wheels contractor expanded to two modular trailers during the summer.
- There has been an increase in the number of people referred to travel training.
- Staff continues to attend outreach for the California Highway Patrol Older Driver's Safety training and the American Association of Retired Persons Safe Driver Training programs.

Paratransit Coordinating Council (PCC) Update:

Chair Nancy Keegan said there was no August meeting. The PCC is in the process of planning an appreciation party in October for MV Transportation staff.

Citizens Advisory Committee member Wayne Kingsford-Smith reported on the September 8 meeting:

- The CAC received a presentation on the Predictive Arrival Departure System
- Installation of new fareboxes is scheduled for the beginning of 2011

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

Average weekday ridership for all modes for June 2010 compared to June 2009 was 89,298, a decrease of 3.7 percent.

Average weekday ridership for all modes for July 2010 compared to July 2009 was 86,411, a decrease of 5.1 percent.

The Finance Committee and Board

Provided a Statement of Revenues and Expenses for the period ending June 30, 2010. Auditors are reviewing; and staff will present audited year-end statements at the October board meeting.

Accepted the Statement of Revenues and Expenses for July 2010. Revenues and expenses are slightly under budget. Fuel was \$2.19 per gallon last week.

Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ending June 20, 2010. The economy is growing slower than expected; but everything in the portfolio is exceptionally safe, protected on the credit front and safe even if interest rates increase.

Authorized filing of an annual claim with the Metropolitan Transportation Commission (MTC) for Transportation Development Act (TDA), State Transit Assistance (STA) and Regional Measure 2 (RM2) funds for Fiscal Year 2011 in the amount of \$36,095,882. TDA and STA funding supports fixed-route bus and paratransit service to San Mateo County residents. RM2 funding will offset operating costs for Route 397, which provides late night Owl service from the Palo Alto Caltrain Station to San Francisco International Airport and the Transbay Terminal.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
September 8, 2010**

Authorized continuation of the Safe Harbor Transit Ticket Program, which allows SamTrans to provide Safe Harbor clients safe travel to jobs and resource centers throughout the community.

Authorized voting in favor of an assessment district for levee system improvements in San Mateo County. These funds will be used to improve the levee system adjacent to San Mateo County Transit District's (District) South Base maintenance and operations facility.

Awarded a contract for long-term disability insurance to Reliance Standard Insurance Company that ensures an employee can continue to receive up to 60 percent of his or her regular earnings after accounting for worker's compensation, State disability, and other benefit payments. The plan also includes a survivor benefit and incentives for returning to work.

Awarded a contract to Kimball Midwest for a total estimated cost of \$334,495 for a five-year term for furnishing and servicing shop supplies and related items, which will provide the District with a continued supplier of commonly used shop supply items to the Bus Maintenance Department including primary electrical wire, wire ties, drill bits and bench lubricants.

Awarded a contract to Scintech Associates for a total not-to-exceed cost of \$171,400 for a three-year base term for physical inventory services, which will provide the District with a dedicated contractor to perform required annual physical inventory counting and reporting services for both the District's bus parts inventory and fixed assets.

Awarded a contract to National Transit Interiors for a total estimated cost of \$180,222 for a three-year base term for automotive and bus upholstery repair services. This contract will ensure the continued, uninterrupted support of SamTrans bus operations.

Gigi Harrington updated the board on the execution of the Fuel Hedging Program. Following the board's approval of the Fuel Hedging Program, staff executed half of the SamTrans portfolio at \$2.25 per gallon. Barclays Bank handled the transaction and the cost was 18-cents per gallon.

The Legislative Committee and Board

- Two bills are of interest to staff that are awaiting the governor's signature:
 1. AB 987 extends transit area development districts to include all areas within a half-mile of a transit station instead of the current quarter-mile designation.
 2. SB 1371 authorizes eligible recipients of Proposition 1A connectivity funds to make expenditures in advance of their allocation of their programmed share and be reimbursed in a like amount through the Letter of No Prejudice process. Caltrain has a \$41 million share of Proposition 1A connectivity funds for the electrification project.
- At the Federal level, the administration outlined its vision for long-term transportation reauthorization. The current authorization of funds has been extended multiple times since it expired on September 30, 2009. The administration's vision calls for reauthorization to front-load \$50 billion for road, rail and runway infrastructure. High Speed Rail will be a significant part of the initial investment and the overall process will include an infrastructure bank that was part of earlier proposals. The American Public Transportation Association (APTA) is circulating a nationwide petition calling on Congress to approve long-term surface

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
September 8, 2010**

transportation reauthorization. There is some indication the initial \$50 billion investment could be paid by closing loopholes on oil and gas profits, but staff has no specifics on how or when this would happen.

Board of Directors

Held a public hearing for the consideration of Paratransit agency group fare increases and minor Codified Tariff language changes. Approved the following staff recommendations:

- The flat fare be set at \$4.25, effective October 1, 2010, with a second increase to \$4.50 on July 1, 2011.
- The Lifeline fare be set at \$2.25, effective October 1, 2010 to remain at the same rate on July 1, 2011.
- Eligible paratransit riders ride fixed route free on Route KX, due to the elimination of the express routes in December 2009.

Called for a public hearing on October 13, 2010 to address adoption of an updated Property Conveyance Policy and Fee Schedule

Report of the Chair

Vice Chair Karyl Matsumoto said Chair Rose Guilbault appointed a subcommittee of Directors Shirley Harris, Omar Ahmad and herself to review the District's bus advertisement policy.

Report of the General Manager/CEO Michael Scanlon:

- Recognized 20-year safe driver Rene Ebro and 25-year safe driver Jeffrey Ella.
- Staff is working on the relocation of the bus stop at the new Transbay Terminal.
- A special ad campaign outreach was launched for the new school year to encourage students to ride SamTrans with ads in English and Spanish. SamTrans routes serve 26 elementary schools, 20 middle schools and 20 high schools in San Mateo County.
- The Grand Boulevard Initiative Project won the 2010 American Planning Association California Distinguished Leadership Award that qualifies the project to compete at the national level.
- Maintenance Superintendent Elliot Rivas has been selected to participate in APTA's Leadership Program.
- Staff will be recruiting for the Mobility Ambassador program.
- Thanked Chair Guilbault for representing SamTrans as the chair of the board and participating in an interview with Comcast recognizing Hispanic Heritage Month.

The board met in closed session on the following:

1. Teamsters Union, Local 856 (Bus Transportation Supervisors, Dispatchers and Radio Controllers)
2. Amalgamated Transit Union, Local 1574 (Customer Service Center Employees)

Legal Counsel reported these items will be continued and will be calendared for the October 13 board meeting.

The next meeting of the board is scheduled for Wednesday, October 13, 2010.

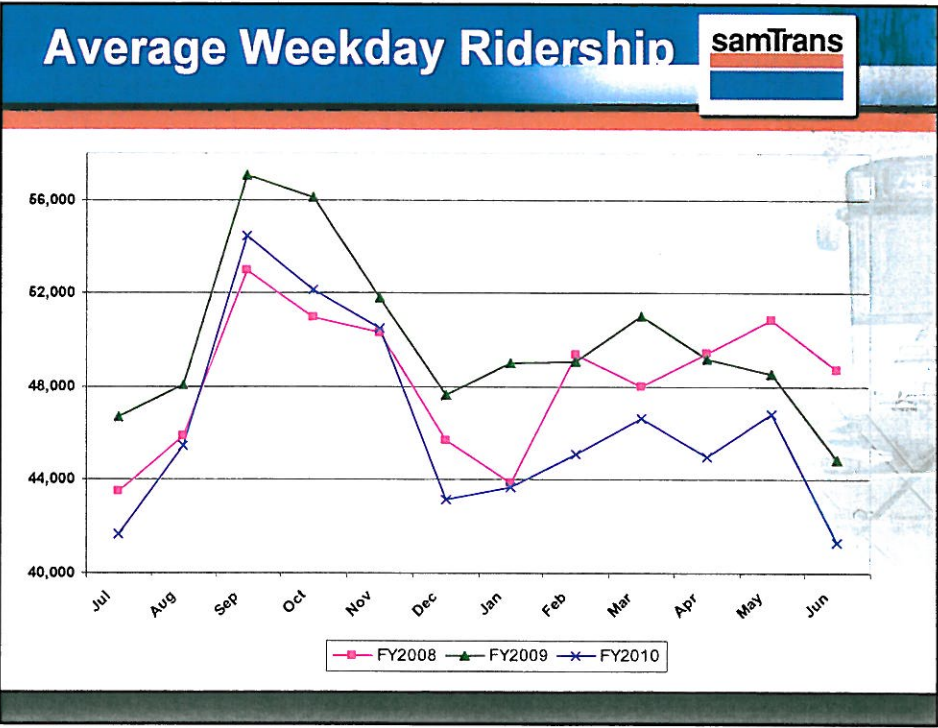
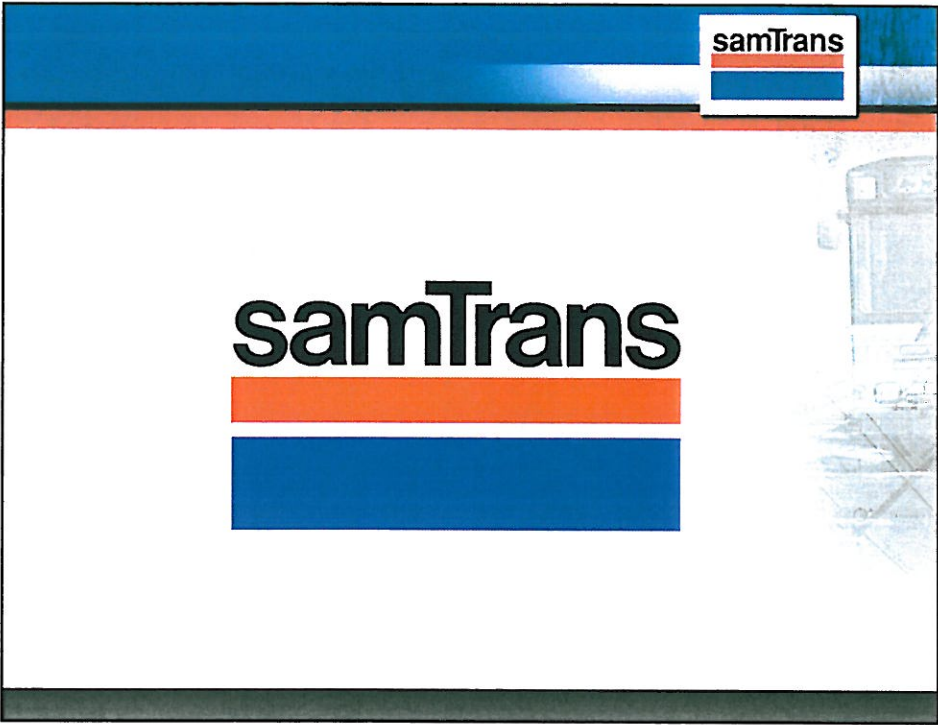
The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "a" and "i" are lowercase, while "s", "m", "T", "r", "a", and "n" are uppercase. Below the text are three horizontal bars: a thin orange bar, a thin white bar, and a thicker blue bar.

FY2010 Annual Performance Report

September 8, 2010

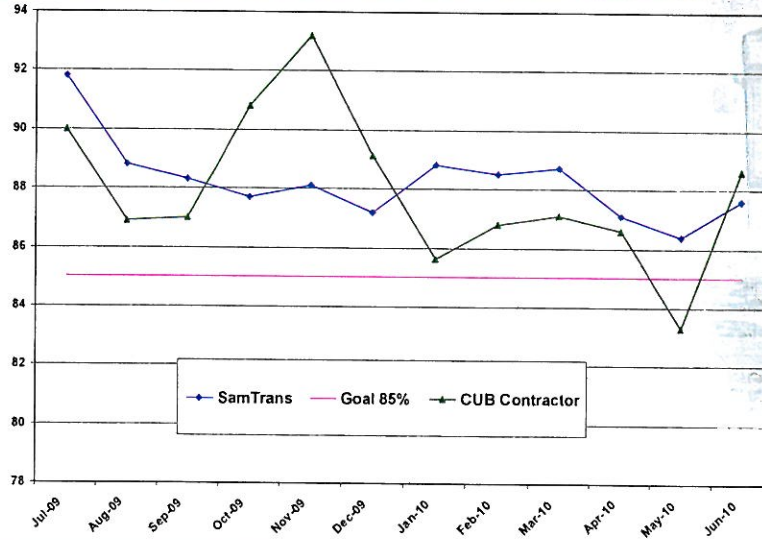
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- Major Statistics for Each Mode
 - FY2010 Highlights
 - Ridership Summary
 - FY2011 Preview
- Sustainability
- Human Capital



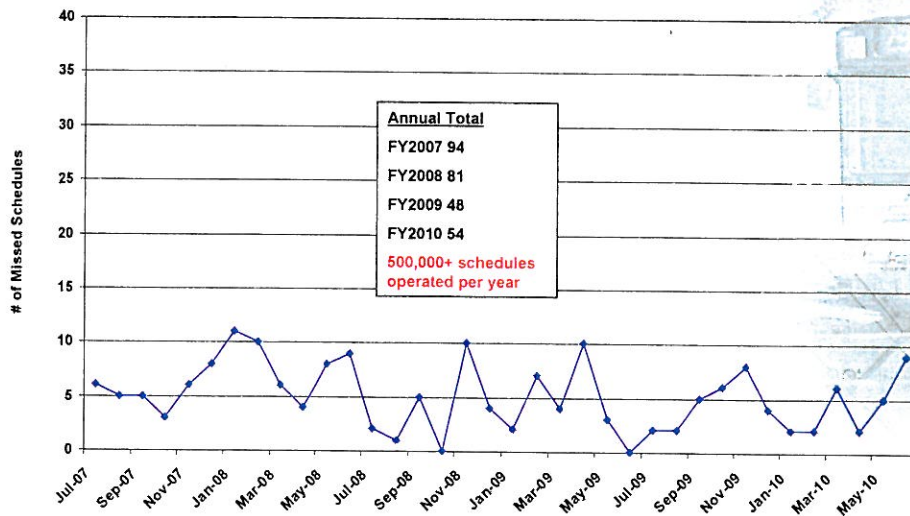
On-time Performance

samTrans



Missed Schedules

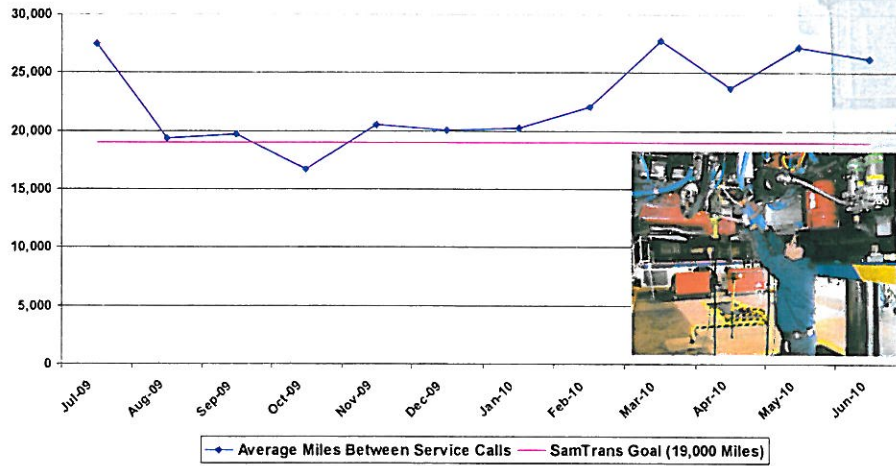
samTrans



Fleet Reliability



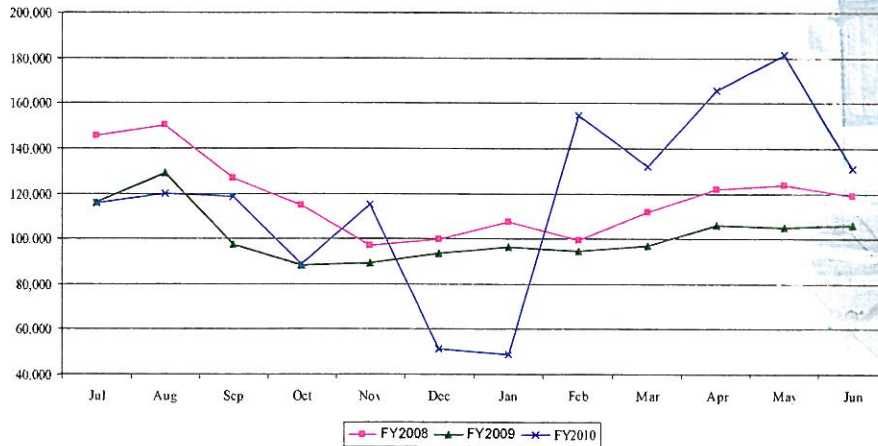
Average Miles Between Service Calls



Cumulative Average Miles Between Preventable Accidents

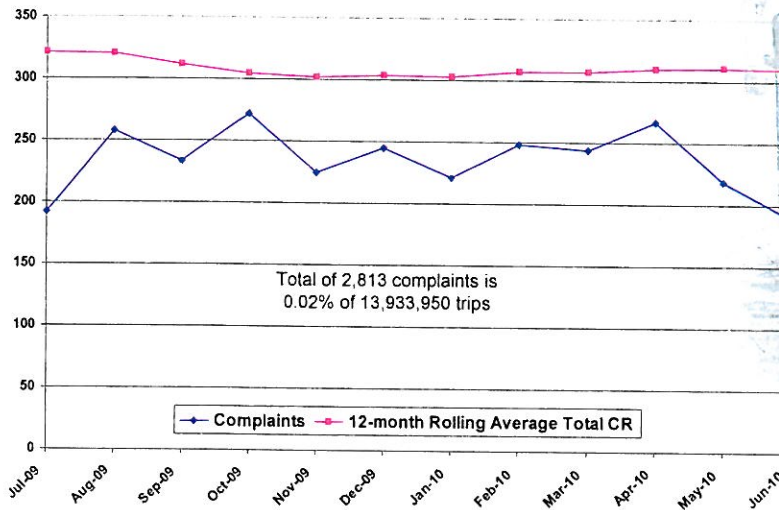


Average Miles Between Accidents



Complaints & Consumer Reports

samTrans



FY2010 Highlights

samTrans

- Total ridership down after 3 years of growth
 - FY2006 14,181,781 trips
 - FY2007 14,351,402 trips
 - FY2008 14,588,858 trips
 - FY2009 14,951,949 trips
 - FY2010 13,933,950 trips
- Service reduced 7.5% Dec. 20, 2009
- Fares increased Feb. 1, 2010
- Fleet reliability remains very high
- 135 new buses placed into service

Preview of FY2011

samTrans

- Farebox Revenue Collection System
 - Receipt of equipment – late 2010
 - Testing and training – late 2010
 - AVL integration – late 2010
 - Implementation – early 2011
- Clipper
 - Soft launch – November 2010
 - Hard launch – January 2011
- Union negotiations – contracts expire 6-30-11
- CUB service analysis – contract expires 9-30-11



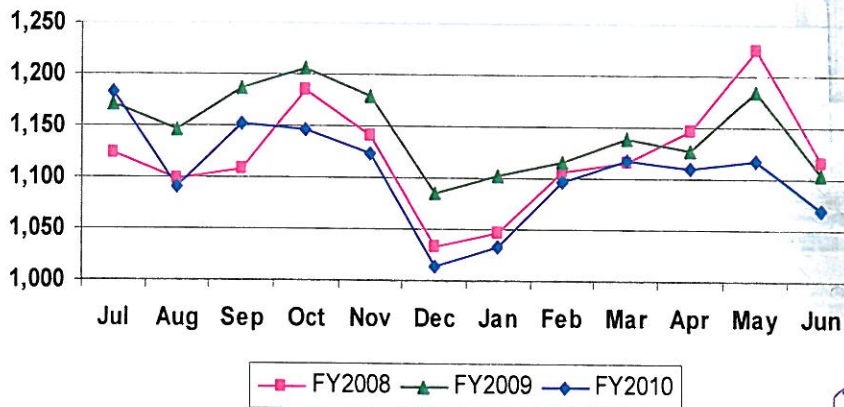
samTrans



Paratransit Ridership

samTrans

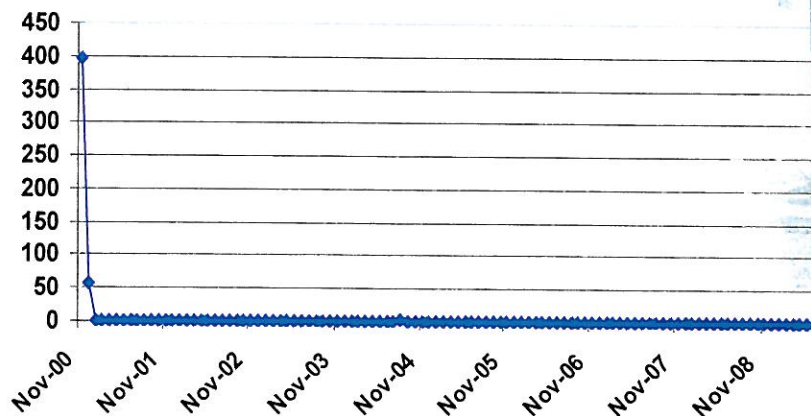
Average Weekday Ridership



Trip Denials

samTrans

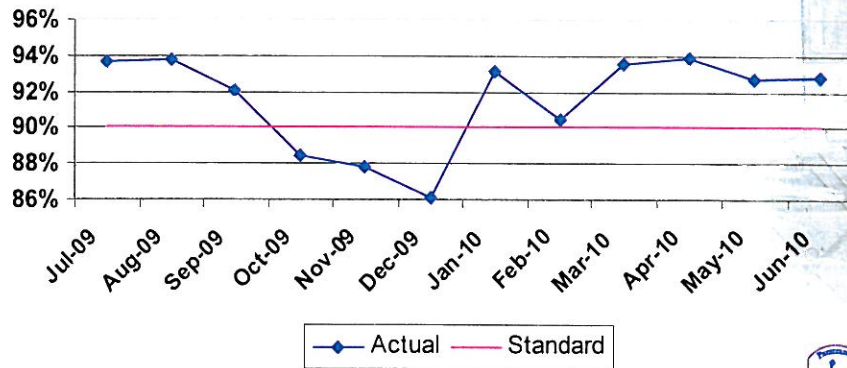
Trip Denials per Month



On-time Performance

samTrans

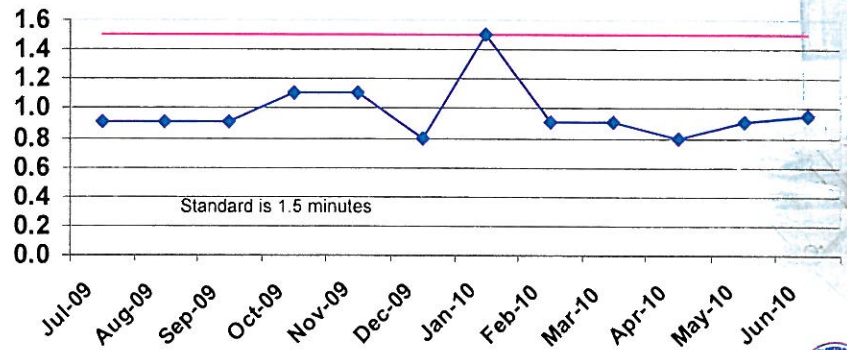
Pickups Within 20 Minutes of Scheduled Time



Telephone Hold Time

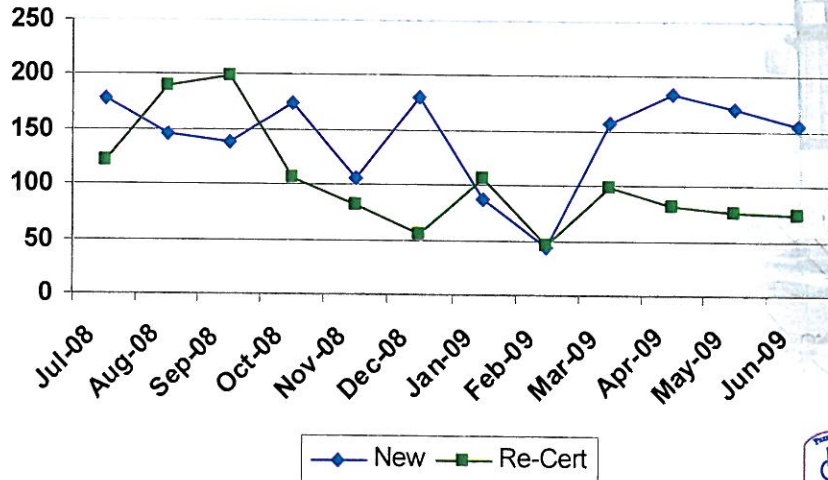
samTrans

Average Telephone Hold-time - Minutes



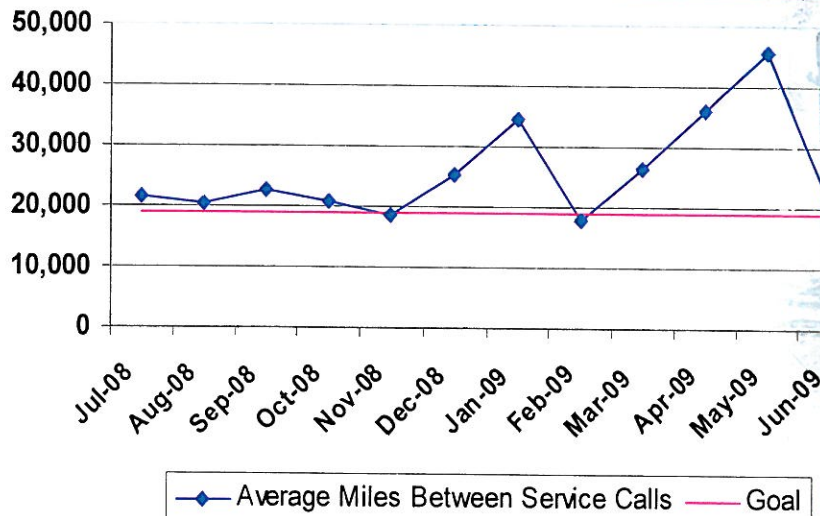
New & Re-certifying Applicants

samTrans



Fleet Reliability

samTrans



FY2010 Highlights

samTrans

- Maintained zero-denial record
- On-time performance met standard
- Telephone hold-time met standard
- Fleet reliability remains high
- Ridership declined slightly

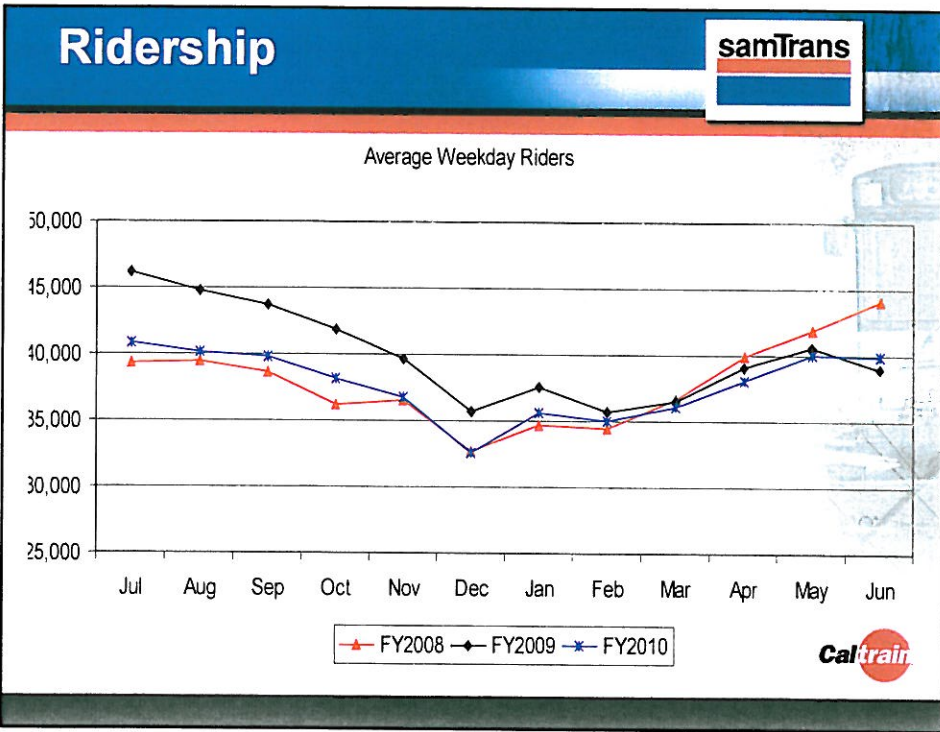


Preview of FY2011

samTrans

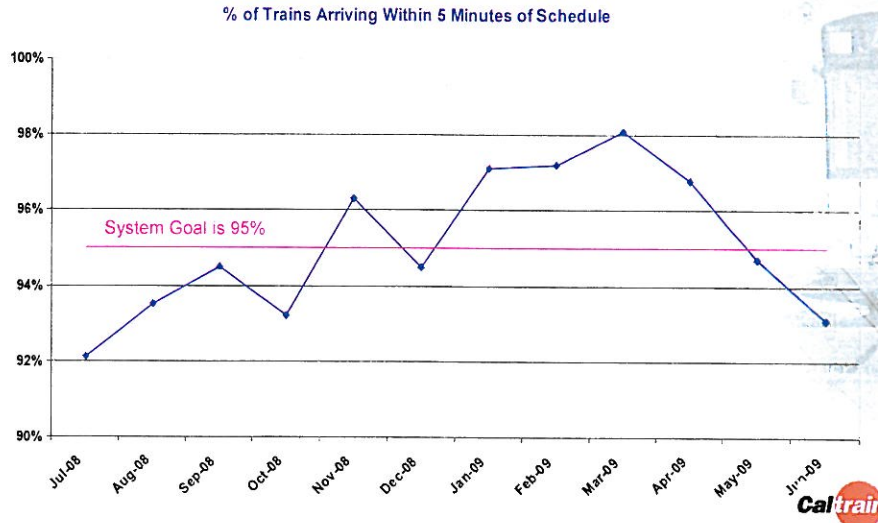
- Technology upgrades
 - Interactive Voice Response (IVR) system
- Implement new Agency Group flat fare Oct. 1, 2010 if approved by Board
- Implement phase II of Paratransit fare increase effective July 1, 2011





On-time Performance

samTrans



FY2010 Highlights

samTrans

- Weekday trains reduced from 98 to 90 effective Aug. 31, 2009
- AWR declined 5.8% from 40,066 to 37,745
- Total ridership down 5.7% to 12,691,612
11,969,790 trips
- Farebox revenue down 1.2%, \$43,352,156 to \$42,835,317
- Completed on-board bike capacity improvements
- System Safety
 - Completed 25 grade crossings in San Mateo County
 - Started 8 grade crossings in Santa Clara County
 - Installed approximately 37,000 feet of ROW/fencing over last 2 years

Caltrain

Preview of FY2011

samTrans

- Service cuts and fare increases to close \$2.3 million FY2011 budget deficit gap
- Planning for FY2012 potential draconian service reductions
- Award new operator contract anticipated March 2011
- Construction projects to be completed by Summer 2011
 - Santa Clara Platform and Pedestrian Underpass Project
 - South Terminal Platform and Trackwork Project
 - Rail Operation Control System (ROCS)
 - Predictive Arrival Departure System (PADS)



Preview of FY2011

samTrans

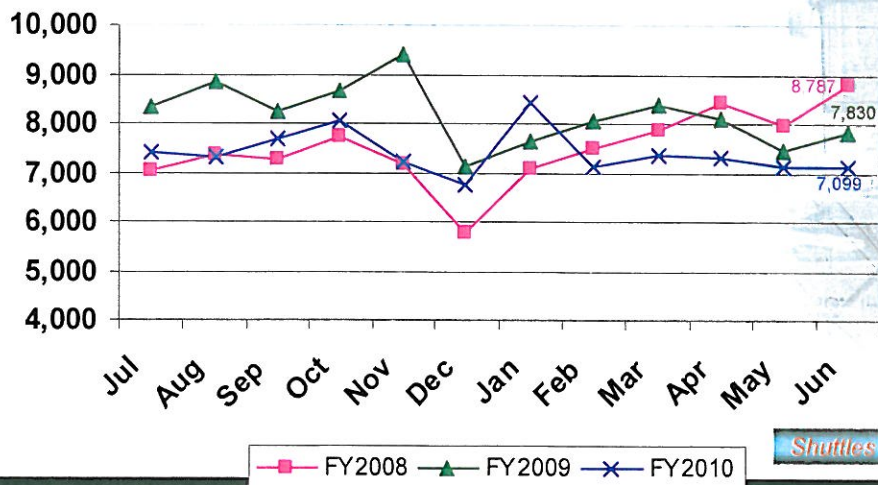
- Construction projects starting Fall 2010
 - San Bruno grade separation
 - Seismic retrofit of four San Mateo bridges
 - Parking lot at South San Francisco Station
- State of good repair program continues
- Electrification/Caltrain 2015



Shuttles

Shuttle Ridership

Average Weekday Ridership



Preview of FY2011

samTrans

- Add capacity (longer vehicles) on highest ridership routes: Mariner's Island, Oracle, Lincoln Center and Pacific Shores
- Caltrain shuttle schedules will be adjusted to align with decreased Caltrain service

Shuttles

Sustainability

samTrans

- Measuring carbon footprint as part of APTA sustainability commitment
- Developing policy statement
- Pursuing Green Business Certification
- Employee participation through Sustainable Action Team meetings
- Employee education programs – Earth Day event, green bag lunches

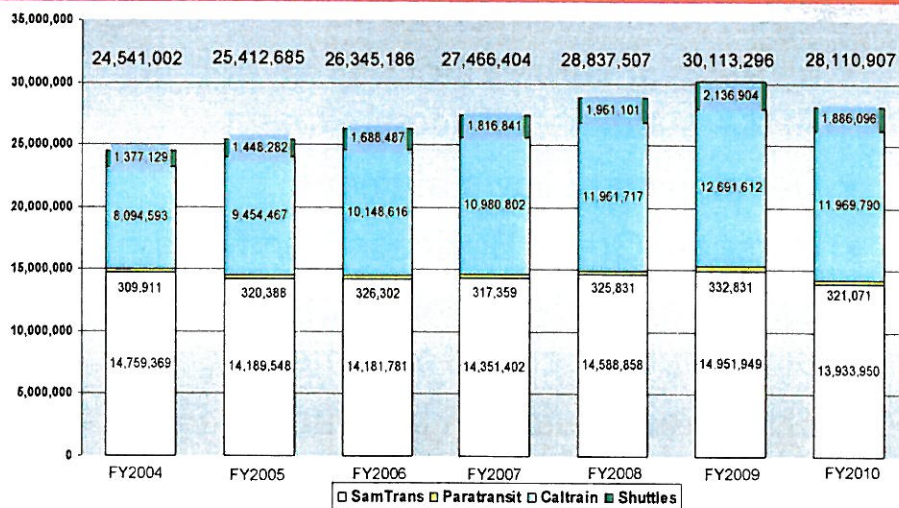
Human Capital



- Labor/management partnership
 - Skill gap assessment
 - Joint oversight of maintenance training programs
 - Maintenance training certification program
- Supervisor Academy – 151 graduates
- Leadership Program – pilot class with 12 participants completed



Total Trips by Mode



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer,
Planning and Development

Virginia Harrington
Deputy CEO

**SUBJECT: AMEND FISCAL YEAR 2011 BUDGET AND ALLOCATE FUNDS
FOR A SHUTTLE BUSINESS PRACTICES STUDY**

ACTION

Staff proposes that the Board:

1. Increase the Fiscal Year (FY) 2011 Budget to include \$45,000 for a Shuttle Business Practices Study (Study), to be funded in equal parts by the San Mateo County Transit District (District), the Peninsula Traffic Congestion Relief Alliance (Alliance) and the City/County Association of Governments of San Mateo County (C/CAG), in addition to \$15,000 already budgeted in the FY2011 Budget for the Local Shuttle Program.
2. Allocate \$15,000 of budgeted new Measure A funds from the Local Shuttle Program for the TA's share of the Study.
3. Authorize the Executive Director or his designee to execute an agreement between the Transportation Authority (TA), the District, the Alliance and C/CAG for an amount of \$60,000 and authorize any other necessary documents to implement the aforementioned actions.

SIGNIFICANCE

The TA will partner with the District, the Alliance and C/CAG on the Study to focus on more effectively and efficiently managing San Mateo County's shuttle operations. Each partner will contribute \$15,000 to the Study. The TA will manage the work on behalf of the four partners.

BUDGET IMPACT

The total cost of the Study is estimated at \$60,000, and will be funded \$15,000 each by the four partner agencies. The proposed budget amendment will bring in \$45,000 from the three-partner agencies, in addition to the allocation of \$15,000 from the Local Shuttle portion of the TA's FY2011 Budget. The TA's share of funds will come from new Measure A funds.

BACKGROUND

The TA's new Transportation Expenditure Plan calls for 4 percent of annual sales tax revenue to fund local shuttle services to meet local mobility needs and provide access to regional transit services. There is a wide array of stakeholders involved in planning, operating, funding and providing public information for commuter and community-based shuttles in San Mateo County. While the overall shuttle program in the county is very strong and generates significant ridership, services have been developed in an ad hoc manner, and there are opportunities for improved coordination and management practices. The Shuttle Business Practices Study will assist the TA in administering the Local Shuttle Program. The work also will build on the strategic plans adopted by the Alliance (2009) and the District (2008).

Prepared by: Éva Goode, Manager, Budgets

650-508-7914

RESOLUTION NO. 2010 –

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

* * *

**AUTHORIZE AMENDMENT TO THE FISCAL YEAR 2011 BUDGET
AND ALLOCATION OF MEASURE A FUNDS FOR A
SHUTTLE BUSINESS PRACTICES STUDY**

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

WHEREAS, the Transportation Expenditure Plan includes funding for shuttle projects, and the Transportation Authority has conducted a call for projects under the shuttle program; and

WHEREAS, the Transportation Authority, along with the San Mateo County Transit District, the Peninsula Traffic Congestion Relief Alliance, and the City/County Association of Governments of San Mateo County, plans to undertake a Shuttle Business Practices Study to focus on more effectively and efficiently managing San Mateo County’s shuttle operations; and

WHEREAS, the study will cost an estimated \$60,000 and will be funded with \$15,000 from the Transportation Authority’s Local Shuttle funds and from each of the above-referenced three partners; and

WHEREAS, staff recommends approval of the requested budget amendment and allocation for the Shuttle Business Practices Study.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the

San Mateo County Transportation Authority hereby approves the following actions:

1. Amend the Fiscal Year 2011 budget to include a Shuttle Business Practices Study line item for \$60,000, and increase the Local Shuttle Program budget by \$45,000 to include the funding which will be contributed by the San Mateo Transit District, the Peninsula Traffic Congestion Relief Alliance, and the City/County Association of Governments.
2. Allocate \$15,000 in new Measure A funds to the Shuttle Business Practices Study.

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

Regularly passed and adopted this 7th day of October 2010, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **ALLOCATION OF ORIGINAL MEASURE A FUNDS TO THE
TRANSBAY JOINT POWERS AUTHORITY FOR THE TRANSBAY
TRANSIT CENTER/CALTRAIN DOWNTOWN EXTENSION PROJECT**

ACTION

Staff proposes Board approval of the following actions related to the Transbay Joint Powers Authority's (TJPA) right-of-way (ROW) acquisition for the Transbay Transit Center/Caltrain Downtown Extension project:

1. Authorize an amendment to increase the Fiscal Year 2011 (FY2011) Budget for TA project #727 (Downtown Extension) under the Caltrain Program category by \$12.462 million of original Measure A funds.
2. Allocate up to \$12.262 million in original Measure A funds to the Transbay Joint Powers Authority (TJPA) from TA project #727 to provide funding for acquisition, closing and relocation costs associated with 85 Natoma, a property required for the construction of the Downtown Extension.
3. Reallocate unexpended Measure A funds from the earlier allocations to the TJPA to fund costs associated with 85 Natoma.
4. Authorize the Executive Director or his designee to execute any necessary documents or agreements to encumber the subject funding, including documents providing for the granting of a security interest in a mutually agreed asset.

SIGNIFICANCE

The TJPA was formed in 2001 to design, build, operate and maintain the new Transbay Transit Center and associated facilities in downtown San Francisco, including the 1.3 mile extension of Caltrain into the new transit center. The project is being implemented in two phases. The first phase constructs the Transbay Transit Center building which includes design, ROW and construction of the train box substructure for the Caltrain Downtown Extension (DTX). The second

phase finalizes the design, ROW and construction of the rail extension between the Transbay Transit Center and current Caltrain station located at Fourth and King streets.

Earlier this year, the TJPA secured \$400 million of Federal Recovery Act funding to accelerate the construction of the train box currently scheduled to begin early 2011. The property at 85 Natoma is required to facilitate the construction of the train box, an important component of the DTX. A structure housing 10 condominium units with parking occupies the property. In order to meet the current schedule, the TJPA proposes to begin acquisition of the property this month.

The TJPA has requested the balance of the available Measure A funding originally programmed for the DTX Project, currently estimated at \$12.462 million to provide funding for acquisition, closing and relocation costs associated with 85 Natoma. TJPA has also requested the reallocation of earlier unexpended Measure A funding allocations for 85 Natoma acquisition related cost.

This allocation fulfills the TA's programming obligation associated with the earlier action to support the DTX Project.

Staff and legal counsel recommend that the Measure A allocation to TJPA be conditioned on granting the TA a security interest in 85 Natoma whereby the TA's interests would be protected under circumstances in which the DTX phase of the project is not constructed. Additionally the TA will require the TJPA to agree to reimburse the TA for any difference in the value of the property granted as the security interest and the total amount of the funds granted under this agreement, including the new allocation and the unexpended funds that will be transferred from the previous allocation.

BUDGET IMPACT

The current TA budget for the DTX Project (TA #727) is \$14.03 million (includes existing allocations and TA staff oversight costs). This month's proposed allocation will require an increase in the FY2011 Budget in the amount of \$12.462 million (original Measure A funds) for the DTX Project. This would result in a total project budget of \$26.49 million.

BACKGROUND

The original Measure A Program approved by the voters in 1988 included the San Francisco Downtown Extension under the Caltrain Program Category. Consistent with the Measure A Program and in support of Metropolitan Transportation Commission Regional Transportation Plan, the TA Board programmed \$27 million of Measure A funding to the subject project (Resolution 2001-25). Subsequent to that action the Board has made three allocations to the project:

1. \$7.28 million to TJPA for preliminary engineering and staff cost (Resolution 2005-13),
2. \$1.385 million to Joint Powers Board (JPB) for design support (Resolution 2005-13) and
3. \$3.8 million to TJPA for the purchase of Unit #500 at 580 Howard (Resolution 2010-2).

The present Transbay Terminal, located at First and Mission streets in downtown San Francisco, was constructed in 1939. It does not meet current space utilization standards and cannot accommodate the future transportation needs of the region. The new Transbay Transit Center is envisioned to be akin to a “Grand Central Station” for the Bay Area, complete with multistory and multimodal transit connections. Surrounding the new transit center, the City and County of San Francisco has developed plans to redevelop the area to include dense housing and retail opportunities. Completion of Phase I of the Transbay Transit Center is anticipated in 2014 and Phase II, the Caltrain DTX, in 2019. The total project cost is approximately \$4.2 billion.

Prepared by: Joseph M. Hurley, TA Program Director

650-508-7942

RESOLUTION NO. 2010 –

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

* * *

**AUTHORIZING ALLOCATION OF \$12.262 MILLION IN ORIGINAL MEASURE A
FUNDS TO THE TRANSBAY JOINT POWERS AUTHORITY FOR THE TRANSBAY
TRANSIT CENTER/CALTRAIN DOWNTOWN EXTENSION PROJECT**

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

WHEREAS, the Transportation Expenditure Plan designates funding for Caltrain Improvements; and

WHEREAS, pursuant to Resolution No. 2001-25, the San Mateo County Transportation Authority (“Authority”) programmed \$27 million from the Caltrain Improvements Category in 2001 to the Downtown Extension project; and

WHEREAS, the Transbay Joint Powers Authority (TJPA) has requested that the Authority consider a funding request of \$12.262 million in Measure A funds for the acquisition of property at 85 Natoma in San Francisco (including closing and relocation costs); and

WHEREAS, the Transbay Joint Powers Authority (TJPA) also has requested that the Authority consider reallocating any funds remaining previously allocated pursuant to Resolutions 2005-13 and 2010-2; and

WHEREAS, staff has determined that the request is consistent with the Measure A Program and the Metropolitan Transportation Commission Regional Rail Program and that there are sufficient unallocated funds within the approved programming from Resolution No. 2001-25 for the Downtown Extension project; and

WHEREAS, staff recommends the Board authorize the allocation of \$12.262 million in original Measure A funds to the TJPA for the acquisition of multiple condominium units at 85 Natoma in San Francisco (including closing and relocation costs), and authorize an amendment to the Fiscal Year 2011 Budget in the amount of \$12.462 million for the Downtown Extension Project (Authority Project #727); and

WHEREAS, staff also recommends the Board authorize the reallocation of any remaining funds from the previous allocations authorized pursuant to Resolutions 2005-13 and 2010-2 to the TJPA, and

WHEREAS, staff further recommends conditioning the allocation on TJPA granting the Authority a security interest in the 85 Natoma property in San Francisco that meets with the approval of the Executive Director and General Counsel and requiring the TJPA to agree to reimburse the Authority for any difference between the Authority's interest in the 85 Natoma property and the amounts allocated pursuant to this Resolution, together with interest thereon, if the Downtown Extension Project is not constructed.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the following actions:

1. Allocate \$12.262 million in original Measure A funds, together with any remaining funds from previous allocations authorized by the Authority pursuant to Resolutions No. 2005-13 and No. 2010-2, to the Transbay Joint Powers Authority for the acquisition of multiple condominium units at 85 Natoma in San Francisco (including closing and relocation costs) for the Transbay Transit Center/Caltrain Downtown Extension project, subject to the terms, conditions and contractual requirements enumerated above;
2. Approve an amendment to increase the Fiscal Year 2011 budget of Authority Project #727 Downtown Extension by \$12.462 million in original Measure A funds;
3. Authorize the Executive Director or his designee to execute any necessary documents or agreements to encumber the subject funding, including documents providing for the granting of a security interest in the subject property to the Authority.

Regularly passed and adopted this 7th day of October 2010, 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: 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 consistent with the approved Legislative Program.

STATE ISSUES

Statewide Unfunded Transit Needs Assessment:

In a cooperative venture with the Sacramento Area Council of Governments, the California Transit Association (CTA) is soliciting proposals from qualified consultants to conduct a study to assess California's statewide unfunded public transit needs. This study will serve as a part of an assessment of the State's overall unfunded transportation infrastructure over a 10-year planning horizon. The California Transportation Commission intends to use this information in its role as an advisory body to the Legislature and governor in addressing the State's future transportation funding needs.

Staff will be working with the CTA and the Metropolitan Transportation Commission to ensure an expeditious and accurate flow of transit needs information to the selected consultant.

FEDERAL ISSUES

Fiscal Year 2011 Appropriations:

Only two of the dozen FY2011 appropriations measures (Transportation-HUD and Military Construction-Veterans Affairs) have passed the House and none has passed the Senate.

None of these measures is expected to be considered prior to the November election.

Congressional appropriators are discussing conducting a post-election, lame-duck session that would consider a multi-bill omnibus package containing all 12 spending measures.

If the election results in Republicans capturing a majority in either chamber, it is highly unlikely that incumbent Republican lawmakers will cooperate with this plan, preferring to wait until a new Congress begins in January.

In the meantime, House and Senate Appropriations Committee leaders are developing a Continuing Resolution (CR) to maintain funding for Federal programs at FY2010 levels after the end of the Federal fiscal year on September 30. Appropriations Committee staff reports indicate that such a measure could extend for six weeks.

Tax Extenders Legislation – Jobs Creation and Tax Cut Act of 2010:

Last week Senator Max Baucus, D-Montana, introduced legislation that would extend several tax provisions over the next fiscal year. Included among these provisions is the extension of tax credits for the purchase of alternative fuel for public transportation vehicles.

Staff has supported the extension of this provision to preserve a valuable incentive for transit agencies exploring the use of alternative fuel vehicles.

Prepared by: Seamus Murphy, Manager, Government Affairs

650.508.6388

**San Mateo County Transportation Authority
State Legislative Matrix 9-16-10**

Bill ID/Topic	Location	Summary	Position
<p>AB 153 Hernandez D</p> <p>Safe, Clean, and Reliable Drinking Water Supply Act of 2012: groundwater contamination.</p>	<p>ASSEMBLY ENROLLMENT 8/31/2010 - Urgency clause adopted. Senate amendments concurred in. To enrollment. (Ayes 62. Noes 10. Page 6902.)</p>	<p>Existing law creates the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$11,140,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program.</p> <p>This bill would instead require not less than \$100,000,000 to be available for costs associated with projects, programs, or activities that meet those prescribed requirements and criteria. This bill contains other related provisions and other existing laws. Last Amended on 8/30/2010</p>	
<p>AB 231 Huber D</p> <p>Environment: California Environmental Quality Act: overriding consideration.</p>	<p>ASSEMBLY ENROLLMENT 8/31/2010 - In Assembly. Concurrence in Senate amendments pending. Urgency clause adopted. Senate amendments concurred in. To enrollment. (Ayes 57. Noes 10. Page 6942.)</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. The 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. For projects whose environmental impacts can not be mitigated to less than significance, existing law authorizes a lead agency to find that specified overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment. If an EIR has been prepared and certified for a program, plan, policy, or ordinance, a lead agency is required to use a tiered EIR for a later project if the lead agency determines that the later project is consistent with the program, plan, policy, or ordinance, and satisfies other criteria.</p> <p>This bill would authorize a lead agency, until January 1, 2016, to incorporate by reference a finding of overriding consideration made in a prior EIR for a later project if specified conditions are met, including that the lead agency determines that the later project's significant impacts on the environment are not greater than or different from those identified in the prior EIR. This bill contains other related provisions. Last Amended on 8/20/2010</p>	
<p>AB 569 Emmerson R</p> <p>Meal periods: exemptions.</p>	<p>ASSEMBLY ENROLLED 9/8/2010 - Enrolled and to the Governor at 4 p.m.</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the order is consistent with the health and welfare of affected employees.</p> <p>This bill would exempt from these provisions employees in a construction occupation, commercial drivers, employees in the security services industry employed as security officers, and employees of electrical and gas corporations or local publicly owned electric utilities, as defined, if those employees are covered by a valid collective bargaining agreement containing specified terms, including meal period provisions. It would specify that its provisions do not affect the requirements for meal periods for certain other employees or employers. Last Amended on 8/20/2010</p>	

**San Mateo County Transportation Authority
State Legislative Matrix 9-16-10**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 619</u> <u>Blumenfeld D</u></p> <p>Transportation projects: high-speed rail.</p>	<p>ASSEMBLY ENROLLED 9/3/2010 - Enrolled and to the Governor at 3 p.m.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law gives the authority the power to, among other things, enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. Existing law, the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would require any entity applying for a contract with the authority for goods or services related to the high-speed train network, as specified, to affirmatively certify whether it had any direct involvement in the deportation of any individuals to extermination camps, work camps, concentration camps, prisoner of war camps, or any similar camps between specified dates during World War II. The bill would also require the authority to acknowledge and note the importance of complying with this certification, as provided.</p> <p>Last Amended on 7/15/2010</p>	
<p><u>AB 987</u> <u>Ma D</u></p> <p>Transit village development districts.</p>	<p>ASSEMBLY ENROLLED 9/3/2010 - Enrolled and to the Governor at 3 p.m.</p>	<p>Existing law, the Transit Village Development Planning Act of 1994, authorizes a city or county to create a transit village plan for a transit village development district. A transit village development district is required to include all land within not less than 1/4 mile of the exterior boundary of the parcel on which is located a transit station, as defined.</p> <p>This bill would recast the area included in a transit village development district to include all land within not more than 1/2 mile of the main entrance of a transit station and make additional legislative findings. The bill also would make technical, nonsubstantive changes. This bill contains other related provisions.</p> <p>Last Amended on 8/18/2010</p>	Support
<p><u>AB 1405</u> <u>De Leon D</u></p> <p>California Global Warming Solutions Act of 2006: California Climate Change Community Benefits Fund.</p>	<p>ASSEMBLY ENROLLMENT 8/31/2010 - Senate amendments concurred in. To enrollment. (Ayes 49. Noes 29. Page 6905.)</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and 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. The act requires the state board 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 the use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee to be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for purposes of carrying out the act.</p> <p>This bill would establish the California Climate Change Community Benefits Fund, and would require a minimum of 10% of revenues generated for the state each year from the state sale of compliance instruments for market-based compliance mechanisms pursuant to the act, other than revenues collected for administrative purposes, to be deposited into that fund. The moneys in the fund would be used, upon</p>	

**San Mateo County Transportation Authority
State Legislative Matrix 9-16-10**

Bill ID/Topic	Location	Summary	Position
		<p>appropriation by the Legislature, in the most impacted and disadvantaged communities, as defined, to fund programs or projects that reduce greenhouse gas emissions or mitigate direct health, or environmental, impacts of climate change through competitive grants, loans, or other funding mechanisms. The Secretary for Environmental Protection would be required to administer moneys appropriated from the fund and would be required to establish criteria and procedures, and meet other requirements in connection with implementation, as provided.</p> <p>Last Amended on 8/20/2010</p>	
<p><u>AB 1760</u> <u>Blumenfield D</u></p> <p>Design-sequencing contracts.</p>	<p>ASSEMBLY ENROLLED 9/2/2010 - Enrolled and to the Governor at 3:45 p.m.</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. This bill would reenact similar provisions, authorizing the department to let design-sequencing contracts for the design and construction of not more than 5 transportation projects, to be effective until January 1, 2014.</p> <p>The bill would require the department to compile data on the transportation projects pursuant to the design-sequencing contracts awarded under these provisions and to include that data in an attachment to specified reports to the Legislature each year during which the projects are underway, as specified.</p> <p>Last Amended on 7/15/2010</p>	
<p><u>AB 2147</u> <u>V. Manuel Perez D</u></p> <p>Safe Routes to School construction program.</p>	<p>ASSEMBLY ENROLLED 9/8/2010 - Enrolled and to the Governor at 4 p.m.</p>	<p>Existing law requires the Department of Transportation, in consultation with the Department of the California Highway Patrol, to establish and administer a "Safe Routes to School" construction program pursuant to authority granted under specified federal law and to use federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects. Existing law requires the department to make grants available to local agencies under the program through a competitive grant process that considers various factors in rating the proposals.</p> <p>This bill would additionally authorize grants to be made to school districts and would require, in rating a proposal, the consideration of the proposal's benefit to a low-income school and the degree to which the proposal reflects the participation, input, and priorities of community stakeholders, as specified. The bill would also require the department to form a multidisciplinary committee to advise the department, as specified. Last Amended on 8/20/2010</p>	
<p><u>AB 2324</u> <u>John A. Perez D</u></p> <p>Transit: public transit facilities.</p>	<p>ASSEMBLY ENROLLED 9/9/2010 - Enrolled and to the Governor at 4:30 p.m.</p>	<p>Existing law prohibits a person from knowingly possessing specified weapons and other items within any sterile area, as defined, of an airport or passenger vessel terminal, except as specified.</p> <p>This bill would make it a misdemeanor, punishable as specified, for any person to knowingly possess at a public transit vehicle facility, as defined, specified weapons, if a notice is posted at the facility, as specified. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 8/20/2010</p>	
<p><u>AB 2672</u> <u>Cook R</u></p>	<p>ASSEMBLY ENROLLED 8/25/2010 - Enrolled and</p>	<p>Under existing law, an office becomes vacant on the occurrence of certain events. Existing law specifies that when a public officer is removed, declared insane, or convicted of a felony or offense involving a violation of his or her official duty, or when his or her election or appointment is declared void, the body or</p>	

**San Mateo County Transportation Authority
State Legislative Matrix 9-16-10**

Bill ID/Topic	Location	Summary	Position
Public officers and employees: removal from office.	to the Governor at 2:50 p.m.	<p>person before whom the proceedings are had is required to give notice thereof to the officer empowered to fill the vacancy.</p> <p>This bill would provide that an appointed or ex officio individual also vacates an office where the individual has been debarred, suspended, disqualified, or otherwise excluded from participating in federal "covered transactions," as prescribed under federal law. Last Amended on 6/2/2010</p>	
<p>SB 82 Hancock D</p> <p>Community colleges: transportation fees.</p>	SENATE ENROLLED 9/3/2010 - Enrolled. To Governor at 4 p.m.	<p>Existing law establishes the California Community Colleges, administered by the Board of Governors of the California Community Colleges, as one of the segments of public postsecondary education in the state. Existing law establishes community college districts under the administration of community college governing boards, and authorizes these districts to provide instruction at community college campuses throughout the state.</p> <p>This bill would increase the combined limit of the transportation fee and the parking services fee to \$70 per semester or \$35 per intersession. The bill would require these fee limits to increase annually based on a specified calculation. This bill contains other existing laws. Last Amended on 8/16/2010</p>	
<p>SB 894 Committee on Local Government</p> <p>Local Government Omnibus Act of 2010.</p>	SENATE ENROLLED 9/2/2010 - Enrolled. To Governor at 4 p.m.	<p>Existing law requires a challenge to the validity of any proceedings for the incorporation of a municipal corporation, the annexation of territory to a municipal corporation, or for the consolidation of municipal corporations, to be brought within 3 months after the completion of those proceedings.</p> <p>This bill would repeal this requirement. This bill contains other related provisions and other existing laws. Last Amended on 6/7/2010</p>	
<p>SB 1268 Simitian D</p> <p>Toll bridges, lanes, and highways: electronic toll collection mechanisms: disclosure of personal information.</p>	SENATE ENROLLED 9/3/2010 - Enrolled. To Governor at 3 p.m.	<p>Existing law authorizes development and implementation of various electronic bridge and highway toll collection mechanisms.</p> <p>This bill would prohibit a transportation agency, as defined, from selling or providing personally identifiable information of a person obtained pursuant to the person's participation in an electronic toll collection system or use of a toll facility that uses an electric toll collection system, subject to specified exceptions. The bill would require a transportation agency that uses an electric toll collection system to establish a privacy policy regarding personally identifiable information in that regard and to provide the policy to subscribers and post the policy on its Internet Web site. The bill would allow a transportation agency to store certain personally identifiable information of a person and would, on and after July 1, 2011, require it to discard other information within a designated time period. The bill would prescribe the circumstances in which a transportation agency may make personally identifiable information available to a law enforcement agency. The bill would authorize a person whose personally identifiable information has been sold or provided in violation of the bill to bring specified actions for recovery of damages, costs, and attorney's fees. The bill would authorize a transportation agency to impose an administrative fee to implement these provisions, as specified. By imposing new duties on local transportation agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 8/20/2010</p>	

**San Mateo County Transportation Authority
State Legislative Matrix 9-16-10**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1320</u> <u>Hancock D</u></p> <p>Transit fare evasion and passenger misconduct: administrative adjudication.</p>	<p>SENATE ENROLLED 9/2/2010 - Enrolled. To Governor at 5 p.m.</p>	<p>Existing law provides that it is an infraction, punishable by a fine not to exceed \$250 and by specified community service, to evade the payment of any fare of, or to engage in passenger misconduct on or in a facility or vehicle of, a public transportation system. Existing law authorizes the City and County of San Francisco and the Los Angeles County Metropolitan Transportation Authority 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, 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. Fare evasion and passenger misconduct violation penalties are deposited in the general fund of the City and County of San Francisco or the County of Los Angeles, as applicable.</p> <p>This bill would authorize the Santa Clara Valley Transportation Authority, the Sacramento Regional Transit District, Long Beach Transit, Foothill Transit, and the Alameda-Contra Costa Transit District to adopt and enforce a similar administrative adjudication ordinance. Fare evasion and passenger misconduct violation penalties would be deposited in the general fund of the county in which the citation is administered. This bill contains other related provisions. Last Amended on 8/9/2010</p>	
<p><u>SB 1371</u> <u>Correa D</u></p> <p>Transportation: bond funded projects: letter of no prejudice.</p>	<p>SENATE ENROLLED 9/8/2010 - Enrolled. To Governor at 4 p.m.</p>	<p>Existing law, 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, including \$950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system.</p> <p>This bill would allow an eligible recipient for funding for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system under the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to apply to the California Transportation Commission for a letter of no prejudice relating to those projects. The bill would authorize the commission to develop guidelines to implement these provisions. This bill contains other related provisions and other existing laws. Last Amended on 8/16/2010</p>	<p>Support</p>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

**SUBJECT: CALLING ON CONGRESS TO PASS LONG-TERM SURFACE
TRANSPORTATION REAUTHORIZATION**

ACTION

Staff recommends the Board adopt a resolution calling on Congress to pass long-term surface transportation reauthorization.

SIGNIFICANCE

This resolution urges Congress to pass a long-term surface transportation authorization that increases Federal investment in public transportation and is consistent with core principles expressed by the American Public Transportation Association (APTA).

This action is consistent with San Mateo County Transportation Authority's (TA) Strategic Plan, which specifies that the agency will seek to maximize the potential of local revenues to leverage additional State and Federal funding for transportation projects in San Mateo County.

The TA would benefit from long-term reauthorization through increased and more predictable program and project funding opportunities.

BUDGET IMPACT

This action would result in no immediate budget impact. When passed, surface transportation authorization legislation will allow for funding opportunities for TA local transportation projects and programs.

BACKGROUND

On August 10, 2005, the president signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This law guaranteed funding for highways, highway safety, and public transportation. Since the expiration of the SAFETEA-LU on September 30, 2009, Congress has extended current funding levels.

These levels, which have been extended since their expiration in 2009, do not adequately support public transportation needs. Consistent, long-term Federal funding is critical to maintain public

transportation systems in a state of good repair, fund capital programs to expand services, and support more efficient and sustainable transit operations.

APTA has identified core principles for surface transportation reauthorization including increased investment in public transportation and new emergency operating assistance resulting in job creation, reduced dependence on foreign energy, enhanced environmental benefits, and reduced traffic congestion.

APTA's efforts also include circulation of an online petition calling on Congress to approve long-term reauthorization.

The Obama administration recently announced a vision for surface transportation authorization that has potential to meet APTA's core principles and would include front-loaded authorization and appropriation of \$50 billion in transportation investments.

Prepared by: Seamus Murphy, Manager, Government Affairs

650-508-6388

RESOLUTION NO. 2010 –

BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY

STATE OF CALIFORNIA

**CALLING ON CONGRESS TO APPROVE LONG-TERM SURFACE
TRANSPORTATION REAUTHORIZATION LEGISLATION**

WHEREAS, the San Mateo County Transportation Authority (TA) administers the countywide Measure A half-cent sales tax, which is estimated to generate over \$15 million per year for transportation improvement projects; and

WHEREAS, the TA Strategic Plan specifies that the agency will seek to maximize local revenues by leveraging those funds with additional State and Federal funding for transportation projects in San Mateo County; and

WHEREAS, greater long-term Federal investment will maximize opportunities to leverage Federal funding; and

WHEREAS, an increase in consistent, long-term Federal funding is critical to maintaining transportation infrastructure, expanding public transportation services and supporting more efficient and sustainable transit operations; and

WHEREAS, increased investment in transportation will help bolster the economic recovery and reduce unemployment by creating high-quality, permanent, private and public sector jobs; and

WHEREAS, despite the need for increased funding, Congress has extended the previous surface transportation authorization multiple times since its expiration on September 30, 2009, instead of authorizing new, increased, long-term funding that will adequately meet the nation's public transportation needs; and

WHEREAS, the American Public Transportation Association (APTA) has identified core principles for surface transportation reauthorization including increased investment in public transportation and new emergency operating assistance, which would result in job creation, reduced dependence on foreign energy, enhanced environmental benefits, and reduced traffic congestion; and

WHEREAS, The Obama administration recently announced a vision for surface transportation authorization that has potential to meet APTA's core principles and would include front-loaded authorization and appropriation of \$50 billion in transportation investments.

NOW, THEREFORE, BE IT RESOLVED, that the San Mateo County Transportation Authority Board of Directors calls on Congress to approve long-term Federal surface transportation reauthorization; and

BE IT FURTHER RESOLVED that a copy of this resolution shall be transmitted to the Senate and the House of Representatives of the United States of America; and

BE IT FURTHER RESOLVED that the Board encourages San Mateo County residents to sign APTA's online petition asking Congress to proceed with reauthorization.

Regularly passed and adopted this 7th day of October 2010, 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: Mark Simon
Executive Officer, Public Affairs

**SUBJECT: SUPPORT OF MEASURE M TO FUND LOCAL TRANSPORTATION
IMPROVEMENTS IN SAN MATEO COUNTY**

ACTION

Staff recommends Board adoption of a resolution in support of Measure M on the November 2, 2010 ballot in San Mateo County to fund local transportation improvements.

SIGNIFICANCE

Measure M is a countywide measure on the November 2, 2010 ballot that would levy a \$10 vehicle registration fee on each vehicle in San Mateo County for a period of 25 years. Measure M would generate approximately \$6.7 million per year.

The TA would benefit from the potential of additional funding available to be leveraged in support of Measure A and the Transportation Expenditure Plan. In addition, Measure M revenues could be used to support transit operations including SamTrans fixed-route, senior and disabled services.

BUDGET IMPACT

This action would result in no immediate budget impact. If the ballot measure is approved by the voters, it would potentially result in significant revenue benefits in the form of matching funds for projects in the Transportation Expenditure Plan and to support countywide transit operations.

BACKGROUND

Senate Bill 83, passed by the California State Legislature and signed by the governor in 2009, authorizes county congestion management agencies (CMA) to levy, by ballot measures adopted by majority vote, an annual \$10 vehicle registration fee to be used for transportation-related congestion and pollution mitigation programs and projects. Pursuant to this new law, the City/County Association of Governments of San Mateo County, acting as the county CMA, had Measure M placed on the ballot for the upcoming election.

Measure M includes an expenditure plan that allocates up to 5 percent of the proceeds of the vehicle registration fee to be used for program administration, with 50 percent of the net revenue allocated to the 20 cities and the county for local streets and roads and 50 percent to countywide transportation programs. Vehicle registration fee revenues would help maintain neighborhood streets, fix potholes, improve traffic circulation, provide transit options including senior and disabled services, reduce congestion, reduce water pollution from oil and gas runoff, and provide safe routes to schools.

Prepared By: Seamus Murphy, Manager, Government Affairs

650-508-6388

RESOLUTION NO. 2010 –

BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY

STATE OF CALIFORNIA

SUPPORTING MEASURE M, THE CITY/COUNTY ASSOCIATION OF GOVERNMENT'S VEHICLE REGISTRATION FEE TO FUND LOCAL TRANSPORTATION IMPROVEMENTS IN SAN MATEO COUNTY

WHEREAS, San Mateo County Transportation Authority (TA) was formed in 1988 with the passage of a voter-approved half-cent sales tax for countywide transportation projects and programs and in 2004, county voters overwhelmingly approved a reauthorization of Measure A and a new Transportation Expenditure Plan through 2033; and

WHEREAS, the TA's role is to administer the proceeds of the Measure A sales tax to fund a broad range of transportation-related projects and programs and to maximize investment in transportation projects by leveraging existing Federal, State and local funding sources as described in the TA's adopted 2009-2013 Strategic Plan; and

WHEREAS, Senate Bill 83, which became State law in 2009, authorizes county congestion management agencies to levy, by ballot measures adopted by majority vote, an annual \$10 vehicle registration fee to be used for transportation-related congestion and pollution mitigation programs and projects; and

WHEREAS, the City/County Association of Governments of San Mateo County, acting as the Congestion Management Agency for San Mateo County, had Measure M placed on the November 2, 2010 ballot to allow for the levy of an annual \$10 vehicle registration fee for a period of 25 years on each motor vehicle registered within San Mateo County; and

WHEREAS, the passage of Measure M would generate \$6.7 million to help maintain neighborhood streets, fix potholes, improve traffic circulation, provide transit options including senior and disabled services, reduce congestion, reduce water pollution from oil and gas runoff, and provide safe routes to schools in San Mateo County; and

WHEREAS, Measure M includes an expenditure plan that allocates up to 5 percent of the proceeds from the vehicle registration fee to be used for program administration, with 50 percent of the net revenue allocated to the 20 cities and the county for local streets and roads and 50 percent to countywide transportation programs; and

WHEREAS, vehicle registration fee revenues generated through Measure M could be used to enhance the TA's ability to leverage additional funding for local transportation program and projects included in the TA's Transportation Expenditure Plan; and

WHEREAS, Measure M funding committed to countywide transportation programs could be used to maintain and expand public transit operations for the San Mateo County Transit District including SamTrans' fixed route, senior and disabled services.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transportation Authority does hereby support Measure M and urges the voters of San Mateo County to approve it; and

BE IT FURTHER RESOLVED, that a copy of this resolution be transmitted to the City/County Association of Governments of San Mateo County.

Regularly passed and adopted this 7th day of October 2010, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

**SUBJECT: PROGRAM REPORT: HIGHWAY PROGRAM
US 101/BROADWAY INTERCHANGE**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – are featured individually throughout the year. This month features a report on the Highway Program with specific emphasis on the US 101/Broadway Interchange Project in Burlingame.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The U.S. 101/Broadway Interchange Project is listed in the original Measure A Expenditure Plan and the new Expenditure Plan under the Key Congestion Area projects. A Project Study Report was prepared and approved in 2005, which developed and evaluated concepts that would mitigate congestion that stemmed from the circuitous traffic movements, substandard weaving distances and inadequate capacity to accommodate projected traffic growth.

The TA, in partnership with Caltrans and the city of Burlingame, has prepared and released for public comment a draft environmental document (DED). The purpose of the DED is to explain why the project is being proposed, what alternatives have been considered for the

project, how the existing environment could be impacted by the project, and what measures may be taken to minimize if not avoid impacts. A public meeting was held on September 15 to solicit input from the community on the proposed project.

The proposed project would remove the existing four-lane Broadway overpass and construct a new seven-lane overpass approximately 170 feet to the north of the existing structure. Broadway would be realigned to extend straight across US 101 from the Broadway/Rollins Road intersection on the west to the Bayshore Highway/Airport Boulevard intersection on the east.

Other improvements include replacing the existing on- and off-ramps and installing ramp metering equipment. The project will retain the existing pedestrian overcrossing just south of Broadway and include additional pedestrian and bicycle improvements at the interchange.

The project will improve traffic around the interchange, accommodate future traffic increases at adjacent intersections, improve operations at the southbound US 101 ramps and increase bicyclist and pedestrian access.

This month's presentation will be presented via PowerPoint.

Prepared by: Joseph M. Hurley, Director, TA Program

650-508-7942