



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**December 1, 2011 - Thursday**

**5:00 p.m.**

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Citizens Advisory Committee Report
4. Consent Calendar MOTION  
Members of the public or Board may request that an item under the Consent Calendar be considered separately
  - a. Approval of Minutes of November 3, 2011
  - b. Acceptance of Statement of Revenues and Expenditures for October 2011
5. Public Comment  
Public testimony by each individual speaker shall be limited to one minute
6. Chairperson's Report RESOLUTION
  - a. Resolution of Appreciation to Outgoing Director John Lee RESOLUTION
  - b. Resolution of Appreciation to Christine Maley-Grubl RESOLUTION
7. SamTrans Liaison Report - November 9, 2011 INFORMATIONAL
8. Joint Powers Board Report
9. Report of Executive Director
10. Finance
11. Program INFORMATIONAL
  - a. Program Report: Transit – Dumbarton Rail Corridor INFORMATIONAL
  - b. Update on State and Federal Legislative Program INFORMATIONAL
  - c. Quarterly Capital Projects Report – 1<sup>st</sup> Quarter INFORMATIONAL

12. Requests from the Authority

13. Written Communications to the Authority

14. Report of Legal Counsel

15. Date, Time and Place of Next Meeting

Thursday, January 5, 2012 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

16. Adjournment

## **INFORMATION FOR THE PUBLIC**

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

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

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

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

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

### **Public Comment**

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

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

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

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

### **Availability of Public Records**

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

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

**MINUTES OF NOVEMBER 3, 2011**

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

**MEMBERS ABSENT:** C. Groom, D. Horsley, J. Vreeland

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

Chair Rosanne Foust called the meeting to order at 5:05 p.m. and Rosemary Lake led the Pledge of Allegiance.

**CITIZENS ADVISORY COMMITTEE REPORT**

Chair Barbara Arietta reported on the November 1, 2011 CAC meeting:

- Welcomed new member Bill Warhurst.
- Presented a Certificate of Appreciation to TA CAC Secretary Rosemary Lake.
- Executive Officer of Customer Service and Marketing Rita Haskin provided an update on the new TA website.
- Bill Osher of CSI Capital gave an update on the Quarterly Investment Report and Fixed Income Market Outlook.
- Director of Rail Operations Michelle Bouchard and Director of Engineering and Construction Liria Larano gave an update on Caltrain.
- Some members questioned the date of the July 5, 2012 Board meeting since it will fall on the day after the July 4 holiday.
- Route 1 public comment period closed on October 22.
- The ribbon cutting for the Belmont Bike/Pedestrian Overpass is November 19.

**CONSENT CALENDAR**

Director Terry Nagel asked that Approval of Minutes of October 6, 2011 and Approval of 2012 Board of Directors Meeting Calendar be pulled.

- Acceptance of Statement of Revenues and Expenditures for June 2011 (unaudited)
- Acceptance of Statement of Revenues and Expenditures for September 2011

A motion (Matsumoto/Nagel) to approve the Consent Calendar was unanimously approved.

- Approval of Minutes of October 6, 2011

Director Nagel said she would like clarification on page 2 of the Minutes on the reference to the amount of money for BART. She would like to know how much is out of pocket and for how many years. Executive Director Michael Scanlon said \$12.5 million is paid for debt service every year and the notes will be diffused in 2032. The other \$1.2 million is 2 percent of the net

proceeds and was included in the Transportation Expenditure Plan that was approved by the voters when Measure A was reauthorized. Deputy CEO Gigi Harrington said SamTrans has about \$23-\$24 million a year in debt service costs. Staff refinanced in 2005 and extended the life of the debt and reduced the payment by \$5 million per year and 50 percent of the debt service went into the BART system. This is SamTrans debt for investing in the BART system. The TA takes 2 percent off the top of Measure A and remits to BART as part of the agreement.

A motion (Nagel/Lee) to approve the minutes of October 6, 2011 was unanimously approved.

- Approval of 2012 Board of Directors Meeting Calendar

Director Nagel asked about the July 5 Board meeting date. Mr. Scanlon said staff decided to keep it on the schedule and traditionally the Board takes either July or August off or combine them.

A motion (Nagel/Matsumoto) to approve the 2012 Board of Directors meeting calendar was unanimously approved.

#### **PUBLIC COMMENT**

Pat Giorni, Burlingame, wished Ms. Lake the best of luck. Monday evening at the Burlingame City Council meeting the city will be naming the pedestrian/bike overpass after Rosalie O'Mahony. Mr. Giorni does not think the TA should front any money to any city that does not have a bicycle plan.

Greg Conlon, Atherton, said Deputy CEO Chuck Harvey will be sending a letter to the city of Atherton regarding the Watkins Avenue gates and he will be meeting with Mr. Harvey next week.

#### **CHAIRPERSON'S REPORT – ROSANNE FOUST**

##### **Resolution of Appreciation to Outgoing Director John Lee**

This item will be continued to the December meeting.

#### **SAMTRANS LIAISON REPORT – KARYL MATSUMOTO**

The September 26, 2011, and October 12, 2011, SamTrans report is included in the agenda packet.

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

Mr. Scanlon reported on the meeting of November 3, 2011:

- There were three public comments on High Speed Rail (HSR), the San Francisco bicycle parking facility and bikes on Bombardier cars.
- The consent calendar was approved.
- The CAC provided an update.
- Key Caltrain Performance Statistics
  - Monthly Performance Statistics – September 2011 compared to September 2010
    - Total Ridership was 1,190,227, an increase of 11 percent.

- Average Weekday Ridership was 49,374, an increase of 9.8 percent.
- Total Revenue was \$4,984,656, an increase of 24.6 percent.
- On-time Performance was 93.6 percent, an increase of 0.2 percent.
- Caltrain Shuttle Ridership was 6,700, an increase of 22.2 percent.
- Year-to-Date Performance Statistics – September 2011 compared to September 2010
  - Total Ridership was 3,609,095, an increase of 10.7 percent.
  - Average Weekday Ridership was 44,901, an increase of 9.6 percent.
  - Total Revenue was \$15,305,664, an increase of 26.9 percent.
  - On-time Performance was 92.6 percent, a decrease of 0.7 percent.
  - Caltrain Shuttle Ridership was 6,768, an increase of 27.6 percent.
- Director Liz Kniss was presented with the coveted hard hat award for taking her first head-end run.
- Rail operator transition continues.
- Ridership is up on all special service to the Sharks, Stanford and Cal football.
- Special service will be provided for the remaining Cal games at AT&T and the three Stanford games in November.
- Thanksgiving morning a special train will operate for the Turkey Trot in San Jose departing San Francisco at 6:07 a.m.
- A Sunday schedule will be operated on Thanksgiving Day and a Saturday schedule will operate the day after Thanksgiving.
- Staff will be participating in the Redwood City Hometown Holidays Event on Saturday, December 3 and there will also be a drop-off event in the lobby here at Central on Monday, November 28.
- The Bicycle Advisory Committee (BAC) recruitment closes November 21.
- The September Safety & Security Report is in the reading file.
- Acting Director Caltrain Modernization Program Marian Lee gave a report on HSR and the capacity analysis.
- Ms. Harrington updated the Board on WiFi on trains and staff expects to have a demonstration on one train in the near term.
- Mr. Harvey briefed the Board on the Jerrold Avenue Bridge replacement in San Francisco and the signal cutover in Santa Clara.
- Two students from Stanford University shared a concept with the Board about exploring businesses along the platforms.
- Board member requests included Director Tom Nolan speaking about bikes and the San Francisco Warm Planet Bike Station and the possibility of a subsidiary, of which staff is working on.
- Closed Session included discussion of an anticipated litigation that has been cleared up and a potential litigation. Neither of these items required action.
- The Board:
  - Received an update on the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended September 30, 2011
  - Accepted the revenues and expenses for June and September.
  - Awarded a revenue sharing contract with All Vision for billboard optimization.
  - Authorized an Amendment to Clipper Memorandum of Understanding.
  - Received a legislative update.

Director Lee congratulated Mr. Scanlon for running a great organization and great railroad with the great staff he has working for him.

Chair Foust asked if staff tracks where the increase in shuttle ridership is. Mr. Scanlon said staff will follow-up and provide the numbers to the Board.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon said:

- The Route 1 Calera Parkway project received over 200 comments and the TA is assisting Caltrans and the city of Pacifica to answer the comments.
- The Belmont Pedestrian Overcrossing ribbon cutting is scheduled for November 19.
- The city of Pacifica reached a milestone with environmental clearance this week for the Route 1 San Pedro Creek Project.
- State bond sales from the California Transportation Commission had an allocation of \$3.8 million for the second phase of the Highway 101 Auxiliary Lane Project.
- Staff will be giving a presentation at the December TA meeting on the Dumbarton Rail Corridor Project. There are a number of public meetings taking place in Newark, Fremont, Union City, Redwood City and Menlo Park.

### **Certificate of Appreciation to Rosemary Lake**

Mr. Scanlon presented Ms. Lake with a Certificate of Appreciation for her work as Assistant District Secretary for the TA Board. Ms. Lake thanked staff for the certificate.

The Board thanked Ms. Lake for her efforts and dedication to the TA.

## **FINANCE**

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

Mr. Osher said the investments are doing as good as they can be doing. They are safe with no surprises and the rates of return are low. The economy grew 2.5 percent in the previous quarter. It was a rough quarter for the markets but will get better. Europe was a big issue during the quarter with tremendous amounts of volatility in the stock market.

Director Lee said safe investments and no surprises are not boring. These are tough times so please keep the portfolio safe.

A motion (Nagel/Lee) to accept the report was approved unanimously.

## **PROGRAM**

### **Program Report: Transit: Caltrain**

Mr. Harvey reported:

- Caltrain serves San Francisco to San Jose with commute service to Gilroy and is host to Union Pacific Railroad, Amtrak's Coast Starlight, Capitol Corridor and ACE.
- Caltrain controls and dispatches 52 miles of the right of way and Union Pacific owns and dispatches the 25 miles south of Tamien.

- Service highlights include weekday commuter service, weekend service including Baby Bullet service, special event service, a bike program with recent expansion of onboard bike capacity.
- Last month the Board awarded a new rail operations contract to TransitAmerica.
- The Fiscal Year (FY) 2012 adopted budget was \$103.8 million.
- Nearly 50 percent of costs are recovered through fare revenue.
- The TA contributes \$4.9 million to San Mateo County's share.

Director Nagel asked about San Francisco's contribution. Mr. Harvey said the current split was derived from a morning boarding formula and evolved to a percentage increase. As part of budget deliberations staff has been in discussions to look at the formula for the FY2014 budget.

- Fare revenue is currently about \$5 million per month.
- Average weekday ridership is over 45,000.
- Recent capital projects include:
  - The South Terminal Project is at the San Jose Diridon Station and is the construction of two 1,200-foot platforms, stair and ramp access to existing underpass, additional tracks and new signal system. The project budget is \$35 million.
  - The San Mateo Bridge Project is the seismic retrofit of bridges at Poplar, Santa Inez, Monte Diablo and Tilton avenues. The project budget is \$11.6 million.
  - The Jerrold Avenue Bridge Replacement Project in San Francisco was a \$13.6 million project.

Director Karyl Matsumoto asked about the status of electrification. Mr. Harvey said there isn't enough money between the JPB partners and there is a need for a partner, such as California High Speed Rail Authority (CHSRA), who needs to share the tracks to get to San Francisco. Staff has completed an initial Environmental Impact Report (EIR) with the existing track configuration. As the blended system concept is further explored then staff will decide what to do with the EIR. Mr. Scanlon said it was very significant when HSR released their Business Plan that they embraced the concept of a blended service. Staff has called a time out along the Peninsula and Ms. Lee is leading a planning process to work with cities and stakeholders to come up with what the blended system will look like. The goals for the blended service were to stay within the existing Caltrain right a way and avoid overhead structures unless the local cities wanted them. The best hope for financing electrification is through the CHSRA. If CHSRA goes away then we will have to come up with Plan B for electrification.

Director Nagel asked what the most popular trains are. Mr. Harvey said the Baby Bullets between San Francisco and Palo Alto and Train 324 has standing room only with bike bumps. He said limited stop trains in many cases are just as full.

Director Lee said with increase traffic on Caltrain is there a future pending problem with capacity. Mr. Harvey said the peak trains are full now and may have to see if it is possible to add a car to the consists, but that would slow down run time and platforms are too short.

Chair Foust said she wished the media would see the projects that are being done by Caltrain showing how the public's taxpayer's money is being used.



Executive Officer of Public Affairs Mark Simon said staff's goal is to have a mailing list to get the stories out and get the correct story out.

### **Legislative Update**

Mr. Simon reported:

#### State Update

The California Air Resources Board approved a cap and trade program to reduce emissions in accordance with AB 32. The program covers 360 businesses in 600 facilities. The emissions are to be reduced by 20 percent beginning next year or purchase emissions allowances at regularly scheduled auctions. AB 32 implementation affects public transit and transportation agencies which are embodied in SB 375 which requires metropolitan planning organizations, like the Metropolitan Transportation Commission, to adopt Sustainable Communities Strategies that focus on concentrating housing near transit and job centers to reduce vehicle miles traveled. Expanding transit services to accommodate these plans will require additional revenues, none of which have been identified yet. Senator Darryl Steinberg has proposed legislation that would allow these organizations to put a gas tax before voters. Staff thinks the gas tax is the most appropriate way to do this, but also the least popular.

#### Federal Update

On Tuesday, November 1, the Senate approved an appropriations minibus covering transportation. It maintains existing Federal level investments in transportation programs. The House version would cut the program by 30-40 percent. Because the bill has passed in both houses they are now able to have conference to see if common ground can be found.

The Senate is expected to consider the second part of President Obama's jobs legislation now that it is divided into separate bills. The proposal they will consider calls for \$50 billion in transportation formula funding and \$10 billion for a National Infrastructure Bank. The Republicans have pledged to offer a counter proposal that would focus on the Senate's Transportation Reauthorization Bill and would propose to fund that with offshore oil and gas drilling revenues. Senator Barbara Boxer has proposed a two-year reauthorization program that preserves most of the existing transportation investment. Her bill is scheduled for markup in the Senate on November 9.

### **REQUESTS FROM THE AUTHORITY**

Director Nagel invited the Board, staff and public to come help honor Ms. O'Mahony where she will receive the Community Recognition Award at the Burlingame City Council meeting on November 8 at 7 p.m.

Chair Foust received a message from a person with a Clipper concern and asked if staff could follow-up. Ms. Haskin responded that she will handle.

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

None

**REPORT OF LEGAL COUNSEL**

No report

**DATE AND PLACE OF NEXT MEETING**

December 1, 2011 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070.

The meeting adjourned at 6:29 p.m.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

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

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$22,829,676 - line 6) is *worse* than staff projections by \$158,074 or 0.7 percent. Within total revenue, *Interest Income* (\$1,609,393 - line 2) is \$154,727 or 8.8 percent *worse* than projections due to lower than budgeted returns and *Rental Income* (\$367,077 - line 3) is \$ 4,557 or 1.3 percent *better* than staff projections.

*Total Revenue* (\$22,829,676 - line 6) is \$ 312,145 or 1.4 percent *better* than prior year performance. *Sales Tax* (\$20,587,733 - line 1) which is \$537,066 or 2.7 percent *better* than prior year is offset by *Interest Income* (\$1,609,393 - line 2) which is \$378,727 or 19.0 percent *worse*.

**Expenditures:** *Total Administrative* (\$269,926 - line 21) is *better* than staff projections by \$70,657 or 20.7 percent. Within total administrative, *Staff Support* (\$151,716 - line 17) and *Other Admin Expenses* (\$117,228 - line 19) are \$68,639 or 20.3 percent *better* than staff projections.

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

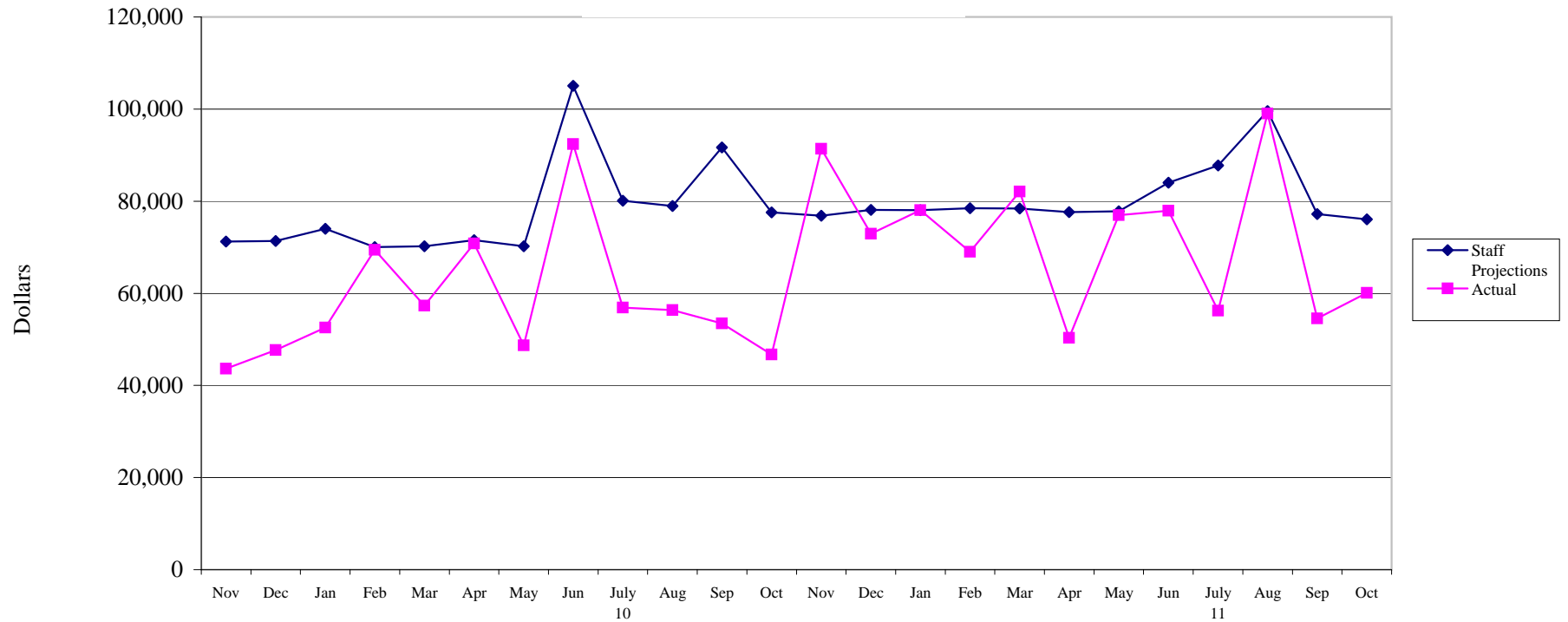
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**Fiscal Year 2012**  
**October 2011**

% OF YEAR ELAPSED: 33.3%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	4,907,733	20,050,667	20,587,733	20,587,800	100.0%	61,500,000	61,500,000	33.5%
2 Interest Income	423,936	1,988,119	1,609,393	1,764,120	91.2%	5,420,670	5,420,670	32.5%
3 Rental Income	91,967	344,840	367,077	362,520	101.3%	1,087,560	1,087,560	33.8%
4 Grant Proceeds	162,671	133,905	265,473	273,310	97.1%	0	2,733,100	9.7%
5								
6 <b>TOTAL REVENUE</b>	<b>5,586,308</b>	<b>22,517,531</b>	<b>22,829,676</b>	<b>22,987,750</b>	<b>99.3%</b>	<b>68,008,230</b>	<b>70,741,330</b>	<b>32.3%</b>
7								
<b>EXPENDITURES:</b>								
9								
10 Annual Allocations	1,906,706	7,782,153	7,975,204	7,994,991	99.8%	23,888,835	23,888,835	33.4%
11								
12 Program Expenditures	979,523	5,235,958	3,291,985	20,468,508	16.1%	58,181,665	62,498,768	5.3%
13								
14 Oversight	28,308	112,498	113,294	161,667	70.1%	485,000	485,000	23.4%
15								
16 Administrative								
17 Staff Support	32,094	147,303	151,716	208,991	72.6%	603,712	603,712	25.1%
18 Measure A Info-Others	982	-	982	3,000	32.7%	12,000	12,000	8.2%
19 Other Admin Expenses	26,992	66,084	117,228	128,592	91.2%	353,687	353,687	33.1%
20								
21 Total Administrative	60,068	213,387	269,926	340,583	79.3%	969,399	969,399	27.8%
22								
23 <b>TOTAL EXPENDITURES</b>	<b>2,974,605</b>	<b>13,343,996</b>	<b>11,650,409 (1)</b>	<b>28,965,749</b>	<b>40.2%</b>	<b>83,524,899</b>	<b>87,842,002</b>	<b>13.3%</b>
24								
25 <b>EXCESS (DEFICIT)</b>	<b>2,611,703</b>	<b>9,173,535</b>	<b>11,179,267</b>	<b>(5,977,999)</b>		<b>(15,516,669)</b>	<b>(17,100,672)</b>	
26								
27 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>413,096,727</b>	<b>421,881,503</b>	<b>433,190,608</b>		<b>433,190,608</b>	<b>433,190,608</b>	
28								
29 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>422,270,262</b>	<b>433,060,770 (2)</b>	<b>427,212,609</b>		<b>417,673,939</b>	<b>416,089,936</b>	
30								
31								
32 Includes the following balances:								
33 Cash and Liquid Investments		734,551		FY 2011 Carryover of Commitments (Unaudited)		271,356,576		
34 Current Committed Fund Balance		347,548,169 (3)		FY 2012 Additional Commitments (Budgeted)		83,524,899		
35 Undesignated Cash & Net Receivable		84,778,049		Reso #2011-11		1,584,003		
36 Total		<u>433,060,770 (2)</u>		Reso #2011-12		2,733,100		
37				Less: Current YTD expenditures		(11,650,409) (1)		
38				Current Committed Fund Balance		<u>347,548,169 (3)</u>		
39								
40 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
41 against the annual budget. When comparing it to the amounts shown in the								
42 "% of PROJECT" column, please note that individual line items reflect variations								
43 due to seasonal activities during the year.								
44								
45 * The TA Adopted Budget is the Board adopted budget effective June 2, 2011.								
46 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
47								
48								

11/17/11 6:17 PM

## 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
<b>MONTHLY EXPENSES</b>												
Staff Projections	87,727	99,591	77,202	76,063								
Actual	56,262	99,047	54,550	60,068								
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	87,727	187,318	264,520	340,583								
Actual	56,262	155,308	209,858	269,926								
Variance-F(U)	31,465	32,010	54,662	70,657								
Variance %	35.87%	17.09%	20.66%	20.75%								



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 OCTOBER, 2011

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
County Pool #3	Liquid Cash	0.930%	\$ 223,440,246	\$ 223,440,246
Local Agency Investment Fund	Liquid Cash	0.385%	\$ 42,532,830	\$ 42,532,830
Investment Portfolio	Liquid Cash	1.760%	\$ 155,054,581	\$ 156,276,418
Other	Liquid Cash	0.010%	\$ 734,551	\$ 734,551
			<u>\$ 421,762,209</u>	<u>\$ 422,984,046</u>

Accrued Earnings for September 2011 \$ 414,291.87  
 Cumulative Earnings FY2012 \$ 1,842,576.50

\* County Pool average yield for the month ending October 31, 2011 was 0.930%. As of October, 2011, the amortized cost of the Total Pool was \$2,347,189,519.72 and the fair market value per San Mateo County Treasurer's Office was \$2,354,264,685.33

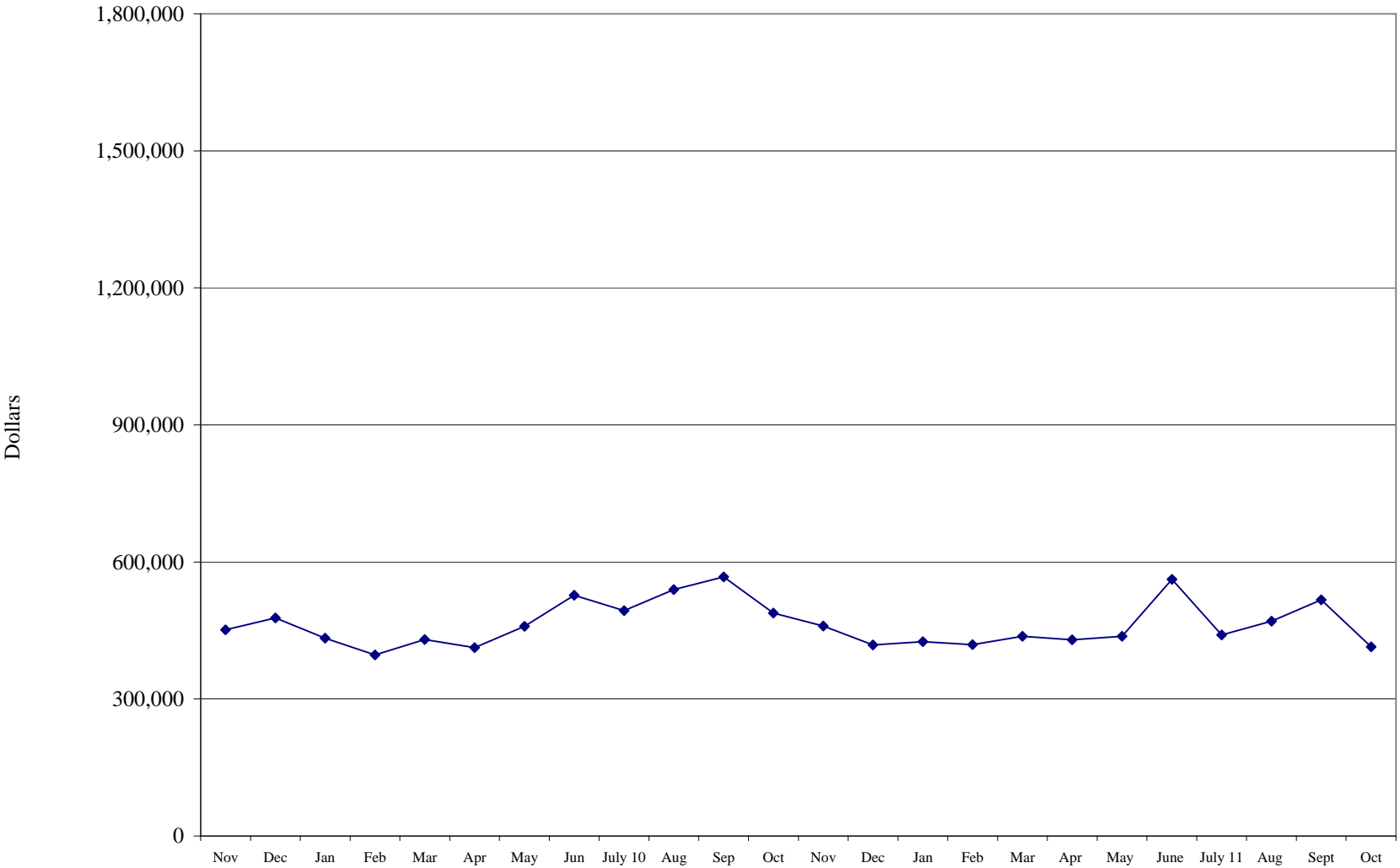
\*\* The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.001847592 as reported by LAIF for quarter ending September 30, 2011.

\*\*\* 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  
OCTOBER 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	517,352.17	1,428,284.63
OCTOBER	414,291.87	1,842,576.50
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**  
**October 31, 2011**

DESCRIPTION	TOTAL INVESTMENT 10-31-11	INTEREST RECEIVABLE 09-30-11	INTEREST EARNED 10-31-11	INTEREST RECEIVED 10-31-11	ADJ.	INTEREST RECEIVABLE 10-31-11
LAIF	42,532,830.20	6,414.67	8,262.68	11,622.94	5,208.27	8,262.68
COUNTY POOL	223,440,246.48	663,295.78	175,947.54	650,924.95	(12,370.83)	175,947.54
BANK OF AMERICA	734,551.35	0.00	16.69	16.69		0.00
INVESTMENT PORTFOLIO	<u>155,054,580.54</u>	<u>773,639.77</u>	<u>236,908.64</u>	<u>452,408.68</u>	<u>318.88</u>	<u>558,458.61</u>
	<u>421,762,208.57</u>	<u>1,443,350.22</u>	<u>421,135.55</u>	<u>1,114,973.26</u>	<u>(6,843.68)</u>	<u>742,668.83</u>

**OCTOBER 2011 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned Per Report 10/31/11	414,291.87
<b>Add:</b>	
County Pool Adj.	
Misc. Income	
GASB 31	
<b>Less:</b>	
Management Fees	(3,015.38)
Securities Transaction Activity Fees	(4,381.27)
Capital Gain(Loss)	<u>17,041.15</u>
Total Interest & Capital Gain(Loss)	<u><u>423,936.37</u></u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	1,842,576.50
<b>Add:</b>	
County Pool Adj.	
Misc. Income	
GASB 31	
<b>Less:</b>	
Management Fees	(28,248.56)
Securities Transaction Activity Fees	(4,381.27)
Capital Gain(Loss)	<u>(200,553.71)</u>
Total Interest	<u><u>1,609,392.96</u></u>
Balance Per Ledger as of 10/31/11	
Int Acct. 409100 - Co. Pool	826,872.49
Int Acct. 409100 - LAIF	19,885.62
Int Acct. 409100 - B of A	60.16
Int Acct. 409100 - Misc. Income	
Int Acct. 409101 - Portfolio Funds	963,128.40
Gain(Loss) Acct. 405210	(200,553.71)
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>1,609,392.96</u></u>



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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-11	MARKET VALUE 10-31-11	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 09-31-11	INTEREST EARNED 10-31-11	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 10-31-11	PAR VALUE
<b><u>COLLATERIZED MORTGAGE OBLIGATIONS</u></b>															
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	882,609.29	990,814.80	900,217.30	12-28-12	5.270%	129.4403	31	258.88	4,012.65	3,883.21	(9.12)	379.20	863,451 0.50%
<b>CALLED</b>	3136FPRL3	10-28-11	(14,977,500.00)	(15,007,665.00)	(15,000,630.00)										(15,000,000.00)
	3134G1VQ4	10-17-11	(2,554,998.00)	(2,551,144.95)	(2,550,841.50)										(2,550,000.00)
<b>TOTAL</b>			<u>155,054,580.54</u>	<u>156,582,608.26</u>	<u>156,276,417.65</u>					<u>773,639.77</u>	<u>236,908.64</u>	<u>452,408.68</u>	<u>318.88</u>	<u>558,458.61</u>	<u>153,681,967.46</u>

17-Nov-11 Weighted Average Interest Rate 1.7604%

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

11/17/11 6:17 PM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
<b>FY2011:</b>					
1st Quarter	15,224,400	1st Quarter	15,366,023	141,623	15,366,023
2nd Quarter	15,910,800	2nd Quarter	16,919,099	1,008,299	16,919,099
3rd Quarter	13,855,400	3rd Quarter	14,737,847	882,447	14,737,847
4th Quarter	15,009,400	4th Quarter	16,493,027	1,483,627	16,493,027
<b>FY2011 Total</b>	<b>60,000,000</b>	<b>FY2011 Total</b>	<b>63,515,996</b>	<b>3,515,996</b>	<b>63,515,996</b>
<b>FY2012:</b>					
Jul. 11	4,225,700	Sep. 11	4,225,000	(700)	4,225,000
Aug. 11	4,225,700	Oct. 11	4,532,800	307,100	4,532,800
Sep. 11	5,634,300	Nov. 11		0	5,634,300 (1)
1st Qtr. Adjustment	1,594,300	Dec. 11		(306,400)	1,287,900 (1)
3 Months Total	15,680,000		8,757,800	0	15,680,000
Oct. 11	4,368,400	Dec. 11		0	4,368,400 (1)
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 (1) 1/3
6 Months Total	31,938,200		8,757,800	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		8,757,800	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
<b>FY2012 Total</b>	<b>61,500,000</b>	<b>FY2012 Total</b>	<b>8,757,800</b>	<b>0</b>	<b>61,500,000</b>
	15,680,000	1st Quarter			
	4,907,733	2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>20,587,733</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

	<u>10/31/2011</u>
Cash -- Bank of America Checking Account	734,551.35
LAF	42,532,830.20
County Pool	223,440,246.48
Investment Portfolio	155,054,580.54
	<hr/>
Total	<u><u>421,762,208.57</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN -- OCTOBER 2011

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000711	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-10-03	826,258.94	WIR	Capital Programs
SMCTA	000712	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-10-11	429,147.26	WIR	Capital Programs
SMCTA	000713	MATSUMOTO, KARYL M.	2011-10-11	100.00	WIR	Board of Directors Compensation
SMCTA	000714	GROOM, CAROLE	2011-10-11	100.00	WIR	Board of Directors Compensation
SMCTA	000715	NAGEL, TERRY	2011-10-11	100.00	WIR	Board of Directors Compensation
SMCTA	000716	HORSLEY, DONALD	2011-10-11	100.00	WIR	Board of Directors Compensation
SMCTA	000717	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-10-31	181,676.66	WIR	Capital Programs
SMCTA	003068	FEHR & PEERS	2011-10-03	8,291.67	CHK	Capital Programs
SMCTA	003069	FOCUS ON THE FUTURE	2011-10-03	525.00	CHK	Seminar and Training
SMCTA	003070	PARKING COMPANY OF AMERICA	2011-10-03	98,967.65	CHK	SMCTA Caltrain Shuttles
SMCTA	003071	REDWOOD CITY, CITY OF	2011-10-03	11,659.45	CHK	Capital Programs
SMCTA	003072	FEHR & PEERS	2011-10-11	5,022.24	CHK	Capital Programs
SMCTA	003073	FOSTER CITY, CITY OF	2011-10-11	5,924.80	CHK	Capital Programs
SMCTA	003074	FOSTER CITY, CITY OF	2011-10-11	6,663.36	CHK	Capital Programs
SMCTA	003075	FOSTER CITY, CITY OF	2011-10-11	5,825.60	CHK	Capital Programs
SMCTA	003076	FOSTER CITY, CITY OF	2011-10-11	7,270.95	CHK	Capital Programs
SMCTA	003077	FOUST, ROSANNE	2011-10-11	100.00	CHK	Board of Directors Compensation
SMCTA	003078	HARRIS ELECTRIC	2011-10-11	3,298.00	CHK	Capital Programs
SMCTA	003079	LEE, JOHN	2011-10-11	100.00	CHK	Board of Directors Compensation
SMCTA	003080	MENLO PARK, CITY OF	2011-10-11	4,728.04	CHK	Capital Programs
SMCTA	003081	OFFICEMAX CONTRACT INC.	2011-10-11	42.44	CHK	Office Supplies
SMCTA	003082	VREELAND, JIM	2011-10-11	100.00	CHK	Board of Directors Compensation
SMCTA	003083	FEHR & PEERS	2011-10-17	22,690.28	CHK	Capital Programs
SMCTA	003084	PARKING COMPANY OF AMERICA	2011-10-17	90,361.79	CHK	SMCTA Caltrain Shuttles
SMCTA	003085	SAN MATEO COUNTY TAX COLLECTOR	2011-10-17	164.52	CHK	Property Taxes
SMCTA	003086	SHAW/YODER & ANTWIH, INC.	2011-10-17	3,702.00	CHK	Legislative Advocate
SMCTA	003087	AT&T TELECONFERENCE SERVICES	2011-10-24	31.62	CHK	Capital Programs
SMCTA	003088	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	2011-10-24	1,176.00	CHK	Capital Programs
SMCTA	003089	DMJM HARRIS/MARK THOMAS JV	2011-10-24	49,521.04	CHK	Capital Programs
SMCTA	003090	FONG BROTHERS PRINTING, INC.	2011-10-24	334.16	CHK	Legal Advertising
SMCTA	003091	SUNTRUST BANK	2011-10-24	21,830.19	CHK	Other Contract Services
SMCTA	003092	URS CORPORATION	2011-10-24	202,404.88	CHK	Capital Programs
SMCTA	003093	BANK OF NEW YORK MELLON, THE	2011-10-31	4,381.27	CHK	Investment Portfolio Administration
SMCTA	003094	FONG BROTHERS PRINTING, INC.	2011-10-31	352.90	CHK	Legal Advertising
SMCTA	003095	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2011-10-31	9,976.00	CHK	Legal Services
SMCTA	003096	HOLLAND & KNIGHT LLP	2011-10-31	5,000.00	CHK	Legislative Advocate
SMCTA	003097	HURLEY, JOSEPH	2011-10-31	109.79	CHK	Business Travel
SMCTA	003098	JACOBS ENGINEERING GROUP, INC.	2011-10-31	8,515.50	CHK	Capital Programs
SMCTA	003099	LEVIN SALES COMPANY	2011-10-31	982.05	CHK	Promotional Advertising
SMCTA	003100	S3, INC.	2011-10-31	3,000.00	CHK	Consultants
				2,020,536.05		

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
November 9, 2011**

**AGENDA ITEM # 7  
DECEMBER 1, 2011**

The Community Relations Committee and Board

Manager of Accessibility Services Bill Welch reported:

- Staff is in the process of having two new Redi-Wheels buses built and they will replace sedans currently being used.
- Progress continues on the Interactive Voice Response Project. Staff is refining the accuracy and customizing the product.

Paratransit Coordinating Council (PCC) Chair Nancy Keegan reported:

- The PCC will be represented at Senator Jackie Speier's Seniors on the Move event tomorrow in South San Francisco.
- Diane Griffith will be installed as the new president for the Council of the Blind.

Citizens Advisory Committee Chair Peter Ratto reported:

- Received a presentation on the SamTrans Service Plan criteria.
- Long time CAC member Wayne Kingsford-Smith passed away.

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

Average weekday ridership for all modes for September 2011 compared to September 2010 was 102,535, an increase of 3 percent.

The Finance Committee and Board

The Board approved the following items:

- The Statement of Revenues and Expenses for June 2011 (unaudited) and September 2011.
- Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2011.
- Authorized Execution of an Amendment to the Clipper Memorandum of Understanding.
- Authorized Reduction of Employer Paid Member Contributions to the Public Employees Retirement System (PERS) by 2 Percent Effective January 1, 2012.
- Authorized Continued Participation in PERS Medical for the Former Administrative Employees Now Represented by the Amalgamated Transit Union and the International Brotherhood of Teamsters.
- Authorized Amending the Funding Agreement with the San Mateo City/County Association of Governments for Community Based Transportation Planning Services and Increasing the Fiscal Year 2012 Operating Budget by \$30,000.
- Authorized the Disposal of 10 Surplus Buses.
- Authorized Award of Contract to United Performance Corporation for Automotive Repair Services for a Three-year Base Term for a Total Estimated Cost of \$389,752.
- Authorized Award of Contract to Chandler Enterprises, Inc. for Furnishing Overhead and Mechanical Door Services for a Three-year Base Term for a Total Cost of \$299,037.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
November 9, 2011**

- Authorized Award of Contract to World Courier Ground for Providing Mail Courier Services for a Five-year Term for an Estimated Cost of \$182,700.

The Legislative Committee and Board

Last month the California Air Resources Board approved a Cap and Trade Program to reduce emissions from the State's largest polluters in accordance with AB 32. The program covers 360 of the State's most polluting businesses and requires them to reduce emissions by 20 percent beginning next year or purchase emission allowances at regularly scheduled auctions.

Last week the Senate approved an appropriations minibus covering transportation and housing programs, in addition to some of the other appropriations programs. This bill maintains existing Federal investment in transportation programs for the current fiscal year. The House version that has been discussed would cut transportation programs by 30-40 percent, depending on which program being discussed. Passage of this bill allows the Senate and House appropriators to meet in conference to resolve some of the differences in the two bills. The bill needs to pass before November 18 when the current extension expires.

The Senate voted down a two-year reauthorization proposal that would have eliminated bike and pedestrian programs. This was a Republican alternative in the Senate. This morning the Environment and Public Works Committee unanimously approved Senator Barbara Boxer's two-year Surface Transportation Reauthorization Proposal which would supplement the Highway Trust Fund with an additional \$12 billion to support current funding levels for highway and transit programs. This bill still needs approval from the Senate Banking and Commerce Committee and Finance Committee. A number of alternatives have been discussed including an increase in offshore energy production and use those revenues to pay for infrastructure.

The jobs legislation that the Administration introduced last month has not had a warm reception in the Senate. It does not look like Congress is going to approve any supplemental funding as part of the Jobs Bill without it making it through the Senate.

Board of Directors

General Manager/CEO Michael Scanlon reported:

- The District continues to invest in human capital.
- There was an Older Driver Seminar in Daly City on November 2.
- SamTrans played host to a number of paratransit customers from San Francisco, San Mateo and Santa Clara counties to provide input for the Metropolitan Transportation Commission's (MTC) Sustainability Project.
- Staff participated in a MTC tabletop emergency preparedness exercise on October 26 with a special focus on people with special needs.
- Provided a bus bridge between the Powell Street BART Station in San Francisco and the Fourth and King Caltrain Station.
- Fixed-route buses averaged 31,000 between service calls and 26,000 for Redi-Wheels.



**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
November 9, 2011**

- There will be a new runbook on December 18 and the main focus will be on-time performance on specific routes.
- Additional service to Serramonte Shopping Center on Route 120 will be provided between November 25-December 26.
- Staff will be participating in the Redwood City Hometown Holidays event on December 3 and there also will be a drop-off event here at Central in the lobby on November 28.
- Mr. Harvey said SamTrans raised \$67,100 for the annual Heart Walk and was the number one fundraising company on the Peninsula. Senior Budget Analyst Leslie Fong was recognized as the company leader.

The Board met in closed session to discuss labor negotiations, pending litigation and the performance evaluation of the General Manager/CEO.

Adjourned the meeting in memory of Wayne Kinsford-Smith.

The next meeting of the Board is scheduled for Wednesday, December 14, 2011 at 2 p.m.

The samTrans logo consists of the word "samTrans" in a bold, sans-serif font. The "a" and "m" are lowercase, while "T" and "r" are uppercase. Below the text are three horizontal bars: a red bar on top, a white bar in the middle, and a blue bar on the bottom.

# Mobility Management – Shuttle Performance

San Mateo November 9, 2011

## Performance

The samTrans logo is identical to the one on the first slide, featuring the text "samTrans" above three horizontal bars (red, white, blue).

- Shuttles by Mode
- Business Partners
- Public Partners
- FY2012 Allocation
- Funding
- Ridership
- Operational Flexibility
- Current Issues
- Summary



## Shuttles by Mode

samTrans

### Caltrain – 31 routes

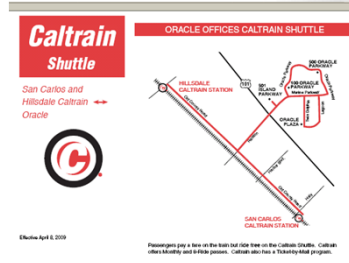
- Operates in 3 counties
- Serves 19 stations

### BART – 8 routes

- Serves 6 stations

1,969,285 annual trips

4,933,096 passenger miles on shuttles



## Business Partners

samTrans

### Some of the Partners:

- Genentech
- Stanford University
- Oracle
- AMD
- UPS Freight Systems
- Intel
- Hewlett Packard
- Google
- See's Candy



## Public Partners

samTrans

- BAAQMD (TFCA funding)
- C/CAG (Grant Program and TFCA funding)
- Peninsula Traffic Congestion Relief Alliance
- Several cities through the Alliance
- San Mateo County Transportation Authority

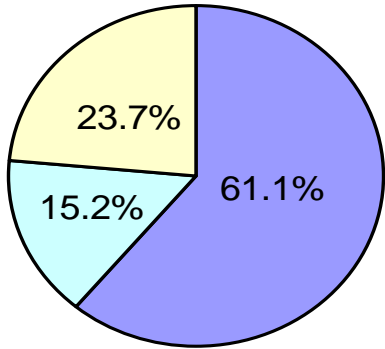
## FY2012 Allocation

samTrans

SamTrans/BART Shuttles	\$2,256,390
Caltrain (SM Co.) & Community Shuttles	\$1,392,606
Caltrain Shuttles	\$2,984,550



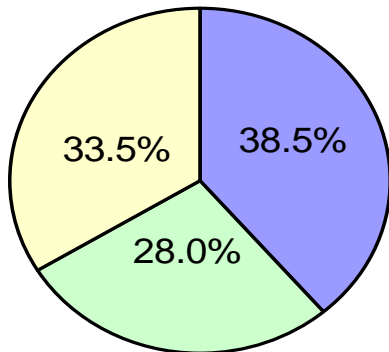
## SamTrans/BART Funding



\$1,379,400 Employer  
\$341,990 SamTrans  
\$535,000 AB 434  
\$2,256,390 Total

- Employer
- SamTrans
- AB 434

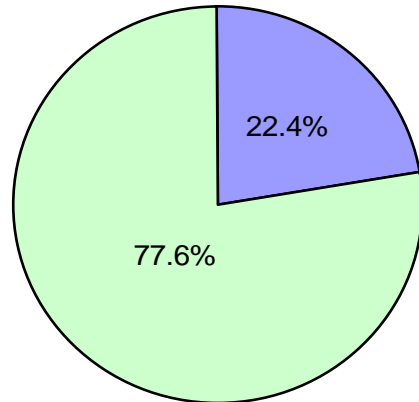
## JPB-funded Caltrain



\$1,148,579 Employer  
\$835,971 Caltrain  
\$1,000,000 AB 434  
\$2,984,550 Total

- Employer
- Caltrain
- AB 434

## Caltrain/SMC & Community Funding



\$311,271 Employer

\$1,081,335 TA

\$1,392,606 Total

■ Employer  
■ TA

## Bayshore/Brisbane Shuttle



### Two-part Shuttle

1. Peak-hour commuter \$6.12 per trip
2. Mid-day on-demand \$12.36 per trip

### Mid-day on-demand service:

- Serramonte on Monday and Friday
- Tanforan on Tuesday and Thursday
- Open service on Wednesday
- Caltrain and BART Stations any time

## No Loss of Sponsors

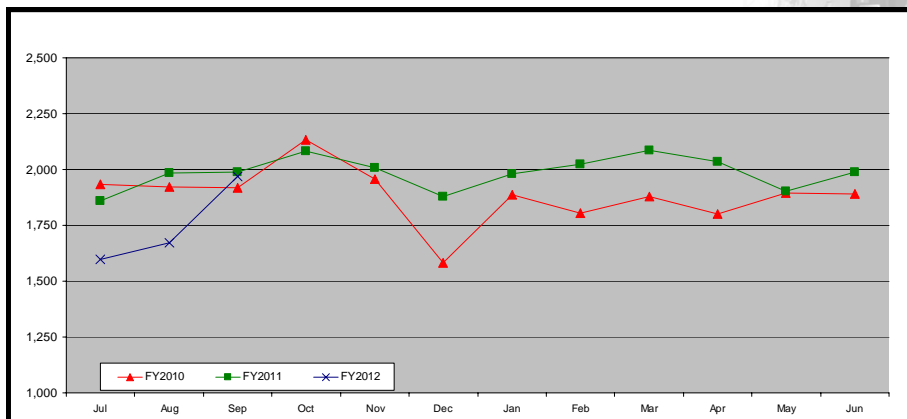
samTrans

Caltrain and SamTrans shuttles depend on many funding partnerships

In spite of the recession all companies and cities that sponsor shuttles have extended their funding contracts until June 2012 (Walmart replaced Gap)

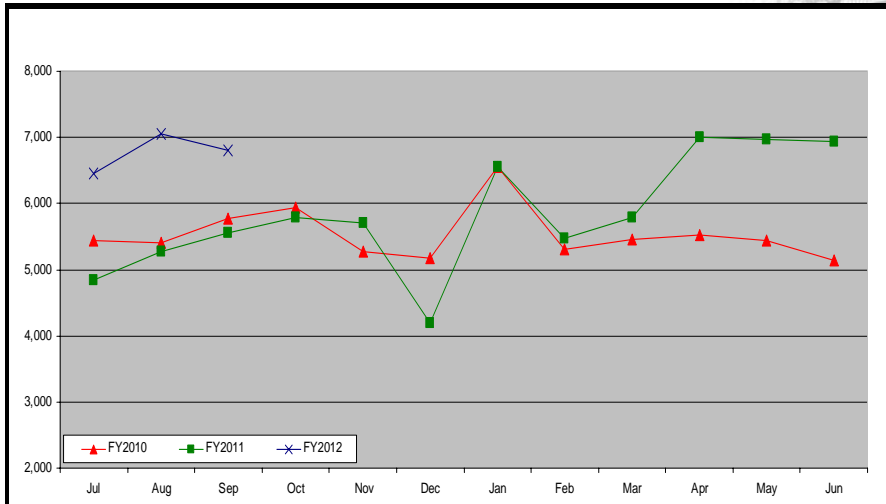
## Shuttle AWR - BART

samTrans



## Shuttle AWR - Caltrain

samTrans



## Caltrain 5 Largest Routes

samTrans

<u>Route</u>	<u>AWR</u> <u>2011</u>	<u>AWR</u> <u>2012</u>	<u>Percent</u> <u>Increase</u>
Marguerite	2,209	3,148	42.5%
Gateway/Genentech	475	461	-2.9%
Pacific Shores	175	306	74.1%
Shoreline	183	241	31.9%
Redwood Shores	142	195	37.1%



## Caltrain AWR First Quarter

samTrans

<u>Route</u>	<u>AWR</u> <u>2011</u>	<u>AWR</u> <u>2012</u>	<u>Percent</u> <u>Increase</u>
Pacific Shores	175	306	74.1%
March	91	143	57.2%
Marguerite	2,209	3,148	42.5%
Redwood Shores	142	195	37.1%
Shoreline	183	241	31.9%

## Operational Flexibility

samTrans

- Shuttle operators are prepared to respond to unplanned situations, adjusting schedules, bus bridging, and supporting various Caltrain emergency operations:
  - Security
  - Mechanical issues
  - Disaster
  - Accidents

## Current Issues

samTrans

- \$1 million BAAQMD grant approved for calendar year 2012
- Operator contract option year for Caltrain shuttles expires Sept. 30, 2012
- C/CAG grant fluctuates based on license plate fees
  - Down from \$631,000 in FY2009 to \$535,000 in FY2012

## Summary

samTrans

- Business and Public partners are supportive of the Shuttles program
- Shuttle program leverages significant external funds
- Ridership is up
- Shuttle route effectiveness continues to be monitored
- Shuttles have operational flexibility

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: C.H. (Chuck) Harvey                      Aidan Hughes  
Deputy CEO    Interim Executive Officer  
Planning & Development

SUBJECT: **PROGRAM REPORT: TRANSIT – DUMBARTON RAIL CORRIDOR**

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year.

This month features a presentation that will provide an update on the Dumbarton Rail Corridor Project.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The Dumbarton Rail Corridor (DRC) Project is a proposal to extend rail service across the southern portion of the San Francisco Bay between the Peninsula and the East Bay. The project includes revitalizing the existing rail and bridge structure currently crossing the Bay together with new stations in Newark and Menlo Park. The project includes other stations in Union City, Fremont (Centerville) and Redwood City.

The DRC was included in the original Measure A to fund the purchase of right of way and support the activation of transbay rail service. Right of way acquisition of the DRC using Measure A funding began in 1993. In 1998, the Board authorized the transfer of \$50 million

of Measure A funding from the Grade Separation program to the DRC project included in and in support of the Caltrain Rapid Rail Program. The project also was included in the new Measure A to provide funds for potential station facilities and rail corridor improvements.

Environmental studies are currently underway. The draft environmental document is scheduled to be released late spring 2012 and will consider 3 rail alternatives and a bus alternative. Five public information meetings were held in early November to provide more information, field question and hear the community concerns associated with the DRC project.

This project has been supported and funded through a partnership of transportation agencies in San Mateo, Santa Clara and Alameda counties along with the Metropolitan Transportation Commission.

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**

State Transit Assistance

Transit agencies received their first State Transit Assistance quarterly allocations since the approval of a modified gas tax swap earlier this year. The new structure preserved funding for the program, but tied funding levels to actual revenues generated by the sales tax on diesel fuel.

The most recent quarterly payments reflect the degree to which the fluctuation in diesel fuel sales will affect State Transit Assistance funding. The Fiscal Year 2012 State Budget projected that diesel fuel sales would generate \$416 million for the State Transit Assistance program, but based on the most recent payment, the total amount could be closer to \$327 million.

**FEDERAL ISSUES**

Appropriations

On November 17 Congress approved the Fiscal Year 2012 Transportation, Housing and Urban Development appropriations bill (H.R. 2112) and the President signed the bill into law the following day. The bill also includes appropriations for Agriculture and Commerce, Justice and Science programs and extends current funding levels for other non-transportation programs through December 16.

The legislation was amended to remove \$100 million in High-Speed Intercity Passenger Rail program funding and \$25 million in Grants for Energy Efficiency and Greenhouse Gas Reductions that were included in the Senate version. The bill also reduces operations funding for Amtrak by \$96 million compared to Fiscal Year 2011.

The bill preserves funding for Federal Transit Administration programs and includes increased funding for the Formula and Bus Grant programs and New Starts Capital Investment Grant Program. It also includes \$500 million for the multimodal TIGER discretionary grant program, which received \$527 million in Fiscal Year 2011.

The bill also limits the federal share for New Starts projects to 60% and specifies that bus rapid transit projects will be funded under the Bus and Bus Facilities program rather than the New Starts program.

#### Authorization

On November 17, House majority leadership announced that they plan to introduce and consider the American Energy and Infrastructure Jobs Act before the end of the year. The bill would expand offshore oil and gas drilling to help fund the reauthorization of Federal investments in surface transportation programs for five years. No other details have been made available.

A competing Senate proposal passed the Senate Committee on Environment and Public Works with a unanimous, bipartisan vote. That bill would provide an additional \$12 billion to supplement the Highway Trust Fund and maintain federal transportation investments for two years. The bill will be heard before the full Senate once the Senate Committee on Finance identifies a source for the additional revenue and The Senate Committees on Commerce Science and Transportation; Banking; and Housing and Urban Affairs weigh in with additional details.

Prepared By: Seamus Murphy, Government Affairs Manager

650-508-6388

**San Mateo County Transportation Authority  
Bill Matrix as of 11/17/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 147</a> <a href="#">Dickinson D</a></p> <p>Subdivisions.</p>	<p>ASSEMBLY 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. <b>Last Amended on 5/31/2011</b></p>	<p>Support</p>
<p><a href="#">AB 320</a> <a href="#">Hill D</a></p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p>	<p>ASSEMBLY CHAPTERED 10/8/2011 - Signed by the Governor</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. <b>Last Amended on 6/14/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 11/17/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 348</a> <a href="#">Buchanan D</a></p> <p>Highways: Safety Enhancement-Double Fine Zone.</p>	<p>ASSEMBLY CHAPTERED 9/21/2011 - Chaptered by the Secretary of State, Chapter Number 290, Statutes of 2011</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. 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.</p> <p>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. <b>Last Amended on 7/7/2011</b></p>	
<p><a href="#">AB 427</a> <a href="#">John A. Pérez D</a></p> <p>Transportation bond funds: transit system safety.</p>	<p>ASSEMBLY CHAPTERED 10/7/2011 - Chaptered by the Secretary of State, Chapter Number 527, Statutes of 2011</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. 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. <b>Last Amended on 8/15/2011</b></p>	



**San Mateo County Transportation Authority  
Bill Matrix as of 11/17/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 485</a> <a href="#">Ma D</a></p> <p>Infrastructure financing.</p>	<p>SENATE INACTIVE FILE 9/7/2011 - Ordered to inactive file at the request of Senator Wolk.</p>	<p>The Transit Village Development Planning Act of 1994 authorizes a city or county to create a transit village plan for a transit village development district that addresses specified characteristics. Existing law authorizes the legislative body of the city or county to adopt an infrastructure financing plan, create an infrastructure financing district, and issue bonds for which only the district is liable, to finance specified public facilities, upon voter approval.</p> <p>This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit village development district. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit village development districts be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. <b>Last Amended on 6/29/2011</b></p>	<p>Support</p>
<p><a href="#">AB 516</a> <a href="#">V. Manuel Pérez D</a></p> <p>Safe routes to school.</p>	<p>ASSEMBLY 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. <b>Last Amended on 7/14/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 11/17/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 551</a> <a href="#">Campos D</a></p> <p>Public contracts: prevailing wage requirements: violations.</p>	<p>ASSEMBLY CHAPTERED 10/9/2011 - Signed by the Governor</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. <b>Last Amended on 8/24/2011</b></p>	
<p><a href="#">AB 650</a> <a href="#">Blumenfield D</a></p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>ASSEMBLY VETOED 9/26/2011 - Vetoed by the Governor</p>	<p>This bill would establish, until March 30, 2013, the Blue Ribbon Task Force on Public Transportation for the 21st Century. 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. <b>Last Amended on 8/15/2011</b></p>	<p>Support</p>
<p><a href="#">AB 892</a> <a href="#">Carter D</a></p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>ASSEMBLY CHAPTERED 10/6/2011 - Chaptered by the Secretary of State, Chapter Number 482, Statutes of 2011</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. <b>Last Amended on 7/13/2011</b></p>	<p>Support</p>

**San Mateo County Transportation Authority  
Bill Matrix as of 11/17/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 912</a> <a href="#">Gordon D</a></p> <p>Local government: organization.</p>	<p>ASSEMBLY 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. <b>Last Amended on 5/27/2011</b></p>	
<p><a href="#">AB 957</a> <b>Committee on Transportation</b></p> <p>Transportation omnibus bill.</p>	<p>ASSEMBLY CHAPTERED 10/7/2011 - Chaptered by the Secretary of State, Chapter Number 536, Statutes of 2011</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. <b>Last Amended on 8/31/2011</b></p>	
<p><a href="#">AB 1097</a> <a href="#">Skinner D</a></p> <p>Transit projects: domestic content.</p>	<p>ASSEMBLY CHAPTERED 10/2/2011 - Chaptered by the Secretary of State, Chapter Number 405, Statutes of 2011</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. <b>Last Amended on 8/29/2011</b></p>	Support
<p><a href="#">AB 1105</a> <a href="#">Gordon D</a></p> <p>High-occupancy toll lanes: roadway markings.</p>	<p>ASSEMBLY 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. <b>Last Amended on 4/13/2011</b></p>	Support

**San Mateo County Transportation Authority  
Bill Matrix as of 11/17/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1164</a> <a href="#">Gordon D</a></p> <p>Federal transportation funds.</p>	<p>ASSEMBLY CHAPTERED 10/2/2011 - Chaptered by the Secretary of State, Chapter Number 406, Statutes of 2011</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. <b>Last Amended on 9/1/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 11/17/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1229</a> <a href="#">Feuer D</a></p> <p>Transportation: financing: federal highway grant anticipation notes.</p>	<p>SENATE 2 YEAR 8/26/2011 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/16/2011)</p>	<p>Existing law continuously appropriates the amounts specified in the annual Budget Act as having been deposited in the State Highway Account from federal transportation funds, and pledged by the California Transportation Commission, to the Treasurer for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Existing law defines an "eligible project" for these purposes as the federally funded portion of a highway or other transportation project that has been designated for accelerated construction by the commission, and increases the capacity, reduces the travel time, or provides long-life rehabilitation of the key bridges and roadways of a corridor or gateway for interregional travel and movement of goods. Existing law prohibits the Treasurer from authorizing the issuance of the notes if the annual repayment obligations of all outstanding notes in any fiscal year would exceed 15% of the total amount of federal transportation funds deposited in the account for any consecutive 12-month period within the preceding 24 months.</p> <p>This bill would provide that an "eligible project" may include projects programmed by a regional transportation planning agency using its share of apportionments of federal regional surface transportation program funds or congestion mitigation and air quality funds, as specified. The bill would authorize no more than 50% of bonding capacity of GARVEE bonds from being made available for these projects and would require the commission to require a regional transportation planning agency to commit to repaying the state for debt service if that agency's share of federal regional surface transportation program funds or federal congestion mitigation and air quality funds is insufficient to repay the GARVEE bonds or if a portion of the project costs is ineligible for federal funding. The bill would, for such a repayment by a regional transportation planning agency, authorize the commission to amend into the State Transportation Improvement Program some or all of the funds necessary for the repayment to be counted against the county share of State Transportation Improvement Program funds for the county in which the project is located. By expanding the types of projects for which GARVEE bonds may be used, the bill would make an appropriation.</p> <p><b>Last Amended on 6/21/2011</b></p>	<p>Support</p>

**San Mateo County Transportation Authority  
Bill Matrix as of 11/17/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1308</a> <a href="#">Miller R</a></p> <p>Highway Users Tax Account: appropriation of funds.</p>	<p>ASSEMBLY 2 YEAR 5/28/2011 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/27/2011)</p>	<p>Article XIX of the California Constitution requires revenues from state excise taxes on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the cost of collection and any refunds authorized by law, to be used for various street and highway purposes and for certain mass transit guideway purposes. Existing law requires state excise fuel tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to and deposited monthly in the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for formula apportionment of specified revenues in the Highway Users Tax Account to cities and counties for the transportation purposes authorized by Article XIX of the California Constitution, and requires other portions of those revenues to be transferred to and deposited in the State Highway Account in the State Transportation Fund. Existing law provides that the money in the Highway Users Tax Account is appropriated for the above-described transportation purposes, but also generally provides that the money in the State Highway Account may not be expended until appropriated by the Legislature.</p> <p>This bill, in any year in which the Budget Act has not been enacted by July 1, would provide that all moneys in the Highway Users Tax Account in the Transportation Tax Fund, except as specified, are continuously appropriated and may be encumbered for certain purposes until the Budget Act is enacted. The bill would thereby make an appropriation. The bill would authorize the Controller to make estimates in order to implement these provisions.</p>	
<p><a href="#">AB 1388</a> <a href="#">Wieckowski D</a></p> <p>Earnings withholding orders.</p>	<p>ASSEMBLY CHAPTERED 10/9/2011 - Signed by the Governor</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. This bill would delete that exception for the common necessities of life.</p> <p>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. <b>Last Amended on 6/10/2011</b></p>	
<p><a href="#">AJR 5</a> <a href="#">Lowenthal, Bonnie D</a></p> <p>Transportation revenues.</p>	<p>ASSEMBLY 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. <b>Last Amended on 3/29/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 11/17/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 310</u></a> <a href="#"><u>Hancock D</u></a></p> <p>Local development.</p>	<p>SENATE CHAPTERED 10/3/2011 - Chaptered by the Secretary of State, Chapter Number 446, Statutes of 2011</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><b>Last Amended on 8/29/2011</b></p>	
<p><a href="#"><u>SB 582</u></a> <a href="#"><u>Yee D</u></a></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. 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. <b>Last Amended on 7/7/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 11/17/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 867</a> <a href="#">Padilla D</a> Build California Bonds.</p>	<p>SENATE 2 YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. &amp; H. on 4/7/2011)</p>	<p>Existing law creates the California Transportation Financing Authority with specified powers and duties relative to the issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds and toll revenues in order to increase the construction of new capacity or improvements for the state transportation system.</p> <p>This bill would, in addition, provide for the authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. The bill would provide for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. The bill would limit the principal amount of bonds to be issued by the authority under these provisions to \$5 billion over a 5-year period commencing January 1, 2012.</p>	<p>Support</p>



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

**TO:** Transportation Authority

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

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

**SUBJECT: CAPITAL PROJECTS QUARTERLY STATUS REPORT –  
1<sup>st</sup> QUARTER FISCAL YEAR 2012**

**ACTION**

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

**SIGNIFICANCE**

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects. The subject report covers the first quarter of FY 2012 covering the period between July 1 and September 30, 2011.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

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

650-622-7853  
650-508-7942

The Capital Projects Quarterly Status Report – 1<sup>st</sup> Quarter  
Fiscal Year 201 is available for review at the following link:

[http://www.smcta.com/pdf/Quarterly\\_Capital\\_Projects\\_Status\\_Report/FY12\\_Q1\\_TA\\_Quarterly\\_Report.pdf](http://www.smcta.com/pdf/Quarterly_Capital_Projects_Status_Report/FY12_Q1_TA_Quarterly_Report.pdf)