



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

April 1, 2010 - Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. 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 March 4, 2010 MOTION
 - b) Acceptance of Statement of Revenues and Expenses for February 2010
4. Public Comment
Public testimony by each individual speaker shall be limited to one minute
5. Citizens Advisory Committee (CAC) Report
6. Chairperson's Report
7. SamTrans Liaison Report – March 9, 2010
8. Joint Powers Board Report
9. Report of Executive Director
10. Finance
 - a) Authorizing Award of Contracts to Fehr & Peers and HNTB Corporation for On-call Transportation Planning and Program Support for up to \$1,500,000 for a Three-year Term RESOLUTION
11. Program
 - a) Program Report: Transit: Dumbarton Rail Corridor Project Update INFORMATIONAL
 - b) Update on State and Federal Legislative Program INFORMATIONAL
12. Requests from the Authority
13. Written Communications to Authority
14. Report of Legal Counsel
15. Date, Time and Place of Next Meeting
Thursday, May 6, 2010 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.

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

MINUTES OF MARCH 4, 2010

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

MEMBERS ABSENT: None

STAFF PRESENT: L. Bhuller, J. Cassman, C. Goodrich, G. Harrington, C. Harvey, R. Haskin, J. Hurley, R. Lake, M. Lee, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon, B. Welch

Chair Rosanne Foust called the meeting to order at 5:06 p.m. TA Citizens Advisory Committee (CAC) Chair Pat Dixon led the Pledge of Allegiance.

CONSENT CALENDAR

- a. Acceptance of Statement of Revenues and Expenses for January 2010
- b. Assignment of Contract for Providing Investment Management Services

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

APPROVAL OF MINUTES OF FEBRUARY 4, 2010

Director Terry Nagel said, on page 3 of 8, "TA" in the last paragraph should read "CSS."

A motion (Nagel/Vreeland) to accept the minutes with this change was approved.

PUBLIC COMMENT

Jim Bigelow, Redwood City-San Mateo Chamber of Commerce, provided information on today's California High Speed Rail Authority (CHSRA) Board meeting:

- Peter Calthorpe presented "Vision California", which is funded by the CHSRA and uses community planning techniques to meet AB 32 and SB 375.
- The revised draft program level Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to comply with the court judgment in the Atherton, et. al., v. CHSRA should be available for public comment on March 11 for a 45-day comment period.
- On April 1, the CHSRA is releasing the alternatives analysis for the San Francisco to San Jose segment for a 45-day comment period.

Director John Lee expressed concern that 45 days is not sufficient time for public comments.

Mr. Bigelow said only the updated changes will be available for comment, not the entire document. He suggested the TA write a letter to request an extension of the comment period.

Chair Foust said a number of communities are requesting an extension.

Executive Director Michael Scanlon said staff would make it known throughout their association with the CHSRA that a 45-day comment period is not enough time to review the alternatives analysis.

Director Nagel asked for clarification on the extension. Mr. Scanlon said this request may come from the Peninsula Rail Program (PRP). The Peninsula Corridor Joint Powers Board (JPB) has a Memorandum of Understanding with the CHSRA and staff may just convey the message that 45 days is not enough time and ask what can be done.

CITIZENS ADVISORY COMMITTEE REPORT

Chair Dixon said that at its March 2, 2010, meeting the CAC received information on the following:

- Contract for providing TA investment management services
- FY2010 amendment to the TA Operating Budget
- Transportation funding initiative and State and Federal legislative report
- Paratransit and the Senior Mobility Initiative
- Capital Projects Quarterly Status Report-2nd quarter FY2010
- Details on the March 3 Calera Parkway Project scoping meeting.

CHAIRPERSON'S REPORT – ROSANNE FOUST

CAC recruitment begins on March 15. Five terms expire on May 31, 2010. Applications are due on April 12 at 5 p.m.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The regularly scheduled March 10 meeting has been moved to March 9 because some board members and staff will travel to Sacramento to thank legislators for their work and to encourage them to hold true and explain that the San Mateo County Transit District needs money.

JOINT POWERS BOARD REPORT

Executive Director Michael Scanlon reported on the meeting of March 4, 2010.

- Metropolitan Transportation Commission (MTC) liaison Sue Lempert said \$70 million earmarked for the Oakland Airport Connector Project is being redistributed. Caltrain will receive between \$2.2 and \$2.5 million for rail bridge work.
- JPB CAC Chair John Hronowski said that at its February 17 meeting Deputy Director JPB Capital Program Delivery Liria Larano and Project Manager Rafael Bolon reported on the San Bruno Grade Separation Project.
- Reviewed monthly performance statistics – January 2010 compared to January 2009
 - a. Total Ridership was 920,103, a decrease of 6.2 percent.
 - b. Average Weekday Ridership was 35,584, a decrease of 5.2 percent.
 - c. Total Revenue was \$3,214,335, a decrease of 4.7 percent.
 - d. On-time Performance was 94.8 percent, a decrease of 2.4 percent.
 - e. Caltrain Shuttle Ridership was 6,551, a decrease of 14.7 percent.
- Year-to-date performance statistics – January 2010 compared to January 2009
 - f. Total Ridership was 6,995,558, a decrease of 9 percent.
 - g. Average Weekday Ridership was 37,704, a decrease of 8.8 percent.
 - h. Total Revenue was \$24,619,523, a decrease of 4.5 percent.
 - i. On-time Performance was 93.8 percent, a decrease of 0.8 percent.

- Staff is finalizing details on the Bicycle Advisory Committee.
- Executive Officer Planning and Development Marian Lee reported on the Caltrain Comprehensive Access Program; policy goals will be adopted at the May board meeting.
- A stolen abandoned car was hit on the right of way by the first train on February 25. Amtrak executives are fine tuning protocol because the accident affected both tracks for an extended time. Later the same day, there was a fatality on a southbound run.
- Met with the City of Palo Alto mayor, city manager and police chief to discuss safety improvements in Palo Alto including additional fencing and trimming of vegetation and trees.
- Thanked JPB Chair Sean Elsbernd and Directors Ken Yeager and Omar Ahmad for their willingness to serve on a subcommittee to oversee the competitive process to procure Caltrain operating services over the next 10 years.
- Chair Elsbernd spoke frankly about Caltrain's financial crisis and was assured the JPB is in good shape until the end of FY2010. Beyond that, the three JPB partners are experiencing serious financial difficulties, which are a reflection of elimination of State aid, reduced sales tax and depressed economic conditions. The future could be bright with electrification, modernization of High Speed Rail (HSR).
- The Giants season begins with an exhibition game on April 1 and the season opens on April 9.
- The January Safety and Security Report provides information on the work of engineering staff and Amtrak crews in dealing with weather-related incidents during the winter rain storms.
- Peninsula Rail Program Director Bob Doty presented details on the Context Sensitive Solutions Toolkit, which is a mechanism for communities and stakeholder groups to organize and provide input to the project team.
- The Board:
 - a. Authorized assignment of contract with Tamalpais Wealth Advisors to CSI Capital Management, Inc. to provide investment management services.
 - b. Accepted the Statement of Revenues and Expenses for January 2010.
 - c. Authorized entering into Memoranda of Understanding with the cities of San Francisco and San Bruno to receive Section 190 Grade Separation Funding up to \$15 million combined.
 - d. Authorized approval of a contract change order with Granite Construction Company for procurement of railroad signal houses for the San Bruno Grade Separation Project for a not-to-exceed amount of \$2 million.
 - e. Assessed the FY2010 Fuel Hedge Program and authorized adoption of a fuel hedging policy.
 - f. Authorized support of the Local Taxpayer, Public Safety and Transportation Protection Act of 2010 for California's November 2010 statewide ballot.
 - g. Received the Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2010.
 - h. Received a report from Legal Counsel that property acquisitions for the San Bruno Grade Separation Project are proceeding.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon thanked Chair Foust and members of the TA Board for participating in a meeting with Curt Pringle of the CHSRA. Mr. Scanlon commented on how much Mr. Pringle appreciated hearing about genuine issues and concerns.

Chair Foust said she was pleased to see the summary Mr. Bigelow distributed on the March 4 CHSRA board meeting. She sent an email requesting an upcoming board meeting be held in this area.

FINANCE

Authorize Amendment of Fiscal Year 2010 Operating Budget for a New Total of \$25,149,603

Manager of Budgets Ladi Bhuller said staff proposes the Board authorize an amendment to the Operating Budget to account for the decreasing sales tax projections along with decreasing interest income. FY2010 sales tax projections were \$64.7 million. Year-to-date, ending January, sales tax revenues are under budget by \$2.6 million. Based on current trends, staff is proposing to revise the annual sales tax projection to \$60 million. Sales tax revisions have necessitated adjusting the corresponding expenditures. Staff is also proposing to revise interest income. The majority of TA investments are with the County Pool, which has been projected to have a return of 1.75 percent. However, year-to-date the investments are averaging only 0.95 percent. The TA investment with TWA, which makes up about 26 percent of the entire portfolio, is on budget at approximately 2 percent to-date.

Director Matsumoto thought staff was withdrawing as much money as legally possible from the County Pool after the Lehman Brothers losses. Ms. Bhuller said the Board authorized withdrawing \$100 million a year and a half ago, which was moved in quarterly increments. In fall 2009, the Board approved movement of an additional \$50 million and staff has moved about one-half of this amount. When that \$50 million is moved, and staff can find appropriate places to move additional funds, they will come to the Board for additional authorization.

Director Matsumoto said a February 24 article in the *Wall Street Journal* said Lehman Brothers losses in the San Mateo County Pool took the biggest hit with losses to transit of \$25 million and the value is now 20-cents on the dollar.

Mr. Scanlon said the county is working hard on this in Washington D.C., through the Board of Supervisors and Deputy County Manager Mary McMillan. Senator Dianne Feinstein is expected in the Bay Area soon to address this issue.

A motion (Lee/Nagel) to recommend the budget amendment was approved.

Director Rich Gordon left at 5:40 p.m.

PROGRAM

Verbal Update on State and Federal Legislative Program

Government Affairs Manager Seamus Murphy reported:

State

- The Legislature approved some significant changes to the transportation finance system with their approval of the alternative to the governor's proposed gas tax swap. The proposal still eliminates sales tax on gasoline and replaces it with a 17.9-cent increase in the State gasoline excise tax. However, the Legislature retains the sales tax on diesel fuel at an increased rate of 6.75 percent and reserves 75 percent of these revenues for a State Transit Assistance (STA) program beginning in 2012. This will result in a minimum \$350 million

STA program that is expected to grow to over \$500 million by 2020. Caltrain and SamTrans will each receive \$4.5 million. In addition, the Legislature will appropriate \$400 million to cover STA through the next fiscal year. Caltrain and SamTrans' share of this will be over \$5 million each. When it became clear the Legislature was moving forward with the swap, staff directed our legislative advocates to negotiate some baseline funding for transit, which staff believed was the best possible outcome.

- The other transit funding component, the 6-cent per gallon fee imposed at a regional level, was removed from legislation approved today.
- Other transportation impacts on local streets and roads essentially trade future increases in funding for a current year and future year deferrals of Highway Users Tax Account funds (HUTA) as follows:
 - a. New gasoline excise tax increases State commitment to highways and local streets and roads by \$400 million in 2011-2012 and \$3 billion over 10 years with 44 percent going to HUTA.
 - b. 2010-2011 deferrals - \$50 million per month will be deferred on a pro rata basis from cities and counties for the HUTA program. Deferred payments for San Mateo County would equal \$4.7 million. Cities and Counties can borrow against their Proposition 1B allocation to compensate for deferred funds.

Authorize Support of the Local Taxpayer, Public Safety and Transportation Protection Act of 2010 for California's November 2010 Statewide Ballot

Mr. Murphy said the measure was drafted in response to a long history of State cuts and diversion of local government funding and it would protect the use of various revenues for very specific local services, including transportation and transit. The transit-specific protections deal primarily with the STA program and transportation sales taxes collected at the local level. In addition, it would protect against the diversion of the quarter-cent sales tax provided through the Transportation Development Act (TDA) along with local sales taxes enacted by Self-Help counties. The measure would make diversions of property tax and redevelopment funds from local cities and counties illegal.

Chair Foust said she would abstain from voting because she is on the Redwood City Council and the initiative has not come to the council and it has not yet qualified for the November ballot.

Director Nagel said if there is support by the Board, they could send a letter to cities asking that they consider adopting the same resolution.

Director Jim Vreeland asked if this was time-sensitive. Mr. Murphy said signatures need to be submitted to the State by mid-April to qualify for the November 2010 ballot.

Mr. Scanlon said this may be deferred to next month to see how signature gathering is progressing. He said support from transit agencies and cities will make it easier to get the required 700,000 signatures.

Director Nagel said it would be good to adopt the resolution today to help signature gathering. Cities can be informed that local campaigning is being done under the slogan, "Save our Services."

A motion (Nagel/Lee) to support the initiative was approved (Foust abstained).

Program Report: Paratransit Program and the Senior Mobility Initiative and Action Plan

Manager Accessible Transit Services Bill Welch provided the following details:

- SamTrans' ADA Paratransit services include Redi-Wheels and Redi-Coast, which are required by law and partially funded by original and new Measure A funding.
- Redi-Wheels started in 1977.
- The mission of paratransit is to comply with ADA regulations; provide safe, efficient and high-quality service; serve all trip requests and provide regional connections.
- Features of paratransit service:
 - a. Service area and hours mirror fixed routes
 - b. Ride reservations 1-7 days in advance on a shared-ride system
 - c. On time: 0-20 minutes after scheduled pickup time
 - d. Personal care attendants ride free
 - e. In-person interviews determine eligibility
 - f. Oversight is by the San Mateo County Paratransit Coordinating Council
- The new Measure A was approved by voters in 2004 for a one-half cent sales tax for 25 years, commencing January 1, 2009. Estimated funding in 2004 dollars is \$2.4 million per year and \$60 million over a 25-year period.
- Paratransit expenses for 332,000 trips in FY2009 were \$13,614,000 with a subsidized average cost of \$41 for a one-way trip. A standard customer fare is \$3 for a one-way trip and \$1.50 for a Lifeline fare (fares increase on July 1, 2010)
- Paratransit funding sources of \$14,081,912 include passenger fares, local TDA and STA funds, operating grants, sales tax and Measure A.
- The program has a high growth potential due to aging populations in San Mateo County; and the new Measure A supports more of the operating costs.

Manager of Strategic Planning Corinne Goodrich provided details on the Senior Mobility and New Freedom Initiatives.

- The population of 65 years-plus seniors is dispersed throughout the county with concentrations along the El Camino Real corridor.
- Specific needs for transportation will be affected because the senior population will double in the county in the next 20 years to 160,000, and more seniors will live in places difficult to serve with public transportation. Seniors will not be accustomed to using public transportation and existing transportation services will not be able to meet all the needs of seniors.
- If action is not taken, there will be a strain on families of seniors who have limited mobility, isolation of seniors, rising numbers of traffic injuries and deaths and a strain on public, private and non-profit services.
- The Senior Mobility Action Plan is a joint effort to keep older people safe and connected to their communities as problems related to aging make it harder for them to get around.
- Senior Mobility Action Plan strategies include: community transit services, community-based transportation, encouraging use of transit, safe driving and driving retirement, taxicabs, information and assistance and walking and pedestrian safety.
- New Freedom Initiatives are funded through the Metropolitan Transportation Commission and include pilot programs for mobility ambassadors, vehicle sharing, telephone information and assistance and volunteer drivers.

- A Senior Mobility Guide provides information in English, Chinese and Spanish about a wide range of programs and services.
- The Mobility Ambassador Program is staffed by volunteers at six host senior centers with a Senior Mobility Coordinator and program monitoring.
- The Vehicle Sharing Pilot Program will promote vehicle sharing partnerships, better serve transportation needs of clients, and realize cost savings or revenue generation with an approach of facilitation.

Director Vreeland requested this presentation be given to the City of Pacifica because there are a number of senior housing complexes, and transportation on the coastside is a challenge.

Chair Foust requested a presentation at the Senior Center in Redwood City. Ms. Goodrich responded there was already an ambassador there.

Director Nagel requested a copy of the map showing population areas by age. Ms. Goodrich said she will make it available to her.

Director Nagel asked if it would be possible to start a volunteer driver program. Ms. Goodrich said funding is available to work with the Family Service Agency. This agency operates a program called TRIP for low income seniors in the Fair Oaks section of Redwood City and Daly City. Staff is looking for entities to champion volunteer driver programs.

Director Nagel said there is a program in Maine that purchases cars from people who receive credits toward rides by volunteer drivers. Cars that are purchased are used by volunteer drivers or sold for revenue.

Director Nagel asked why staff conducts in-person interviews before booking individuals for paratransit trips. Mr. Welch said individuals must be evaluated for their ability to use fixed-route service.

Director Nagel asked if a person with Alzheimer's could ride with or without a personal assistant. Mr. Welch said they would be eligible but they would probably want to have a personal care assistant and Redi-Wheels has a provision to not leave someone alone or for a driver to leave a vehicle unless it is in sight.

Director Matsumoto asked if residents of assisted living facilities with shuttle service are eligible for Redi-Wheels service. Mr. Welch replied yes.

Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2010

Director of TA Program Joe Hurley extended an invitation to discuss any issues or questions. He thanked Manager Project Controls Kelvin Yu for preparation of the report.

REQUESTS FROM THE AUTHORITY

Director Vreeland thanked Mr. Hurley for his role in the March 3 scoping meeting in Pacifica on the environmental document for the Calera Parkway Project. He said projects on the coastside have challenges with wetlands, sensitive habitats and populations. The project is a partnership with the TA, California Coastal Commission, Caltrans and the community. Director Vreeland

asked staff to make sure there is much more community involvement in the process, discussion on past alternatives, what will be in the environmental document and to provide documents to the public in a timely manner.

Deputy CEO Chuck Harvey thanked Director Vreeland for his comments, perspective and participation in the scoping meeting. He said this project probably involves the highest number of technical studies for any project, and has been in the works for nearly 20 years. Staff will be working closely with the City of Pacifica and Caltrans to determine information about the early alternatives and format a way to present those in a meaningful and understandable way. Staff will provide a methodology to allow additional public participation.

Director Vreeland expressed concerns about the March 19 deadline for comments and the need for flexibility to make sure concerns are truly vetted. Mr. Harvey said staff recognizes the need to consider the timeline and make an adjustment.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

Correspondence to Senator Dianne Feinstein requesting support and advocacy for FY2010 appropriation of \$1 million for the San Bruno Grade Separation Project.

LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

The next meeting is scheduled for Thursday, April 1, 2010, at 5 p.m. at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos CA 94070.

Adjournment 6:29 p.m.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING FEBRUARY 28, 2010**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$45,853,100 - line 6) is *worse* than staff projections by \$4,098,032 or 8.2 percent. Within total revenue, *Sales Tax* (\$40,452,268 - line 1) is \$2,056,066 or 4.8 percent *worse* than projections and *Interest Income* (\$3,484,494 - line 2) is \$1,561,406 or 30.9 percent *worse* than projections due to lower than budgeted returns.

Total Revenue (\$45,853,100 - line 6) is \$14,901,529 or 48.1 percent *higher* than prior year performance, driven by *Interest Income* (\$3,484,494 - line 2) which is \$20,295,403 or 120.7 percent *higher* due to prior year investment losses.

Expenditures: *Total Administration* (\$434,634 - line 32) is *better* than the year-to-date staff projections by \$108,304 or 19.9 percent. Within total administration, *Staff Support* (\$312,867 - line 25), *Professional/Legal* (\$102,317 - line 27) and *Other Services & Supplies* (\$12,552 - line 28) combined are \$104,301 or 19.6 percent *better* than staff projections.

Budget Amendment: There are no budget revisions for the month. The revised budget that was recently adapted by the board will be reflected in the March financial statement.

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

650-508-6274
650-508-7752

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2010
FEBRUARY 2010

% OF YEAR ELAPSED: **66.67**

	MONTH		YEAR TO DATE			ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% of PROJ	ADOPTED BUDGET	STAFF PROJECTION	% of PROJ
REVENUE								
Sales Tax	5,102,682	43,352,391	40,452,268	42,508,334	95.2%	64,716,300	64,716,300	62.5%
Interest Income	391,451	(16,810,909)	3,484,494	5,045,900	69.1%	7,292,600	7,292,600	47.8%
Rental Income	88,308	707,552	712,054	717,360	99.3%	1,077,120	1,077,120	66.1%
Miscellaneous Revenue	(64,063)	3,702,538	1,204,283	1,679,538	71.7%	3,300,000	3,300,000	36.5%
TOTAL REVENUE	5,518,378	30,951,571	45,853,100	49,951,132	91.8%	76,386,020	76,386,020	60.0%
EXPENDITURES:								
LOCAL ENTITIES	1,148,103	8,898,124	9,101,760	9,564,376	95.2%	14,561,168	14,561,168	62.5%
PARATRANSIT	204,107	364,234	1,618,091	1,700,334	95.2%	2,588,652	2,588,652	62.5%
TSM/ACR	38,133	505,432	305,060	642,251	47.5%	987,506	987,506	30.9%
MEASURE A INFORMATION & EDUCATION	9,000	13,169	9,000	13,328	67.5%	17,500	17,500	51.4%
SM COUNTY SHUTTLE PROGRAM	111,975	882,722	926,085	970,153	95.5%	1,431,768	1,431,768	64.7%
TRANSFER TO SMCTD FOR CALTRAIN	408,215	842,666	3,236,181	3,400,666	95.2%	5,177,304	5,177,304	62.5%
BART SERVICE OPERATING COST	102,054	182,117	809,045	850,166	95.2%	1,294,326	1,294,326	62.5%
ADMINISTRATION								
Staff Support	46,791	320,625	312,867	340,637	91.8%	510,955	510,955	61.2%
Board Of Directors	591	5,719	4,832	5,275	91.6%	8,400	8,400	57.5%
Professional/Legal	16,823	107,651	102,317	171,368	59.7%	295,770	295,770	34.6%
Other Services & Supplies	1,215	27,801	12,552	20,032	62.7%	35,167	35,167	35.7%
Travel & Meeting	0	3,557	2,065	5,626	36.7%	9,700	9,700	21.3%
TOTAL ADMINISTRATION	65,421	465,354	434,634	542,938	80.1%	859,992	859,992	50.5%
SUB-TOTAL	2,087,008	12,305,683	16,439,857	17,684,212	93.0%	26,918,216	26,918,216	61.1%
CAPITAL PROGRAMS	1,637,717	32,143,081	26,245,999 (1)	26,245,999	100.0%	86,366,696	86,366,696	30.4%
TOTAL EXPENDITURES	3,724,724	44,448,764	42,685,855	43,930,211	97.2%	113,284,912	113,284,912	37.7%
EXCESS (DEFICIT)	1,793,653	(13,497,192)	3,167,244	6,020,921		(36,898,892)	(36,898,892)	
BEGINNING FUND BALANCE	Not Applicable	455,797,977	425,328,119	449,848,997		449,848,997	449,848,997	
ENDING FUND BALANCE	Not Applicable	442,300,785	428,495,363 (2)	455,869,918		412,950,105	412,950,105	
Includes the following balances:								
Cash and Liquid Investments		568,905		FY 2009 Capital Carryover (Budgeted)		176,980,683		
TSM		486,120		FY 2010 Additional Capital Appropriation		34,455,000		
Capital Appropriation Balance		226,673,007 (3)		Resolution 2009-15		596,696		
Undesignated Cash & Net Receivables		200,767,331		Resolution 2009-16		1,515,000		
Total		428,495,363 (2)		Resolution 2009-17		11,000,000		
				Resolution 2010-01		35,000,000		
				Resolution 2010-02		3,800,000		
				Approved Budget - Total Capital Appropriation		263,347,379		
				Less: Year End Adjustment for Audited Carryove		(9,773,201)		
				Less: Excess budget for completed projects		(655,172)		
				Less: Current YTD Capital Expenditures		(26,245,999) (1)		
				Current Capital Appropriation Balance		226,673,007 (3)		

"% 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.

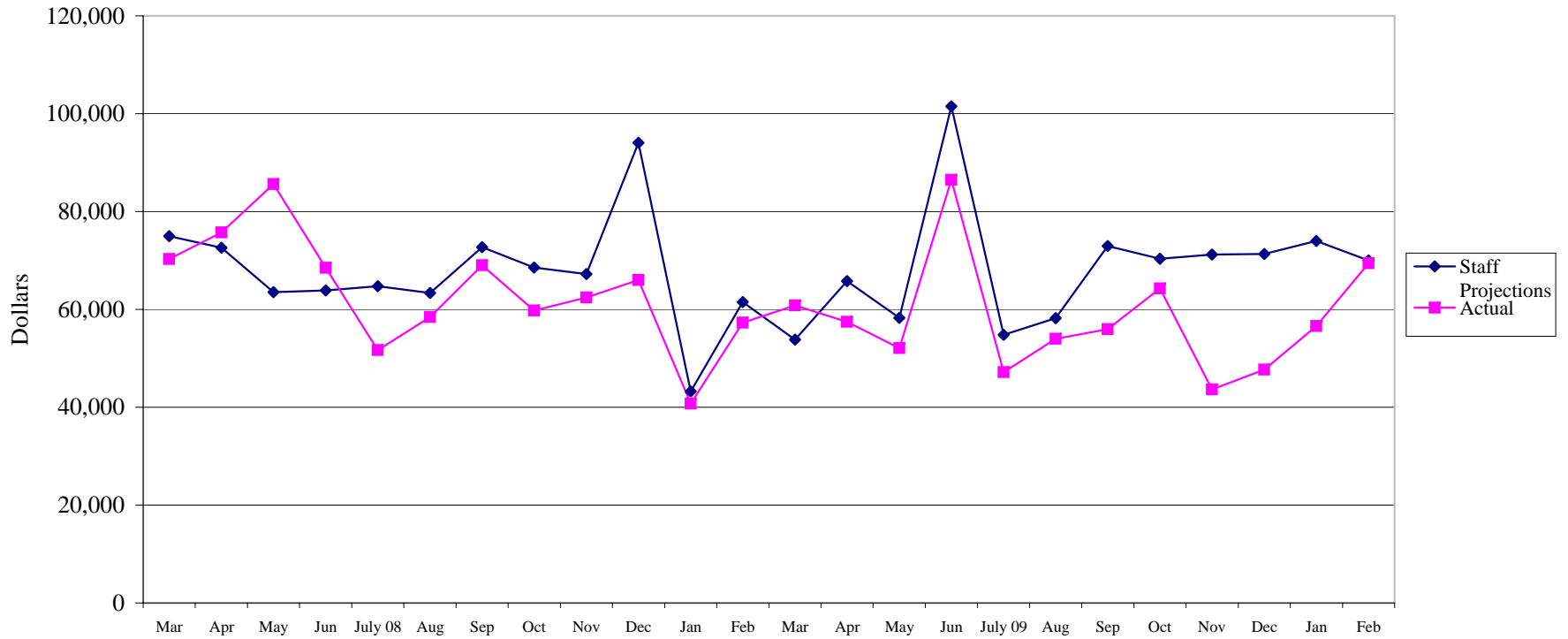
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
**TRANSPORTATION SYSTEM MANAGEMENT/
 ALTERNATIVE CONGESTION RELIEF PROGRAM**
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2010
FEBRUARY 2010

	% OF YEAR ELAPSED: 66.67						
	MONTH CURRENT ACTUAL	PRIOR ACTUAL	YEAR TO DATE			ANNUAL	
			CURRENT ACTUAL	STAFF PROJECTION	% of PROJECT.	STAFF PROJECTION	% of PROJECT.
REVENUE	51,027	91,059	430,852	425,084	101.4%	647,163	66.6%
TOTAL REVENUE	51,027	91,059	430,852	425,084	101.4%	647,163	66.6%
ALLOCATIONS	38,133	505,432	305,060	642,251	47.5%	987,506	30.9%
TOTAL ALLOCATIONS	38,133	505,432	305,060	642,251	47.5%	987,506	30.9%
EXCESS (DEFICIT)	12,894	(414,373)	125,792	(217,167)		(340,343)	
BEGINNING FUND BALANCE	Not Applicable	3,622,217	594,373	406,350	146.3%	406,350	146.3%
ENDING FUND BALANCE	Not Applicable	3,116,785	720,165 *	189,183	380.7%	66,007	1091.0%

"% 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.

* Includes revenue net of expense accruals totalling \$234,045 not reflected on the TSM Reserve Account statement

SMCTA Administrative Expenses



Current Year Data

	Jul '09	Aug '09	Sep '09	Oct '09	Nov '09	Dec '09	Jan '10	Feb '10	Mar '10	Apr '10	May '10	Jun '10
MONTHLY EXPENSES												
Staff Projections	54,784	58,229	72,962	70,359	71,225	71,346	74,008	70,025				
Actual	47,163	53,965	55,937	64,268	43,640	47,668	56,573	65,421				
CUMULATIVE EXPENSES												
Staff Projections	54,784	113,013	185,975	256,334	327,559	398,905	472,913	542,938				
Actual	47,163	101,127	157,064	221,332	264,972	312,640	369,213	434,634				
Variance-F(U)	7,621	11,886	28,911	35,002	62,587	86,265	103,700	108,304				
Variance %	13.91%	10.52%	15.55%	13.65%	19.11%	21.63%	21.93%	19.95%				



BOARD OF DIRECTORS 2010

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

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF FEBRUARY, 2010

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	0.890%	\$ 283,805,076	\$ 284,285,297
Local Agency Investment Fund	Liquid Cash	0.577%	\$ 20,450,726	\$ 20,470,109
Investment Portfolio	Liquid Cash	2.224%	\$ 107,881,988	\$ 108,540,139
Other	Liquid Cash	0.050%	\$ 568,905	\$ 568,905
			<u>\$ 412,706,694</u>	<u>\$ 413,864,450</u>

Accrued Earnings for February 2010 \$ 396,300.30 (1)
 Cumulative Earnings FY2010 \$ 3,481,137.29

(1) Earnings do not include prior period adjustments

* County Pool average yield for the month ending February 28, 2010 was 0.890%. As of February 28, 2010, the amortized cost of the Total Pool was \$2,706,133,736.70 and the fair market value per San Mateo County Treasurer's Office was \$2,710,712,730.15.

** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.000947825 as reported by LAIF for quarter ending December 31, 2009.

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



BOARD OF DIRECTORS 2010

ROSANNE FOUST, CHAIR
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MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TSM RESERVE ACCOUNT

AS OF FEBRUARY, 2010

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
1988 Measure A Funds: County Pool #3 (Restr)	Liquid Cash	0.890%	\$ -	\$ -
2004 Measure A Funds: County Pool #3 (Restr)	Liquid Cash	0.890%	\$ 486,120	\$ 486,942
			<u>\$ 486,120</u>	<u>\$ 486,942</u>

Interest Income:

Accrued Earnings for February 2010	\$	-
Cumulative Earnings FY2010	\$	-

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

** County Pool average yield for the month ending February 28, 2010 was 0.890%. As of February 28, 2010, the amortized cost of the Total Pool was \$2,706,133,736.70 and the fair market value per San Mateo County Treasurer's Office was \$2,710,712,730.15.

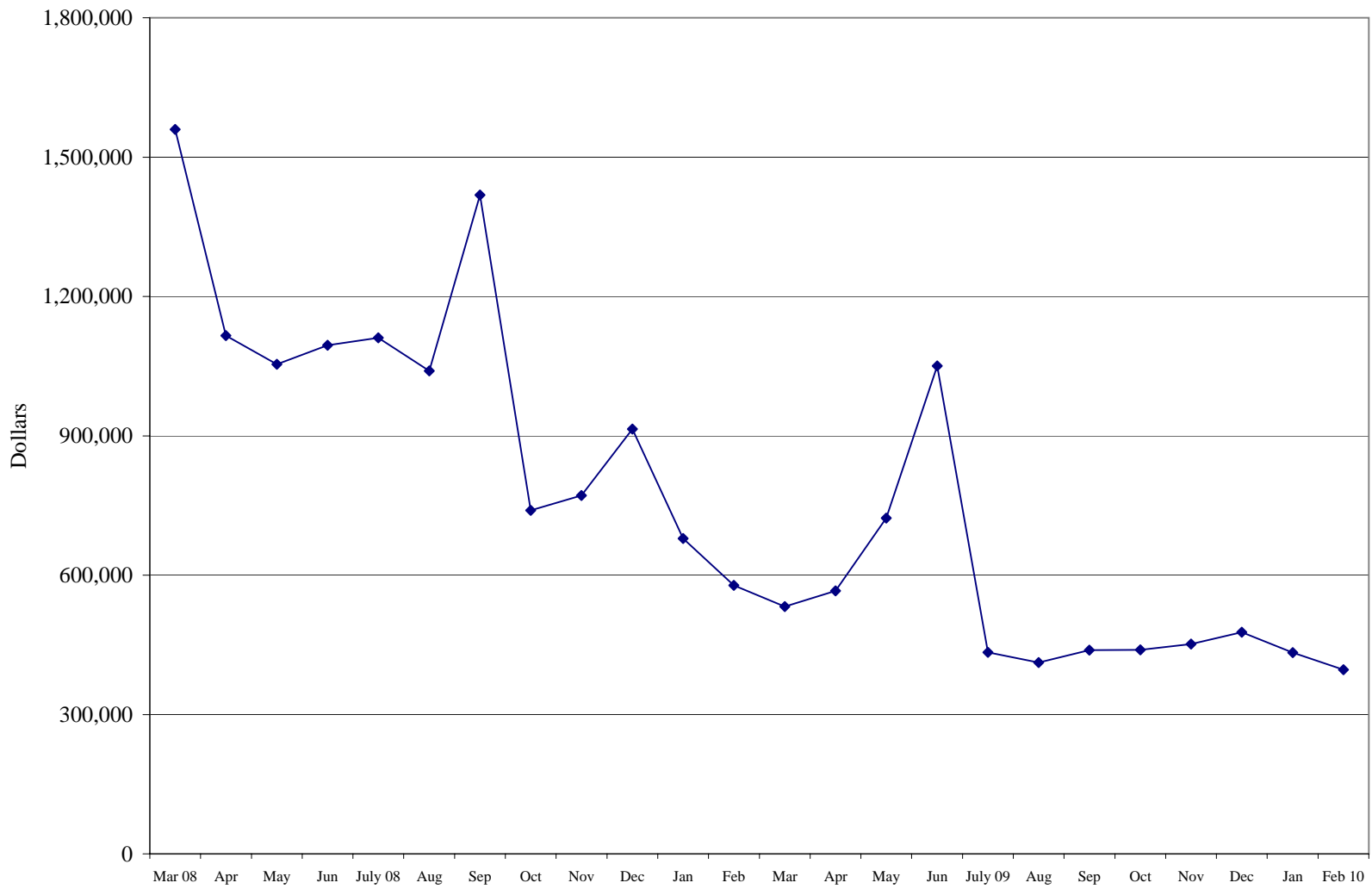
*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
FEBRUARY 2010**

FY2010	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	434,112.63	434,112.63
AUGUST	411,671.49	845,784.12
SEPTEMBER	438,463.41	1,284,247.53
OCTOBER (1)	438,888.55	1,723,136.08
NOVEMBER	451,371.60	2,174,507.68
DECEMBER	477,246.66	2,651,754.34
JANUARY (1)	433,082.65	3,084,836.99
FEBRUARY	396,300.30	3,481,137.29
MARCH		
APRIL		
MAY		
JUNE		

(1) Includes prior period adjustments

SMCTA Interest Income



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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
FEBRUARY 28, 2010**

DESCRIPTION	TOTAL INVESTMENT 02-28-10	INTEREST RECEIVABLE 01-31-10	INTEREST EARNED 02-28-10	INTEREST RECEIVED 02-28-10	ADJ.	INTEREST RECEIVABLE 02-28-10
LAIF	20,450,725.52	7,663.23	9,804.58	0.00	0.00	17,467.81
COUNTY POOL	284,291,195.69	222,735.02	192,068.14	0.00	0.00	414,803.16
BANK OF AMERICA	568,904.73	0.00	19.80	19.80	0.00	0.00
INVESTMENT PORTFOLIO	<u>107,881,987.71</u>	<u>562,484.35</u>	<u>194,404.53</u>	<u>264,468.68</u>	<u>3.25</u>	<u>492,423.45</u>
	<u>413,192,813.65</u>	<u>792,882.60</u>	<u>396,297.05</u>	<u>264,488.48</u>	<u>3.25</u>	<u>924,694.42</u>

FEBRUARY 2010 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 02/28/10	396,300.30
Add:	
Less County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(4,095.00)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(754.53)</u>
Total Interest & Capital Gain(Loss)	<u><u>391,450.77</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	3,481,137.29
Add:	
Less County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(41,608.53)
Securities Transaction Activity Fees	(3,193.01)
Capital Gain(Loss)	<u>48,158.68</u>
Total Interest	<u><u>3,484,494.43</u></u>
Balance Per Ledger as of 02/28/10	
Int Acct. 409100 - Co. Pool	1,907,720.20
Int Acct. 409100 - LAIF	22,547.52
Int Acct. 409100 - B of A	451.11
Int Acct. 409101 - Portfolio Funds	1,505,616.92
Gain(Loss) Acct. 405210	48,158.68
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>3,484,494.43</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
FEBRUARY 28, 2010**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	PAR VALUE
			PURCHASE PRICE	VALUE 02-28-10					REC'VBLE 01-31-10	EARNED 02-28-10			REC'VBLE 02-28-10	
<u>FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS</u>														
FHLMC GOLD POOL	31282SAC6	12-22-08	979,020.77	984,721.74	03-01-11	4.000%	111.1981	30	5,347.60	3,335.94	3,335.94		5,347.60	968,728.091%
SOLD / MATURED			-											
SUBTOTAL			104,626,775.21	105,284,926.95					562,484.35	189,691.75	259,752.65	0.00	492,423.45	103,128,247.63
<u>CERTIFICATE OF DEPOSITS</u>														
CDARS	(N/A)	04-02-09	2,034,784.21	2,034,784.21	03-31-11	1.890%	105.2102	28	0.00	2,945.89	2,947.94	2.05	0.00	2,034,784
CDARS	(N/A)	04-09-09	1,220,428.29	1,220,428.29	04-07-11	1.890%	63.1032	28	0.00	1,766.89	1,768.09	1.20	(0.00)	1,220,428.306%
SOLD / MATURED			-	-										-
TOTAL			107,881,987.71	108,540,139.45					562,484.35	194,404.53	264,468.68	3.25	492,423.45	106,383,460.13

18-Mar-10 Weighted Average Interest Rate 2.2235%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2009 & FY2010
 FEBRUARY 2010

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Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
FY2009:					
1st Quarter	16,383,000	1st Quarter	17,259,436	876,436	17,259,436
2nd Quarter	17,387,000	2nd Quarter	15,981,534	(1,405,466)	15,981,534
3rd Quarter	15,217,000	3rd Quarter	12,941,406	(2,275,594)	12,941,406
4th Quarter	16,383,000	4th Quarter	13,840,067	(2,542,933)	13,840,067
FY2009 Total	65,370,000	FY2009 Total	60,022,443	(5,347,557)	60,022,443
FY2010:					
Jul. 09	4,430,000	Sep. 09	4,205,900	(224,100)	4,205,900
Aug. 09	4,430,000	Oct. 09	4,341,800	(88,200)	4,341,800
Sep. 09	5,950,000	Nov. 09	4,673,100	(1,276,900)	4,673,100
1st Qtr. Adjustment	1,367,000	Dec. 09	1,334,415	(32,585)	1,334,415
3 Months Total	16,177,000		14,555,215	(1,621,785)	14,555,215
Oct. 09	4,743,000	Dec. 09	4,193,800	(549,200)	4,193,800
Nov. 09	4,743,000	Jan. 10	4,352,600	(390,400)	4,352,600
Dec. 09	6,207,000	Feb. 10	5,591,800	(615,200)	5,591,800
2nd Qtr. Adjustment	1,461,000	Mar. 10		92,489	1,553,489 (1)
6 Months Total	33,331,000		28,693,415	(3,084,096)	30,246,904
Jan. 10	4,129,000	Mar. 10		0	4,129,000 (1)
Feb. 10	4,129,000	Apr. 10		0	4,129,000 (1)
Mar. 10	5,416,000	May 10		0	5,416,000
3rd Qtr. Adjustment	1,379,000	Jun. 10		1,542,046	2,921,046 (1) Jan & Feb Portion
9 Months Total	48,384,000		28,693,415	(1,542,050)	46,841,950
Apr. 10	4,470,000	Jun. 10		0	4,470,000
May 10	4,470,000	Jul. 10		0	4,470,000
Jun. 10	5,880,000	Aug. 10		0	5,880,000
4th Qtr. Adjustment	1,512,300	Sep. 10		1,542,050	3,054,350
FY2010 Total	64,716,300	FY2010 Total	28,693,415	(0)	64,716,300
	14,555,215	1st Quarter			
	15,691,689	2nd Quarter			
	10,205,364	3rd Quarter			
		4th Quarter			
	<u>40,452,268</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF FEBRUARY 28, 2010

	<u>2/28/2010</u>
Cash -- Bank of America Checking Account	568,904.73
LAIF	20,450,725.52
County Pool	284,291,195.69
Investment Portfolio	107,881,987.71
Total	<u><u>413,192,813.65</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- FEBRUARY 2010

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000572	SAN MATEO COUNTY TRANSIT DISTRICT	2010-02-01	132,618.69	WIR	Capital Programs
SMCTA	000573	DEPARTMENT OF TRANSPORTATION	2010-02-08	340,403.91	WIR	Capital Programs
SMCTA	000574	PENINSULA CORRIDOR JOINT POWERS BOARD	2010-02-08	960,185.63	WIR	Capital Programs
SMCTA	000575	PENINSULA CORRIDOR JOINT POWERS BOARD	2010-02-08	2,482.00	WIR	Capital Programs
SMCTA	000576	MATSUMOTO, KARYL M.	2010-02-08	100.00	WIR	Board of Directors Compensation
SMCTA	000577	NAGEL, TERRY	2010-02-08	100.00	WIR	Board of Directors Compensation
SMCTA	000578	PENINSULA CORRIDOR JOINT POWERS BOARD	2010-02-22	282.71	WIR	Capital Programs
SMCTA	002629	DMJM HARRIS/MARK THOMAS JV	2010-02-01	173,638.52	CHK	Capital Programs
SMCTA	002630	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2010-02-01	21,615.15	CHK	Legal Services
SMCTA	002631	MENLO PARK, CITY OF	2010-02-01	14,871.75	CHK	TSM
SMCTA	002632	RAJAPPAN & MEYER CONSULTING	2010-02-01	2,458.06	CHK	Capital Programs
SMCTA	002633	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	2010-02-08	91,099.80	CHK	Shuttles Payable
SMCTA	002634	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	2010-02-08	11,392.26	CHK	Capital Programs
SMCTA	002635	DMJM HARRIS/MARK THOMAS JV	2010-02-08	17,044.67	CHK	Capital Programs
SMCTA	002636	FOUST, ROSANNE	2010-02-08	100.00	CHK	Board of Directors Compensation
SMCTA	002637	LEE, JOHN	2010-02-08	100.00	CHK	Board of Directors Compensation
SMCTA	002638	PBS&J	2010-02-08	112,422.08	CHK	Capital Programs
SMCTA	002639	SCANLON, MIKE	2010-02-08	275.00	CHK	Seminar and Training
SMCTA	002640	URS CORPORATION	2010-02-08	7,009.30	CHK	Capital Programs
SMCTA	002641	VREELAND, JIM	2010-02-08	100.00	CHK	Board of Directors Compensation
SMCTA	002642	CARTER & BURGESS, INC.	2010-02-16	16,002.96	CHK	Capital Programs
SMCTA	002643	PARKING COMPANY OF AMERICA	2010-02-16	87,808.89	CHK	SMCTA Caltrain Shuttles
SMCTA	002644	RAJAPPAN & MEYER CONSULTING	2010-02-16	1,408.52	CHK	Capital Programs
SMCTA	002645	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	2010-02-22	23,319.43	CHK	Shuttles Payable
SMCTA	002646	GREEN CARPET LANDSCAPING	2010-02-22	3,870.00	CHK	Grounds Maintenance Service
SMCTA	002647	PENINSULA TRAFFIC CONGESTION RELIEF	2010-02-22	199,051.50	CHK	Shuttles Payable
SMCTA	002648	PLAZA FLORIST & GIFTS	2010-02-22	54.63	CHK	Miscellaneous
SMCTA	002649	UNIVERSAL FIELD SERVICES, INC.	2010-02-22	4,569.50	CHK	Capital Programs
				<u>2,224,384.96</u>		

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
March 9, 2010**

The Community Relations Committee and Board

Manager Accessible Transit Services Bill Welch reported the implementation to reduce late cancellations went smoothly and the new policy will improve operating efficiencies.

Citizen Advisory Chair John Baker reported the CAC received a presentation on the State and Federal legislative program. The transportation funding initiative for the November 2010 ballot was discussed.

Deputy CEO Chuck Harvey presented the Fixed-route Bus Service (attached).

Average weekday ridership for all modes for January 2010 compared to January 2009 was 88,748, a decrease of 6.8 percent.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for January 2010. Revenues are under budget primarily due to reductions in passenger fares and sales tax. Total expenses were better than budget. One-half of the fuel portfolio is budgeted at \$3.45 per gallon and one-half is budgeted at \$2 per gallon. Year-to-date fuel cost is approximately \$2.03 per gallon and was \$2.13 last week, which results in a savings of \$1.45 per gallon on one-half of the portfolio. Staff will propose a budget amendment in the next month or so to adjust Transportation Development Act funding.

Assigned a contract for providing the remainder of the current investment management services agreement between the San Mateo County Transit District (District) and Tamalpais Wealth Advisors (TWA) from TWA to CSI Capital Management, Inc. Mr. Osher continues as the primary representative to the District.

Reaffirmed the annual adoption of the Statement of Investment Policies for the investment of District funds, including the Paratransit Trust Fund; and authorized investment of monies with the Local Agency Investment Fund. The policies' objectives are to safeguard the principal funds, to meet the liquidity needs of the District and to achieve a return on invested funds.

Assessed the Fiscal Year 2010 Fuel Hedging Program and adopted a Fuel Hedging Policy. The District hedges 50 percent of projected diesel fuel usage, which is approximately 1 million gallons. The primary goal of the program is to reduce volatility and uncertainty in the fuel budget. Staff will return to the Board annually to obtain approval of the financial contract for fuel hedging services.

Authorized disposition of 137 Gillig surplus buses, which have reached the end of their useful lives. The Gillig buses originally were purchased with a mix of Federal and State funds. Any proceeds gained from the disposition of these buses, less auctioneer's fees and proceeds due to the Federal Transit Administration, if applicable, will be deposited to the District's General Fund.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
March 9, 2010**

Authorized filing an application with Caltrans for a Community-based Transportation Grant application in the amount of \$300,000 for the Economic and Housing Opportunity Assessment

for the Grand Boulevard Initiative, which will better link transportation with land use along the El Camino Real corridor in San Mateo and Santa Clara counties.

Authorized receiving an allocation of Proposition 1B Transportation Modernization Improvement, and Service Enhancement Account funds, for a total amount of \$196,867 through the Lifeline Transportation Program for the improvement of bus stops in areas within San Mateo County with relatively high concentrations of low-income populations, including Lifeline Route 17 in Half Moon Bay.

Authorized execution of a Memoranda of Understanding and filing of an application to pass through funds to three Lifeline Transportation Project sponsors in San Mateo County, and will include bus stop improvements and bus tickets and passes for low income and senior populations.

Awarded a contract for a new state-of-the art automatic fare collection system to GFI Genfare for \$7,654,475. The new automatic, fully registering fareboxes will be capable of managing fare media and transferring all transactions and operation data to the Central Computer System daily and remotely receiving current fare tables and operational updates.

The Legislative Committee and Board

Update on State Legislative Program:

- The Legislature approved some significant changes to the transportation finance system with their approval of the alternative to the governor's proposed gas tax swap. The proposal still eliminates sales tax on gasoline and replaces it with a 17.3-cent increase in the State gasoline excise tax. However, the Legislature retains the sales tax on diesel fuel at an increased rate of 6.75 percent and reserves 75 percent of these revenues for a State Transit Assistance (STA) program beginning in 2012. This will result in a minimum \$350 million STA program that is expected to grow to over \$500 million by 2020. Caltrain and SamTrans will each receive \$4.5 million. In addition, the Legislature will appropriate \$400 million to cover STA through the next fiscal year. Caltrain and SamTrans' share of this will be over \$5 million each. When it became clear the Legislature was moving forward with the swap, staff directed our legislative advocates to negotiate some baseline funding for transit, which staff believed was the best possible outcome.
- The 6-cent per gallon fee imposed at a regional level was removed from legislation.
- Other transportation impacts on local streets and roads essentially trade future increases in funding for a current year and future year deferrals of Highway Users Tax Account funds (HUTA) as follows:
 - a) New gasoline excise tax increases State commitment to highways and local streets and roads by \$400 million in 2011-2012 and \$3 billion over 10 years with 44 percent going to HUTA.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
March 9, 2010**

- b) 2010-2011 deferrals: \$50 million per month will be deferred on a pro rata basis from cities and counties for the HUTA program. Deferred payments for San Mateo County would equal \$4.7 million. Cities and Counties can borrow against their Proposition 1B allocation to compensate for deferred funds.

Adopted a resolution in support of the Local Taxpayer, Public Safety and Transportation Protection Act of 2010 for California's November 2010 statewide ballot that would protect local government revenues from funding cuts or diversions from the State including historic sources of public transportation.

Planning, Development and Sustainability Committee and Board

Adopted a proclamation supporting goals and ideals for the 2010 Census and presented it to San Mateo County Census Coordinator Margot Grant and Connie Guerrero from Census 2010.

Board of Directors

Held four separate public hearings to review and discuss the Consideration of Resolutions of Necessity for four real estate parcels involved with the Caltrain San Bruno Grade Separation Project real estate acquisition program.

Report of the General Manager/CEO Michael Scanlon:

- Operations and Maintenance awards/recognition:
 - a) The Annual Bus Transportation Award was presented to the North Base operations team for averaging 198,912 miles between preventable accidents.
 - b) The Annual Bus Maintenance Award was presented to the South Base maintenance team who operated almost 56,000 hours with no lost time injuries.
 - c) Maintenance Employee of the Year was awarded to Edward Suliguin.
 - d) Bus Operator of the Year was awarded to Danilo Gemanil.
- Thanked Chair Rose Guilbault for the February 17 editorial in the *Daily Journal*, which was a message to our State legislators titled, "Don't Cut Our Values".
- Directors Omar Ahmad and Kersteen-Tucker, Executive Office Public Affairs Mark Simon and Mr. Scanlon will be attending the APTA Legislative Conference in Washington, D.C. to advocate for transit assistance and support.
- Staff and Board members will travel to Sacramento tomorrow to deliver messages to our State representatives that there are consequences to the diversions that have been taking place from transit and how critical the situation is for transit in the community, State and country; and to thank legislatures for the potential relief that is in the tax swap approved by the Legislature.

The next meeting of the Board is scheduled for Wednesday, April 14, 2010.

samTrans

Fixed-route Bus Service Performance Report

March 9, 2010

Fixed-route Bus Service

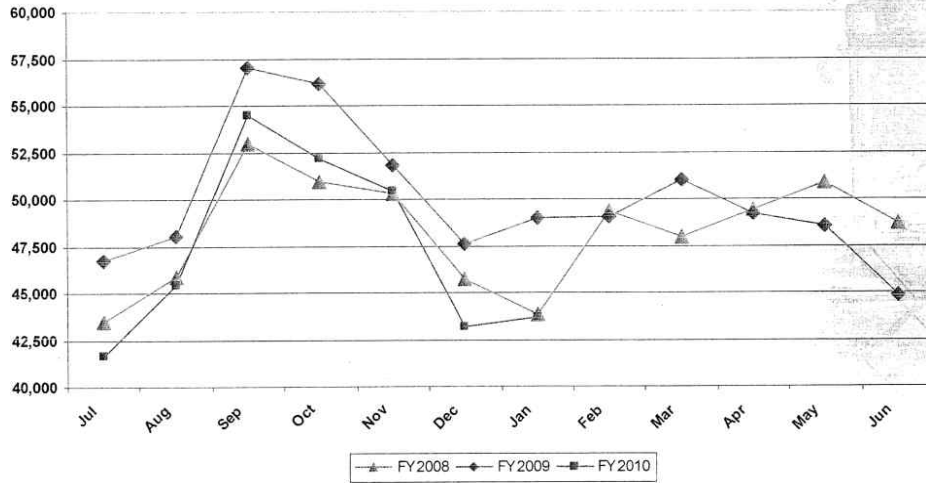
samTrans

- Operating Statistics
- Human Capital Investment
- Project Update
- Sustainability
- Route 17
- Bus Service Contracts
- Service Reduction & Fare Increase
- Summary



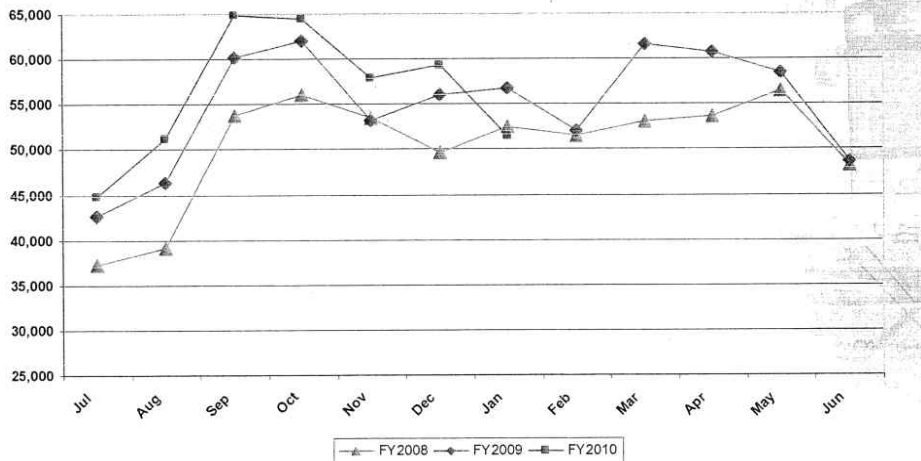
Average Weekday Ridership

samTrans



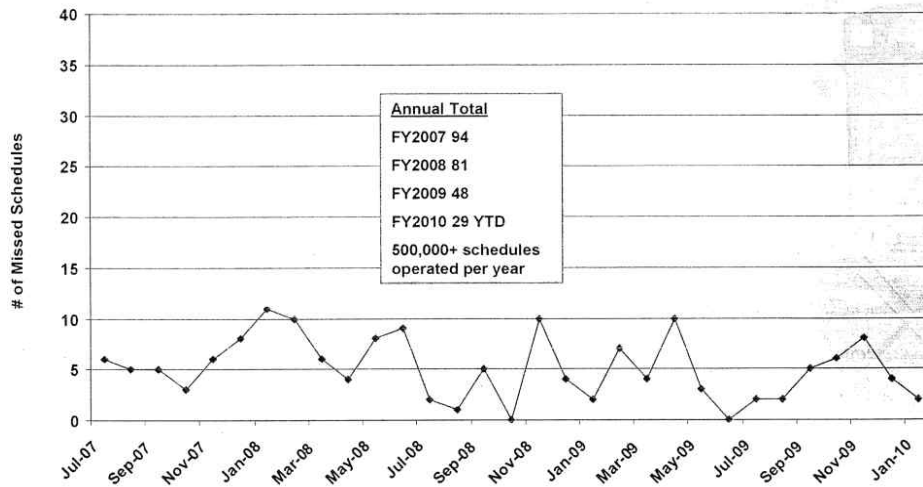
Token Usage

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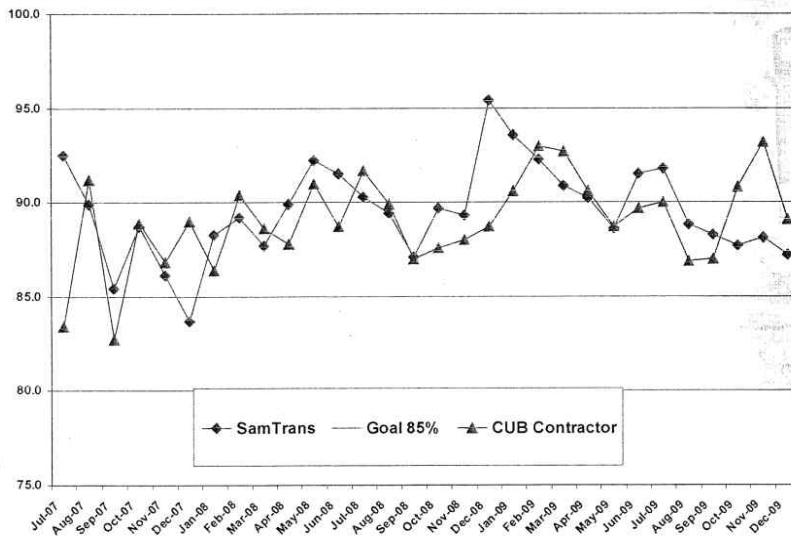
Missed Schedules

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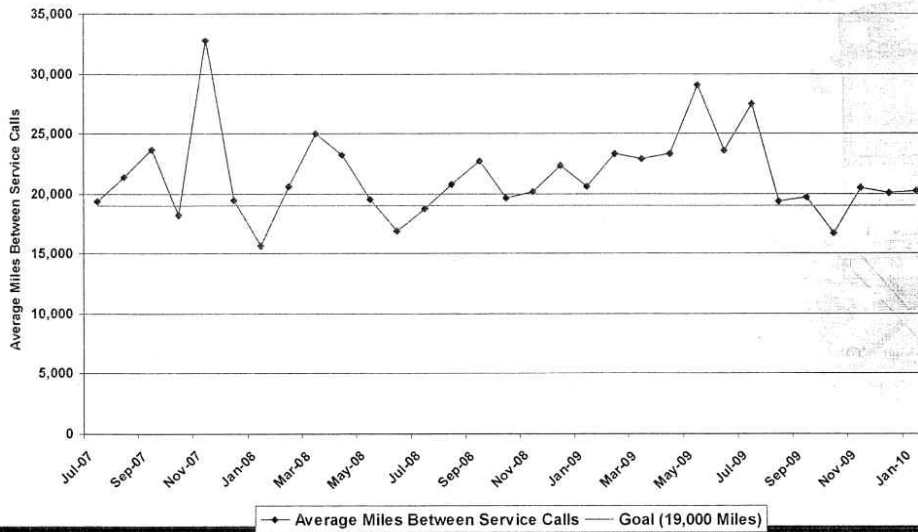
On-time Performance

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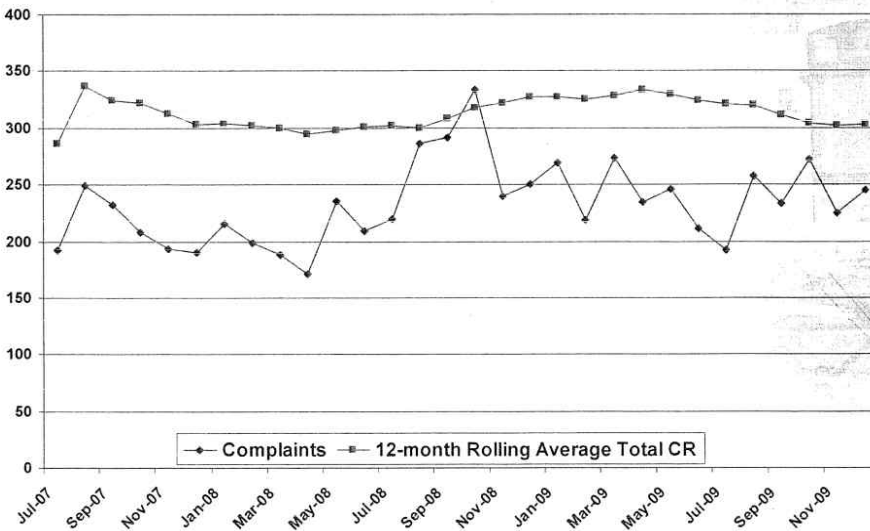
Fleet Reliability

samTrans



Consumer Reports

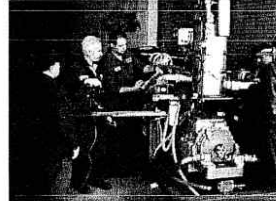
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Human Capital Investment

samTrans

- District Strategic Plan cites the following goals for employees:
 - Attract and retain quality employees
 - Encourage excellence and innovative thinking
 - Invest in employees' professional development
- Supervisor Academy
 - More than 100 graduates to date
 - Next program of Bus Operators and Mechanics starts March 29
- Leadership Program
 - New program for supervisors, including Administrative employees, starts April 21
- Mechanics Orientation Training
 - 5 subjects and 26 classes planned for new buses
 - Fabricated engine stand that allows engine and transmission operation during training activities



Project Update

samTrans

New Buses

- 40-foot, 90 ordered, 80 received, 43 in service
- 35-foot, 40 ordered, 1 received, 1 in service
- 29-foot, 4 ordered, 4 received, 4 in service

Farebox Revenue Collection System

- Bid being presented to Board for approval

Sustainability

samTrans

- FY2009 Statistics
 - 15,019,431 passenger trips
 - 83,118,353 passenger miles
 - 9,664,125 actual bus vehicle miles
 - New buses with lower emissions (1.2 g NOx, 0.01 g PM)
- 1st meeting of Sustainable Action Team, Feb. 18
- Committee is starting work on policy and procedures
- Comprehensive staff report to Planning, Development & Sustainability Committee forthcoming

Route 17

samTrans

New 29-foot buses in service Feb. 17

Customer comments

- El bus está muy bonito (the bus is very beautiful)
- Nos gusta mucho el bus (we like the bus very much)
- Bonito color, fácil de leer el rótulo (beautiful color, easy to read the head sign)
- Neat bus. I want to bring my laptop and live on this bus (HMB HS student)
- Keep this bus here for a long time (senior rider at Strawflower Shopping Center)



Bus Service Contracts

samTrans

CUB Service

- 5th and final option year starts Oct. 1, 2010
- Negotiate favorable rate or go out to bid

Coastside Service – Route 17

- 1st of 2 option years starts July 1, 2010
- Favorable rate negotiated

SamCoast Service – Pescadero (Demand Response)

- Last option year expires Oct. 17, 2010
- Negotiate new agreement to preserve service

SamCoast

samTrans

- Demand Responsive Service – Pescadero Area
- Operated by local non-profit, subsidized by SamTrans
- Replacing and rebranding buses



Service Reduction & Fare Increase

samTrans

Monitoring service changes for effectiveness and service quality

- Route KX – 78% OTP
 - Standees on some buses
 - No one left behind! Articulated buses in peak period
 - Schedule to be fine-tuned April 11, run book 102
- Route 359 – 85%+ OTP
 - Ridership is tracking 91 to 114 trips per day
- Fare Increase implemented smoothly

Summary

samTrans

- Performance statistics remain stable
- Bus ridership down since May 2009
- Service reductions implemented Dec. 20, 2009
- Fare increase implemented Feb. 1, 2010
- Investment in employee development, infrastructure, technology, rolling stock and sustainability must remain a top priority for the future of the District
- Continuing even the reduced level of service is being challenged by the fiscal crisis facing the District as revenues continue to decline

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

Marian Lee
Executive Officer
Planning and Development

SUBJECT: **AWARD OF CONTRACTS TO PROVIDE ON-CALL
TRANSPORTATION PLANNING AND PROGRAM SUPPORT**

ACTION

Staff proposes that the Board:

1. Award contracts to Fehr & Peers of San Francisco, CA, and HNTB Corporation of Kansas City, MO, to provide on-call transportation planning and program support services with total maximum compensation in the amount of \$1,500,000 over a three-year base period to be shared in the aggregate with Wilbur Smith Associates, the other on-call consultant awarded a contract resulting from the same solicitation.
2. Authorize the Executive Director or his designee to execute contracts with Fehr & Peers and HNTB Corporation in a form approved by Legal Counsel.
3. Authorize the Executive Director or his designee to exercise up to two additional one-year option terms with the above two firms with total maximum compensation in the amount of \$375,000 for each option term, to be shared in the aggregate with Wilbur Smith Associates, if deemed in the best interest of the San Mateo County Transportation Authority (TA).

SIGNIFICANCE

Approval of the above actions will provide transportation planning and program support services for the TA.

BUDGET IMPACT

Work Directive issued under these contracts will be funded by a mix of Federal, State, regional, and/or local revenues and grants on a project basis. Funds for Work Directives will come from approved TA planning and capital project budgets.

BACKGROUND

A Request for Proposals (RFP) to provide on-call transportation planning and program support services was issued as a joint procurement detailing the scope of services for the San Mateo County Transit District, the Peninsula Corridor Joint Powers Board, and the TA. The solicitation included two categories of services: Transportation Planning and Program Support and

Environmental Planning. The Board approved rejection of all proposals for Environmental Planning at its December 2009 meeting. The Board approved a Transportation Planning and Program Support contract award to Wilbur Smith Associates under Resolution 2010-4 at its February 2010 meeting.

The solicitation information was advertised in a newspaper of general circulation and on the TA's procurement Web site. Solicitation notices also were sent to interested firms, small business enterprises, and disadvantaged business enterprises (DBEs).

An Evaluation Committee (Committee) composed of qualified TA staff reviewed and scored the proposals in accordance with the following weighted criteria:

- Team Organization and Staffing Approach 0-25 points
- Lead Firm Qualifications and Past Performance 0-25 points
- Contract Manager and Key Staff Qualifications and Experience 0-20 points
- Project Management Approach and Quality Control Assurance 0-15 points
- Understanding of Scope of Services 0-15 points

After review, evaluation, and initial scoring of proposals, firms were invited for interviews. Following interviews, the Committee completed the final evaluation and consensus ranking.

The Committee determined that Fehr & Peers, and HNTB Corporation, respectively the second and third highest-ranked firms, are qualified to be selected for contract awards. Both firms possess the requisite depth of experience, have the required qualifications to successfully perform the scope of services defined in the solicitation documents, and are fully capable of providing the specified services at a fair and reasonable price. Fehr & Peers included six subconsultants in its consulting team, including two DBE firms for market research and service planning. HNTB included five subconsultants.

The contracts will be for on-call services and as such, work will be authorized on a Work Directive-basis. There is no guarantee of any specific amount of on-call work to be authorized under the contracts. Before issuance of any Work Directive for which \$250,000 or more cumulatively in State or Federal funds will be used, the firms may be required to undergo a post-award audit, which will be performed by Caltrans or a designated outside auditor.

Transportation planning and program support services are currently being provided under General Engineering Consulting (GECs) Agreements and the above-mentioned Wilbur Smith Associates agreement.

Contract Officer: Evelyn Marcal 650-508-7958
Project Manager: Hilda Lafebre, Manager, Capital Projects & Environmental Planning 650-622-7842

RESOLUTION NO. 2010 -

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

* * *

**AUTHORIZING AWARD OF CONTRACTS TO FEHR & PEERS
AND HNTB CORPORATION FOR ON-CALL TRANSPORTATION PLANNING AND
PROGRAM SUPPORT SERVICES FOR
A TOTAL AGGREGATE AMOUNT OF \$1,500,000 FOR A THREE-YEAR TERM**

WHEREAS, the San Mateo County Transportation Authority (TA), along with San Mateo County Transit District and the Peninsula Corridor Joint Powers Board, has issued a Request for Proposals (RFP) to provide on-call transportation planning and program support services for the three agencies; and

WHEREAS, in response to the RFP, proposals were received from six firms; and

WHEREAS, an Evaluation Committee has reviewed and evaluated the proposals, conducted interviews with four firms, ranked the proposals according to the evaluation criteria set forth in the RFP and determined that Fehr & Peers of San Francisco, CA, and HNTB Corporation of Kansas City, MO, respectively, received the second and third highest consensus rankings; and

WHEREAS, staff and Legal Counsel have reviewed the Fehr & Peers and HNTB Corporation proposals and determined that both proposals complied with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that contracts for on-call transportation planning and program support services be awarded to Fehr & Peers and HNTB Corporation for three-year base terms with total maximum compensation in the amount of \$1,500,000 to be shared in the aggregate with Wilbur Smith Associates, the other firm awarded a contract with the TA resulting from the same solicitation.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the Authority hereby awards contracts for on-call transportation planning and program support services to Fehr & Peers of San Francisco, CA, and HNTB Corporation of Kansas City, MO, for three-year base terms with total maximum compensation in the amount of \$1,500,000 to be shared in the aggregate with Wilbur Smith Associates; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to execute contracts on behalf of the TA with Fehr & Peers and HNTB Corporation in a form approved by Legal Counsel; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to exercise up to two additional, one-year option terms to the contracts with Fehr & Peers and HNTB Corporation with total maximum compensation in the amount of \$375,000 for each option year, to be shared in the aggregate with Wilbur Smith Associates, if in the best interest of the Authority.

Regularly passed and adopted this 1st day of April 2010 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

**SUBJECT: PROGRAM REPORT: TRANSIT: DUMBARTON RAIL CORRIDOR
PROJECT UPDATE**

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 report that will provide an update on the Dumbarton Rail Corridor Project as part of the Transit Program Category.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The Dumbarton Rail Corridor (DRC) Project proposes to extend commuter rail service across the southern portion of the San Francisco Bay between the Peninsula and the East Bay creating a transit link between Caltrain and the Altamont Express, Amtrak's Capitol Corridor and BART. The project proposes to revitalize the existing rail corridor and structure currently crossing the Bay.

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. The project was also included in the new Measure A to provide funds for potential station facilities and rail corridor improvements.

A project study report has been completed and preliminary engineering and environmental studies are currently underway. 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 consistent with the approved Legislative Program.

STATE ISSUES

Gas Tax Swap Package:

On March 22, Governor Schwarzenegger signed ABx8 6 and ABx8 9, otherwise known as the gas tax swap package.

ABx8 6 is a revenue neutral bill that eliminates the sales tax on gasoline in exchange for a 17.3-cent increase in the excise tax. The net effect of the 17.3-cent excise tax increase will provide \$700 million annually for bond debt service prior to an allocation of \$650 million in revenues which will be distributed pursuant to ABx8 9 as follows:

- 44 percent - State Transportation Improvement Program (STIP) for capacity projects
- 44 percent - Local Streets and Roads
- 12 percent - State Highway Operations and Protection Program (SHOPP) for maintenance of the State highway system

ABx8 9 includes a \$400 million appropriation for transit operations through Fiscal Year 2010-2011. The bill eliminates three out of the four funding sources for State funding of public transportation (spillover, Proposition 42, and the sales tax on the Proposition 111 gas tax). It

preserves the sales tax on diesel fuel and increases the diesel fuel sales tax rate, which provides local transit operators with nearly \$350 million beginning in FY2011-12, with gradual increases in subsequent years.

The governor also is expected to sign SB 70, which exempts specified consumers of diesel fuel, including transit operators, from the increase in the sales tax on diesel from 5 percent to 6.75 percent.

San Mateo County will receive approximately \$18 million annually for local streets and roads from the Highway Users Tax Account.

High Speed Rail:

Two bills that affect California's high-speed train project were introduced last month:

- SB 965 (DeSaulnier) is the legislative vehicle for the high-speed rail component of Senate President Pro-Tem Darrell Steinberg's Jobs Agenda. The bill would provide the California High Speed Rail Authority with guidance to ensure that the expenditure of high-speed rail funding provided through the American Recovery and Reinvestment Act will expedite and maximize job creation in the State and meet strict Federal obligation deadlines.
- AB 2121 (Harkey) would halt the sale of \$9.95 billion in general obligation bonds associated with Proposition 1A, the Safe Reliable High Speed Passenger Train Bond Act approved by voters in 2008.

FEDERAL ISSUES

FY2011 Appropriations:

Members of Congress were required to submit their FY2011 appropriations requests to the House Appropriations Committee by last Friday and will be posting them online over the next several weeks.

The Senate Appropriations Committee has set deadlines for submission of FY2011 requests by subcommittee over the next six weeks; Senators Dianne Feinstein and Barbara Boxer's offices are working to finalize their requests now. The TA has asked Senator Feinstein to submit a request for \$1 million for the San Bruno Grade Separation Project.

Jobs Legislation:

Last Thursday President Obama signed into law the Hiring Incentives to Restore Employment Act (HR 2847). The new law extends funding for Federal surface transportation programs through December 31, 2010, and transfers \$19.5 billion of general funds from the Treasury into the Highway Trust Fund (HTF), including \$4.8 billion into the Mass Transit Account. These funds are based on the restoration of interest payments on balances to the HTF and ensure the solvency of the Mass Transit Account through the end of FY2011.

On March 10 the Senate also voted 62-36 to pass HR 4213, the \$140 billion tax extenders bill that includes an extension of the alternative fuels tax credit. The House is expected to either vote on the Senate bill as passed or to seek a conference on the bill. The House passed an earlier version that included the alternative fuel credit. If passed, the tax credit would be applied retroactively to January 1, 2010.

Prepared by: Seamus Murphy, Manager, Government Affairs

650-508-6388

**San Mateo County Transportation Authority
Bill Matrix as of March 16, 2010**

Bill ID/Topic	Location	Summary	Position
<p>AB 153 Ma</p> <p>High-Speed Rail Authority.</p>	<p>SENATE T. & H. 7/2/2009 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law authorizes the authority to prepare a plan for the construction and operation of that system and to enter into contracts, acquire rights-of-way through purchase or eminent domain, and take other actions, subject to specified contingencies. Under existing law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets certain requirements. Existing law generally prohibits a state agency from employing legal counsel other than the Attorney General unless there is a specific statute authorizing that employment.</p> <p>This bill would eliminate those contingencies to the exercise of the authority's authority and would specify that the authority constitutes a "governing body" for the purpose of adopting a resolution of necessity. The bill would authorize the authority to employ its own legal staff or contract with other state agencies for legal services, or both.</p>	
<p>AB 231 Huffman</p> <p>California Global Warming Solutions Act of 2006: Climate Protection Trust Fund.</p>	<p>SENATE E.Q. 6/18/2009 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on EQ.</p>	<p>Requires that revenues collected pursuant to the California Global Warming Solutions Act of 2006 be deposited into a Climate Protection Trust Fund, and establishes parameters by which those funds can be distributed for the reduction of GHG and mitigation of climate change impacts.</p> <p>Last Amended on 6/26/2009</p>	
<p>AB 266 Carter</p> <p>Transportation needs assessment.</p>	<p>SENATE RLS. 6/11/2009 - Referred to Com. on RLS.</p>	<p>Requires the California Transportation Commission (CTC) to, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis.</p> <p>Last Amended on 4/20/2009</p>	
<p>AB 289 Galgiani</p> <p>High-speed rail.</p>	<p>SENATE T. & H. 2/11/2010 - Re-referred to Com. on T. & H.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Existing law provides for appointment of an executive director by the authority, who is exempt from civil service and serves at the pleasure of the authority.</p> <p>This bill would authorize the Governor to appoint up to five deputy directors exempt from civil service who would serve at the pleasure of the executive director. Last Amended on 1/25/2010</p>	

San Mateo County Transportation Authority
Bill Matrix as of March 16, 2010

Bill ID/Topic	Location	Summary	Position
<p>AB 497 Block</p> <p>Vehicles: high-occupancy vehicle lanes: used by physicians.</p>	<p>SENATE T. & H. 6/23/2009 - From T. & H.: Failed passage Reconsideration granted.</p>	<p>Existing law authorizes a physician when traveling in response to an emergency call to be exempt from certain speed limit requirements, as specified, if the vehicle being used by the physician displays an insignie approved by the Department of the California Highway Patrol indicating that the vehicle is owned by a licensed physician.</p> <p>This bill would authorize the Department of Transportation and local authorities to also permit exclusive or preferential use of high-occupancy vehicle lanes by a vehicle driven by a physician if the vehicle is driven by a physician in response to an emergency call and the vehicle displays the insignia approved by the Department of the California Highway Patrol. The exemption from certain speed limit requirements would not apply to the use of an HOV lane by a physician under this provision. This bill contains other related provisions and other existing laws. Last Amended on 5/14/2009</p>	
<p>AB 569 Emmerson</p> <p>Meal periods: exemptions.</p>	<p>SENATE L. & I.R. 2/4/2010 - Re-referred to Com. on L. & I.R.</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the order is consistent with the health and welfare of affected employees.</p> <p>This bill would exempt from these provisions employees in a construction occupation, commercial drivers in the transportation industry, and employees in the security services industry employed as security officers if those employees are covered by a valid collective bargaining agreement containing specified terms, including meal period provisions. It would specify that its provisions do not affect the requirements for meal periods for certain other employees or employers. Last Amended on 9/11/2009</p>	
<p>AB 619 Blumenfield</p> <p>Transportation projects: federal funds: delays.</p>	<p>SENATE T. & H. 6/17/2009 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law provides for allocation of federal transportation funds made available to the state.</p> <p>This bill would require the department to notify the Legislature within 30 days of making a determination that a project, including a project designated in the National Corridor Infrastructure Improvement Program, will be delayed beyond its scheduled completion date due to state cashflow or other funding issues, if the delay places at risk federal funds, including funds earmarked for the project.</p>	
<p>AB 726 Nielsen</p> <p>Transportation capital improvement projects.</p>	<p>SENATE T. & H. 6/16/2009 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects.</p> <p>This bill would state that local road rehabilitation projects are eligible for these funds.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of March 16, 2010**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 732</u> <u>Jeffries</u></p> <p>Transportation projects: design-sequencing contracts.</p>	<p>SENATE APPR. SUSPENSE FILE 8/27/2009 - In committee: Held under submission.</p>	<p>Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct phase 2 of a pilot project through the utilization of design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, which are selected by the Director of Transportation taking into consideration specified geographical considerations.</p> <p>This bill would extend the operative date of those provisions until July 1, 2010 thereby extending the authority of the department to conduct phase 2 of the pilot project. The bill would instead specify that the pilot project consist of not more than 9 transportation projects. Last Amended on 6/16/2009</p>	
<p><u>AB 744</u> <u>Torrico</u></p> <p>Transportation: toll lanes: Express Lane Network.</p>	<p>SENATE APPR. SUSPENSE FILE 12/10/2009 - (Corrected December 10.) In committee: Held under submission.</p>	<p>Authorize development of a comprehensive network of high-occupancy toll — or HOT — lanes on Bay Area freeways, and allows solo drivers to pay a toll to use these lanes.</p> <p>Last Amended on 7/15/2009</p>	
<p><u>AB 810</u> <u>Caballero</u></p> <p>Sales and use tax exemption: manufacturing equipment: research and development.</p>	<p>SENATE REV. & TAX 2/4/2010 - Re-referred to Com. on REV. & TAX.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, and provides various exemptions from the taxes imposed by that law.</p> <p>This bill would exempt from a specified portion of those taxes, for calendar years beginning on or after January 1, 2011, the gross receipts from the sale of, and the storage, use, or other consumption of, sustainable development equipment investments of tangible personal property purchased for use by a qualified person to be used in manufacturing or other processes, as specified, and tangible personal property purchased by a qualified person and used primarily during the research and development process for qualified research, as defined. Last Amended on 1/13/2010</p>	

**San Mateo County Transportation Authority
Bill Matrix as of March 16, 2010**

Bill ID/Topic	Location	Summary	Position
<p>AB 1375 Galgiani</p> <p>High-speed rail.</p>	<p>SENATE T. & H. 2/11/2010 - Referred to Coms. on T. & H. and RLS.</p>	<p>Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would revise and recast these provisions by repealing and reenacting the California High-Speed Train Act. The bill would continue the High-Speed Rail Authority in existence to make policy decisions relative to implementation of high-speed rail consistent with Proposition 1A. The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency, which would implement those policies. The bill would transfer certain of the existing powers and responsibilities of the authority to the department and would specify additional powers and duties of the authority and department relative to implementation of the high-speed rail project, including the annual submission of a 6-year high-speed train capital improvement program and progress report to the Legislature. The director of the department would be appointed by the Governor, who would serve at the pleasure of the authority, and the Governor would be authorized to appoint up to 10 executive employees of the department who would be exempt from civil service and serve at the pleasure of the director. The bill would provide for acquisition and disposition by the department of rights-of-way for the high-speed rail project. The bill would enact other related provisions. Last Amended on 1/15/2010</p>	
<p>AB 1409 John A. Perez</p> <p>Public contracts: county highways: work authorizations.</p>	<p>SENATE T. & H. 2/2/2010 - Joint Rule 62(a), file notice suspended. (Page 1756.) In committee: Hearing postponed by committee. (Refers to 7/16/2009 hearing)</p>	<p>Existing law sets forth procedures pursuant to which work being done by contract on county highways may be done. Existing law specifies that in any county that has appointed a road commissioner, or in any county that has abolished the office of road commissioner, as prescribed, the board of supervisors of the county may authorize the road commissioner, or a registered civil engineer under the direction of the county director of transportation, to have any work upon county highways done under his or her supervision and direction. In this connection, existing law provides that the work on those contracts may be done by: (1) letting a contract covering both work and material, as provided; (2) purchasing the material and letting a contract for the performance of the work, as provided; or (3) purchasing the material and having the work done by day labor, in which case advertising for bids is not required.</p> <p>This bill would revise that provision authorizing the work on those county highway contracts to be done by (1) purchasing the material and having the work done by day labor, as defined, only after advertising and requesting bids, as provided, and the board passing a resolution making a specified finding; or (2) purchasing the material and having the work done by specified employees, as defined.</p> <p>Last Amended on 6/2/2009</p>	
<p>AB 1609 Evans</p> <p>2010-11 Budget.</p>	<p>ASSEMBLY BUDGET 1/21/2010 - Referred to Com. on BUDGET.</p>	<p>This bill would make appropriations for support of state government for the 2010-11 fiscal year. This bill contains other related provisions.</p>	

San Mateo County Transportation Authority
Bill Matrix as of March 16, 2010

Bill ID/Topic	Location	Summary	Position
<u>AB 1747</u> <u>Galgiani</u> High-Speed Rail Authority	ASSEMBLY TRANS. 2/18/2010 - Referred to Com. on TRANS.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains, as specified.</p>	
<u>AB 1794</u> <u>Gilmore</u> Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.	ASSEMBLY PRINT 2/11/2010 - From printer. May be heard in committee March 13.	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures, as defined, by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012.</p> <p>This bill would make technical and nonsubstantive revisions to the above requirements.</p>	
<u>AB 2098</u> <u>Miller</u> Federal transportation economic stimulus funds: 2nd round.	ASSEMBLY TRANS. 3/11/2010 - Referred to Com. on TRANS.	<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 provisions to govern the expenditure of the 2nd round of federal transportation economic stimulus funds that may be awarded to the state in 2010 pursuant to an unspecified federal act, subject to appropriation by the Legislature. The bill would provide for an unspecified division of the available funds between state and regional agencies. The bill would restrict allocation of the state portion of funds to projects in areas defined as economically distressed under federal law. The bill would enact various other requirements applicable to expenditure of the federal funds.</p>	
<u>AB 2121</u> <u>Harkey</u> High-speed rail.	ASSEMBLY TRANS. 3/4/2010 - Referred to Com. on TRANS.	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted.</p> <p>This bill would reduce the amount of general obligation debt authorized pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2011.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of March 16, 2010**

Bill ID/Topic	Location	Summary	Position
<p>AB 2324 John A. Perez</p> <p>Transit: public transit vehicle stations.</p>	<p>ASSEMBLY PUB. S. 3/11/2010 - Referred to Com. on PUB. S.</p>	<p>Existing law prohibits a person from knowingly possessing specified weapons and other items within any sterile area, as defined, of an airport or passenger vessel terminal, except as specified.</p> <p>This bill would make it a misdemeanor, punishable as specified, for any person to knowingly possess at a public transit vehicle station, as defined, specified weapons. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>AB 2355 Smyth</p> <p>Public works: design-build.</p>	<p>ASSEMBLY B. & P. 3/11/2010 - Referred to Com. on B. & P.</p>	<p>Existing law authorizes the Director of General Services, when authorized by the Legislature to use the design-build procurement process for a specific project, to contract and procure state office facilities, other buildings, structures, and related facilities, as provided.</p> <p>This bill would require the Department of General Services to submit to the Joint Legislative Budget Committee, by January 1, 2015, a report containing a description of each public works project procured through the design-build process that is completed after January 1, 2010, and before December 1, 2014. This bill contains other related provisions and other existing laws.</p>	
<p>AB 2579 Evans</p> <p>Master Plan for Infrastructure Financing and Development Commission.</p>	<p>ASSEMBLY PRINT 2/22/2010 - Read first time.</p>	<p>The California Constitution regulates the issuance of debt by the state and requires that debt in excess of \$300,000 for which the state will be generally obligated be submitted to, and approved by, the voters.</p> <p>This bill would create the Master Plan for Infrastructure Financing and Development Commission, the mission of which would be to develop and recommend a plan to be presented to the Governor and Legislature that provides for building and maintaining the infrastructure necessary to meet the needs of Californians from the present to the year 2050, and to establish a process for periodically adjusting and adapting the plan in coming years to meet changing circumstances. The bill would require that the commission consist of 11 members: the Treasurer or his or her designee, and members appointed by the Governor, the Speaker of the Assembly, and the Senate Committee on Rules. The bill would authorize the Governor to appoint the chair of the commission who would work full-time on commission business for an unspecified salary. The bill would authorize the chair, with the concurrence of the commission, to appoint an executive director, who would be exempt from civil service and be paid an unspecified salary. The bill would require that funding for the operating costs of the commission be available upon appropriation by the Legislature. The bill would require the chair of the commission to appoint the members of specified task force committees, to be composed of both members and nonmembers of the commission, and would require commission members to chair at least one task force committee in which they have expertise. The bill would provide that the subject matter responsibilities of these task force committees include, but not be limited to, planning and financing, transportation, housing, natural resources and conservation, and education. The commission would be required to establish a timeline for submission of periodic reports on their findings to the Governor and Legislature, provide opportunity for public comment and participation, and to incorporate the "Governor's Five Year Infrastructure Plan" and the "State Environmental Goals and Policy Report" into its long-term planning recommendations. The bill would require the commission to submit its final report to the Governor and Legislature no later than December 1, 2012, and to be dissolved 30 days after issuance of the final report.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ABX2 4 Niello</p> <p>Public contracts: design-build: public-private partnerships.</p>	<p>SENATE RLS. 2/14/2009 - In Senate. To Com. on RLS.</p>	<p>Existing law designates the Judicial Council as the entity having full responsibility, jurisdiction, control, and authority over trial court facilities for which title is held by the state, including the acquisition and development of facilities. This bill would also authorize the Director of General Services or the Secretary of the Department of Corrections and Rehabilitation, as appropriate, to use the design-build procurement process in contracting and procuring a state office facility or prison facility, and would authorize the Judicial Council to use that same process in contracting and procuring a court facility, but would limit this authorization to 5 total projects, to be approved by the Department of Finance, as specified.</p> <p>The bill would require the Department of General Services, the Department of Corrections and Rehabilitation, and the Judicial Council to submit to the Joint Legislative Budget Committee, before January 1, 2014, a report containing a description of each public works project procured through the design-build process, as specified. The bill would require a bidder participating in the process to provide written declarations, subject to misdemeanor penalties, and would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 2/14/2009</p>	
<p>ABX8 6 Committee on Budget</p> <p>Sales and use taxes: motor vehicle fuel tax: diesel fuel tax.</p>	<p>Signed</p>	<p>Existing law requires the Director of Finance to make certain adjustments in one of the formulas used in computing the state's obligation under the California Constitution to provide funding for school districts and community college districts so as to ensure that the modifications in property tax revenue allocation requirements that were made by prior enactments do not have a net fiscal impact on school districts or community college districts, or upon the state's funding obligation to those districts.</p> <p>This bill would additionally specify adjustments on the calculation of the state's constitutional funding obligations that are related to the change in taxes made by this bill. This bill contains other related provisions and other existing laws. Last Amended on 3/3/2010</p>	
<p>ABX8 9 Committee on Budget</p> <p>Transportation finance</p>	<p>Signed</p>	<p>The Motor Vehicle Fuel Tax Law and the Diesel Fuel Tax Law each impose a tax at the rate of \$0.18 per gallon on the removal, entry, sale, delivery, or specified use of motor vehicle fuel, commonly referred to as gasoline, and including aviation gasoline, and diesel fuel. Article XIX of the California Constitution requires state-imposed excise tax revenues from fuel used in motor vehicles upon public streets and highways to be used solely for highway and mass transit guideway purposes.</p> <p>This bill would require new revenues from an increase in those taxes to first be used to reimburse the General Fund for the amount needed for debt service on specified general obligation transportation bonds, with 44% of remaining revenues to be transferred to the State Highway Account to fund projects in the state transportation improvement program (STIP), 12% to be transferred to the State Highway Account for the State Highway Operation and Protection Program (SHOPP), and the remaining 44% to be apportioned to cities and counties for local street and road purposes pursuant to a specified formula, thereby resulting in an appropriation. However, in the 2010-11 fiscal year, after the reimbursement of the General Fund for debt service, approximately \$650,000,000 would be retained for future appropriation and 50% of the remaining revenues would be allocated to the STIP and 50% would be allocated to local streets and roads. This bill contains other related provisions and other existing laws. Last Amended on 3/3/2010</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ABX8 14 Committee on Budget</p> <p>State cash resources.</p>	<p>ASSEMBLY ENROLLED 3/8/2010 - Enrolled and to the Governor at 4:30 p.m.</p>	<p>Existing law prohibits certain General Fund payments to the California Community Colleges, the trial courts, the California State University, and the University of California scheduled for March 2010 from being paid sooner than April 15, 2010, or later than May 1, 2010, except as specified.</p> <p>This bill would require the Controller, subject to the approval of the Department of Finance, to pay the full amount of the apportionment payments for March 2010 for a community college for which the Chancellor of the California Community Colleges determines, in consultation with the Director of Finance, on or before March 15, 2010, that a deferral of payment would present an imminent threat to the fiscal integrity and security of the community colleges. The bill would also delete an extraneous cross reference. This bill contains other related provisions and other existing laws. Last Amended on 3/3/2010</p>	
<p>ACR 14 Niello</p> <p>California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY NAT. RES. 4/27/2009 - In committee: Refused adoption.</p>	<p>This measure would call upon the State Air Resources Board, prior to any regulatory action being taken consistent with the scoping plan for the implementation of the California Global Warming Solutions Act of 2006, to perform an economic analysis that will give the State of California a more complete and accurate picture of the costs and benefits of the act's implementation. The measure would also call upon the Governor to use the authority granted by the act to adjust any applicable deadlines for regulations. Last Amended on 3/27/2009</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 70 Committee on Budget and Fiscal Review.</p> <p>Sales and use taxes: fuel taxes.</p>	<p>Enrolled to Governor</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. AB 6 of the 2009-10 8th Extraordinary Session would, if enacted, impose an additional 1.75% tax on the sale of, and the storage, use, or other consumption in this state of, diesel fuel on or after July 1, 2011.</p> <p>This bill would exempt the sale of, and the storage, use, or other consumption of, specified diesel fuel from that tax that would be imposed by AB 6 of the 2009-10 8th Extraordinary Session. Assembly Bill 6 of the 2009-10 Eighth Extraordinary Session would both increase and decrease the rates of specified taxes and require adjustments to the rates on an annual basis to achieve revenue neutrality. Assembly Bill 6 would increase the rate of tax under the Motor Vehicle Fuel Tax Law on the removal, entry, sale, delivering or specified use of motor vehicle fuel, including aviation gasoline. This bill would clarify that the rate changes to achieve revenue neutrality would be effective for the next fiscal year. This bill would exclude aviation gasoline from the increase in the rate of motor vehicle fuel taxes. The Sales and Use Tax Law requires a collection of prepayment of retail sales tax at the time that motor vehicle fuel tax or diesel fuel tax is imposed, and on each subsequent sale other than the retail sale. This law requires the State Board of Equalization to establish the prepayment rate based on 80% of the combined state and local sales tax rate, as prescribed. This law authorizes the board to readjust the rate if the price of fuel decreases or increases and the established rate results in prepayments which consistently exceed or are significantly lower than the retailers' sales tax liability. This bill would also authorize the State Board of Equalization to readjust the rate if an exemption from sales tax for sales of fuel, as specified, is enacted and the established rate results in or could result in prepayments which consistently exceed or are significantly lower than the retailers' sales tax liability. This bill would become operative only if both this bill and AB 6 of the 2009-10 8th Extraordinary Session are chaptered and this bill is chaptered last. This bill would take effect immediately as a tax levy.</p>	
<p>SB 686 DeSaulnier</p> <p>Environment: CEQA exemption: addition and deletion.</p>	<p>ASSEMBLY NAT. RES. 5/11/2009 - To Com. on NAT. RES.</p>	<p>The California Environmental Quality Act requires the Office of Planning and Research to adopt guidelines that include criteria for public agencies to follow in determining whether or not a proposed project may have a significant effect on the environment and a list of classes of projects that are exempted from the act's requirements.</p> <p>The act establishes procedures for the certification and adoption of the guidelines. The act authorizes a public agency to request, in writing, the addition or deletion of a class of projects to the list. The office is required to review each request and, as soon as possible, submit its recommendation to the Secretary of Natural Resources Agency. This bill would make technical, nonsubstantive changes to the provision regarding the addition or deletion of a class of projects.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>SB 894</u> <u>Committee on</u> <u>Local Government</u></p> <p>Local Government Omnibus Act of 2010.</p>	<p>SENATE L. GOV. 3/4/2010 - Set for hearing April 21.</p>	<p>Existing law authorizes the use of mediation in any action brought in the superior court relating to the approval or denial by a public agency of any development project, any act or decision of a public agency made pursuant to the California Environmental Quality Act, the failure of a public agency to meet the time limits specified by the Permit Streamlining Act or the Subdivision Map Act, fees levied against development projects by school districts or for construction or reconstruction of school facilities, fees for development projects, the adequacy of a general plan or specific plan, the validity of any sphere of influence, urban service area, change of organization or reorganization, or any other decision made pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, the adoption or amendment of a redevelopment plan pursuant to the Community Redevelopment Law, the validity of any specified zoning decision, or the validity of any decision made pursuant by an Airport Land Use Commission, as specified.</p> <p>This bill would include a cross reference to this authorization in each of the affected provisions. This bill contains other related provisions and other existing laws.</p>	
<p><u>SB 964</u> <u>Alquist</u></p> <p>Workforce development program: high-speed rail.</p>	<p>SENATE T. & H. 2/18/2010 - To Coms. on T. & H. and ED.</p>	<p>Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would require the authority to contract with the California Community Colleges Chancellor's office to develop a labor market assessment of the workforce and identify the education and skills needed for high-speed rail, and to develop a comprehensive workforce training and certification program or programs to facilitate the availability of that workforce. The bill would require the authority and the chancellor's office to form a Jobs Advisory Task Force, as specified, to advise the authority and the Chancellor's office on the establishment and operation of training and certification programs required to produce an adequate skilled workforce for this project. The bill would require the labor market assessment to be incorporated into the authority's biennial revised business plan. This bill contains other related provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<u>SB 965</u> <u>DeSaulnier</u> High-speed rail.	SENATE T. & H. 2/18/2010 - To Com. on T. & H.	<p>Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would authorize the authority to receive and expend any federal funds awarded to the authority for the purposes of developing a project or projects along the high-speed rail network, thereby making an appropriation. The bill would require the authority to take various actions in that regard. It would also require the authority to submit to the Legislature an expenditure plan for the federal funds within 30 days of enactment of this act and to submit a progress report on expenditure of the funds to the Legislature within 180 days of the award of those funds and annually thereafter. It would make legislative findings and declarations relative to the award of federal funds to the state under the federal American Recovery and Reinvestment Act (ARRA) for high-speed rail purposes.</p>	
<u>SB 1010</u> <u>Correa</u> Environment: California Environmental Quality Act (CEQA).	SENATE PRINT 2/18/2010 - To Coms. on EQ. and JUD.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR.</p> <p>The bill would enact the CEQA Litigation Protection Pilot Program of 2010 and would require the Business, Transportation and Housing Agency to select projects that meet specified requirements from specified regions for each calendar year between 2010 and 2014. The bill would exempt from judicial review, pursuant to CEQA, a lead agency's decision to certify the EIR of, or to adopt a mitigated negative declaration based on an initial study for, the selected projects, a lead agency's and responsible agency's approval of the selected project, and the Business, Transportation and Housing Agency's selection of the projects. The bill would require the Business, Transportation and Housing Agency, by December 31 of each year, to submit an annual report to the Governor and to the Legislature summarizing the designation of projects, and the job creation and investment attributable to the designated projects. This bill contains other related provisions.</p>	
<u>SB 1012</u> <u>Runner</u> Environmental quality: California Environmental Quality Act:(CEQA).	SENATE RLS. 2/18/2010 - To Com. on RLS.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect.</p> <p>This bill would make technical, nonsubstantive changes to those provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<u>SB 1260</u> <u>Yee</u> High-speed rail.	SENATE RLS. 3/4/2010 - To Com. on RLS.	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would state the intent of the Legislature to enact legislation to implement the bond act.</p>	
<u>SB 1245</u> <u>Simitian</u> High-occupancy vehicle lanes.	SENATE T. & H. 3/4/2010 - To Com. on T. & H.	<p>Existing law provides for the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles (HOVs). Existing law authorizes the development and implementation of high-occupancy toll (HOT) lanes under limited circumstances, pursuant to which vehicles that do not meet the vehicle occupancy requirements for use of an HOV lane may use the lane upon payment of a toll.</p> <p>This bill would require an HOV lane, including, but not limited to, a HOT lane, on a highway or bridge that was free of tolls to HOVs as of January 1, 2010, to remain free of tolls with respect to HOVs.</p>	
<u>SB 1263</u> <u>Wyland</u> California Global Warming Solutions Act of 2006: inoperative.	SENATE E.Q. 3/4/2010 - To Com. on EQ.	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions.</p> <p>This bill would make the provisions of the California Global Warming Solutions Act of 2006, and any regulation adopted pursuant to the act, inoperative.</p>	
<u>SB 1268</u> <u>Simitian</u> Toll bridges and highways: electronic toll collection mechanisms: disclosure of personal information.	SENATE T. & H. 3/4/2010 - To Coms. on T. & H. and JUD.	<p>Existing law authorizes development and implementation of various electronic bridge and highway toll collection mechanisms.</p> <p>This bill would prohibit a transportation agency, as defined, from selling or providing personally identifiable information of a subscriber obtained pursuant to the subscriber's participation in an electronic toll collection system, subject to specified exceptions. The bill would allow a transportation agency to store certain personally identifiable information of a subscriber and would require it to discard other information within a designated time period. The bill would authorize a subscriber whose personally identifiable information has been sold or provided in violation of the bill to bring specified actions for recovery of damages, costs, and attorney's fees. By imposing new duties on local transportation agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>SB 1299</u> <u>Lowenthal</u></p> <p>Vehicles: vehicle miles traveled fee (VMT).</p>	<p>SENATE T. & H. 3/4/2010 - To Com. on T. & H.</p>	<p>Existing law requires the Department of Motor Vehicles and the Department of the California Highway Patrol to each shall file, at least monthly with the Controller, a report of money received by the department covering all fees for applications accepted by the department and all other moneys received by the Department of Motor Vehicles under the Vehicle Code and, at the same time, to remit all money so reported to the Treasurer.</p> <p>This bill would require the Department of Motor Vehicles to develop and implement, by January 1, 2012, a pilot program designed to assess the following issues related to implementing a vehicle miles traveled (VMT) fee in California. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2012. This bill contains other existing laws.</p>	
<p><u>SB 1371</u> <u>Lowenthal</u></p> <p>Federal transportation economic stimulus funds: 2nd round.</p>	<p>SENATE T. & H. 3/4/2010 - To Com. on T. & H.</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. Under these provisions, 25% of available funds are available for interregional improvement projects nominated by the Department of Transportation, subject to a requirement that 60% of these funds be available for projects in nonurbanized areas on the interregional road system and for intercity rail projects. The remaining 75% of available funds are available for regional improvement projects nominated by regional agencies. All funds programmed through the state transportation improvement program process are subject to the north-south split, and the regional improvement funds are further subject to the county shares formula.</p> <p>This bill would require the Department of Transportation to work with local transportation agencies to develop a list of potential projects that may be awarded within a 90-day period of the award to the state of 2nd round federal transportation economic stimulus funds. The bill would require the department to submit a monthly status report to the Legislature, as specified, with respect to certain milestones for expenditure of these funds. The bill would make related legislative findings and declarations. This bill contains other related provisions and other existing laws.</p>	
<p><u>SCA 5</u> <u>Hancock</u></p> <p>State budget.</p>	<p>SENATE THIRD READING 9/1/2009 - Read second time. To third reading.</p>	<p>The California Constitution requires the Governor to submit to the Legislature by January 10 of each year a budget for the ensuing fiscal year, accompanied by a Budget Bill itemizing recommended expenditures. The Constitution requires specified bills, including a bill making a change in state taxes for the purpose of raising revenue, a bill containing an urgency clause, and a bill, including the Budget Bill, that makes certain appropriations from the General Fund, to be passed in each house of the Legislature by a 2/3 vote.</p> <p>This measure would exempt General Fund appropriations in the Budget Bill from the 2/3 vote requirement. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>SCA 9</u> <u>Ducheny</u></p> <p>Finance: state budget: taxes.</p>	<p>SENATE BUDGET & F.R. 2/5/2009 - To Coms. on B. & F.R. and E., R. & C.A.</p>	<p>Existing constitutional provisions require each house of the Legislature to pass a bill appropriating money from the General Fund, except appropriations for the public schools, by a 2/3 vote. This measure would also exempt from this 2/3-vote requirement appropriations made in a Budget Bill, and appropriations made in a bill identified in the Budget Bill as containing only changes in law necessary to implement the Budget Bill.</p> <p>Instead, this measure would require that a Budget Bill, and any bill identified in the Budget Bill as containing only changes in law necessary to implement the Budget Bill, be passed by a 55% vote in each house. This bill contains other related provisions and other existing laws.</p>	
<p><u>SCA 10</u> <u>Ducheny</u></p> <p>Statewide initiative measures: legislative amendment.</p>	<p>SENATE THIRD READING 1/12/2010 - Read second time. To third reading.</p>	<p>Existing provisions of the California Constitution provide that the initiative is the power of the electors to propose statutes and amendments to the Constitution and to adopt or reject those proposals. Those provisions require the Secretary of State to submit the measure at the next general election held at least 131 days after it qualifies or at any special statewide election held prior to that general election. The Governor may also call a special statewide election on the measure.</p> <p>This measure would require the Secretary of State to transmit a copy of an initiative measure certified for the ballot to each house of the Legislature no later than 176 days prior to the election at which the measure is to be voted upon. Within 30 days, the Legislature may propose an amended form of the initiative measure by adopting a concurrent resolution. If the Legislature proposes an amended form of the initiative measure, the measure would provide that if the proponent, or a majority of the proponents if there is more than one proponent, of the initiative measure accepts the proposed amendments, the Legislature's proposal would appear on the ballot in place of the certified initiative measure. The measure would require that, if the amended form proposed by the Legislature is not accepted, information regarding the proposed amended form be included in the ballot materials relating to the initiative measure, as prescribed by statute. This bill contains other existing laws. Last Amended on 8/17/2009</p>	
<p><u>SCA 14</u> <u>Ducheny</u></p> <p>Initiative measures: funding source.</p>	<p>SENATE THIRD READING 1/12/2010 - Read second time. To third reading.</p>	<p>The California Constitution provides that the electors may propose statutes or amendments to the state constitution through the initiative process by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution and is certified to have been signed by a certain number of electors.</p> <p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs other than costs attributable to the issuance, sale, or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs. Last Amended on 8/17/2009</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>SCA 15</u> <u>Calderon</u></p> <p>State budget.</p>	<p>SENATE BUDGET & F.R. 4/13/2009 - From committee with author's amendments. Read second time. Amended. Re-referred to Com. on B. & F.R.</p>	<p>The California Constitution requires the Governor to submit to the Legislature by January 10 of each year a budget for the ensuing fiscal year, accompanied by a Budget Bill itemizing recommended expenditures. The Constitution requires specified bills, including a bill making a change in state taxes for the purpose of raising revenue, a bill containing an urgency clause, and a bill, including the Budget Bill, that makes certain appropriations from the General Fund, to be passed in each house of the Legislature by a 2/3 vote.</p> <p>This measure would exempt General Fund appropriations in the Budget Bill for the ensuing fiscal year from the 2/3 -vote requirement if the total amount of General Fund revenues estimated by the Legislative Analyst, on or after May 15, for the current fiscal year is at least 5% below the estimate of General Fund revenues set forth in the Budget Bill enacted for the current fiscal year. This bill contains other related provisions and other existing laws. Last Amended on 4/13/2009</p>	
<p><u>SCA 16</u> <u>DeSaulnier</u></p> <p>Initiatives: indirect initiatives.</p>	<p>SENATE THIRD READING 9/1/2009 - Read second time. To third reading.</p>	<p>The measure would alternatively authorize the electors to propose, and to adopt or reject, statutes and amendments to the Constitution pursuant to a process of initial review by the Legislature. The measure would require that the petition presented to the Secretary of State be certified as signed by electors equal in number to 3% in the case of a statute, or 6% in the case of an amendment to the Constitution, of the votes for all candidates for Governor at the last gubernatorial election. The measure would require the Secretary of State to transmit that petition to the Legislature within 10 days. This bill contains other existing laws.</p>	