



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

October 6, 2011 - Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Citizens Advisory Committee Report
4. Consent Calendar
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a) Approval of Minutes of September 1, 2011
 - b) Acceptance of Statement of Revenues and Expenditures for August 2011
 - c) Authorize Approval of the Annex to the 2010 Association of Bay Area Government's Local Hazard Mitigation Plan as the Local Hazard Mitigation Plan for the San Mateo County Transportation Authority
5. Public Comment
Public testimony by each individual speaker shall be limited to one minute
6. Nominating Committee for Citizens Advisor Committee (Foust, Groom)
 - a) Appointment of William Warhurst to the Citizens Advisory Committee
7. Chairperson's Report
8. SamTrans Liaison Report
 - a) September 1, 2011
 - b) September 14, 2011
9. Joint Powers Board Report
10. Report of Executive Director
11. Finance
 - a) Authorize Allocation of \$300,000 in New Measure A Local Shuttle Program Category Funds to the City/County Association of Governments in Support of the Countywide Congestion Relief Plan

RESOLUTION

MOTION

INFORMATIONAL

RESOLUTION

12. Program

- | | |
|---|---------------|
| a) Authorize Adoption of the Measure A Short-Range Highway Plan | RESOLUTION |
| b) Program Report: Alternative Congestion Relief | INFORMATIONAL |
| c) Update on State and Federal Legislative Program | INFORMATIONAL |

13. Requests from the Authority

14. Written Communications to the Authority

15. Report of Legal Counsel

16. Date, Time and Place of Next Meeting

Thursday, November 3, 2011 at 5:00 p.m., at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

17. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

MINUTES OF SEPTEMBER 1, 2011

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

MEMBERS ABSENT: None

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

Chair Rosanne Foust called the meeting to order at 5:02 p.m. Director Jim Vreeland led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE REPORT

Chair Barbara Arietta said that at its August 30, 2011 meeting the CAC:

- Welcomed new member Jeff Londer.
- Received a presentation on the allocation of funds to the City of Pacifica for the San Pedro Creek/Highway 1 Bridge Replacement Project.
- Received a presentation on the State Route 1/Calera Parkway Project.
- Supported all TA items on the September 1, 2011 agenda.
- Heard reports from her on SB 791, groundbreaking for the Highway 101 Marsh to San Mateo/Santa Clara County Line (Auxiliary Lanes Project), and Paul Young's resignation from the CAC.

Director Carole Groom arrived at 5:10 p.m.

CONSENT CALENDAR

Director Don Horsley requested severing Consent Calendar Item 4c – Acceptance of Statement of Revenues and Expenditures for July 2011.

- **Approval of Minutes of July 7, 2011**
- **Information on Statement of Revenues and Expenditures for the Period Ending June 30, 2011**

A motion (Nagel/Vreeland) to approve the Consent Calendar was unanimously approved. (Groom abstained.)

Acceptance of Statement of Revenues and Expenditures for July 2011

Director Horsley said total revenues of \$5,200,000 in the second paragraph of the staff report are not worse than prior year performance but better by \$125,000.

Chair Foust said the word worse in the second paragraph should be changed to better.

Deputy CEO Gigi Harrington said it would be fixed.

A motion (Horsley/Vreeland) to accept the Statement of Revenues and Expenditures for July 2011 as corrected was approved.

PUBLIC COMMENT

Greg Conlon, Atherton, said he was speaking on behalf of Atherton City Council member Jerry Carlson. The city council sent a letter to the TA Board requesting funding for quad gates at Watkins Avenue, East Meadow Drive and Charleston Road. He said people may not see a train coming and drive around the gate and get hit by an oncoming train. There have been 12 fatalities this year. He asked the California Public Utilities Commission to fund \$15 million for Caltrans to improve the right of way. If this fails he suggested use of the governor's emergency monies to fund \$1.5 million to install gates at Watkins Avenue.

Chair Foust clarified there have been 12 fatalities along the entire Caltrain corridor this year and these have nothing to do with the Watkins Avenue crossing. She said the TA has a 30-year Measure and a Strategic Plan broken up into ferries, roads and streets and assistance to Caltrain. She said there is a process for calls for projects for the TA and Joint Powers Board (JPB) and asked if this item would come through a recommendation from the JPB or through a call for projects on a specific area.

Deputy CEO Chuck Harvey said there is a category for grade separations in the TA Measure A and this would not classify as a grade separation account. The only account with funds for a quad gate at any intersection on the Caltrain corridor would be from the Caltrain line item in Measure A. Those projects typically come through a capital improvement process that the JPB runs. They evaluate projects and develop a final funding capital program that is adopted by the JPB. The appropriate venue is to work with the JPB to determine whether they feel this is a priority project and to then put it into some type of a project initiation plan and get it funded that way.

Chair Foust suggested the TA Board review the letter from the mayor of Atherton and explain the process outlined by Mr. Harvey for clarity on the right venue with a copy to Mr. Conlon.

Pat Giorni, Burlingame, said she would like the TA to form a Bicycle Pedestrian Advisory Committee (BPAC). The City/County Association of Governments (C/CAG) recently discussed the joint bike/pedestrian call for projects. She said the TA judged the projects behind closed doors and should have a BPAC including a member from the TA CAC, TA Board, staff member and a public member. She suggested this be agendaized for consideration and asked if Director Vreeland would be a member because he has been on a bicycle advisory committee.

Mr. Conlon said the intersection of Fair Oaks in Atherton has quad gates so there was funding but he isn't aware of the process. Executive Director Michael Scanlon said it was through the JPB Capital Budget.

Mr. Scanlon said staff would address Ms. Giorni's concerns and report to the TA Board.

Mr. Scanlon said there are more than 40 grade crossings along the Caltrain corridor. There are questions about how to prioritize a list of the 15 worst crossings – it's a matter of where to put available monies.

Mr. Scanlon said staff can prepare a report on a recommendation for a TA BPAC and agendize for a future meeting.

Chair Foust asked about the opening of the Belmont bike/pedestrian overcrossing. Mr. Scanlon said the date isn't finalized due to construction delays.

CHAIRPERSON'S REPORT – ROSANNE FOUST

Chair Foust thanked staff and commended Mr. Scanlon for their excellent celebrations at the recent groundbreaking ceremonies for transportation projects in Menlo Park and San Bruno.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The July 13, 2011 SamTrans report is included in the agenda packet.

JOINT POWERS BOARD REPORT

Mr. Scanlon reported on the meeting of September 1, 2011:

- Tom Nolan was sworn in to represent the San Francisco Municipal Transportation Agency. Mr. Nolan was instrumental in the purchase of the Caltrain right of way.
- Public comments covered quad gates, a blended service proposal and bikes.
- Received a report from the JPB CAC.
- Received a report on Caltrain safety efforts and presented a proclamation declaring September as "Railroad Safety Month" to a member of Operation Lifesaver.
- Monthly Performance Statistics – June 2011 compared to June 2010
 - a. Total Ridership was 1,189,173, an increase of 12.6 percent.
 - b. Average Weekday Ridership was 44,453, an increase of 11.6 percent.
 - c. Total Revenue was \$4,890,895, an increase of 25.2 percent.
 - d. On-time Performance was 88 percent, a decrease of 6.4 percent.
 - e. Caltrain Shuttle Ridership was 6,944, an increase of 32.1 percent.
- Year-to-Date Performance Statistics – Fiscal Year ending June 2011 compared to June 2010
 - f. Total Ridership was 12,673,420, an increase of 5.9 percent.
 - g. Average Weekday Ridership was 39,909, an increase of 5.6 percent.
 - h. Total Revenue was \$49,025,747, an increase of 14.5 percent.
 - i. On-time Performance was 92.8 percent, a decrease of 1.4 percent.
 - j. Caltrain Shuttle Ridership was 5,312, a decrease of 3.2 percent.
- Monthly Performance Statistics – July 2011 compared to July 2010
 - k. Total Ridership was 1,166,044, an increase of 7.7 percent.
 - l. Average Weekday Ridership was 44,127, an increase of 8.4 percent.
 - m. Total Revenue was \$4,996,833, an increase of 26.4 percent.
 - n. On-time Performance was 92.1 percent, a decrease of 1.6 percent.
 - o. Caltrain Shuttle Ridership was 6,451, an increase of 27.2 percent.
- Reported on the Bicycle Advisory Committee.
- Baseball ridership for 16 home games is about 100,000 and averaged about 6,000 per game. Year-to-date ridership for 68 games is about 400,000, an increase of 8 percent over 2010. Twelve games are scheduled for September.

- Special service:
 - Stanford football begins Saturday, September 3.
 - The Cal Bears will play football at AT&T Park this year with the first game on September 17.
- Updated the Board on the Jerrold Avenue Bridge Replacement Project in San Francisco and the three new control points on the control and signaling system at the San Jose Diridon South Terminal Project.
- The reading file included the June/July Safety and Security report.
- Acting Director, Caltrain Modernization Project Marian Lee provided an update on the blended rail service concept.
- Received an update on the execution of the Fuel Hedging Program, which locks in the agency's price for fuel at \$2.90 per gallon.
- The Board:
 - a. Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2011.
 - b. Accepted the Statement of Revenues and Expenditures for July 2011.
 - c. Awarded 10 contracts for on-call information technology consulting and support services for a not-to-exceed amount of \$8,500,000 for a three-year term.
 - d. Awarded a contract to Day Wireless Systems for narrowbanding of the JPB Voice Radio System for a total not-to-exceed cost of \$547,723.
 - e. Awarded a contract to Transit America Services, Inc. (TASI) to provide rail operations, maintenance and support services for a total cost of \$398,591,286 for a five-year term. There were four competitive proposals. The proposal evaluation process included site visits, reference checks and scoring of the system. The advisory committee included JPB Chair Sean Elsbernd, Director Ken Yeager from Santa Clara County and the late Director Omar Ahmad. Job protections are in place and TASI is obligated to absorb existing labor contracts.
 - f. Authorized approval to increase the Executive Director's change order authority by \$1,500,000 from \$2,412,700 to \$3,912,700 with SJ Amoroso Construction Company, Inc., for the South Terminal and Santa Clara Station Improvement Project.
 - g. Authorized an application for \$16 million in Federal Rail Administration funds through the California High Speed Rail Authority for the Caltrain Communication-Based Overlay Signal System/Positive Train Control Project.
 - h. Appointed Scott Klemmer to the JPB CAC, representing San Francisco County.
 - i. Received a State and Federal legislative report.
 - j. Received the Quarterly Capital Progress Report – 4th Quarter Fiscal Year 2011.

Director John Lee asked where TASI has been and what their experience is across the country. Mr. Scanlon said Herzog Construction Company is TASI's parent company and operates in Texas, New Mexico, California and Florida.

Director Lee asked how the TASI proposal compared to Amtrak's. Mr. Scanlon said TASI's proposal was lower than Amtrak's proposal. Mr. Scanlon said Caltrain is buying management services. TASI has to earn their management fee by meeting the benchmarks that have been negotiated in the final contract.

Chair Foust said she read an article on the selection process and some people questioned the fact

that TASI was the second lowest bidder versus the lowest bidder but the pricing was only 25 percent of the decision; TASI was scored 68 and the next had a 48 based on the different parameters. Mr. Scanlon said there was an article in the Bay Area News Group and was devoid of facts. The process was a competitive procurement. It is a cost plus contract so that the agency is responsible for actual costs, the bulk of which are dictated by Federal regulations. The goal was to live up to the spirit, not just the letter of the law, and to ensure that we honored those Federal protections extended to the men and women who deliver the service.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The Draft Environmental Document for the State Route 1/Calera Parkway Project was released on August 8. Caltrans is accepting comments through October 7. A public meeting is scheduled for September 22 at 7 p.m. at the Pacifica Community Center at 540 Crespi Drive.
- The TA continues to work with C/CAG and Caltrans on the freeway ramp metering system in San Mateo County. On August 30, ramp metering began in the mornings between 6 a.m. to 10 a.m. on southbound Highway 280 from Daly City and on John Daly Boulevard in Daly City to Avalon Drive in South San Francisco.
- Design has begun on the Highway 101/Broadway Interchange Project. On August 10, the California Transportation Commission allocated \$4.2 million in State funds, which will be leveraged with TA Measure A funds to fully fund the design phase.
- Complimented Chair Foust for her remarks at the groundbreaking for the Highway 101-Marsh to San Mateo/Santa Clara County Line Auxiliary Lanes Project.

FINANCE

Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2011

CSI Capital Investment Advisor Bill Osher said the portfolio is being managed safely in order to protect it in the event interest rates increase. All individual holdings are guaranteed by the Federal Deposit Insurance Corporation. Standards and Poor's have downgraded the sovereign debt of the U.S. The monetary policy has been a bit more restricted and is one of the reasons the equity markets have struggled and why interest rates have fallen to remarkably low levels. The Federal government also reiterated they were going to keep interest rates at the zero area for at least another two years and hope businesses could have some certainty about their cost of bonds and go out and maybe start some projects. The focus is on trying to keep things safe rather than earning some kind of outside return.

A motion (Horsley/Vreeland) to accept the report was approved.

Authorize Amendment to Increase the Fiscal Year (FY) 2012 Budget in the Amount of \$2,733,100 for a Total of \$87,842,002

Director, Budgets and Grants April Chan said the amendment is to increase Grant Revenues by \$2,733,100 and Program Expenditures by the same amount for Caltrain capital projects in the FY2012 Budget. The grant funding is Proposition (Prop) 1B funds from the State. This is consistent with an action the TA Board took at the June 2 meeting to agree to do a fund swap with SamTrans.

A motion (Horsley/Nagel) to authorize the amendment the increase the FY2012 Budget was approved.

Authorize Allocation of \$10,113,100 in New Measure A Funds:

- **\$2,733,100 to the Peninsula Corridor Joint Powers Board for San Mateo County's Share of Local Match for Caltrain's FY2012 Capital Budget**
- **\$4,920,000 to the San Mateo County Transit District for a Portion of San Mateo County's Share of Caltrain's Fiscal Year 2012 Operating Budget**
- **\$2,460,000 to San Mateo County Transit District for Its Paratransit Program for FY2012 Operating Budget**

Ms. Chan said all items are consistent with the adopted FY2012 Budget.

Director Terry Nagel asked if paratransit funding is up or down from previous years. Ms. Chan said it is about the same and basically at the 4 percent allowable within Measure A.

A motion (Nagel/Horsley) to authorize the allocations of \$10,113,100 was approved.

Authorize Allocation up to \$398,103 in New Measure A Funds to the Peninsula Traffic Congestion Relief Alliance (Alliance) to Support the Countywide Alternative Congestion Relief Program for FY2012

Manager, Programming and Monitoring Melanie Choy said the Alliance implements countywide Transportation Demand Management programs and projects to reduce traffic congestion, including transit incentive programs, employer outreach and marketing programs and bike rack and locker incentives. The TA began funding this program under the original Measure A program and will continue to fund the Alliance's programs at historical levels until a call for projects is issued for the new Measure A program.

Director Nagel said the Alliance does great work and the TA gets a lot of bang for its buck.

A motion (Lee/Matsumoto) to authorize the allocation of \$398,103 was approved.

Chair Foust thanked Alliance Director Christine Maley-Grubl and her staff for all the work they accomplish.

Authorize Allocation of \$3,200,000 to the City of Pacifica for the San Pedro Creek/ Highway 1 Bridge Replacement Project

Ms. Choy reported:

- The City of Pacifica is requesting \$3.2 million in Measure A Highway Program funds for the project. Of the funding, \$3 million is a request for design and construction work and \$200,000 is for project management support for the design phase, which the city is asking the TA to perform.
- The project replaces and raises the existing bridge structure and the bridge will be brought up to seismic standards and be brought above the flood zone level. The project will also provide a Class I multi-purpose path that will connect the existing coastal trails.
- The city anticipates National Environmental Policy Act and California Environmental Quality Act clearance in the next couple of months. Project completion is expected in 2013.

- This request is outside the TA's anticipated Highway Call for Projects as well as any short-range planning effort. In order to meet the project delivery milestones dictated by Federal and State funds, the project has to be fully designed and ready for construction by June 30, 2012 or the city would lose the funds.
- This is consistent with the policies laid out in the TA Strategic Plan.
- This project is listed in the Measure A Expenditure Plan under the Key Congested Area category. It also leverages a significant amount of funds; Measure A funds provide 32 percent of the project share and Federal and State funds provide 68 percent funding. This funding has minimal impact on other Measure A projects. There is funding of \$24 million in the Key Congested Area category and this project is about 13 percent of the total.

Director Vreeland thanked everyone involved with the project. He said it is a critical element for traffic along the coast by raising the bridge and making it seismically safe. It will keep State Route 1 open in the event of a major storm. He said it is also a bike/pedestrian project. It is an important environmental project and completes about \$10-12 million that has been put into the San Pedro Creek Restoration and Flood Control Project.

Director Karyl Matsumoto asked if the \$200,000 for TA project management support pays for in-house staff engineers. Ms. Choy said it would include in-house staff and consultant services to provide project management support.

Director Lee asked about the requirement of local matching funds. Ms. Choy said there are various earmarks the city is receiving for the Federal funds. In order to receive the Federal funds, 20 percent of local funds need to be brought to the table. There are also State Transportation Improvement Plan funds with separate local match requirements.

Director Lee said the staff report indicated the total project design was \$9.7 million: \$3.5 million Federal funds, \$3 million State funds and \$3.2 million new Measure A funds. He said he didn't see the local match.

Mr. Scanlon said Measure A funds qualify as the match and allow the TA to leverage so much money.

Chair Foust said the correspondence packet includes a letter from the City of Pacifica's Director of Public Works/City Engineer Van Dominic Ocampo and an email from a resident of Pacifica.

The motion (Vreeland/Horsley) to authorize the allocation of \$3,200,000 for the Bridge Replacement Project was approved.

Authorize Expenditure of \$11.3 Million of Original Measure A Funds to the 101/Broadway Interchange Project for Right-of-Way and Utility Relocation Activities

Director, TA Program Joe Hurley said the TA secured environmental clearance on the project this spring and began final design in summer. The TA must now begin the right-of-way acquisition and utility relocation in order to keep the project on schedule and avoid costly delays. In anticipation of this action the Board, as part of the adoption of the FY2012 Budget, programmed funding for these particular activities. Any subsequent funding associated with this project will follow the call for projects process.

Director Lee asked about the acquisition of 27 parcels for the project. Mr. Hurley said it is a combination of primarily businesses and some vacant property.

Director Lee asked if any of the businesses have started to march on the project. Mr. Hurley replied no and said they participated in the environmental process and were supportive of the project.

Director Nagel thanked Mr. Hurley, Project Manager Jim McKim, other TA staff and the TA CAC for their concerted effort on the project, which is a wonderful partnership with Caltrans. She said she thought this is the oldest seismically unsafe interchange left on Highway 101.

Director Nagel said the City of Burlingame receives many comments on safety issues at this interchange. Mr. Hurley said it has been a pleasure to work with the city on this project and he acknowledged the work done by Mr. McKim.

Public Comment

Pat Giorni, Burlingame, said former TA Director Rosalie O'Mahony worked very hard for many years to get this interchange project completed.

A motion (Nagel/Lee) to authorize the expenditure of \$11.3 million for the Interchange Project was approved.

PROGRAM

Program: Transit: Highways: State Route 1/Calera Parkway Project

Mr. Harvey said the purpose of the presentation is to keep the TA Board informed of project details prior to the public meeting on September 22. He said there has been no decision made on any further phase of the project beyond the environmental phase. The TA is not advocating construction of the project at this time. He said the goal of the project is to take it through the environmental phase because it is listed as an original Measure A project and Caltrans and the City of Pacifica, partners in the project, asked to have this project go through the environmental phase to see if it could be cleared because of the difficult location. Mr. Harvey said any future phases of this project would go through a competitive call for projects for funding including whether the project has local support, whether there is leveraged funding available, if it is cost effective and if environmental mitigations are required.

Chair Foust said the Board received two emails and they will be included in the public record for this discussion.

Mr. Hurley reported:

- The project is located on State Route 1 within the City of Pacifica.
- The purpose of the project is to address traffic congestion in the morning and afternoon peak travel periods. Traffic backs up at the intersections of Reina Del Mar and Fassler avenues and affects feeder roads that back up with traffic for about a mile or two depending on the time of day.
- Environmental clearance of this project will result in substantial congestion relief with minimal impact to the environment, adjacent residents and business and one that is financially feasible.

- A number of concepts have been explored: highway widening, grade separations, roundabouts, frontage roads, signal timing changes, increased transit and reversible lanes.
- Environmental constraints included proximity of homes and businesses, topography, archaeological resources, historic property, Calera Creek, two endangered species, wetlands and the coastal zone.
- The project will widen four lanes to six at a length of 1.3 miles, add standard 10-foot shoulders and improvements to bike and pedestrian access, and include a 16-foot wide landscaped median.
- Public output included a scoping meeting in March 2010, an informational meeting in June 2010, and circulation of the Draft Environmental Document on August 8, 2011 with review until October 7, 2011. A public meeting is scheduled for September 22, 2011.
- The Environmental Document involved 14 technical studies and describes project alternatives, potential environmental impacts and mitigation measures.
- As the lead agency, Caltrans will issue environmental approval, require additional studies or abandon the project.
- No decisions have been made on funding subsequent phases of the project.

Director Nagel said she keeps hearing the project would only improve commute time by less than two minutes. Mr. Hurley said the expectation is for a much more significant change. The project is moving from three to two lanes but the two lane facility is a freeway and the capacity of a lane on a freeway is much higher than a conventional highway, which will eliminate any bottleneck.

Director Nagel asked why the frontage alternative was discarded. Mr. Hurley said it was due to the lack of effectiveness and would only temporarily solve the problem in the northbound direction.

Director Nagel said the comment was made by Pacifica that this go through to see if it could be cleared environmentally. She understands the council has not voted on this and asked if the direction on this came from staff. Mr. Hurley said the request was to do the science and understand the alternatives and their benefits and associated environmental impacts in order to have information for the appropriate decision.

Director Matsumoto said this is a State highway and asked about funding for landscaping. She said it is challenging to deal with the State on issues along El Camino Real. Mr. Hurley said Caltrans has indicated that the condition of approving the landscaping median would be a maintenance agreement with a party, other than Caltrans.

Director Horsley asked about a projection in increased vehicle traffic. Mr. Hurley said the TA is required to build a facility that meets today's and future needs. Future needs are based on the latest Association of Bay Area Governments (ABAG) demographic projections with a growth rate of about 0.75 percent per year.

Director Vreeland said the City of Pacifica has not taken a position on this project but took a position in a letter by former mayor of Pacifica Pete DeJarnatt to move forward with basic science to see if this project could even be built and make a difference. After Caltrans completes its work, the city council will make a decision as a community on the project.

Chair Foust clarified that the TA Board is not being asked to make a decision, there are no funding requests and this is an informational item to understand next steps.

Director Horsley said in the last 10 years, San Mateo County grew by 1.6 percent. He said the Local Coastal Plan, which would allow about 40 units to be built a year has not been approved by the California Coastal Commission, so he is not sure where all the growth would be along the coast.

Public Comment

Pat Giorni, Burlingame, reiterated the need for a bike/pedestrian committee because if this project is developed, there is no way a pedestrian could cross eight lanes of traffic with a 16-foot wide median.

Bill Collins, Pacifica, shared concerns about the Environmental Impact Report (EIR) to do with bus schedules and shelters, carpooling, loss of businesses and a home, years of construction, pile driving noise near homes, no sound barriers, high cost and that the project is not a permanent fix.

Chair Foust encouraged Mr. Collins to attend the public meeting on September 22 and provide his written comments to the draft EIR phase, so the comments will be included in the final EIR.

Measure A Program Status Report as of June 30, 2011

No comments

Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2011

Director Matsumoto asked about the South San Francisco Parking Lot Project. She said construction costs are \$591,000 and administration costs are \$306,000, which equates to 20 percent of the \$1.5 million. Administration costs increased from projected costs of \$148,000 to \$306,000 and she asked why the administration costs increased so much. She said the project involved repaving with some slurry and lights. Mr. Harvey said the project wasn't just a slurry seal; it involved quite extensive design work, which required additional lighting and there were changes in the drainage patterns. He will provide the Board with a breakdown of costs.

Legislative Update

Government Affairs Manager Seamus Murphy reported:

State

There is encouraging news about SB 791, which allows the Metropolitan Transportation Commission and other regional metropolitan planning organizations around the State to impose a gasoline surcharge to fund transportation and transit projects in the area. This has potential to be a real game changer for the way these projects are funded. Staff is supporting the bill through the State and Federal Legislative Program adopted by the TA for 2011. The potential is encouraging because it is a 50 percent threshold, which is rare in the post-Prop 26 environment. The funds would be eligible for transit operations, particularly for Caltrain. Staff is working with legislative leadership to get this bill pushed through before the end of the session.

Federal

It has been two years since the existing Surface Transportation authorization expired and there have been short-term extensions for a couple of years. There is hope for an extension in the 4-6 month range but there would be the same debate after approval of the extension with the House wanting to reduce funding by 30-40 percent and the Senate wanting to move forward with a shorter two-year reauthorization package that would maintain existing funding levels, which is the option staff would prefer. The challenge with this proposal is that it would require about \$12 billion in additional revenue beyond what the Highway Trust Fund will currently support. There are some ideas on how to secure the revenues but a lot of work needs to be done and after the extension is approved, staff will monitor the process and encourage the Senate to move forward with its plan. The process must be finalized before the 2012 elections and it will be a major political issue with the choice to reduce transportation investments and putting about one million jobs at risk or trying to find revenues to prevent those impacts from happening.

REQUESTS FROM THE AUTHORITY

Director Nagel asked for an update on the status of the Countywide Transportation Plan and asked about the role of the TA in the process. Interim Executive Officer, Planning and Development Aidan Hughes said staff is working with C/CAG.

Director Nagel said the Mike Harvey Automobile Dealership in Burlingame is providing a free Nissan LEAF charging station for LEAF owners and said there will be more demand for this.

Director Matsumoto and Chair Foust said there are free charging stations in their downtown parking structures.

Director Groom said the California Air Resource Board has released millions of dollars to the various air quality management districts who are starting proposals for private and public developers.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

Previously discussed

REPORT OF LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

October 6, 2011 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070.

The meeting adjourned at 6:45 p.m.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING AUGUST 31, 2011**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$10,503,111 - line 6) is *worse* than staff projections by \$68,329 or 0.6 percent. Within total revenue, *Interest Income* (\$803,996 - line 2) is \$71,784 or 8.2 percent *worse* than projections due to lower than budgeted returns and *Rental Income* (\$183,287 - line 3) is \$2,027 or 1.1 percent *better* than staff projections.

Total Revenue (\$10,503,111 - line 6) is \$111,758 or 1.1 percent *better* than prior year performance. *Sales Tax* (\$9,514,267 - line 1) which is \$278,134 or 3.0 percent *better* than prior year is offset by *Interest Income* (\$803,996 - line 2) which is \$149,816 or 15.7 percent *worse*.

Expenditures: *Total Administrative* (\$155,308 - line 21) is *better* than staff projections by \$32,010 or 17.1 percent. Within total administrative, *Staff Support* (\$90,130 - line 17) and *Other Admin Expenses* (\$65,178 - line 19) are \$30,010 or 16.2 percent *better* than staff projections.

Budget Amendment: There are no budget revisions for the month of August 2011.

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

% 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	4,757,133	9,236,133	9,514,267	9,514,400	100.0%	61,500,000	61,500,000	15.5%
2 Interest Income	395,930	953,812	803,996	875,780	91.8%	5,420,670	5,420,670	16.2%
3 Rental Income	91,794	180,214	183,287	181,260	101.1%	1,087,560	1,087,560	16.9%
4 Grant Proceeds	950	21,194	1,562	0	0.0%	0	0	0.0%
5								
6 TOTAL REVENUE	5,245,808	10,391,353	10,503,111	10,571,440	99.4%	68,008,230	68,008,230	15.4%
7								
EXPENDITURES:								
9								
10 Annual Allocations	1,857,071	3,605,458	3,704,029	3,712,978	99.8%	23,888,835	23,888,835	15.5%
11								
12 Program Expenditures	156,846	338,888	423,607	9,960,944	4.3%	58,181,665	59,765,668	0.7%
13								
14 Oversight	12,915	14,064	34,095	80,833	42.2%	485,000	485,000	7.0%
15								
16 Administrative								
17 Staff Support	60,286	79,481	90,130	112,325	80.2%	603,712	603,712	14.9%
18 Measure A Info-Others	-	-	-	2,000	0.0%	12,000	12,000	0.0%
19 Other Admin Expenses	38,760	33,754	65,178	72,993	89.3%	353,687	353,687	18.4%
20								
21 Total Administrative	99,047	113,236	155,308	187,318	82.9%	969,399	969,399	16.0%
22								
23 TOTAL EXPENDITURES	2,125,879	4,071,646	4,317,039 (1)	13,942,073	31.0%	83,524,899	85,108,902	5.1%
24								
25 EXCESS (DEFICIT)	3,119,929	6,319,706	6,186,072	(3,370,633)		(15,516,669)	(17,100,672)	
26								
27 BEGINNING FUND BALANCE	Not Applicable	413,096,727	427,296,369	433,190,609		433,190,609	433,190,609	
28								
29 ENDING FUND BALANCE	Not Applicable	419,416,433	433,482,441 (2)	429,819,976		417,673,940	416,089,937	
30								

Includes the following balances:

33 Cash and Liquid Investments	617,784			FY 2011 Carryover of Commitments (Unaudited)	269,951,716
34 Current Committed Fund Balance	350,743,579 (3)			FY 2012 Additional Commitments (Budgeted)	83,524,899
35 Undesignated Cash & Net Receivable	82,121,078			Reso #2011-11	1,584,003
36 Total	<u>433,482,441 (2)</u>			Less: Current YTD expenditures	<u>(4,317,039) (1)</u>
				Current Committed Fund Balance	<u><u>350,743,579 (3)</u></u>

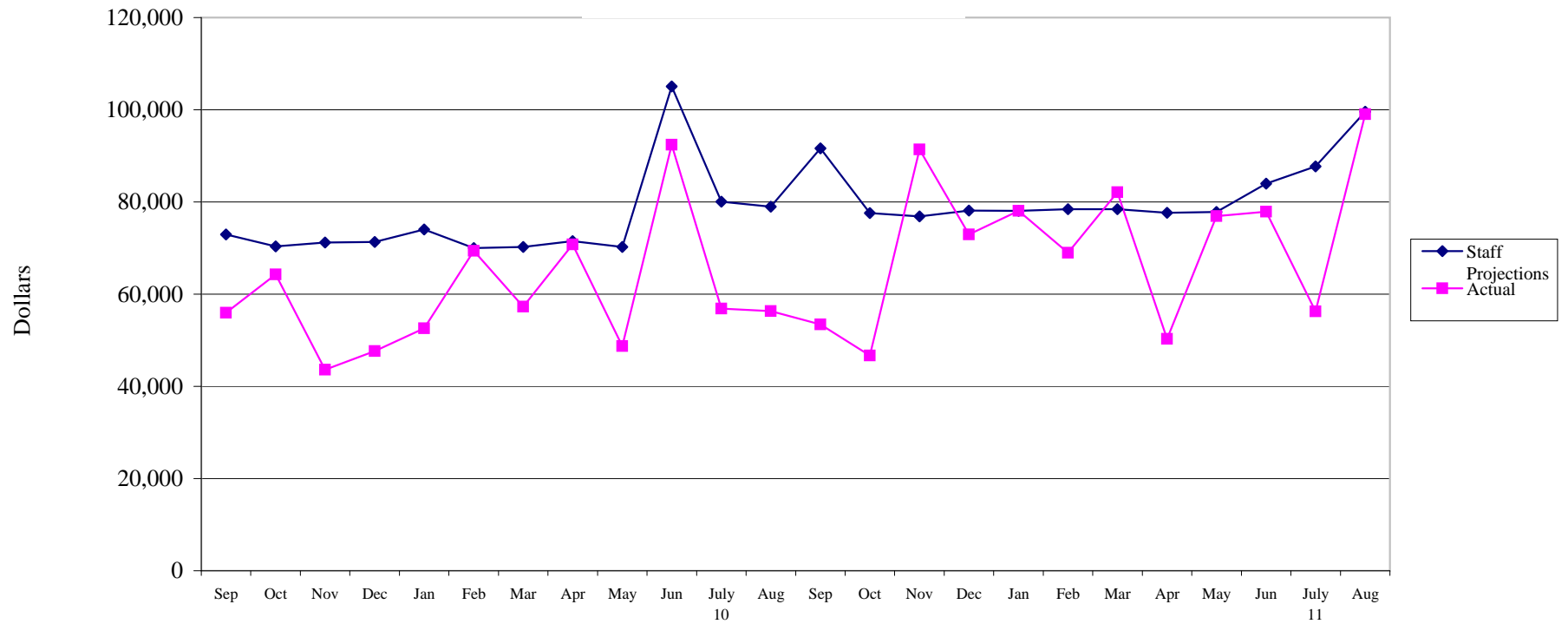
"% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% of PROJECT" column, please note that individual line items reflect variations due to seasonal activities during the year.

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

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

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SMCTA Administrative Expenses



Current Year Data

	Jul '11	Aug '11	Sep '11	Oct '11	Nov '11	Dec '11	Jan '12	Feb '12	Mar '12	Apr '12	May '12	Jun '12
MONTHLY EXPENSES												
Staff Projections	87,727	99,591										
Actual	56,262	99,047										
CUMULATIVE EXPENSES												
Staff Projections	87,727	187,318										
Actual	56,262	155,308										
Variance-F(U)	31,465	32,010										
Variance %	35.87%	17.09%										



BOARD OF DIRECTORS 2011

ROSANNE FOUST, CHAIR
 CAROLE GROOM, VICE CHAIR
 DON HORSLEY
 JOHN LEE
 KARYL MATSUMOTO
 TERRY NAGEL
 JIM VREELAND

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF AUGUST, 2011

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	1.130%	\$ 228,099,721	\$ 228,099,721
Local Agency Investment Fund	Liquid Cash	0.408%	\$ 5,021,207	\$ 5,021,207
Investment Portfolio	Liquid Cash	1.720%	\$ 182,762,846	\$ 184,234,249
Other	Liquid Cash	0.010%	\$ 617,784	\$ 617,784
			<u>\$ 416,501,559</u>	<u>\$ 417,972,962</u>

Accrued Earnings for August 2011 \$ 470,389.74
 Cumulative Earnings FY2012 \$ 910,932.46

* County Pool average yield for the month ending August 31, 2011 was 1.130%. As of August 31, 2011, the amortized cost of the Total Pool was \$2,420,292,264.09 and the fair market value per San Mateo County Treasurer's Office was \$2,430,301,048.00

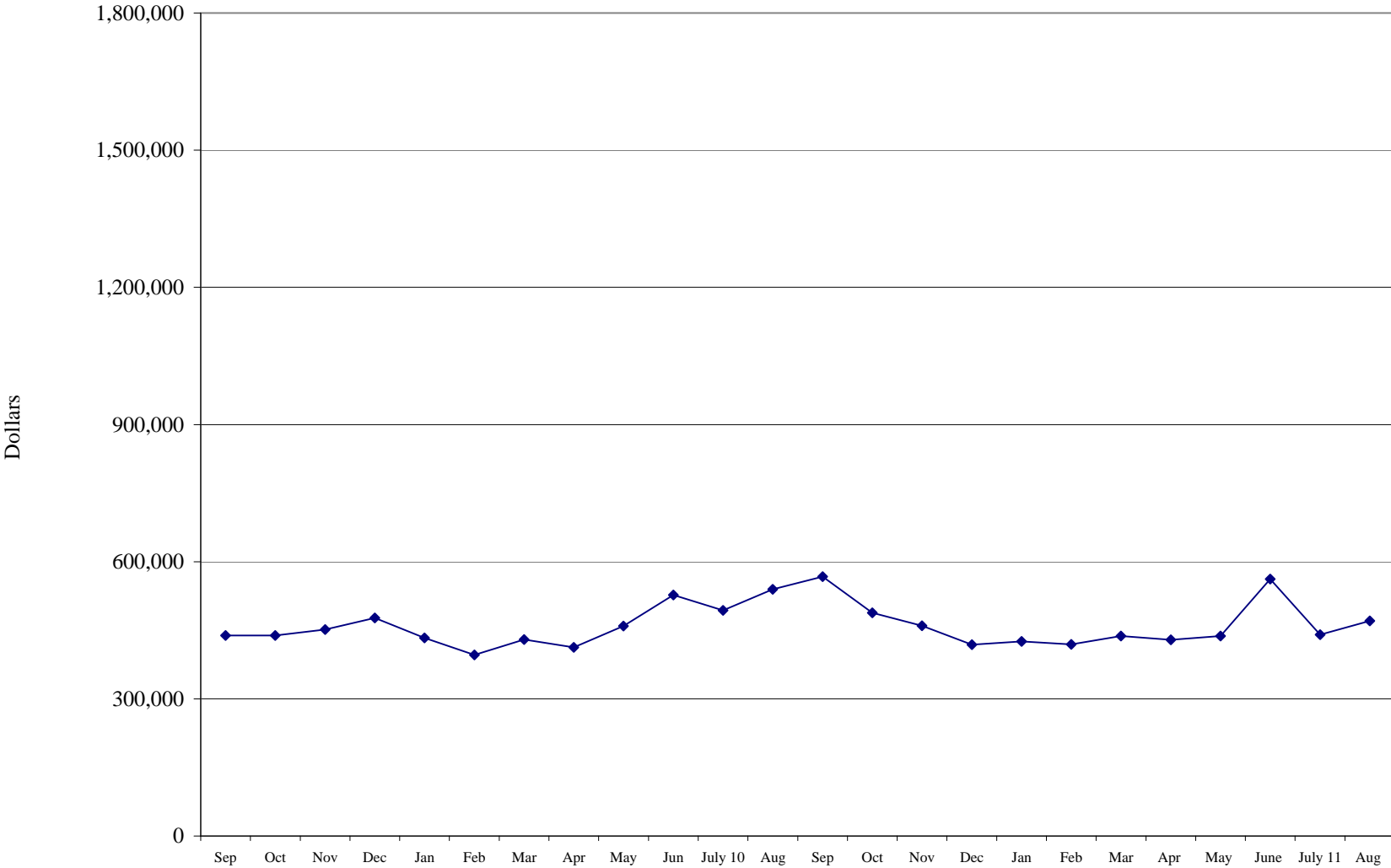
** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.00157647 as reported by LAIF for quarter ending June 30, 2011.

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

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

FY2012	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	440,542.72	440,542.72
AUGUST	470,389.74	910,932.46
SEPTEMBER		
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, 2011**

DESCRIPTION	TOTAL INVESTMENT 08-31-11	INTEREST RECEIVABLE 07-31-11	INTEREST EARNED 08-31-11	INTEREST RECEIVED 08-31-11	ADJ.	INTEREST RECEIVABLE 08-31-11
LAIF	5,021,207.26	3,170.84	1,683.82	0.00		4,854.66
COUNTY POOL	228,099,721.34	161,491.33	214,111.32	0.00		375,602.65
BANK OF AMERICA	617,783.69	0.00	6.05	6.05		0.00
INVESTMENT PORTFOLIO	<u>182,762,846.22</u>	<u>895,671.81</u>	<u>253,065.05</u>	<u>481,961.69</u>	<u>1,523.50</u>	<u>668,298.67</u>
	<u>416,501,558.51</u>	<u>1,060,333.98</u>	<u>468,866.24</u>	<u>481,967.74</u>	<u>1,523.50</u>	<u>1,048,755.98</u>

AUGUST 2011 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 08/31/11	470,389.74
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(8,412.82)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(66,046.45)</u>
Total Interest & Capital Gain(Loss)	<u><u>395,930.47</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	910,932.46
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(16,825.64)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(90,111.12)</u>
Total Interest	<u><u>803,995.70</u></u>
Balance Per Ledger as of 08/31/11	
Int Acct. 409100 - Co. Pool	375,602.65
Int Acct. 409100 - LAIF	4,854.66
Int Acct. 409100 - B of A	14.50
Int Acct. 409100 - Misc. Income	
Int Acct. 409101 - Portfolio Funds	513,635.01
Gain(Loss) Acct. 405210	(90,111.12)
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>803,995.70</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
AUGUST 31, 2011**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-11	MARKET VALUE 08-31-11	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 07-31-11	INTEREST EARNED 08-31-11	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 08-31-11	PAR VALUE
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FHLB SERIES 00-0606 Y	3133XESD7	11-21-08	926,126.97	990,814.80	948,308.81	12-28-12	5.270%	135.4126	30	421.08	4,062.38	4,062.38	(23.18)	397.90	906,025 0.48%
CALLED	3133XUD91	8/10/11	(6,065,625.00)	(6,010,920.00)	(6,002,364.00)										(6,000,000.00)
TOTAL			<u>182,762,846.22</u>	<u>184,219,673.21</u>	<u>184,234,249.33</u>					<u>895,671.81</u>	<u>253,065.05</u>	<u>481,961.69</u>	<u>1,523.50</u>	<u>668,298.67</u>	<u>181,238,820.55</u>

22-Sep-11 Weighted Average Interest Rate 1.7202%

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

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Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
FY2011:					
1st Quarter	15,224,400	1st Quarter	15,366,023	141,623	15,366,023
2nd Quarter	15,910,800	2nd Quarter	16,919,099	1,008,299	16,919,099
3rd Quarter	13,855,400	3rd Quarter	14,737,847	882,447	14,737,847
4th Quarter	15,009,400	4th Quarter	14,734,800	(274,600)	16,235,800 (1)
FY2011 Total	60,000,000	FY2011 Total	61,757,769	1,757,769	63,258,769
FY2012:					
Jul. 11	4,225,700	Sep. 11		0	4,225,700 (1)
Aug. 11	4,225,700	Oct. 11		0	4,225,700 (1)
Sep. 11	5,634,300	Nov. 11		0	5,634,300
1st Qtr. Adjustment	1,594,300	Dec. 11		0	1,594,300 (1) Jul & Aug Portion
3 Months Total	15,680,000		0	0	15,680,000
Oct. 11	4,368,400	Dec. 11		0	4,368,400
Nov. 11	4,368,400	Jan. 12		0	4,368,400
Dec. 11	5,903,400	Feb. 12		0	5,903,400
2nd Qtr. Adjustment	1,618,000	Mar. 12		0	1,618,000
6 Months Total	31,938,200		0	0	31,938,200
Jan. 12	3,813,400	Mar. 12		0	3,813,400
Feb. 12	3,813,400	Apr. 12		0	3,813,400
Mar. 12	5,197,600	May 12		0	5,197,600
3rd Qtr. Adjustment	1,412,300	Jun. 12		0	1,412,300
9 Months Total	46,174,900		0	0	46,174,900
Apr. 12	4,137,800	Jun. 12		0	4,137,800
May 12	4,137,800	Jul. 12		0	4,137,800
Jun. 12	5,517,000	Aug. 12		0	5,517,000
4th Qtr. Adjustment	1,532,500	Sep. 12		0	1,532,500
FY2012 Total	61,500,000	FY2012 Total	0	0	61,500,000
	9,514,267	1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>9,514,267</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

	<u>8/31/2011</u>
Cash -- Bank of America Checking Account	617,783.69
LAIF	5,021,207.26
County Pool	228,099,721.34
Investment Portfolio	182,762,846.22
	<hr/>
Total	<u><u>416,501,558.51</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- AUGUST 2011

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000702	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-08-08	74,593.46	WIR	Capital Programs
SMCTA	003020	ATKINS NORTH AMERICA, INC	2011-08-01	41,466.35	CHK	Capital Programs
SMCTA	003021	ATKINS NORTH AMERICA, INC	2011-08-01	69,387.86	CHK	Capital Programs
SMCTA	003022	BANK OF NEW YORK MELLON, THE	2011-08-01	5,077.98	CHK	Investment Portfolio Administration
SMCTA	003023	BELMONT, CITY OF	2011-08-01	162,526.73	CHK	Capital Programs
SMCTA	003024	CARTER & BURGESS, INC.	2011-08-01	10,597.07	CHK	Capital Programs
SMCTA	003025	DMJM HARRIS/MARK THOMAS JV	2011-08-01	1,487.26	CHK	Capital Programs
SMCTA	003026	FOSTER CITY, CITY OF	2011-08-01	12,588.16	CHK	Capital Programs
SMCTA	003027	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2011-08-01	17,219.88	CHK	Legal Services
SMCTA	003028	MENLO PARK, CITY OF	2011-08-01	14,871.75	CHK	Capital Programs
SMCTA	003029	PENINSULA TRAFFIC CONGESTION RELIEF	2011-08-01	54,543.25	CHK	Shuttles Payable
SMCTA	003030	RAJAPPAN & MEYER CONSULTING	2011-08-01	39,766.81	CHK	Capital Programs
SMCTA	003031	S3, INC.	2011-08-01	1,807.14	CHK	Seminar and Training
SMCTA	003032	A-ABCO RENTS AND SELLS	2011-08-08	751.50	CHK	Promotional Advertising
SMCTA	003033	DMJM HARRIS/MARK THOMAS JV	2011-08-08	18,780.50	CHK	Capital Programs
SMCTA	003034	FEHR & PEERS	2011-08-08	9,070.94	CHK	Capital Programs
SMCTA	003035	GREEN CARPET LANDSCAPING	2011-08-08	4,800.00	CHK	Grounds Maintenance Service
SMCTA	003036	HOLLAND & KNIGHT LLP	2011-08-08	5,000.00	CHK	Legislative Advocate
SMCTA	003037	LAKE, ROSEMARY	2011-08-08	10.93	CHK	Capital Programs
SMCTA	003038	SUNTRUST BANK	2011-08-08	25,238.46	CHK	Other Contract Services
SMCTA	003039	TRACKER, A DIVISION OF C2, LLC	2011-08-08	857.00	CHK	Software Maintenance and License
SMCTA	003040	URS CORPORATION	2011-08-08	44,580.60	CHK	Capital Programs
SMCTA	003041	DMJM HARRIS/MARK THOMAS JV	2011-08-15	45,103.16	CHK	Capital Programs
SMCTA	003042	FONG BROTHERS PRINTING, INC.	2011-08-15	387.16	CHK	Legal Advertising
SMCTA	003043	MILLBRAE, CITY OF	2011-08-15	12,190.00	CHK	Capital Programs
SMCTA	003044	SHAW/YODER & ANTWIH, INC.	2011-08-15	3,702.00	CHK	Legislative Advocate
SMCTA	003045	ADMARK PROMOTIONAL MARKETING	2011-08-22	1,356.64	CHK	Promotional Advertising
SMCTA	003046	FEHR & PEERS	2011-08-22	19,101.52	CHK	Capital Programs
SMCTA	003047	CARTER & BURGESS, INC.	2011-08-29	5,146.83	CHK	Capital Programs
				<u>702,010.94</u>		

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **APPROVAL OF THE ANNEX TO THE 2010 ASSOCIATION OF BAY AREA GOVERNMENT'S LOCAL HAZARD MITIGATION PLAN AS THE LOCAL HAZARD MITIGATION PLAN FOR THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

ACTION

Staff recommends that the Board adopt the Annex to the Association of Bay Area Government's (ABAG) Local Hazard Mitigation Plan, a report entitled *Taming Natural Disasters* (ABAG Plan), as the Transportation Authority's (TA) Local Hazard Mitigation Plan (LHMP).

SIGNIFICANCE

A LHMP is required in order for the TA to be eligible for hazard mitigation funding from the Federal Emergency Management Agency (FEMA). By providing an Annex to the ABAG Plan, the TA satisfies the LHMP requirements of FEMA.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA participates with other public agencies in planning for and coordinating cooperative interagency responses to natural disasters. The LHMP describes the disasters likely to affect the TA, and outlines the coordinated responses that will be undertaken should they occur. The LHMP compiles and summarizes the internal training, emergency response plans and operations with respect to natural disasters that could threaten assets or public use of the TA's facilities.

The Annex to the ABAG Plan was placed on the TA website from April 28, 2011 to August 17, 2011 for public review and comment. No comments were received.

.
Prepared by: Peter Loverso, Security Manager (PB) 650-508-7929
Project Manager: Dave Triolo, Chief of Protective Services, Acting 650-508-6237
Director Risk Management



Annex to 2010 Association of Bay
Area Governments
Local Hazard Mitigation Plan
Taming Natural Disasters

San Mateo County Transit District
(SamTrans)
Peninsula Corridor Joint Powers Board
(Caltrain)
and
San Mateo County Transportation Authority

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Introduction

The San Mateo County Transit District is the administrative body for the principal public transit and transportation programs in San Mateo County, including SamTrans, Caltrain and the San Mateo County Transportation Authority. Caltrain and the Transportation Authority have contracted with the District to serve as the managing agency for those two entities, under the direction of their appointed boards. As of March, 2011, the District employs 671 people and operates 322 vehicles serving 15 million bus passengers annually.

The San Mateo County Transit District operates fixed-route and paratransit bus service in San Mateo County and parts of San Francisco and Palo Alto. Fixed-route service runs on a scheduled route at designated times. Paratransit is a service for those who cannot use fixed-route service due to mobility impairment. Redi-Wheels and RediCoast are SamTrans' paratransit services.

The Peninsula Corridor Joint Powers Board operates and owns the Caltrain rail service and corridor between San Jose and San Francisco, and operates weekday commute-hours service to Gilroy. The Joint Powers Board is a tri-county Board, comprised of representatives from the City and County of San Francisco, San Mateo County Transit District and the Santa Clara Valley Transportation Authority.

The San Mateo County Transportation Authority is an independent agency that administers the half-cent "Measure A" sales tax revenue, which is used to fund transportation improvements throughout San Mateo County. Measure A was approved by voters in 1988 for a 20-year period and reauthorized by voters in 2004 for an additional 25 years, ending in December 2033.

The Regional Planning Process

The San Mateo County Transit District staff, representing SamTrans, Caltrain and the Transportation Authority, participated in the regional process led by the Association Bay Area Governments (ABAG) workshops, conferences, and meetings in conjunction with the monthly meetings of the Metropolitan Transportation Commission. As part of this lengthy and comprehensive process, SamTrans participated in

- One Transportation Response Plan (TRP) Steering Committee meetings held to solicit input from transit operators and other interested agencies, and
- The Transit Workshop on February 12, 2009 review draft mitigation strategies and reach consensus on priorities for mitigation.

For more information on these meetings and for rosters of attendees, please see Appendix A and H in the ABAG Multi-Jurisdictional Local Hazard Mitigation Plan 2010 (MJ-LHMP). In addition, SamTrans has provided oral comments on the multi-jurisdictional plan and provided information on facilities that are defined as "critical" to ABAG.

The Local Planning Process

Representatives from several District departments met to identify and prioritize appropriate mitigation strategies. Prior to the meeting, general priorities and appropriate departments were

identified. Personnel involved in the strategy meeting included senior management and staff from Safety & Risk Management, Budget & Grants, and Engineering & Construction responsible for communicating existing efforts on future actions within their area of expertise. The meeting discussed the mitigation strategies, prioritized said strategies, and reviewed preliminary budgets and potential funding sources for strategies designated as “High” priority for facilities owned-and-operated by the three agencies. Following this meeting, the final draft mitigation strategies were forwarded for comment to other departments whose responsibility it is to implement them, as well as to review preliminary budgets and potential funding sources for strategies designated as “High” priority. The Chief of Protective Services – Department of Safety & Risk Management chaired the discussion which included representatives from Planning & Development, Facilities, Operations and Maintenance, Information Technology, Engineering and Construction, Real Estate, Public Affairs, Marketing, Finance, and the Office of Sustainability.

Review and Incorporation of Existing Information

This process involved consideration of both the hazard and risk information developed by ABAG and discussed in the overall multi-jurisdictional Local Hazard Mitigation Plan, as well as the assessments of the age and construction type of structures owned by SamTrans and described on page 6. These meetings also discussed the Business Continuity Plan and Short Range Transit Plan already in place at SamTrans. The Business Continuity Plan is planned for revision.

Process for Updating Plan Sections

SamTrans did not participate in the 2005 multi-jurisdictional Local Hazard Mitigation Plan. Thus, none of the sections in this Annex are updates of a prior Annex.

Public Meetings

The public will have had two opportunities to comment on the draft Annex

- (1) During a public meeting on September 22, 2009 at a publicly noticed workshop jointly held by MTC, ABAG, and several transit districts and advertised on the ABAG and MTC. No public comments were received from either the meeting or the internet posting.
- (2) The Annex strategies will be posted on both the ABAG website and the District website providing the public with an additional opportunity to comment. The Draft Annex itself was posted for public comment on the ABAG website from April 27 through May 16, 2011. The Draft Annex also has been posted on the SamTrans, Caltrain and Transportation Authority websites between April 27 and May 16, 2011. Any comments received will be incorporated into the Annex.

The SamTrans, Caltrain and Transportation Authority boards of directors will adopt the plan in a public meeting via an official Resolution upon approval by Federal Emergency Management

Agency. The mitigation strategies will be integrated into the Emergency Operations Plan and Capital Improvement Plan of SamTrans and Caltrain.

SamTrans is committed to affording the public an opportunity to participate when this plan is updated in five years. To improve this process, SamTrans and Caltrain will issue a news release and include information in its customer publications as appropriate.

Hazard and Risk Assessment

The ABAG multi-jurisdictional Local Hazard Mitigation Plan, to which this is an Annex, lists nine hazards that impact the Bay Area, five related to earthquakes (faulting, shaking, earthquake-induced landslides, liquefaction, and tsunamis) and four related to weather (flooding, landslides, wildfires, and drought). All of these impacts are in the planning region of SamTrans, Caltrain and the Transportation Authority. However, in their role as a transit agency, drought has no impact on the provision of transportation services. All relevant reports developed by SamTrans, Caltrain, and the Transportation Authority have been incorporated into this plan. No additional reports describe the hazard or risk to the SamTrans service area.

SamTrans owns an administration building and adjacent parking garage in San Carlos, two bus maintenance and operations facilities (in San Carlos and South San Francisco) and a bus operations facility (Redwood City). SamTrans also holds title to the Dumbarton Rail Bridge, but that bridge is not currently used for rail service.

Caltrain owns a rail line, the property along the rail line alignment (including 4 tunnels), approximately 25 stations, and station property. Only the San Jose Diridon and San Francisco stations are significant in size. In addition, Caltrain opened a repair facility – the Centralized Equipment Maintenance and Operations Facility (CEMOF) in San Jose.

Potential hazards at these facilities include:

Earthquake: None of these facilities are in an Alquist-Priolo Fault Rupture Study Zone. In addition, all of the SamTrans facilities are all in the highest areas of earthquake shaking potential, while the Caltrain stations are exposed to lower (but still high) levels of shaking. While they are also not in the highest categories of liquefaction susceptibility, both bus yards are in areas underlain by Bay mud. The bus operations facility in Redwood City is not underlain by Bay mud, however. None are in areas of expected earthquake-triggered landslides.

Tsunamis: The December 2009 version of the CalEMA tsunami evacuation planning maps indicated that the main administration building and the Redwood City facility are not in the tsunami evacuation planning area. However, both bus yards are on the edge of this evacuation area.

Flooding: None of these facilities are in the 100-year flood plain.

Landsliding: None of these facilities are in an area of existing landslides.

Wildfire: None of these facilities are in areas subject to higher than average wildfire threat, but the San Carlos bus yard and the Menlo Park Caltrain station are in a wildland-urban interface threat area.

Dam-Failure Inundation: Two Caltrain stations (the Santa Clara and San Jose Diridon stations) are subject to dam inundation.

Delta Levee Failures: The SamTrans and Caltrain facilities are not in an area protected by a levee, or in the Delta.

Drought: The operations of SamTrans and Caltrain are not significantly impacted by drought conditions.

Hazards Conclusion: The most significant hazards to all of these facilities are earthquake shaking and liquefaction, while wildland-urban-interface fire is a secondary concern. Tsunami evacuation planning also needs to be addressed. This conclusion was based on the hazard exposure information for the facilities of SamTrans and Caltrain facilities, as well as past occurrences of disasters impacting the SamTrans and Caltrain service area described in the following section.

Risk Assessment of SamTrans: The main administration building is a braced steel frame building built in 1980, and the 5-story concrete frame parking garage was also built in 1980. These two structures, which house critical equipment and management operations, need to be re-evaluated. In addition, the tilt-up buildings at the bus facilities built in 1984 and 1988 should be re-evaluated based on current engineering procedures. Both facilities are located on Bay mud. The Redwood City facility is a former Greyhound bus depot estimated to have been built in the 1940s. It, too, may need to be evaluated for seismic vulnerability.

In the Loma Prieta earthquake, there was a back fill failure due to liquefaction under one column at the maintenance building at the San Carlos site. This was apparently only a problem with this one column and this one building at this one location.

Also in the Loma Prieta earthquake, there was a problem with the pea gravel back-fill around the underground tanks. It dropped and caused the slabs on top to drop and be damaged. This problem was fixed in San Carlos, but it might want to be done in South San Francisco.

While both bus yards have flooded in the past, the drainage system has been adequate.

Risk Assessment of Caltrain: The San Jose Diridon station is a historic building originally built in 1935 rehabilitated by the State of California before being signed over to Caltrain in 1994. The San Francisco station was constructed in 1972. It is unknown if the state conducted a structural evaluation as part of the 1999-2000 expansion. The Burlingame, San Carlos, Santa Clara, and Menlo Park stations are also larger and older and may need a structural evaluation.

Repetitive Loss Properties

The SamTrans and Caltrain facilities are not repetitive loss properties for flooding.

Past Occurrences of Disasters (natural and human-induced)

The Loma Prieta Earthquake of 1989 is an example of the kind of large-scale disaster which can strike the Bay Area. It killed 63 persons, injured 3,757, and displaced more than 12,000 persons. With more than 20,000 homes and businesses damaged and more than 1,100 destroyed, this quake caused approximately \$6 billion in damage. Reconstruction continues some two decades later as the replacement for Oakland-Bay Bridge is still several years from completion.

More information on State and Federally declared disasters in San Mateo County and the SamTrans, Caltrain and Transportation Authority service areas can be found at <http://quake.abag.ca.gov/mitigation/ThePlan-D-Version-August10.pdf>

The SamTrans, Caltrain, and Transportation Authority service areas have experienced a number of different disasters over the last 50 years, including numerous earthquakes, floods, droughts, wildfires, energy shortages, landslides, and severe storms. The most significant disaster impacting the district was the Loma Prieta earthquake.

In the Loma Prieta earthquake, there was a back fill failure due to liquefaction under one column at the maintenance building at the San Carlos site. This was apparently only a problem with this one column and this one building at this one location.

Also in the Loma Prieta earthquake, there was a problem with the pea gravel back-fill around the underground tanks. It dropped and caused the slabs on top to drop and be damaged. This problem was fixed in San Carlos, but it might want to be undertaken in South San Francisco.

National Flood Insurance Program

As transit and transportation agencies, SamTrans, Caltrain and the Transportation Authority are not eligible to participate in the National Flood Insurance Program (NFIP).

Mitigation Goals and Objectives

The goal of the ABAG MJ-LHMP is to maintain and enhance a disaster-resistant region by reducing the potential for loss of life, property damage, and environmental degradation from natural disasters, while accelerating economic recovery from those disasters. This goal is unchanged from the 2005 plan and continue to be the goal of SamTrans, Caltrain, and the Transportation Authority in designing their mitigation program.

The specific goals of the mitigation program of SamTrans, Caltrain and the Transportation Authority are consistent with this goal. They are to:

- Ensure the safety and security of SamTrans and Caltrain employees and passengers
- Minimize disruption of service to SamTrans and Caltrain passengers
- Minimize damage and loss to SamTrans, Caltrain and the Transportation Authority equipment and facilities
- Speed recovery from any disruption to provide service to SamTrans and Caltrain passengers as quickly as possible

Mitigation Activities and Priorities

Existing Mitigation Activities

SamTrans, Caltrain and Transportation Authority were not participants in the 2005 ABAG-led Local Hazard Mitigation Plan. However, they have been committed to hazard mitigation for many years.

The two transit agencies have utilized, and will continue to utilize, the latest code standards during the design and construction of any future buildings or facilities in particular related to fire and earthquake mitigation.

SamTrans also has a policy to encourage public transit and to develop green alternatives to people commuting in cars, thus promoting policies that will reduce greenhouse gas emissions.

Future Mitigation Actions and Priorities

As a participant in the 2010 ABAG multi-jurisdictional planning process, the staff of the San Mateo County Transit District, on behalf of the three agencies, helped in the development and review of the comprehensive list of mitigation strategies in the overall multi-jurisdictional plan; however, the decision on specific priorities for SamTrans and Caltrain were made by the team identified in the section on the Planning Process, and reviewed by the SamTrans General Manager/CEO, who also serves as the Executive Director of Caltrain. The decision on the priority was made based the hazards and risks present in the transit agencies' service area, as well as the hazards and risks specific to their facilities, and past occurrences of natural disasters. The decision on priority was made based on a variety of criteria, not simply on an economic cost-benefit analysis. These criteria include being technically and administratively feasible, politically acceptable, socially appropriate, legal, economically sound, and not harmful to the environment or our heritage. It was decided that the best way to leverage implementation of this plan, was to incorporate it into the District's Business Continuity Plan.

A key priority for SamTrans and Caltrain during the next five years is to take the existing Threat and Vulnerability Assessment and to update the seismic evaluations of key facilities that are 25 to 30 years old. They recognize that this evaluation is essential to determine the extent to which facility retrofits or replacements are needed.

Representatives from multiple departments then met to review progress on the mitigation, to identify and prioritize additional mitigation strategies to be a specific focus for the 2010-2015 period.

These draft priorities were submitted and reviewed by the SamTrans General Manager/CEO (who also serves as the Caltrain Executive Director). The draft priorities will be provided to the SamTrans, Caltrain and Transportation Authority boards of directors for adoption pending pre-approval of this LHMP by FEMA.

This list includes implementation process, funding strategy, and responsible agency. The full list is included as an attachment to this Annex. In particular, SamTrans, Caltrain and the Transportation Authority plan to focus on obtaining funding to ensure that:

- As funding becomes available, shelving, file cabinets, computer systems, and other nonstructural components of the SamTrans and Caltrain critical facilities will be evaluated and anchored to meet the performance needs of the agency following an earthquake when funds become available (GOVT a-4). The lead on this strategy will be the Facilities group within Engineering & Construction
- As funding becomes available, SamTrans and Caltrain will work with structural engineers and others to ensure that engineers are available to inspect the buildings at its facilities within three days after an earthquake and will encourage staff to take ATC-21 training (INFR f-1). This task is led by Engineering & Construction. Funding may be needed if upgrades are needed. The need for future funding will be examined if any facilities are found deficient.
- SamTrans and Caltrain are currently seeking funding to update its Business Continuity Plan and have identified funding next fiscal year to develop site-specific Emergency Plans for its facilities (GOVT b-1, GOVT b-2, GOVT b-3). This task is led by Safety & Risk Management.
- SamTrans and Caltrain have recently received a grant from DHS to upgrade its facilities and security control center (GOVT c-4). This task is being led by Safety & Risk Management. No further funding is needed.
- While SamTrans and Caltrain recently constructed a major new facility, most of its buildings are 25 to 30 years old. At the present time, the District staff is looking for sources of funding to evaluate those buildings, particularly the headquarters building and the buildings at the bus yards that are critical to short-term return to operations. Once these analyses are completed, the District will plan to seek funding to upgrade any buildings and structures found to be deficient (GOVT a-1 and INFR a-1). The leads on this strategy are Engineering & Construction, and Planning & Development.

The timetable for these strategies is five to 10 years, depending on the economic recovery of the Bay Area.

The specific strategy priorities of SamTrans and Caltrain are included in the SamTrans spreadsheet attached to this LHMP.

Incorporation into Existing Planning Mechanisms

SamTrans has, and will continue to use, a variety of project-specific mechanisms to ensure that the projects and mitigation strategies identified as existing or having relatively high priorities in this LHMP Annex are implemented. SamTrans and Caltrain will incorporate the goals, objectives and strategies identified in this annex into their Business Continuity Plan and the Short Range Transit Plan.

As shown in the attached list, the specific mitigation strategies and priorities will be implemented as part of the SamTrans and Caltrain Short Range Transit Plans, which identifies the overall budget needed for major facilities improvements over a 10-year period. Goals will be incorporated into the Business Continuity Plan. There are no other planning mechanisms available to SamTrans or Caltrain that are appropriate to incorporate this plan. SamTrans and Caltrain are also looking for funding from the grants process to hire a structural engineering firm to reevaluate the structural integrity of its facilities. This assessment would include both the buildings and tanks. The cost of any needed upgrades can only be estimated following the initial assessment.

The final strategies and Annex will be adopted in the same resolution adopting the overall LHMP following Approval Pending Adoption by FEMA by both the SamTrans and Caltrain boards of directors.

Ongoing integration of the policies and programs identified in this Local Hazard Mitigation Plan will occur at SamTrans within the Safety and Risk Management Department.

SamTrans will continue to work with MTC and the transit districts in the Bay Area to encourage them to adopt the Local Hazard Mitigation Plan and to ensure that these mitigation plans are incorporated into an overall regional planning process.

Plan Update Process

As required Disaster Mitigation Act of 2000, SamTrans, Caltrain and the Transportation Authority will update this plan annex at least once every five years, either by participating in a multi-agency effort led by ABAG, or with other agencies as part of a multi-jurisdictional plan.

The Annex is considered a "living document", and therefore the Safety and Risk Management Department will champion appropriate departments within the agency on follow-through of outlined strategies. Major disasters, notices from ABAG, and legal changes that might affect our service area may impact those strategies. For example, if a structural engineer determines that a major risk exists at one or more buildings at one of the SamTrans facilities, the priority associated with upgrading those facilities will be re-evaluated. In another example, if the need for rail service on the Dumbarton Rail Bridge is identified, that facility would be upgraded to a critical facility and the need for mitigation of any structural deficiencies would be evaluated. Finally, the Annex will be a discussion item on the agenda of the meeting of department heads at least once a year in April. At that meeting, the department heads will focus on evaluating the Annex in light of technological and political changes during the past year or other significant events. The department heads will be responsible for determining if the plan should be updated.

SamTrans, Caltrain and the Transportation Authority are committed to reviewing and updating this plan annex at least once every five years, as required by the Disaster Mitigation Act of 2000. The Safety and Risk Management Department will contact ABAG four years after this plan is approved to ensure that ABAG plans to undertake the plan update process. If so, the agency again plans to participate in the multi-jurisdictional plan. If ABAG is unwilling or unable to act as the lead agency in the multi-jurisdictional effort, other agencies will be contacted, including

San Mateo County's Office of Emergency Services. Counties and agencies should then work together to identify another regional forum for developing a multi-jurisdictional plan.

SamTrans, Caltrain and the Transportation Authority encourage public participation. All SamTrans, Caltrain and Transportation Authority board meetings are open to the public, and the public is invited to comment on items on the board agendas. The public will continue to be involved whenever the plan is updated and as appropriate during the monitoring and evaluation process. Prior to adoption of updates, SamTrans, Caltrain and the Transportation Authority will provide the opportunity for the public to comment on the updates. A public notice will be posted prior to the meeting to announce the comment period and meeting logistics. SamTrans, Caltrain and the Transportation Authority are committed to improving public participation in the update process over the next five years. To improve this process, they will issue a news release regarding the update and seek input from the public and examine other creative mechanisms to encourage public participation.

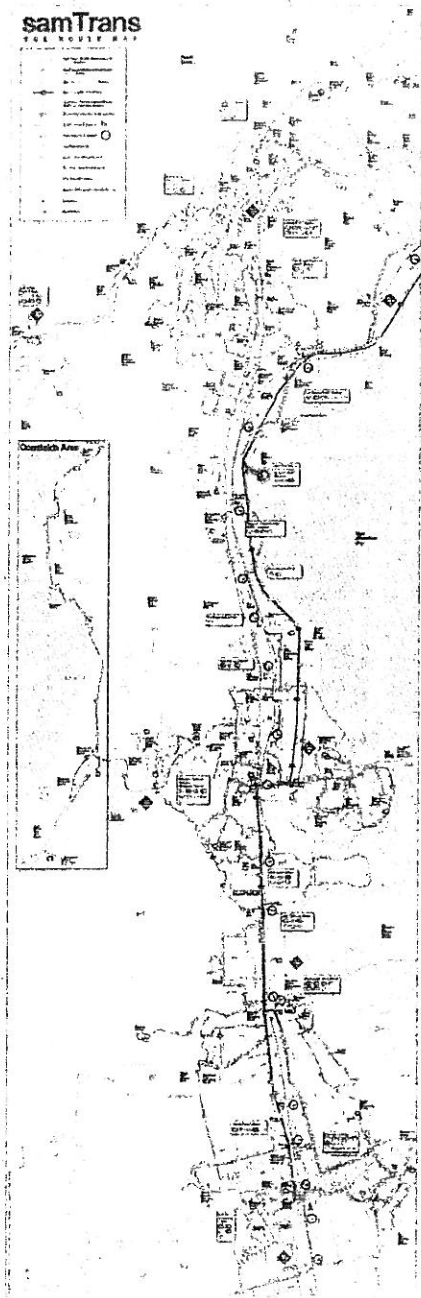
Mitigation Plan Point of Contact

Name: Dave Triolo
Title: Chief of Protective Services / Acting Director, Risk Management
Mailing Address: P.O. Box 3006, San Carlos, CA 94070-1306
Telephone: 650-508-6237
E-mail: triolod@samtrans.com

Alternate Point of Contact

Name: Michael Scanlon
Title: General Manager/CEO
Mailing Address: P.O. Box 3006, San Carlos, CA 94070-1306
Telephone: 650-508-6222
E-mail: scanlonm@samtrans.com

Exhibit A - General SamTrans Bus and Caltrain System Maps



SamTrans buses serve the communities of the San Francisco Peninsula from San Francisco to Palo Alto. Caltrain operates from San Francisco to Gilroy. These same maps are on the transit websites of these two organizations.

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**Exhibit B - SamTrans, Caltrain and Transportation Authority 2010
Mitigation Strategy Spreadsheet**

[Available on LHMP CD or at <http://www.abag.ca.gov/bayarea/ejinaps/mitigation/strategy.html>]

RESOLUTION NO. 2011-

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

* * *

**APPROVING THE ANNEX TO THE 2010 ASSOCIATION OF BAY AREA
GOVERNMENT'S LOCAL HAZARD MITIGATION PLAN
AS THE LOCAL HAZARD MITIGATION PLAN FOR THE
SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

WHEREAS, in order for the San Mateo County Transportation Authority (TA) to be eligible for hazard mitigation funding from the Federal Emergency Management Agency (FEMA), a Local Hazard Mitigation Plan (LHMP) is required; and

WHEREAS, the Association of Bay Area Governments has developed an LHMP plan, which is a report entitled *Taming Natural Disasters* (ABAG Plan); and

WHEREAS, by providing an Annex to the ABAG Plan, the TA satisfies the LHMP requirements of FEMA; and

WHEREAS, the Annex to the ABAG Plan was placed on the TA website from April 28, 2011 to August 17, 2011 for public review and comment and no comments were received; and

WHEREAS, staff recommends the Board approve the Annex to the ABAG Plan as the San Mateo County Transportation Authority's Local Hazard Mitigation Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority approves the Annex to the 2010 Association of Bay Area Government's Local Hazard Mitigation Plan as the Local Hazard Mitigation Plan for the San Mateo County Transportation Authority.

Regularly passed and adopted this 6th day of October, 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**Summary of San Mateo County Transit District's
Board of Directors Special Meeting of
September 1, 2011**

Board of Directors

The Board met in closed session for the purpose of hearing and considering reports on pending labor negotiations with the Amalgamated Transit Union (ATU) Local 1574 and Teamsters Union Local 856. Based on closed session deliberations, the Board voted to ratify the action of the General Manager/CEO to execute a Submission of Agreement on August 31, 2011. The issues that have been the subject of negotiations and subsequent mediation with the ATU have been tendered for issuance of a binding decision in an arbitration framework. This agreement previously was executed by representatives of the ATU.

The next meeting of the Board is scheduled for Wednesday, September 14, 2011 at 3 p.m.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
September 14, 2011**

**AGENDA ITEM # 8(b)
OCTOBER 6, 2011**

The Community Relations Committee and Board

Accessibility Coordinator Tina DuBost reported:

- The Commission on Disability celebrated their 20th Anniversary with a Disabilities Awareness Fair and classic car show on September 10.
- There are some technical issues causing delays with the Interactive Voice Response (IVR) System.

Paratransit Coordinating Council Chair Nancy Keegan reported:

- Thanked Chair Karyl Matsumoto for attending the September PCC meeting. This demonstrates the District's commitment to the paratransit consumers of Redi-Wheels and Redi-Coast services.
- Accessibility Manager Bill Welch and Ms. DuBost were thanked for their hard work on the IVR testing.
- The PCC will be hosting its annual MV staff appreciation event next month.

Citizens Advisory Committee Chair Peter Ratto reported the committee received presentations on the SamTrans Service Plan Public Outreach and upcoming Codified Tariff changes.

Average weekday ridership for all modes for June 2011 compared to June 2010 was 95,947, an increase of 7.4 percent.

Average weekday ridership for all modes for July 2011 compared to July 2010 was 90,547, an increase of 4.8 percent.

The Finance Committee and Board

The Statement of Revenues and Expenses for July 2011 was approved. Revenues are under budget and there are savings in salaries and benefits on the expense side. Fuel was \$3.17 per gallon last week and the fuel hedge was tripped in July and August.

Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2011. The portfolio continues to be managed with safety in mind.

Authorized execution of a cooperative agreement with the City/County Association of Governments (C/CAG) of San Mateo County and (VTA) for cost sharing for the performance of a Tiger II Planning Grant for elements of the Grand Boulevard Initiative. The Tiger II Planning Grant will fund three distinct projects: a Complete Streets Case Studies Project, an Economic and Housing Opportunities Assessment and an Infrastructure Needs and Financing Study. The planning grant requires a match of \$600,000. The District will provide \$300,000 of in-kind services and staffing and C/CAG and VTA will collectively provide \$300,000 each in local cash match.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
September 14, 2011**

Authorized execution of a funding agreement with the California Department of Transportation (Caltrans) for an Urban Transit Planning Studies Grant for El Camino Real Bus Rapid Transit Phasing Plan and amend the Fiscal Year (FY) 2012 Capital Budget by \$221,319 to include the Caltrans planning funds. Caltrans awarded a discretionary planning grant to the District to evaluate the potential of bus rapid transit on El Camino Real. The study will compliment the SamTrans Service Plan that is currently underway.

Authorized approval of a tentative budget proposal for the FY2013 Caltrain Operating Budget and a budget framework for FY2014 and beyond. The tentative proposal recommends using the right-of-way money from the VTA and San Francisco Municipal Transportation Agency to leverage the portion of funds that SamTrans receives from the San Mateo County Transportation Authority (TA) to put towards Caltrain, which then leverages San Francisco and Santa Clara's shares.

Authorized execution of funding agreements with the TA and the C/CAG in support of the Regional Bicycle Share Pilot Program and amending the FY2012 Capital Budget by \$105,000. The Metropolitan Transportation Commission (MTC) has awarded a Climate Initiative Grant to help fund a regional bicycle share pilot program on the Peninsula.

Authorized execution of a transfer of ownership agreement with the Alameda-Contra Costa Transit District (AC Transit) and an agreement with MTC for the purpose of accepting title transfer of ten buses for Dumbarton Express service. The District is part of a Consortium that runs this service from Union City BART to Santa Clara County.

Authorized award of contract to MV Transportation, Inc., for operation and maintenance of Dumbarton Bridge Express Service for a not-to-exceed amount of \$6,527,795 for a five-year term. The District is a small player in the Consortium, which consists of BART and AC Transit, and only pays about 12.7 percent of the annual operating expenses. The contract was done through a Request for Proposals (RFP) and contains provisions to allow for expansion of service for Dumbarton Rail. AC Transit will administer the contract.

Authorized extension of contract with MV Transportation, Inc., for providing Contracted Urban Bus service for a one-year period at the negotiated vehicle revenue mile rate of \$7.959. The extension of the contract will allow the District to continue its mainline service with the current contractor while the District completes its reevaluation of the bus routes over the next 12 months. During the one-year extension, staff will prepare and publish a RFP to resolicit these services.

Authorized rejection of low monetary bid from Daimler Bus North America, Inc., as non-responsive and awarded a contract to New Flyer Industries Canada ULC for furnishing non-asbestos brake blocks for a total estimated cost of \$155,494 for a five-year term. Award of this contract will provide the District with a dedicated supplier for furnishing non-asbestos brake blocks.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
September 14, 2011**

Authorized rejection of low monetary bid from SimplexGrinnell, LP as non-responsive and awarded a contract to Siemens Industry for fire suppression equipment inspection, maintenance and fire alarm monitoring services for \$289,258 for a three-year term. Award of this contract will allow a qualified contractor to furnish inspection, repair and maintenance services to existing fixed fire suppression equipment and provide fire alarm monitoring services at three District facilities.

Authorized the purchase of ten paratransit minivans for Americans with Disabilities Act (ADA) paratransit service for a total cost of \$466,014 and authorized disposal of ten surplus paratransit minivans. Replacement of the 10 surplus vehicles will ensure continued, reliable Red-Wheels service to the District's ADA paratransit customers. The new minivans will be upgraded to meet the needs identified by the Paratransit Coordinating Council's Vehicle Advisory Committee. Disposal of surplus vehicles will be in full conformity with District procurement policy.

Authorized award of ten on-call, no guarantee contracts for information technology consulting and support services for a not-to-exceed amount of \$8,500,000 for a three-year term. These contracts will provide the District with the necessary consultant expertise on an as-needed project basis.

Authorized amendment of contract with Creative Bus Sales, Inc. in an estimated amount of \$357,171 for the purchase of up to four 22-foot paratransit vehicles (cutaways). The purchase of two cutaways will allow for the expansion of the Redi-Wheels fleet to serve group trips, accommodate extra-large wheelchairs and reduce the use of sedans and supplemental taxis, which are less efficient to operate.

Authorized the purchase of seven non-revenue vehicles through the State of California contract for a total estimated cost of \$174,518 and authorized disposition of seven surplus vehicles. These new vehicles will replace older, unreliable, and costly-to-maintain vehicles thereby reducing operating and maintenance costs.

Authorized award of contract to Lamar Transit Advertising for exterior bus advertising services for a minimum revenue guarantee of \$3,425,000 over a five-year period. Award of this contract will provide the District with an experienced transit advertising company to support the District's revenue-generating exterior bus advertising program for the next five years.

Received an update on the execution of the FY2012 Fuel Hedging Program. Fifty percent of the portfolio was hedged at \$2.90 per gallon the last week of June.

The Legislative Committee and Board

The State ended its session on September 9 and the governor has until October 9 to take action on bills. SB791 is a proposal that came at the end of the session. This is an amendment to an existing bill but allows the MTC to place before voters a ballot measure that would allow a

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
September 14, 2011**

gasoline surcharge to be imposed. Revenues would be eligible to fund transportation improvements throughout the region, including transit operations.

The House adopted a six-month extension of SAFETEA-LU on September 13 at current funding levels. The Senate is expected to take this bill up by September 16. The House Appropriations Subcommittee is advancing an appropriations bill that reduces funding by a significant amount and this is something staff continues to oppose. The longer-term reauthorization is disturbing because it reduces funding levels by 30 percent. Staff is working with the American Public Transportation Association to participate in a nationwide effort later this month that would communicate the impact these cuts would have on local transit service.

The president announced a \$447 billion American Jobs Act and transportation infrastructure is a major component. Staff is looking at the details, but includes \$9 billion for public transportation, \$4 billion for High Speed Rail, \$5 billion for multimodal discretionary programs and \$10 billion to support the creation of a National Infrastructure Bank to finance major transportation, water and energy projects.

Planning, Development and Sustainability

A presentation was given on the SamTrans Service Plan (SSP) market analysis and community outreach. Data analysis was collected over the summer. A total of five open houses were held in Burlingame, Half Moon Bay, Redwood City, Daly City and San Carlos. Three senior center lunchtime events were held at North Fair Oaks Senior Center in Redwood City, Doelger Senior Center in Daly City and Onetta Harris Senior Center in Menlo Park. Staff also held two events for District employees at San Carlos and North Base. Initial findings were that many participants were regular riders who rode three or more days a week. Topics of interest among the participants included retaining specific service routes, increasing service hours on evenings and weekends, and improving bus schedules, destinations and frequency. A dedicated SSP phone line, website and email were set-up for this process. Next steps in the process include refining data analysis and developing criteria and conducting a second phase of public outreach in November with Board adoption of the final SSP scheduled in spring 2012.

Information on the Capital Projects Quarterly Status Report – 4th Quarter FY2011. This report provides a status of the current capital projects.

Board of Directors

A public hearing was held for the introduction of a Day Pass and Codified Tariff changes. Action will be taken at the October 12 meeting.

General Manager/CEO Michael Scanlon reported:

- Staff, Board members and the cities of San Carlos and Burlingame walked as a team in the Heart Walk. This was a special year because participants walked in memory of

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
September 14, 2011**

Omar Ahmad. SamTrans was the number one company in San Mateo County this year with 166 walkers and to-date has raised \$61,000. Deputy CEO Chuck Harvey was thanked for his leadership and Senior Budget Analyst Leslie Fong as the company leader.

- On September 7 the third Leadership Academy began and 11 employees will participate.
- Fixed-route service was 32,500 miles between service calls and more than 26,000 miles on paratransit. Both continue to be above the goal of 19,000.
- A new runbook went into effect on August 14.
- Nurses at Mills and Peninsula hospitals are planning a one-day strike on September 22 and staff is looking at paratransit contingency plans.
- SamTrans participated in a Moment of Remembrance on September 11 with special headsigns on the buses and a pre-recorded message that was played at 10 a.m.
- Thanked Directors Adrienne Tissier and Carole Groom for the article they wrote for the *San Mateo Journal* on how public employees have stepped up during these difficult times and are making sacrifices along with others.

The Board met in closed session to hear a report on labor negotiations with the Amalgamated Transit Union Local 1574 and Teamsters Union Local 856. The Board received a recommendation from staff in open session for compensation adjustments for non-bargaining (administrative) employees and customer service unit employees represented by Amalgamated Transit Union, Local 1574.

There will be a special Board meeting on Monday, September 26 at 9 a.m. at a location to be determined. The next meeting of the Board is scheduled for Wednesday, October 12, 2011 at 2 p.m.

The meeting was adjourned in memory of Celestial Cassman and Mary Tissier.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **ALLOCATION OF \$300,000 IN NEW MEASURE A LOCAL SHUTTLE PROGRAM CATEGORY FUNDS TO CITY/COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG) IN SUPPORT OF THE COUNTYWIDE CONGESTION RELIEF PLAN**

ACTION

Staff proposes that the Board:

1. Allocate \$300,000 of new Measure A Local Shuttle Program Category funds to the City/County Association of Governments (C/CAG) for local shuttles as part of the congestion relief program.
2. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding and to extend the use of funds previously allocated to C/CAG.

SIGNIFICANCE

This allocation will provide the Transportation Authority's (TA) share of the funding for the C/CAG local shuttles program under the Countywide Congestion Relief Plan.

BUDGET IMPACT

There is no impact to the Budget. The proposed allocation of \$300,000 is from existing funds in the Fiscal Year (FY) 2011 and FY2012 budgets.

BACKGROUND

The TA has allocated funding to C/CAG since 2006 for various programs contained in the Countywide Congestion Relief Plan. The C/CAG local shuttle program is included in this plan. These shuttles are sponsored by local jurisdictions and connect residential areas with transit, educational, commercial, and recreational areas. The local jurisdiction is required to provide 50 percent of the support for the projects.

Prepared by: James W. McKim, Project Manager

650-508-7944

RESOLUTION NO. 2011 –

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

*** * ***

**ALLOCATION OF \$300,000 IN NEW MEASURE A LOCAL SHUTTLE PROGRAM
CATEGORY FUNDS TO THE CITY/COUNTY ASSOCIATION OF
GOVERNMENTS (C/CAG) IN SUPPORT OF THE
COUNTYWIDE CONGESTION RELIEF PLAN**

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 2004 Transportation Expenditure Plan designates 4 percent of new Measure A revenues to fund local shuttle projects, anticipated to be \$2.4 million in Fiscal Year (FY) 2012, and includes funding for traffic congestion relief within San Mateo County; and

WHEREAS, staff has determined that the FY2012 Budget includes funds in the Local Shuttle Program Category to support the City/County Association of Governments of San Mateo County (C/CAG) shuttles in the Countywide Congestion Relief Plan (Plan); and

WHEREAS, C/CAG has requested, and staff recommends approval of, an allocation of \$300,000 of new Measure A funds to C/CAG from the Local Shuttle Program Category for the C/CAG shuttle program; and

WHEREAS, several projects and programs jointly funded by C/CAG and the Transportation Authority in support of the Countywide Congestion Relief Plan in FY2011 either under-ran anticipated expenses or were delayed for various reasons; and

WHEREAS, staff proposes to enter into new funding agreements to allow for the rollover of new Measure A funds that were allocated by Resolution 2010-20, but not used in FY2011, to continue to support these projects and programs.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby allocates \$300,000 of new Measure A funds to C/CAG from the Local Shuttle Program Category for the C/CAG shuttle program; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to take any additional actions necessary to give effect to new allocation and rollover allocations addressed in this resolution.

Regularly passed and adopted this 6th day of October 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Aidan Hughes
Interim Executive Officer,
Planning and Development

C. H. (Chuck) Harvey
Deputy CEO

SUBJECT: ADOPTION OF THE MEASURE A SHORT-RANGE HIGHWAY PLAN

ACTION

Staff proposes that the Board adopt the Short-Range Highway Plan.

SIGNIFICANCE

The new Measure A Transportation Expenditure Plan sets forth a vision for improvements to San Mateo County's regional public transit offerings, local streets and roads, grade separations, pedestrian and bicycle infrastructure, traffic congestion relief and highway system, all with new Measure A funds being available to contribute to, but not fully fund, these regional endeavors.

In 2008 and 2009, the Board adopted a Strategic Plan and an Implementation Plan to guide the execution of the Measure A Program. Specifically for the Highways Program, direction was set forth for development of a short-range highway plan.

The intent of the Short-Range Highway Plan is to provide an aggressive funding strategy that would advance the total program goals within the inherent financial limitations of new Measure A revenues. Funding a select number of projects as "spot" improvements along a regional system on an ad hoc basis would neither achieve notable benefits at the county or regional levels, nor be perceived as being fair to the vast array of prospective applicants for funding. Rather, the complete program needs to be advanced strategically to meet the goals outlined in the Measure A Program as follows:

- Remove bottlenecks in the most congested highway commute corridors;
- Reduce congestion; and
- Improve throughput along secondary congested commute corridors.

The Short-Range Highway Plan will serve as a policy tool for leveraging funds for the total program countywide. It includes a policy framework for making project investment decisions and developing a Capital Improvement Plan (CIP) over time. Following adoption of the Short-Range Highway Plan, the Transportation Authority (TA) will issue calls for planning and capital projects to populate the CIP. This approach will allow the TA to make short-term funding decisions timed with availability of collected sales tax while striving to meet the necessary long-term goals of Measure A.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

Staff developed the plan in partnership with the City/County Association of Governments of San Mateo (C/CAG) staff. Policy direction was provided by the TA Board Strategic Plan Advisory Committee and significant input was provided by the C/CAG Technical Advisory Committee and TA Citizens Advisory Committee.

Several meetings have been held over the last year during key milestones of plan development. The plan packages together policy guidance that has received overall support from the involved stakeholders. The comprehensive framework of the plan was provided as an information item in powerpoint to the CAC and Board at their June 2011 meetings.

The draft plan has been made available on the TA website and a copy of the plan accompanies this staff report.

Prepared by: Melanie Choy, Manager Programming and Monitoring

650-508-6382

DRAFT

**New Measure A
(2009 – 2033)**

***Short-Range Highway Plan
(10 Years)***

*San Mateo County Transportation Authority (TA)
September 2011*

Executive Summary

In 2004, the San Mateo County voters approved the continuation of the county's half cent transportation sales tax (New Measure A) and accompanying Transportation Expenditure Plan (TEP). The New Measure A Program is a 25 year program (2009 to 2033).

In 2008 and 2009, the Transportation Authority (TA) Board of Directors adopted a Strategic Plan and an Implementation Plan, respectively, to guide the execution of the Measure A program. These documents and plans define general policy parameters for making investment decisions related to San Mateo County sales tax collected through this measure and can be found at www.smcta.com.

Specifically for the Highways Program, direction was provided to develop a short-range highway plan focused on an aggressive funding strategy that would advance the total program. The program is oversubscribed and select project funding would not achieve notable system level improvements to the highway network. The rough estimated cost to fund the 2004 Measure A Highways Program is \$1.8 billion. The forecasted sales tax revenues to be generated over the life of the Measure A Program is \$446 million.

This short-range highway plan is a 10 year outlook which includes a policy framework for making investment decisions and developing a capital improvement plan (CIP) over time. Due to varying levels of project definition for all of the projects in the Highways Program and the unpredictability of state funding for highway projects, the largest sustaining external funding source, developing a CIP for the life of the program at this time would be speculative.

Following adoption of this plan, which will serve as a living document to be updated regularly, the TA will conduct calls for planning and capital projects guided by the policies outlined in this plan. The call for projects process will be used to make short-term funding decisions anchored to long-term goals for the program and complete a CIP which will become a useful tool for leveraging funds for the program.

This process will also be used to program the remaining revenue from the Original Measure A Program. Only the Original Measure A Streets and Highways projects will be eligible to receive the revenues from the Original Measure A Program.

Chapter 1. Overview

This short-range transportation plan provides guidelines to make funding decisions for the Highways Program. Each chapter will cover a key element of the plan, specifically:

- Chapter 2 describes the planning process;
- Chapter 3 describes the Highways Program as outlined in the 2004 Measure A Transportation Expenditure Plan;
- Chapter 4 describes the funding challenge;
- Chapter 5 describes established policies and new guidelines for making investment decisions;
- Chapters 6 and 7 provide definition for implementing the new guidelines;
- Chapter 8 provides an update on the status of the Original Measure A Streets and Highway Program projects;
- And lastly, Chapter 9 summarizes the next steps.

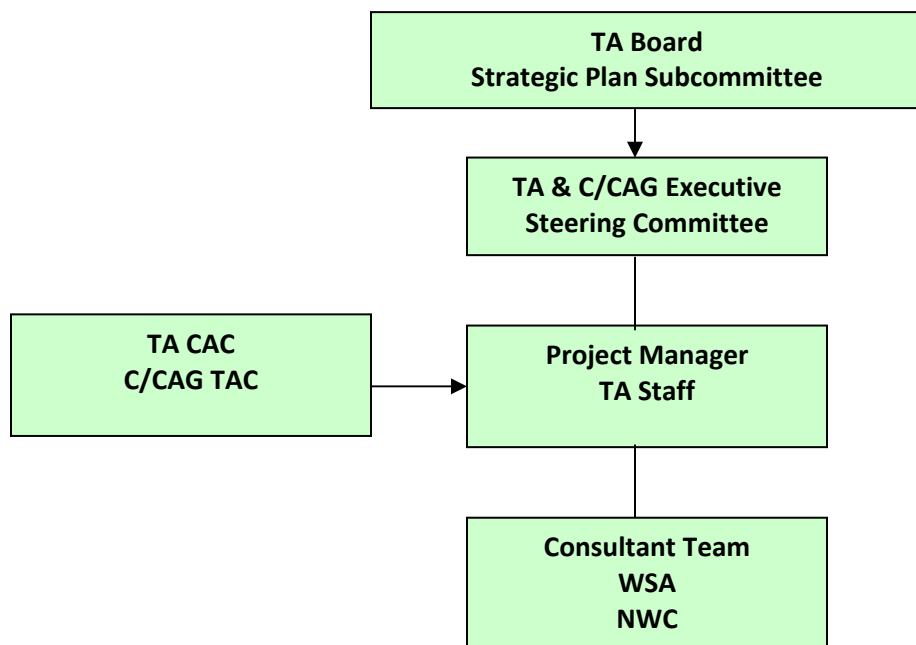
Chapter 2. Planning Process

The guidelines included in this plan reflect significant input from our stakeholders (from project users to project sponsors to funding decision-makers) collected over the past year, with a broad range of perspectives .

The plan was developed by TA staff with support from a consulting team comprised of Wilbur Smith Associates (WSA) and Nancy Whelan Consulting (NWC). Policy direction was provided by the Transportation Authority (TA) Board Strategic Plan Subcommittee. Project direction was provided by an Executive Steering Committee comprised of City/County Association of Governments (C/CAG) and TA executive staff.

Stakeholder input was provided by the TA Citizens Advisory Committee and the C/CAG Technical Advisory Committee. Periodic updates were provided to the San Mateo County/City Managers.

The following visual reflects the key participants in the planning process:



The participants were critical in supporting the planning process and informing the policy guidelines described in this plan.

Chapter 3. 2004 Measure A Highways Program

This chapter provides information about the Highways Program project status and funding caps set for the forecasted sales tax to be collected through the Measure A Program.

The 2004 Measure A Transportation Expenditure Plan (TEP) is comprised of six programs. The Highways Program, which is the second largest program, is divided into two subcategories:

- Key Congested Areas (KCA) which focus on removing bottlenecks in the most congested highway commute corridors; and
- Supplemental Roadways (SR) which focus on reducing congestion and improving throughput along critical congested commute corridors.

The Highways Program is committed to receive a 27.5 percent share of the total sales tax revenue collected for the New Measure A Program. Those funds are distributed as follows:

- 17.3% for KCA projects; and
- 10.2% for SR projects.

Based on the TEP, sales tax funding in one subcategory cannot be used for another.

There are 26 projects in the program. Twenty-one projects are in project development and five projects have not yet commenced. Some of the projects are active because they were also included in the Original Measure A Program and were able to utilize sales tax funding from the Original Measure A Program.

Key Congested Areas (KCA)

The KCA is comprised of five key congested highway corridors. The specific projects, status and estimated sales tax by corridor are listed in Table 1. The estimated sales tax by corridor is as identified in the TEP.

Corridor	Sales Tax*	Projects	Status**
Highway 280 (I-280) North Improvements	\$77M	Reconstruct I-280/ State Route 1 Interchange	CS
		Construct Auxiliary Lanes between I-380 and Hickey Blvd.	Not initiated
Coastside Highway Improvements	\$24M	State Route 1/ San Pedro Creek Bridge Replacement	CS
		State Route 1/ Manor Drive Overcrossing improvement and widening	CS
		State Route 1 and 92 safety and operational improvements within and in the proximity of Half Moon Bay	CS
Highway 92 (SR 92) Improvements	\$50M	Auxiliary Lanes and interchange improvements between I-280 and the San Mateo Hayward Bridge	CS
Highway 101 (US-101) Mid-County Improvements	\$49M	Reconstruction of the US-101/Broadway Interchange	E&D
		Modification of the US-101/Peninsula Avenue Interchange	CS
		Operational Improvements on US-101 from Hillsdale to State Route 92	CS
Highway 101 (US-101) South Improvements	\$60M	Reconstruct the US-101/Woodside Road Interchange	CS
		US-101 improvements between State Route 84 and the Santa Clara county line and access improvements to the Dumbarton Bridge	CS
Total:	\$260 million		

*As estimated in the 2004 Measure A Transportation Expenditure Plan

**CS (Conceptual Studies); E&D (Environmental & Design); C (Construction)

Supplemental Roadway (SR)

The SR subcategory includes 15 candidate projects. SR projects, unlike KCA projects identified for Measure A funding, reflect a partial list of candidate projects. Additional candidate projects may be submitted to the TA for consideration to account for changing needs during the 25-year term. Projected revenues are not expected to be adequate to fund all candidate projects.

Table 2	
SR Candidate Projects and Status	
Estimated Sales Tax Contribution \$153 million*	
Candidate Projects	Status**
State Route 35 (I-280-Sneath Lane) widening	Not initiated
US 101/Produce Avenue Interchange	CS
State Route 92 (I-280 to State Route 35) truck climbing lane	E&D
Willow Road adaptive signal control system	Not initiated
US 101 (Sierra Point Pkwy - SF/SM County Line) auxiliary lanes	CS
Geneva Ave extension	CS
I-280/John Daly Blvd - Overcrossing (north side) widening	Not initiated
Junipero Serra Blvd Improvements in Daly City, Colma, and South San Francisco	Project Complete
US 101/Candlestick Point Interchange	CS
US 101(Sierra Point Pkwy - San Bruno Ave) auxiliary lanes	CS
I-280/I-380 local access improvement	CS
US-101/Sierra Point Pkwy Interchange replacement and Lagoon Way extension	CS
Triton Drive widening (Foster City)	E&D
Sand Hill Road signal coordination	Not initiated
Woodside Road Widening (US-101- El Camino Real)	E&D

*As identified in the 2004 Measure A Expenditure Plan

**CS (Conceptual Studies); E&D (Environmental & Design); C (Construction)

Chapter 4. Funding Challenge

This chapter provides information about the forecasted funding shortfall for the Highways Program.

The total Highways Program cost, which includes all of the projects listed in the 2004 TEP under KCA and SR subcategories, is estimated at \$1.8 billion. It is important to know that the estimated total cost is based on the best available project information to date.

The certainty of the project cost estimates vary significantly. Active projects (as identified in the previous chapter) have better project definition and cost estimation. Inactive projects have very limited information. For the inactive projects, the project team conceptualized the project enough to apply relevant unit costs at a very broad level to derive a total project cost. As projects become better defined, it is expected that the estimated shortfall forecast will change.

The estimated Measure A revenue shortfall is \$655 million assuming receipt of approximately \$446 million in funding (as noted in the TEP and adjusted for inflation) and an aggressive strategy for leveraging funds. This assumes funding from other sources exceed what was identified in the 2004 TEP. The other funding sources contemplated include the State Transportation Improvement Program (STIP), state initiatives, federal programs / appropriations, and developer fees/contributions, all of which are uncertain in the current economy.

Tables 3 and 4 provide information about the projected funding gap for KCA projects and SR projects, respectively.

Table 3	
<u>Key Congested Areas Projects by Corridor</u>	
Estimated Cost & Funding	
Highway 280 (I-280) North	\$193.8 million
Coastside Highway Improvements	\$ 59.4 million
Highway 92 (State Route) Improvements	\$174.5 million
Highway 101 (US-101) Mid-County Improvements	\$202.1 million
Highway 101 (US-101) South Improvements	\$506.8 million
Total Estimated Program <u>Cost</u>	\$ 1,136.6 million
New Measure A*	\$280.7 million
Other Funding	\$409.6 million
Total Estimated <u>Funding</u>	\$690.3 million
Funding Gap	(\$446.3 million)

* The New Measure A revenue has been escalated for expected population growth based on California Department of Finance Demographic Data. The estimated revenue from the 2004 Expenditure Plan is \$260 million in 2004 dollars.

Table 4	
<u>Supplemental Roadways</u>	
Estimated Cost & Funding	
Total Estimated Program Cost	\$664.4 million
New Measure A*	\$165.5 million
Other Funding	\$289.9 million
Total Estimated Funding	\$455.4 million
Funding Gap	(\$209.0 million)

* The New Measure A revenue has been escalated based on expected population growth. The estimated revenue from the 2004 Expenditure Plan is \$153 million in 2004 dollars.

Chapter 5. Funding Guidelines

This chapter identifies established policies and newly developed funding guidelines for the Highways Program. The newly developed guidelines reflect the interest of the stakeholders to spread investment throughout the county, utilize available funds as soon as possible, advance cost-effective projects, and seize other funding sources.

The established policies in the TEP, Strategic Plan and Implementation Plan are the following:

1. ***New Measure A revenues will only be used to fund New Measure A projects.*** They cannot be used to fund Original Measure A projects unless they are also included in the New Measure A Program.
2. ***Funding caps established in the Measure A must be met.*** The TEP sets funding caps for the total program, KCA subcategory, and SR subcategory.
3. ***Pay as you go.*** Funds will be allocated based on amounts collected annually. If there is a compelling need to advance funds from future years, an exceptional case justification and Board action will be required.
4. ***Funding match goals should be met.*** The matching goal for other funding is 50 percent for KCA projects and 30 percent for SR projects. Given the shortfall, leveraging funds will be critical to advancing the total program.

The following are additional policy guidelines to be applied to the Highways Program:

5. ***Invest in different types of highway projects and both planning and capital projects.*** There are three types of projects in the Highways Program: Interchange, Freeway, and Arterial. Efforts will be made to invest in all three types of projects. It is important to advance both construction and planning projects. Projects ready-to-go are needed to seize funding opportunities. Funding benchmarks have been established to implement this guideline and are described in Chapter 6.
6. ***Project merit is a key criterion for investment decisions.*** Projects need to compete for funding. Anchoring investment decisions to the technical merit of each project will be essential to substantiating unbiased decisions. Other additional important considerations related to cost effectiveness, geographic equity, ease of implementation, economies of scale achieved from grouping projects will also be considered. Project technical criteria and ranking have been completed and are described in Chapter 7.
7. ***Projects must remain active to keep allocated funds.*** If there is no substantial activity on the project for five years or more, reallocation of funds to other active projects will be considered.

8. Implement call for projects to make yearly investment decisions and inform the development of a CIP. The framework for decision making for New Measure A projects will utilize the funding policies and guidelines outlined above. While the Old Measure A Streets and Highways Program is not subject to the funding policies and guidelines outlined above, this call for projects general process will be used to distribute the remaining funds in the Original Measure A Streets and Highways Program. The status of the Original Measure A Streets and Highway Program is described in Chapter 8.

Chapter 6. Funding Investment Benchmarks

For the KCA and SR subcategories, sales tax funding benchmarks have been defined to ensure investment in different types of projects in the Highways Program, as well as investment in both capital and planning projects. It is important to know that these are benchmarks and not set caps.

The KCA subcategory benchmarks are defined for three types of projects: Interchange, Freeway, and Major Arterial. The split of funding between the three types of projects required identifying each project by type and totaling the estimated sales tax by type consistent with the estimated sales tax revenues defined by corridor in Table 1 of Chapter 3.

Within each type of project, the benchmark is further subdivided into pre-construction (20 percent) and construction (80 percent) activities. Generally, 20 percent of a highway project's cost is for pre-construction activities (includes environmental clearance, design) and 80 percent is for right-of-way and construction.

These percentages were developed as a general rule of thumb based on stakeholder input and historical project costs. As the Highway program progresses, this benchmark will be monitored and may be updated as appropriate. Table 5 presents the funding benchmarks by category for the KCA for the life of the Measure.

Table 5		
KCA Funding Benchmarks		
Project Type (% of Total Cost)	Benchmarks	Estimated Sales Tax Revenue* (25 year total)
Interchange (33%)	ROW & Construction (80%)	\$68,640,000
	Pre-Construction (20%)	\$17,160,000
	Categorical Total	\$85,800,000
Freeway (62%)	ROW & Construction (80%)	\$128,960,000
	Pre-Construction (20%)	\$32,240,000
	Categorical Total	\$161,200,000
Major Arterial (5%)	ROW & Construction (80%)	\$10,400,000
	Pre-Construction (20%)	\$2,600,000
	Categorical Total	\$13,000,000
Total		\$260,000,000

* Benchmarks are subject to change with cost estimate updates at key project development milestones.

The SR benchmarks are defined for pre-construction and right of way and construction activities only. The SR benchmarks are not being defined by project type because, unlike the KCA projects, the SR projects candidate projects only and do not represent a finite list of projects for Measure A funding consideration. Table 6 presents the SR funding benchmarks.

Table 6	
SR Funding Benchmarks	
Benchmarks	Funding (25-year total)
ROW & Construction (80%)	\$122,400,000
Pre-Construction (20%)	\$30,600,000
SR Program Total	\$153,000,000

Chapter 7. Technical Evaluation Criteria and Ranking

Project merit evaluation criteria and ranking is defined to ensure a technical level playing field for project competition. Anchoring investment decisions to the merit of each project will be essential to substantiating unbiased decisions.

The Highways Program projects have been evaluated and ranked by technical consultants from Wilbur Smith Associates and reviewed by staff and the stakeholders. The technical project ranking is based on the following five core project selection and prioritization categories established in the Strategic Plan and associated Implementation Plan for competitive programs: Effectiveness, Readiness, Need, Policy Consistency, and Sustainability.

Table 7 provides the weighting and definition for each criterion.

Criteria	Weight	Points	Definition (1 point for each factor)
Effectiveness	45%	3	<ul style="list-style-type: none"> ○ Ability to relieve congestion and improve safety achieves at least a minimal benefit among comparable projects ○ Additional point if performance is at least average among comparable projects ○ Additional point if a top performer among comparable projects
Readiness	20%	3	<ul style="list-style-type: none"> ○ Active and in a phase up to or including completion of a conceptual development phase ○ Active, has completed a Project Study Report or Alternative Analysis, and has moved into subsequent development phase ○ Active and has secured all environmental clearances
Need	15%	3	<ul style="list-style-type: none"> ○ Mitigates current congestion ○ Mitigates future congestion ○ Located in a 2000 Countywide Transportation Plan Priority Corridor (high or very high)
Policy Consistency	10%	3	<ul style="list-style-type: none"> ○ Project need or purpose recognized in regional planning documents ○ Project is referenced in county planning documents ○ Project is referenced in local planning documents
Sustainability	10%	2	<ul style="list-style-type: none"> ○ Project is primarily an operational improvement rather than an infrastructure expansion ○ Project supports alternative modes (transit, bicycle, or pedestrian) and/or transit oriented development
Total Points		14	

Projects were assigned up to 14 points based on satisfaction of the criteria. Table 8 lists the KCA projects in ranked order and Table 9 lists the SR projects in ranked order.

Table 8	
KCA Project Technical Project Ranking by Type	
Rank	Project Name
Project Type: Interchange	
1	US-101: Reconstruct Broadway Interchange
2	I-280: Reconstruct I-280/State Route 1 Interchange
3	US-101: Reconstruct Woodside Road Interchange
4	US-101: Modification of the Peninsula Avenue Interchange
Project Type: Freeway	
1	US-101: Make Improvements Between State Route 84 and Santa Clara County Line, Including Access Improvements to Dumbarton Bridge
2	I-280: Construct Auxiliary Lanes Between I-380 and Hickey Blvd.
3	US-101: Make Operational Improvements From Hillsdale to State Route 92
4	State Route 92: Construct Auxiliary Lanes and Interchange Improvements Between I-280 and the San Mateo-Hayward Bridge
Project Type: Arterial	
1	State Route 1 and 92: Make Safety and Operational Improvements within and in the proximity of Half Moon Bay
2	State Route 1: Manor Drive overcrossing improvement and widening
3	State Route 1: San Pedro Creek Bridge Replacement

Table 9	
SR Project Technical Ranking by Type	
Rank	Candidate Project Name
Project Type: Interchange	
1	US-101: Replace Sierra Point Parkway Interchange and Extend Lagoon Way
2	US-101: Produce Avenue Interchange
3	US-101: Candlestick Point Interchange
4	I-280/I-380 Interchange: Make Local Access Improvements
Project Type: Freeway	
1	US-101: Construct Auxiliary Lanes Between Sierra Point Parkway and San Francisco County Line
2	US-101: Construct Auxiliary Lanes Between Sierra Point Parkway and San Bruno Avenue
Project Type: Arterial	
1	Geneva Avenue extension
2	State Route 92: Add Truck Climbing Lane Between I-280 and State Route 35
3	State Route 84: Woodside Road: Widen Between US-101 and El Camino Real
4	Sand Hill Road: Coordinate Signals
5	Triton Drive (Foster City): Widen
6	I-280: Widen John Daly Blvd Overcrossing (N Side)
7	State Route 35: Widen Between I-280 and Sneath Lane
8	Willow Road: Adaptive Signal System

The technical ranking coupled with other additional important considerations related to cost effectiveness, geographic equity, ease of implementation, economies of scale achieved from grouping projects will be used to evaluate projects and make funding decisions. The decision making process is through calls for projects described in Chapter 9.

Chapter 8. Original Measure A Streets and Highway Program

Funding commitments for the Original Measure A Program is nearly complete. The total Original Measure A sales tax collected for this program is approximately \$350 million, with \$323 million committed to projects over the life of the Original Measure Program. Remaining funds to be committed are approximately \$27 million.

The projects that are still active are in various stages of project development. While the collection of sales tax revenue under the Original Measure ended in December 2008, the program continues on encumbered funds.

The following is background information on the Original Measure A projects comprised of five corridors. The specific projects, committed funding and status are listed in Table 10.

Table 10			
Original Measure A Projects, Status and Committed Funding			
Corridor	Projects	Committed Funds	Status*
1. Highway 1 (State Route 1) Improvements	Fassler Avenue to Westport Drive in Pacifica (Calera)	\$5.6 million	E&D
	State Route 1 within the City Limits of Half Moon Bay	\$1,342**	Not initiated
2. Bayshore Corridor Highway (US-101) Improvements	Widen US-101 to 8 lanes from Whipple Ave to Santa Clara County Line	\$0	Completed
	Reconstruct Peninsula Interchange	***	Partially Completed
	Reconstruct Broadway Interchange	\$19.3 million	E&D
	Reconstruct Willow Interchange	\$5.0 million	CS
	Reconstruct University Interchange	\$1.1 million	Completed
	Reconstruct Brittan Interchange	\$8.4 million	Completed
	Reconstruct Candlestick Park Interchange	\$1.0 million	CS
	Reconstruct Marsh Road Interchange	\$7.2 million	Completed
	Reconstruct Oyster Point Interchange	\$20.9 million	Completed
	Auxiliary Lanes and Safety Improvements (multiple segments)	\$173.2 million	In Various stages

Corridor	Projects	Committed Funds	Status*
3. Highway 92 (State Route 92) Improvements	San Mateo Bridge to US-101	\$0	Not initiated
	US-101 to I-280	\$1.1 million	CS
	I-280 to State Route 1 (multiple projects)	\$43.7 million	In Various stages
4. Improvements to Approach of the Dumbarton Bridge	Dumbarton Bridge to Bayfront Expressway (widen to 4 lanes)	\$0	Not initiated
	Bayfront Expressway from Willow to Marsh Road (widen to 4 lanes)	\$2.9 million	Completed
	Bayfront Expressway from Marsh Road to Woodside Road (construct 4-lane road)	\$0.8 million	CS
	Woodside Road from US-101 to El Camino Real including modification of US-101 Interchange and add ramps to Maple Street	\$8.7 million	E&D
	Study Alternatives to allow traffic to flow more directly from the Dumbarton Bridge to destinations south of the Bridge	\$0.10 million	Completed
5. Highway 280 (I-280) Improvements	Improve Southbound off-ramp to Sullivan Avenue in Daly City	\$1.1 million	Completed
	Improve Southbound connection from State Route 1 to Serramonte Boulevard	\$0.7 million	CS
	Improve Access and Transitions at I-280/ I-380 Interchange	\$1.7 million	CS
	Crestview Drive connection to I-280	\$ 2,200**	Removed****
	D Street on-ramp to I-280 and State Route 1 in Daly City	\$10.1 million	Completed
Program Evaluation & Management		\$4.5 million	N/A
Total:		\$322.5 million	

*CS (Conceptual Studies); E&D (Environmental & Design); C (Construction)

** Represents actual funding spent (less than \$2,500)

***Partial reconstruction of interchange completed as part of the US 101 Auxiliary Lane project.

**** This project was deemed infeasible and removed by Board action (Resolution 2008-32).

In November 2008, the Board took action (Resolution 2008-23) to apply the remaining funds for projects included in the Original Measure A Program only.

Funding decisions for the remaining sales tax to be committed plus potential freed up funds from projects that are determined to be inactive for five years or more will be made through the call for projects process described in Chapter 9.

Staff will be issuing letters to project sponsors with inactive projects. If it is determined that previously allocated moneys should be reallocated, staff will bring such recommendations to the Board for consideration.

9. Next Steps

A comprehensive capital improvement plan for the Highways Program is needed to meet the goal of advancing the total program. Due to insufficient information related to the projects identified in the program and a complete unknown about the availability of state funding for highway projects, developing a CIP for the life of the program at this time would be speculative.

To begin populating the CIP with the goal of completing it over time, calls for projects will be issued for both planning and construction projects. Initially, the call for project cycles for planning projects will be issued annually and construction projects, biennially. The schedule for the future call for projects may be adjusted based on need.

The intent of the proposed cycle is to provide sufficient opportunity to develop the project concepts in parallel with projects that are advancing into construction. Additionally, the proposed cycle reflects the need to coordinate with regional planning and funding cycles, including Metropolitan Transportation Commission's Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP).

The initial call for projects for both planning and construction projects is scheduled for winter of 2011. Available funding will reflect new Measure A revenues collected since January 1, 2009 and the remaining revenues from the Original Measure A Program. All projects that meet the program goals are eligible to receive New Measure A funds. Only the Original Measure A Streets and Highways projects will be eligible to receive the remaining funds from the Original Measure A Program.

In preparation for the call for projects, staff will develop materials and define a process with the stakeholders on project evaluation and selection consistent with the policy guidelines and benchmarks established in this plan.

RESOLUTION NO. 2011 –

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

* * *

ADOPTION OF THE MEASURE A SHORT-RANGE HIGHWAY PLAN

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the new Measure A half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009; and

WHEREAS, the 2004 Transportation Expenditure Plan designates 27.5 percent of the new Measure A revenues to fund Key Congested Area and Supplemental Roadway projects within the Highways Program; and

WHEREAS, the 2004 Transportation Expenditure Plan sets forth a vision for improvements to San Mateo County’s regional public transit offerings, local streets and roads, grade separations, pedestrian and bicycle infrastructure, traffic congestion relief and highway system, all with new Measure A funds being available to contribute to, but not fully fund, these regional endeavors; and

WHEREAS, the Board-adopted new Measure A Strategic Plan and Implementation Plan builds upon the goals set forth in the Transportation Expenditure Plan and establishes general criteria for funding consideration across the new Measure A programs;

WHEREAS, under the new Measure A Implementation Plan, the Board further directed staff to develop a Short-Range Highway Plan to guide project funding decisions specific to the Highways Program; and

WHEREAS, staff has coordinated with the City/County Association of Governments of San Mateo County (C/CAG), San Mateo County and cities in the county to develop the Short-Range Highway Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby adopts the Short-Range Highway Plan.

Regularly passed and adopted this 6th day of October 2011, 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: ALTERNATIVE CONGESTION RELIEF

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 (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Transportation System Management /Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a report highlighting the Alternative Congestion Relief Program.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The TA has and continues to allocate Measure A funding to the Peninsula Traffic Congestion Relief Alliance (Alliance). With this funding, the Alliance implements a Countywide Traffic Demand Management Plan to reduce traffic congestion in San Mateo County. The Alliance work plan includes: employer and community outreach, shuttle marketing and management, and van and carpool incentive programs to name a few.

This month's presentation will be presented via PowerPoint.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: STATE AND FEDERAL LEGISLATIVE UPDATE

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

The 2011 legislative regular session ended on September 9, 2011. Please refer to the attached legislative matrix for a final summary of bills that were monitored in accordance with the Board's approved 2011 Legislative Program.

FEDERAL ISSUES

Surface Transportation Authorization

With a September 30, 2011 deadline looming, Congress passed H.R. 2887, the Surface and Air Transportation Extension Act of 2011, which extends authorization for Federal highway and public transit programs at current funding levels through March 31, 2012. The bill marks the eighth short-term extension of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Congress continues to work on a new surface transportation authorization bill to replace SAFETEA-LU. A two-year proposal advocated by Senate Environment and Public Works Committee Chairman Barbara Boxer (D-CA) would maintain current funding levels, but would require an additional \$12 billion in supplementary revenue. A six-year proposal introduced by House Transportation and Infrastructure Committee Chairman John Mica (R-FL) would reduce funding for transportation programs by approximately 30 percent to reflect anticipated Highway Trust Fund revenues.

Recently, House leadership directed the Ways and Means Committee to explore revenue options that could be used to support a larger bill.

Appropriations

On September 8, the House Appropriations Transportation Housing and Urban Development (THUD) Subcommittee approved legislation that would severely cut Federal transportation investment in Fiscal Year (FY) 2012. Transportation investment would be limited to what is expected to be available in the Highway Trust Fund and Mass Transit Account.

In contrast, on September 21, the Senate Appropriation Committee approved a THUD appropriations bill that slightly increases overall investment compared to FY2011 and unlike the House bill, retains some funding for key discretionary programs such as the Transportation Investment Generating Economic Recovery (TIGER), Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) and High Speed and Intercity Passenger Rail programs.

Before resolving the differences between the two bills, Congress will need to pass a Continuing Resolution (CR) to maintain government operation beyond the end of FY2011 on September 30. On September 27, after rejecting an earlier House-approved CR, the Senate approved a bill that would fund government agencies through November 18 along with a bill that would continue funding for a shorter period of time through October 4. The House is expected to approved the short-term CR shortly and consider the longer-term CR next week.

American Jobs Act

On September 8, the president unveiled the \$447 billion American Jobs Act. The proposed \$50 billion in immediate surface transportation investment and includes:

- \$9 billion dedicated to public transportation;
- \$2 billion for intercity passenger rail service;
- \$4 billion for high-speed rail;
- \$5 billion for the multimodal TIGER and Transportation Infrastructure Finance and Innovation Act (TIFIA) programs; and
- \$10 billion for a National Infrastructure Bank (NIB)

The proposal was immediately met with opposition from Republican Congressional leaders.

Prepared by: Seamus Murphy, Government Affairs Manager

650-508-6388

San Mateo County Transportation Authority
Bill Matrix as of 9/12/2011

Bill ID/Topic	Location	Summary	Position
<p><u>AB 147</u> <u>Dickinson D</u> Subdivisions.</p>	<p>CHAPTERED 9/6/2011 - Chaptered by the Secretary of State, Chapter Number 228, Statutes of 2011</p>	<p>The Subdivision Map Act authorizes a local agency to require the payment of fees, to be used for various purposes, as a condition of approval of a final map or as a condition of issuing a building permit, including, among others, for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined.</p> <p>This bill would authorize a local ordinance to require payment of a fee subject to the Mitigation Fee Act, as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing transportation facilities, as defined.</p> <p>Last Amended on 5/31/2011</p>	<p>Support</p>
<p><u>AB 320</u> <u>Hill D</u> Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p>	<p>ASSEMBLY ENROLLMENT 9/6/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, which includes a local agency, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to file a notice of approval or a notice of determination containing specified information with the Office of Planning Research or the county clerk of each county in which the project is located, as appropriate. CEQA provides a procedure by which a party may attack, review, set aside, void, or annul the determination, finding, or decision of a public agency on specified grounds and requires that a petitioner or plaintiff name, as a real party in interest, a recipient of an approval that is the subject of an action or proceeding challenging the determination, finding, or decision of a public agency pursuant to CEQA.</p> <p>This bill would require a notice of approval or notice of determination to identify the person undertaking an activity that receives financial assistance from a public agency or the person receiving a lease, permit, license, certificate, or other entitlement of use from a public agency. Because a lead agency would be required to include additional information in the notice of approval or notice of determination, this bill would impose a state-mandated local program. Last Amended on 6/14/2011</p>	
<p><u>AB 348</u> <u>Buchanan D</u> Highways: Safety Enhancement-Double Fine Zone.</p>	<p>ASSEMBLY ENROLLED 9/7/2011 - Enrolled and presented to the Governor at 3:30 p.m.</p>	<p>Existing law requires the Department of Transportation to designate a state highway segment as a Safety Enhancement-Double Fine Zone if specified conditions are met, including that the governing board of the city or county in which the segment is located has by resolution indicated that it supports the designation.</p> <p>This bill would, notwithstanding these requirements and until January 1, 2017, provide for the designation of the segment of county highway known as Vasco Road, between the State Highway Route 580 junction in Alameda County and the Walnut Boulevard intersection in Contra Costa County, as a Safety Enhancement-Double Fine Zone upon the approval of the boards of supervisors of Alameda County and Contra Costa County. The bill would also impose specified duties on the local governing bodies regarding that double fine zone, including to prepare, in consultation with the department, a report to be submitted to the Legislature on the effectiveness of the zone. Last Amended on 7/7/2011</p>	

San Mateo County Transportation Authority
Bill Matrix as of 9/12/2011

Bill ID/Topic	Location	Summary	Position
<p>AB 427 John A. Pérez D</p> <p>Transportation bond funds: transit system safety.</p>	<p>ASSEMBLY ENROLLED 9/7/2011 - Enrolled and presented to the Governor at 3:30 p.m.</p>	<p>This bill would provide that commuter rail operators eligible to receive State Transit Assistance funds are also eligible to receive funds from the 60% share of Transit System Safety, Security, and Disaster Response Account funds.</p> <p>The bill would require funds that otherwise would be allocated based on operator revenue for the Southern California Regional Rail Authority (SCRRA) to be allocated to the applicable county transportation commission. The bill would authorize the applicable commission to allocate those funds to eligible purposes, including eligible projects of the SCRRA, or to suballocate those funds to the SCRRA. This bill would delete the provision making intercity and commuter rail entities receiving bond funds from the 15% share of funds ineligible for the 60% share of funds.</p> <p>Last Amended on 8/15/2011</p>	
<p>AB 516 V. Manuel Pérez D</p> <p>Safe routes to school.</p>	<p>CHAPTERED 9/7/2011 - Chaptered by the Secretary of State, Chapter Number 277, Statutes of 2011</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law requires the department to rate proposals submitted by applicants using specified factors. One of the factors relates to consultation and support for projects by school-based organizations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other relevant community stakeholders.</p> <p>This bill would delete that factor and instead substitute a factor relating to use of a specified public participation process, with involvement by the public, schools, parents, teachers, local agencies, the business community, key professionals, and others, which process identifies community priorities, ensures those priorities are reflected in the proposal, and secures support for the proposal by relevant community stakeholders. The bill would add another factor relating to benefit of a proposal to a low-income school, as defined, and would make other related changes.</p> <p>Last Amended on 7/14/2011</p>	
<p>AB 551 Campos D</p> <p>Public contracts: prevailing wage requirements: violations.</p>	<p>ASSEMBLY ENROLLMENT 9/6/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing law generally requires that not less than the general prevailing rate of per diem wages, as specified, be paid to workers employed on a public work, as defined. Existing law requires a contractor or subcontractor to submit, to the state or political subdivision on whose behalf a public work is being performed, a penalty of not more than \$50 per calendar day, and not less than \$10 per calendar day except in certain cases of a good faith mistake, as provided and determined by the Labor Commissioner, for violations of these prevailing wage provisions.</p> <p>This bill would increase that maximum penalty to \$200 for each calendar day and would increase the minimum penalty except in certain cases of a good faith mistake to no less than \$40 for each calendar day. The bill would also increase the penalty assessed to contractors and subcontractors with prior violations from \$20 to \$80, and from \$30 to \$120 for willful violations.</p> <p>Last Amended on 8/24/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 9/12/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 650</u> <u>Blumenfeld D</u></p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>ASSEMBLY ENROLLMENT 9/6/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>This bill would establish, until March 30, 2013, the Blue Ribbon Task Force on Public Transportation for the 21st Century.</p> <p>The bill would require the task force to be comprised of 12 members and would require the Senate Committee on Rules and the Speaker of the Assembly to each appoint 6 specified members, by January 31, 2012. The bill would require the task force to elect one of its nonlegislative members as chair. The bill would require the task force to issue a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by September 30, 2012, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the Department of Transportation to provide administrative staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the department, as specified, to accomplish the purposes of these provisions. Last Amended on 8/15/2011</p>	<p>Support</p>
<p><u>AB 892</u> <u>Carter D</u></p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>ASSEMBLY ENROLLED 8/31/2011 - Enrolled and presented to the Governor at 1:30 p.m.</p>	<p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law requires the department to submit a report to the Legislature regarding state and federal environmental review. Existing law requires the report to be submitted no later than January 1, 2009, and again, no later than January 1, 2011.</p> <p>This bill would, instead, require the report to be submitted no later than January 1, 2016. Last Amended on 7/13/2011</p>	<p>Support</p>
<p><u>AB 912</u> <u>Gordon D</u></p> <p>Local government: organization.</p>	<p>CHAPTERED 7/25/2011 - Chaptered by the Secretary of State, Chapter Number 109, Statutes of 2011</p>	<p>The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires a local agency formation commission, where the commission is considering a change of organization that consists of a dissolution, disincorporation, incorporation, establishment of a subsidiary district, consolidation, or merger, to either order a change of organization subject to confirmation of the voters, as specified, or order the change of organization without an election if the change of organization meets certain requirements.</p> <p>This bill would authorize the commission, where the commission is considering a change of organization that consists of the dissolution of a district that is consistent with a prior action of the commission, to immediately order the dissolution if the dissolution was initiated by the district board, or if the dissolution was initiated by an affected local agency, by the commission, or by petition, hold at least one noticed public hearing on the proposal, and order the dissolution without an election, unless a majority protest exists, as specified. Last Amended on 5/27/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 9/12/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 952 Jones R</p> <p>High-speed rail.</p>	<p>ASSEMBLY ENROLLMENT 9/7/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>The High-Speed Rail Authority is composed of 9 members, including 5 members appointed by the Governor. Members of the authority are subject to the Political Reform Act of 1974.</p> <p>This bill would prohibit a member, employee, or consultant of the authority from being the recipient of any gift, as defined, in a specified provision of the act. The bill would prohibit a construction company, engineering firm, consultant, legal firm, or any other company, vendor, or business entity with a contract or seeking a contract with the authority, or subcontractor of any of the foregoing, or owner, employee, or any member of their immediate families of any of these companies, firms, vendors, entities, or subcontractors, from making any gift to a member, employee, or consultant of the authority, or to any member of their immediate families. The bill would authorize the authority itself to receive gifts, and to transfer those gifts as specified, with the written approval of the Department of Finance.</p> <p>Last Amended on 8/16/2011</p>	
<p>AB 957 Committee on Transportation</p> <p>Transportation omnibus bill.</p>	<p>ASSEMBLY ENROLLMENT 9/8/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing law, the Sacramento Regional Transit District Act, creates the Sacramento Regional Transit District, with specified powers and duties relative to providing transit services in the Sacramento region. Existing law provides that the district is comprised of specified cities and unincorporated territories in the Counties of Sacramento and Yolo. Existing law sets forth provisions for transition from the Sacramento Transit Authority to the district and also sets forth provisions applicable to the establishment of the first board of the district.</p> <p>This bill would provide that the district includes the Cities of Citrus Heights, Elk Grove, Rancho Cordova, and West Sacramento. The bill would delete obsolete provisions relating to the transition from the authority to the district and establishment of the district's first board.</p> <p>Last Amended on 8/31/2011</p>	
<p>AB 1097 Skinner D</p> <p>Transit projects: domestic content.</p>	<p>ASSEMBLY ENROLLMENT 9/6/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing law provides various sources of funding for transit projects.</p> <p>This bill would specifically authorize the state or a local agency, relative to the use of federal funds for transit purposes, to provide a bidding preference to a bidder if the bidder exceeds Buy America requirements applicable to federally funded transit projects, as specified.</p> <p>Last Amended on 8/29/2011</p>	Support
<p>AB 1105 Gordon D</p> <p>High-occupancy toll lanes: roadway markings.</p>	<p>CHAPTERED 7/25/2011 - Chaptered by the Secretary of State, Chapter Number 114, Statutes of 2011</p>	<p>Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in Santa Clara County.</p> <p>This bill would provide that such a HOT lane established on State Highway Route 101 may extend into San Mateo County as far as the high-occupancy vehicle lane in that county existed as of January 1, 2011, subject to agreement of the City/County Association of Governments of San Mateo County.</p> <p>Last Amended on 4/13/2011</p>	Support

San Mateo County Transportation Authority
Bill Matrix as of 9/12/2011

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1164</u> <u>Gordon D</u></p> <p>Federal transportation funds.</p>	<p>ASSEMBLY ENROLLMENT 9/8/2011 - Re-referred to Com. on TRANS. pursuant to Assembly Rule 77.2. Joint Rule 62(a), file notice suspended. From committee: That the Senate amendments be concurred in. (Ayes 12. Noes 0.) (September 8). Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing law generally provides for programming and allocation of state and federal transportation capital improvement program funds pursuant to the state transportation improvement program process administered by the California Transportation Commission.</p> <p>This bill would enact similar provisions authorizing the department, until September 30, 2015, to make loans from the State Highway Account of other specified federal transportation funds to fund bond-funded projects pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, if the department has determined the loans will not impact the funding of other programs or projects, as specified, and only under circumstances in which federal funds might otherwise be lost, as specified. The bill would appropriate those federal transportation funds in the State Highway Account for these purposes and would require those funds to be obligated to fund the bond-funded projects, as specified. The bill would require the loans to be repaid to the State Highway Account within 3 years from the proceeds of bonds sold pursuant to the bond act and would provide for the appropriation of those repaid funds to the department for use on projects in the state highway operation and protection program or the local assistance program, as specified. The bill would require the department to report to the Joint Legislative Budget Committee each year that federal transportation funds are loaned pursuant to these provisions.</p> <p>Last Amended on 9/1/2011</p>	
<p><u>AB 1388</u> <u>Wieckowski D</u></p> <p>Earnings withholding orders.</p>	<p>ASSEMBLY ENROLLMENT 9/7/2011 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing law requires an employer to withhold the amounts required by an earnings withholding order from all earnings of the employee payable for any pay period of the employee that ends during the withholding period. Under existing law, the portion of the judgment debtor's earnings that the judgment debtor proves is necessary for the support of the judgment debtor or the judgment debtor's family supported in whole or in part by the judgment debtor is exempt from the levy of an earnings withholding order. This exemption is not available if the debt was incurred for the common necessities of life furnished to the judgment debtor or the family of the judgment debtor.</p> <p>This bill would delete that exception for the common necessities of life. This bill would, instead, provide an exception for a debt incurred pursuant to an order or award for the payment of attorney's fees in connection with certain family law proceedings. The bill would also make a conforming change.</p> <p>Last Amended on 6/10/2011</p>	
<p><u>AJR 5</u> <u>Lowenthal, Bonnie D</u></p> <p>Transportation revenues.</p>	<p>CHAPTERED 6/8/2011 - Chaptered by the Secretary of State, Chapter Number 29, Statutes of 2011</p>	<p>This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure. Last Amended on 3/29/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 9/12/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 126</u> <u>Steinberg D</u></p> <p>Agricultural labor relations.</p>	<p>SENATE ENROLLMENT 9/9/2011 - Re-referred to Com. on RLS. pursuant to Senate Rule 29.10.</p>	<p>Existing law prohibits employers from engaging in unfair labor practices, including interfering in the election by agricultural employees of labor representatives to engage in collective bargaining for the designated bargaining units.</p> <p>This bill would provide that if the board refuses to certify an election regarding certification of a labor organization because of employer misconduct that, in addition to affecting the results of the election, would render slight the chances of a new election reflecting the free and fair choice of employees, the labor union shall be certified as the exclusive bargaining representative for the bargaining unit.</p> <p>Last Amended on 9/2/2011</p>	
<p><u>SB 310</u> <u>Hancock D</u></p> <p>Local development.</p>	<p>SENATE ENROLLMENT 9/9/2011 - Assembly amendments concurred in. (Ayes 22. Noes 15.) Ordered to engrossing and enrolling.</p>	<p>Existing law authorizes the legislative body of a city or county to adopt an infrastructure financing plan, which is required to contain specified information, for the purpose of financing certain infrastructure facilities, if specified procedural requirements are met, and requires the legislative body, if it adopts the plan, to submit the proposal to the voters. Existing law authorizes the legislative body to create an infrastructure financing district, by ordinance, if 2/3 of the qualified electors of the proposed district vote in favor of adoption of the plan, and also authorizes the legislative body to initiate proceedings to issue bonds to finance the infrastructure facilities if 2/3 of those electors vote in favor of the issuance. Existing law authorizes infrastructure finance districts to finance specified projects, including financing certain infrastructure facilities.</p> <p>This bill would authorize a district to reimburse a developer that meets specified requirements for permit expenses or expenses related to the construction of affordable housing units pursuant to the Transit Priority Project Program described below. This bill would also require that an infrastructure financing plan also include a plan to finance any potential costs for reimbursing a developer that meets specified requirements for permit and affordable housing expenses related to a project of the Transit Priority Project Program.</p> <p>Last Amended on 8/29/2011</p>	
<p><u>SB 582</u> <u>Yee D</u></p> <p>Commute benefit policies.</p>	<p>SENATE VETOED 8/1/2011 - Vetoed by the Governor</p>	<p>This bill, beginning on January 1, 2013, subject to certain exceptions, would authorize a metropolitan planning organization jointly with the local air quality management district or air pollution control district to adopt a commute benefit ordinance that requires covered employers operating within the common area of the organization and district with a specified number of covered employees to offer those employees certain commute benefits.</p> <p>The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would provide for the 8 metropolitan planning organizations within the region served by a specified air district to adopt the ordinance only after the district first acts to adopt the ordinance. The bill would exclude from its provisions an air district with a trip reduction regulation initially adopted prior to the federal Clean Air Act Amendments of 1990 as long as it continues to have a regulation that allows trip reduction as a method of compliance. The bill would make its provisions inoperative on January 1, 2017.</p> <p>Last Amended on 7/7/2011</p>	