



BOARD OF DIRECTORS 2011

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

MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

June 2, 2011 - Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Hearing – Fiscal Year 2012 Budget
 - a) Authorize Adoption of the Fiscal Year 2012 Budget in the Amount of \$83,524,899 RESOLUTION
4. Consent Calendar RESOLUTIONS

Members of the public or Board may request that an item under the Consent Calendar be considered separately

 - a) Approval of Minutes of May 5, 2011
 - b) Acceptance of Statement of Revenues and Expenditures for April 2011
 - c) Annual Reaffirmation of the Investment Policy and Authorization to Invest Monies with the Local Agency Investment Fund
 - d) Authorize Adoption of Appropriations Limit for Fiscal Year 2012 in the Amount of \$523,795,603
 - e) Authorize Allocation of \$297,977 in New Measure A Local Shuttle Program Category Funds for Fiscal Year 2012
5. Public Comment
Public testimony by each individual speaker shall be limited to one minute
6. Citizens Advisory Committee Report
7. Chairperson's Report
8. SamTrans Liaison Report - May 11, 2011
9. Joint Powers Board Report
10. Report of Executive Director

11. Finance

- a) Authorization to Receive up to \$3.7 Million in San Mateo County Transit District's Proposition 1B SLPP Funds Order to Assist in a Fund Swap for Local Caltrain Operating Funds RESOLUTION

12. Program

- a) Measure A Highway Program: Funding Plan INFORMATIONAL
- b) Update on Pedestrian and Bicycle Call for Projects INFORMATIONAL
- c) Update on State and Federal Legislative Program INFORMATIONAL
- d) Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2011 INFORMATIONAL

13. Requests from the Authority

14. Written Communications to the Authority

15. Report of Legal Counsel

16. Date, Time and Place of Next Meeting

Thursday, July 7, 2011 at 5:00 p.m., at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

17. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **PROPOSED BUDGET FOR FISCAL YEAR 2012**

ACTION

Staff recommends the Board adopt the attached budget for Fiscal Year (FY) 2012 in the amount of \$83,524,899.

SIGNIFICANCE

The FY2012 Proposed Budget is presented in Attachment A. The total proposed budget is \$83,524,899, and is composed of \$82,555,500 in allocation and projected program expenditures, and \$969,399 in administrative expenses. Details of the FY2012 Proposed Budget are provided below.

San Mateo County Ordinance No. 04223, which authorized the Transportation Authority (TA) to extend the one-half of 1 percent retail transactions and use tax for an additional 25 years beginning January 1, 2009 and ending December 31, 2033, was approved by the voters in November 2004.

Revenues

For FY2012, total revenue for the TA is projected to be \$68.0 million, a decrease of \$2.9 million or 4.0 percent over the FY2011 revised budget. The projected revenue decrease is composed of the following:

- Sales tax revenue is projected to increase by \$1.5 million, or 2.5 percent over FY2011 based on current sales tax revenue.
- Interest income is projected to decrease by \$136,570, or 2.5 percent due to a slight decrease in interest rate projections.
- Grant proceeds are projected to decrease by \$4.2 million or 100 percent due to no grant proceeds projected in FY2012.

Expenditures

Proposed expenditures for FY2012 fall in four categories, as further discussed below.

Annual Allocations (line 14)

In accordance with the 2004 Transportation Expenditure Plan (2004 TEP), annual allocations have been budgeted to five plan categories based on a percentage of projected sales tax revenue as listed below.

Local Streets/Transportation	22.5%
Caltrain - Operating	8.0%
Accessible Services/Paratransit	4.0%
Local Shuttle Service	4.0%
SFO BART Extension	2.0%

Total annual allocations are projected to increase by \$529,947, or 2.3 percent, compared to the FY2011 revised budget. This change is due in large part to the projected 2.5 percent increase in the half-cent sales tax.

The 4 percent allocation for the shuttle program is projected to be \$2.5 million. And of the \$2.5 million, the amount set aside in the annual allocation section for shuttles is \$1.4 million, which includes \$1.08 million for the TA Caltrain Shuttles program, \$300,000 for City and County Association of Governments (C/CAG), \$60,000 for the City of Menlo Park shuttle program. The balance, or \$1,018,665, is included in the program expenditure section for future Shuttles call for projects.

Program Expenditures (line 16)

Program expenditures include projects with FY2012 funding requirements which are detailed in Attachment B.

Program Expenditures include the following categories:

- **Alternative Congestion Relief** –The \$615,000 budgeted for FY2012 is the full 1 percent of projected sales tax outlined in the 2004 TEP. Of the \$615,000, \$398,103 is proposed to be set aside for the Peninsula Traffic Relief Congestion Alliance’s Transportation Demand Management (TDM) Program.
- **Caltrain Improvements** –The San Mateo County Local Share (TA project #605) for the systemwide improvement program for FY2012 is tentatively budgeted at \$4 million, subject to potential changes to the final FY2012 Caltrain Capital Budget. Systemwide capital improvements anticipated to be undertaken in FY2012 for the Caltrain system include: rolling stock, signal and track state of good repair rehabilitation work, communication upgrades and safety improvements.

- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$1.3 million includes FY2012 funding for the second half of the two-year call for projects. The 2004 TEP designates 3 percent of sales tax revenues for this category. The call for projects was issued in February 2011 and staff expects to bring selected projects to the Board in July 2011.
- **Local Shuttle** – As also discussed above, the \$1,018,665 budget for this line item represents the funds available for future Shuttles call-for-projects.
- **Streets and Highways** – The Streets and Highways program expenditures include \$11,300,000 for right of way acquisition and utility relocation on the Highway 101/Broadway Interchange project. Also proposed are funding for five key congested corridors in the amount of \$25,131,000, and for supplemental roadway projects in the amount of \$14,817,000. Both of these proposed programs are outlined in the 2004 TEP and the Transportation Authority’s 2009 Strategic Plan. The budgeted amounts for these two programs are based on projected revenues through June 30, 2011 and are placeholders until specific project are selected for funding

Oversight (line 18)

The oversight category contains \$485,000 for TA costs associated with implementing the various TEP categories of the original and new Measure A programs. Oversight includes programming and monitoring of projects, calls for projects and development of the 2004 TEP policy and procedures. These expenditures will be funded with investment interest earned on fund balances.

Administrative (line 24)

Total administrative expenditures are projected to increase by \$17,900 or 1.9 percent from the FY2011 revised budget. This increase is mostly due to an increase in TA’s cost sharing of PeopleSoft reimplementation. For FY2012, Staff support is 1 percent of projected sales tax revenue, as allowed for such expenditures in the TEP.

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

650-508-7755
 650-508-6416

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2012 PROPOSED BUDGET

	FY2010 <u>ACTUAL</u> A	FY2011 <u>ADOPTED</u> B	FY2011 <u>REVISED</u> C	FY2012 <u>PROPOSED</u> D	FY12 PROPOSED TO FY11 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
REVENUE:							
1 Sales Tax	58,485,023	60,000,000	60,000,000	61,500,000	1,500,000	2.5%	1
2							2
3 Interest Income	5,419,687	5,557,240	5,557,240	5,420,670	(136,570)	-2.5%	3
4							4
5 Rental Income	1,072,287	1,085,640	1,085,640	1,087,560	1,920	0.2%	5
6							6
7 Grant Proceeds	1,960,811	4,218,000	4,218,000	-	(4,218,000)	-100.0%	7
8							8
9 TOTAL REVENUE	66,937,808	70,860,880	70,860,880	68,008,230	(2,852,650)	-4.0%	9
10							10
11							11
12 EXPENDITURES:							12
13							13
14 Annual Allocations	22,669,187	23,358,888	23,358,888	23,888,835	(1) 529,947	2.3%	14
15							15
16 Program Expenditures	53,207,123	12,979,612	25,486,612	58,134,493	(1) 32,647,881	128.1%	16
17				<i>58,181,665</i>	<i>32,695,053</i>	<i>128.3%</i>	17
18 Oversight	344,672	970,000	970,000	485,000	(1) (485,000)	-50.0%	18
19							19
20 Administrative:							20
21 Staff Support	489,412	606,390	606,390	581,368	(25,022)	-4.1%	21
				<i>603,712</i>	<i>(2,678)</i>	<i>-0.4%</i>	
22 Measure A Info-Others	-	12,000	12,000	12,000	-	0.0%	22
23 Other Admin Expenses	229,528	333,109	333,109	353,687	20,578	6.2%	23
24 Total Administrative	718,940	951,499	951,499	947,066	(4,444)	-0.5%	24
25				<i>969,399</i>	<i>17,900</i>	<i>1.9%</i>	25
26 TOTAL EXPENDITURES	76,939,922	38,259,999	50,766,999	83,455,383	32,688,384	64.4%	26
				<i>83,524,899</i>	<i>32,757,900</i>	<i>64.5%</i>	
27							27
28 EXCESS/(DEFICIT)	(10,002,113)	32,600,881	20,093,881	(15,447,153)	(35,541,034)	-176.9%	28
				<i>(15,516,669)</i>	<i>(35,610,550)</i>	<i>-177.2%</i>	
29							29
30 BEGINNING FUND BALANCE	423,098,841	298,820,434	413,096,728	433,190,609	20,093,881		30
31							31
32 TRANSFER OF PARATRANSIT FUNDS	-	-	-	-	-	0.0%	32
33							33
34 ESTIMATED ENDING FUND BALANCE	413,096,728	331,421,315	433,190,609	417,743,455	(15,447,153)	-3.6%	34
35				<i>417,673,939</i>	<i>(15,516,669)</i>	<i>-3.6%</i>	35
36 (1) See Attachment B for details.							36
37							37
38 FUND BALANCE (2)							38
39							39
40 Beginning Fund Balance		1988 Measure 347,200,487	2004 Measure 85,990,122	Aggregate 433,190,609			40
41 Excess/(Deficit)		<i>(11,322,195)</i>	<i>(4,194,475)</i>	<i>(15,516,669)</i>			41
42 Ending Fund Balance		<u>335,878,292</u>	<u>81,795,647</u>	<u>417,673,939</u>			42
43							43
44 Capital Appropriation Carryover		208,917,415	67,238,723	276,156,138			44
45 Undesignated (3)		<u>126,960,877</u>	<u>14,556,924</u>	<u>141,517,801</u>			45
46 Total Ending Fund Balance		<u>335,878,292</u>	<u>81,795,647</u>	<u>417,673,939</u>			46
47							47

48 (2) Fund Balance is based on budgeted figures for FY2011 and FY2012 and includes grant funds of \$14.5 million.

49 (3) Undesignated funds are funds collected but not budgeted or allocated. The 1988 Undesignated funds include \$65.4 million for Caltrain, \$37.3 million for Dumbarton and \$22.9 million for the Highway Program.

Any changes from the Attachment A distributed on May 5, 2011 are presented in bold italics.

ATTACHMENT B

FY2012 ALLOCATIONS AND EXPENDITURES

ANNUAL ALLOCATIONS:

	Prior Approved Budget	FY2012 Proposed	Total Approved Budget	Budgeted Non-Measure A	Total Measure A Share
Local Streets/Transportation	N/A	13,837,500			N/A
Caltrain - Operating	N/A	4,920,000			N/A
Accessible Services/Paratransit	N/A	2,460,000			N/A
Local Shuttle	N/A	1,441,335			N/A
SFO BART EXTENSION	N/A	1,230,000			N/A
		<u>23,888,835</u>			

PROGRAM EXPENDITURES:

TSM/ACR					
TBD Countywide TDM Program	398,103	398,103	796,206		796,206
TBD Call for Projects	201,897	216,897	418,794		418,794
CALTRAIN					
00605 San Mateo Local Share JPB CIP	46,804,440	4,000,000	50,804,440		50,804,440
PEDESTRIAN AND BICYCLE PROGRAM					
00748 Set-aside for Call for Projects	1,700,000	1,300,000	3,000,000	-	3,000,000
LOCAL SHUTTLE					
00749 Set-aside for Call for Projects	941,112	974,493	1,912,605	-	1,912,605
		<u>1,078,665</u>	<u>1,959,777</u>		<u>1,959,777</u>
STREETS AND HIGHWAYS					
00621 101/Broadway Interchange (Design, ROW)	12,218,000	11,300,000	23,518,000	-	23,518,000
TBD Key Congested Corridors Program	-	25,131,000	25,131,000	-	25,131,000
TBD Supplemental Roadway Program	-	14,817,000	14,817,000	-	14,817,000
	<u>62,263,552</u>	<u>58,134,493</u>	<u>120,398,045</u>		<u>120,398,045</u>
		<u>58,181,665</u>	<u>120,445,217</u>		<u>120,445,217</u>

OVERSIGHT:

TBD Program Planning and Management	1,470,000	485,000	1,955,000	-	1,955,000
	<u>1,470,000</u>	<u>485,000</u>	<u>1,955,000</u>		<u>1,955,000</u>

- (1) Funds proposed in FY2012 for the ACR Call For Projects represent 1% of sales tax revenues (\$615K) less funds designated for the Alliance's Countywide TDM program (\$398K)
- (2) The Pedestrian and Bicycle Call for Projects (\$3M) represents the estimated funds available for the FY2012/2013 Call for Projects
- (3) The Local Shuttle Set-aside for Call for Projects includes \$500K of funds already designated for projects under the FY2011/2012 Call for Projects, the remaining ~\$1.4 million of the \$1.9 million is unallocated and available for future Local Shuttle calls for projects.
- (4) The Key Congested Corridors and Supplemental Roadway Programs represent 17.3% and 10.2% respectively of Measure A revenues projected to be collected through 6/30/11 and are placeholders until specific projects are selected under these categories.

Any changes from the Attachment B distributed on May 5, 2011 are presented in bold italics.

RESOLUTION NO. 2011 –

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

**ADOPTING A BUDGET IN THE AMOUNT OF
\$83,524,899 FOR FISCAL YEAR 2012**

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

WHEREAS, in accordance with Section 131266 of the California Public Utilities Code, the Authority conducted a public hearing concerning the annual Budget at its meeting on June 2, 2011; and

WHEREAS, the Executive Director has prepared and presented to the Board of Directors the proposed Budget for Fiscal Year (FY) 2012 which includes; Annual Allocations in the amount of \$23,888,835, Program Expenditures in the amount of \$58,181,665, Oversight in the amount of \$485,000, and Administrative Expenses in the amount of \$969,399.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority adopt the Budget for FY2012, copies of which are attached and incorporated by this reference.

Regularly passed and adopted the 2nd day of June 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

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

MINUTES OF MAY 5, 2011

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

MEMBERS ABSENT: J. Vreeland

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

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

CONSENT CALENDAR

- a. Approval of Minutes of April 7, 2011
- b. Acceptance of Statement of Revenues and Expenditures for March 2011

The Board unanimously approved the consent calendar (Nagel/Horsley).

PUBLIC COMMENT

None

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Chair Barbara Arietta said that at its May 3, 2011 meeting the CAC:

- Received a presentation on the New Measure A Highway Plan Update.
- Supported acceptance of the March 2011 Statement of Revenues and Expenditures.
- Reviewed the Quarterly Investment Report and Fixed Income Market Review Outlook for the TA for the quarter ended March 31, 2011.
- Supported assignment of the contract from CSI Capital Management, Inc. to SunTrust Bank for providing investment management services.
- Received a presentation on the Preliminary Fiscal Year (FY) 2012 Budget.
- Heard a report by the chair on funding for Caltrain, the tour of the Contra Costa Transit Center, and the Envision Bay Area planning workshop. She thanked staff for their stellar performance in reporting and responding to CAC requests and acknowledged their efficiency and skills in helping the CAC do its job.
- Received updates from staff on the South San Francisco Ferry Project, Highway 101 Auxiliary Lane Project and the Highway 101/Broadway Interchange Project.

Chair Foust acknowledged the great working relationship with the CAC.

NOMINATING COMMITTEE FOR CITIZENS ADVISORY COMMITTEE MEMBERS

The Nominating Committee (Chair Foust and Director Carole Groom) recommended the following five incumbents to terms ending May 31, 2014: Jim Bigelow, Rich Hedges,

Randy Hees, Larry Shaine and Paul Young. New member Laurie Simonson was recommended for appointment to a partial term ending May 31, 2012.

Chair Foust said there was an excellent candidate pool and applications will be kept on file for any vacancies.

Director Groom said she wished the CAC could expand its membership in order to include some of the excellent applicants.

A motion (Horsley/Nagel) was passed to appoint the six applicants to the CAC.

CHAIRPERSON'S REPORT – ROSANNE FOUST

The TA Strategic Plan subcommittee (Chair Foust and Directors John Lee and Terry Nagel) met prior to this meeting and received a presentation on the New Measure A Highway Plan Update. This item will be brought to the Board for additional discussion at its June meeting.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The March 24 and April 13 SamTrans reports are included in the agenda packet.

JOINT POWERS BOARD REPORT (JPB)

Executive Director Michael Scanlon reported on the meeting of May 5, 2011:

- Received a report from the JPB CAC.
- Performance statistics March 2011 compared to March 2010:
 - a. Total ridership was 1,048,134, an increase of 4.9 percent.
 - b. Average weekday ridership was 37,503, an increase of 4 percent.
 - c. Total revenue was \$4,135,784, an increase of 18.1 percent.
 - d. On-time performance was 93.6 percent, a decrease of 3.1 percent.
 - e. Caltrain shuttle ridership was 5,791, an increase of 6 percent.

Statistics for total and average weekday ridership may be slightly understated due to continuing data problems relative to the rollout of Clipper.

- Year-to-date performance statistics March 2011 compared to March 2010:
 - f. Total ridership was 9,255,793, an increase of 4.5 percent.
 - g. Average weekday ridership was 38,982, an increase of 4.5 percent.
 - h. Total revenue was \$35,150,769, an increase of 12.3 percent.
 - i. On-time performance was 93.9 percent, a decrease of 0.4 percent.
 - j. Caltrain shuttle ridership was 5,366, a decrease of 1.7 percent.
- The next scheduled meeting for the Bicycle Advisory Committee is May 19.
- Ten additional Gallery cars will be converted to bike cars, which will provide two bike cars on every consist. The first converted car entered service on April 29, two more will enter service the first week of May and all remaining cars will be converted by the end of June.
- Special service:
 - a. There were 388 additional riders during the Sharks four playoff games in April, an increase of 69 percent from last year's first four playoff games. Regular season ridership averaged an additional 264 riders per game, an increase of 19.5 percent from 2010.
 - b. The Giants averaged 6,284 additional riders per game through 11 games, including the exhibition games, an increase of 16 percent from the same period in 2010.

- c. Caltrain will operate four early morning trains for the Bay to Breakers on Sunday, May 15. Extra southbound service will operate in the afternoon.
- Staff is preparing to implement fare and parking increases on July 1 approved at the April 21 special meeting.
- Four Baby Bullet trains were added for limited-stop, weekend service in January 2011. Due to continued strong ridership, the service will be retained under the conceptual operating plan.
- The California High Speed Rail Authority (CHSRA) met today and discussed phased implementation along the Peninsula, which has been urged by Congresswoman Anna Eshoo, State Senator Joe Simitian and Assemblyman Rich Gordon. Caltrain staff is conducting an independent capacity analysis to determine what level of High Speed Rail (HSR) through service to San Francisco might be accommodated if Caltrain is to implement electrification and the Communications Based Overlay Signal System, which includes a Positive Train Control component.
- The reading file includes the Safety and Security Report.
- Received a legislative report from Executive Officer Public Affairs, Mark Simon.
- Legal Counsel reported a possible closed session in June regarding negotiations with the Union Pacific Railroad.
- The Board:
 - a. Accepted the Statement of Revenues and Expenditures for March 2011.
 - b. Received a Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2011.
 - c. Received the preliminary FY2012 Operating and Capital budgets.
 - d. Authorized amending and increasing the FY2011 Caltrain Capital Budget in the amount of \$2,750,000 for bike racks, signal optimization and narrowbanding radio improvements for a total budget of \$39,375,669.
 - e. Awarded a contract for public liability claims administration, investigation and adjustment services to Carl Warren & Company for an estimated cost of \$183,000 for a five-year term.
 - f. Amended the contract with Carter & Burgess, Inc. for a not-to-exceed amount of \$3,441,000 to provide on-call program management oversight services for a total five-year, not-to-exceed amount of \$13,441,000.

Director Nagel asked if the initial independent capacity analysis includes six trains per hour, could more be accommodated. Mr. Scanlon said the independent analysis, which has no involvement by CHSRA, is headed by Director, Rail Transportation Michelle Bouchard. Once Caltrain is electrified, it would like to initially run six trains per hour in the peak. He said the trick would be finding out what can be operated in addition to this with a new computerized signal system, which may be able to increase throughput.

Director Nagel asked if the other JPB partners are matching Caltrain's \$100,000 allotment to HSR. Mr. Scanlon said that would be matched.

Director Horsley asked if Caltrain trains would have to go off to a siding when HSR trains ran on the corridor. Mr. Scanlon said Caltrain is a two-track railroad except at the approximate quarter points, which are four-track passing tracks and about two miles long. The capacity analysis will examine what can be run through the corridor if the existing infrastructure is electrified and has a

new signal system. That may lead to other iterations about choke points, lengthening quarter points, installation of a third track, overtakes, etc.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- Thanked CAC chair Ms. Arietta for her recognition of staff's efforts.
- Congratulated five CAC members reappointed to the committee and the newly appointed member.
- Caltrans opened bids on April 13 for the Highway 101 Auxiliary Lane Project from Marsh Road to University Avenue. Ten bids were received and ranged from \$15.3 million to \$19 million and all were under the engineer's estimate of \$24.3 million. Construction is to begin in June with completion expected in a year.
- Caltrans has approved the environmental document on the Highway 101/Broadway Interchange Project. There are \$4 million of State funds programmed for the project to be matched by TA funds for a total of \$8 million. Staff does not expect the allocation of the State funds agenda for next week's California Transportation Commission (CTC) meeting until the next round of bond sales. Staff has received pre-spending authorization, which will allow the TA to advance the project and spend its own money, which would be reimbursed when funding is available.

Chair Foust thanked Assistant District Secretary Rosemary Lake for coordination and management of all details for the CAC interview process.

FINANCE

Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the San Mateo County Transportation Authority for the Quarter Ended March 31, 2011

CSI Capital Management, Inc. Investment Advisor Bill Osher said people will feel better about the economy if oil stays below \$100 per barrel and it will make the economy healthier. He said patterns of the last few years indicate the economy is on the mend in employment numbers and companies expect to hire 20 percent more graduating students. Seasonal activities and delivery issues with Japan will work themselves out and unless there is some major negative event, he expects the economy to do well. Interest rates will be increasing and the portfolio is being managed to be safe and protected from any significant increase in interest rates.

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

Assignment of Contract from CSI Capital Management, Inc. to SunTrust Bank for Providing Investment Management Services

Deputy CEO Gigi Harrington said this is a request to assign the contract for investment advisory services from CSI to SunTrust. CSI has been acquired by SunTrust and this will assign the existing contract to that entity. The TA is near the end of a three-year initial contract that has two one-year options. Staff will continue to monitor performance to ensure there is the level of support that is currently received.

A motion (Groom/Horsley) to accept the assignment of the contract was approved.

Preliminary Fiscal Year (FY) 2012 Budget

Manager of Budgets Ladi Bhuller reported:

- FY2012 revenues of \$68 million include: \$61.5 million sales tax, \$5.4 million interest income, and \$1.1 million rental income.
- Sales tax revenues are expected to increase by \$1.5 million. Interest income is projected to decrease by \$136,000 due to a slight decrease in interest rate projections and grant proceeds are projected to decrease by \$4.2 million because there are no projected grant revenues. The net change in revenue is expected to be a decrease by \$2.8 million.
- Annual allocations of \$23.8 million include: \$13.8 million for local streets/transportation, \$4.9 million for Caltrain improvements-operating that are the funds provided to San Mateo County Transit District for its JPB member share, \$2.5 million for accessible services/Paratransit, \$1.4 million for local shuttle service, and \$1.2 million for the SFO BART extension.
- Program expenditures of \$58.1 million include: \$615,000 for alternative congestion relief, \$4 million for Caltrain for San Mateo County's local share for the Systemwide Improvement Program, \$1.3 million for pedestrian and bicycle, \$971,000 for shuttles, and \$51 million for streets and highways.
- FY2012 expenditures of \$83.4 million include: \$23.8 million for annual allocations, \$58.1 million for program expenditures, \$485,000 for oversight, and \$947,000 for administrative costs, which is less than 1 percent allowed for such expenditures.
- TA expenditure changes from the previous year include: an increase in annual allocations of \$530,000 due to the projected 2.5 percent increase in the one-half cent sales tax, programmed expenditures are expected to increase \$32.7 million, oversight and administration costs are expected to decrease by \$489,000 for a net change in expenditures to increase by \$32.7 million.

Director Groom asked if grant proceeds are down because agencies that give grants do not have funds or are there not enough projects that qualify for grants. Deputy CEO Chuck Harvey said STIP funds are allocated by the CTC when they sell bonds but this has been suspended at the moment, which is why nothing is shown in the projected budget. If the CTC begins to sell bonds, staff would do a budget amendment to reflect the funds.

Chair Foust said this item will be brought back for approval at the June 2 Board meeting.

Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, suggested on the Annual Allocations slide of the budget presentation line item that "Caltrain Improvements-Operating" be called "Caltrain-Operating," and suggested on the Program Expenditures slide that the "Caltrain" item be called "Caltrain Capital."

PROGRAM: Update on State and Federal Legislative Program

Mr. Simon reported:

State

Tax receipts are reported to be up an additional \$2 billion, which should ease the \$15 billion deficit but may hinder efforts by the governor to get approval of a ballot measure for a tax increase. The Legislature is taking action on transportation-related legislation items including

AB 147, which would allow cities and counties to impose developer impact fees for transit and bike and pedestrian improvements. The TA joined a number of other transit agencies in calling for the State to conduct a bond sale as soon as possible in order to keep transportation projects moving. TA legislative advocates testified before Assembly and Senate budget subcommittees last week stressing the need to pursue the bond sale so a fair share of proceeds can be directed to Proposition 1A and 1B programs.

Federal

There hasn't been much movement in transportation issues since Congress approved its final spending bill for FY2011 last month. The administration offered a blue print for reauthorization of the Federal transportation program but it hasn't been sent to Congress yet as a bill; both chambers have expressed interest in completing a bill this year.

The Silicon Valley Leadership Group completed the last of eight town hall meetings held to gather public input on a long-term funding solution for Caltrain. Within the relatively near future, this may move into the legislative realm in some fashion, whether it's a bill that seeks to be a placeholder or take some other form.

REQUESTS FROM THE AUTHORITY

None

Public Comment

Greg Conlon, Atherton, spoke last month on the safety issue in Atherton and wanted to mention Atherton pays \$500,000 a year in sales tax but has no trains that stop during the week. He said the Watkins intersection is just as dangerous as the Fair Oaks intersection and it would cost approximately \$300,000 to fix the Watkins intersection with quad gates.

Chair Foust said this should be directed to the Joint Powers Board.

REPORT OF LEGAL COUNSEL

No report

Director Karyl Matsumoto said the South San Francisco Ferry Project is moving along well. She said the pavement project at the South San Francisco Caltrain stop is well underway. She participated with the City/County Association of Government's (C/CAG) Bicycle Pedestrian Advisory Committee (BPAC) in the joint TA-C/CAG Bike/Pedestrian Call For Projects. Forty-one applications were received and have been scored by BPAC and will be merged with the TA and agendized for approval at the July Board meeting.

DATE AND PLACE OF NEXT MEETING

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

The meeting was adjourned in honor of Mr. Scanlon's sister, Joyce Wentz.

Adjourned 5:54 p.m.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING APRIL 30, 2011**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$55,451,166 - line 6) is *worse* than staff projections by \$1,112,562 or 2.0 percent. Within total revenue, *Sales Tax* (\$49,954,740 - line 1) is \$411,340 or 0.8 percent *better* than staff projections offset by *Interest Income* (\$4,135,525 - line 2), which is \$572,935 or 12.2 percent *worse* than projections due to lower than budgeted returns and *Grant Proceeds* (\$475,694 - line 4) is \$931,474 or 66.2 percent *worse* than staff projections.

Total Revenue (\$55,451,166 - line 6) is \$261,124 or 0.5 percent *worse* than prior year performance. *Sales Tax* (\$49,954,740 - line 1), which is \$1,095,303 or 2.2 percent *better* than prior year is offset by *Interest Income* (\$4,135,525 - line 2) and *Grant Proceeds* (\$475,694 - line 4), which are \$1,044,908 or 68.7 percent *worse*.

Expenditures: *Total Administrative* (\$657,140 - line 21) is *better* than staff projections by \$138,628 or 17.4 percent. Within total administrative, *Staff Support* (\$450,634 - line 17) and *Other Admin Expenses* (\$206,506 - line 19) are \$128,635 or 16.4 percent *better* than staff projections.

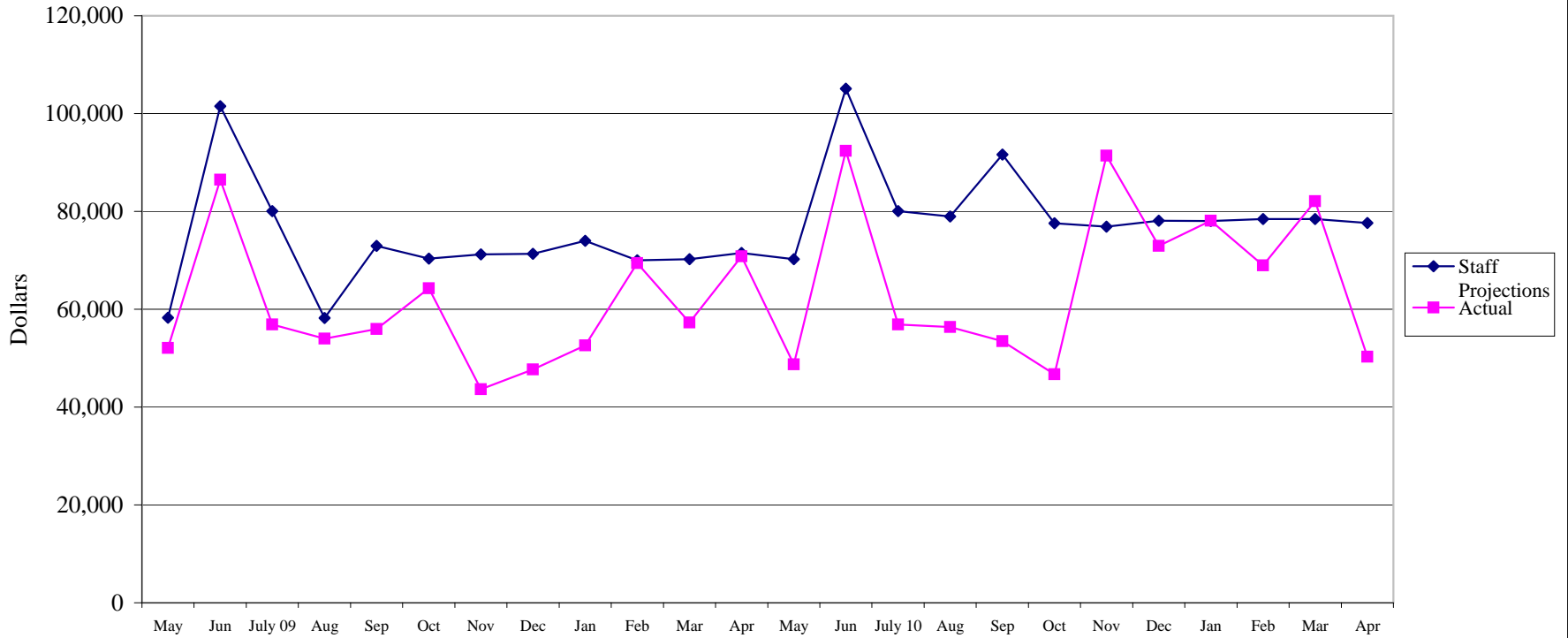
Budget Amendment: There are no budget revisions for the month of April 2011.

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

% OF YEAR ELAPSED: **83.3%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET *	STAFF PROJECTION **	% OF PROJ
REVENUES:								
1 Sales Tax	4,471,130	48,859,437	49,954,740	49,543,400	100.8%	60,000,000	60,000,000	82.6%
2 Interest Income	378,594	4,439,736	4,135,525	4,708,460	87.8%	5,557,240	5,557,240	84.7%
3 Rental Income	90,166	892,515	885,206	904,700	97.8%	1,085,640	1,085,640	81.5%
4 Grant Proceeds	64,502	1,520,602	475,694	1,407,168	33.8%	4,218,000	4,218,000	11.3%
5								
6 TOTAL REVENUE	5,004,392	55,712,290	55,451,166	56,563,728	98.0%	70,860,880	70,860,880	78.3%
7								
EXPENDITURES:								
8								
9								
10 Annual Allocations	1,812,142	19,000,929	19,346,711	19,299,081	100.2%	23,358,888	23,358,888	82.8%
11								
12 Program Expenditures	1,356,886	34,180,521	30,071,217 (A)	13,113,801	229.3%	12,979,612	25,486,612	118.0%
13								
14 Oversight	30,280	319,984	210,115	808,300	26.0%	970,000	970,000	21.7%
15								
16 Administrative								
17 Staff Support	34,387	396,063	450,634	507,830	88.7%	606,390	606,390	74.3%
18 Measure A Info-Others	-	9,000	-	9,993	0.0%	12,000	12,000	0.0%
19 Other Admin Expenses	15,917	167,067	206,506	277,945	74.3%	333,109	333,109	62.0%
20								
21 Total Administrative	50,304	572,130	657,140	795,768	82.6%	951,499	951,499	69.1%
22								
23 TOTAL EXPENDITURES	3,249,611	54,073,564	50,285,183 (1)	34,016,951	147.8%	38,259,999	50,766,999	99.1%
24								
25 EXCESS (DEFICIT)	1,754,781	1,638,726	5,165,982	22,546,777		32,600,881	20,093,881	
26								
27 BEGINNING FUND BALANCE	Not Applicable	423,098,841	413,096,727	413,096,727		298,820,434	413,096,727	
28								
29 ENDING FUND BALANCE	Not Applicable	424,737,567	418,262,709 (2)	435,643,504		331,421,315	433,190,608	
30								
31								
32 Includes the following balances:								
33 Cash and Liquid Investments		986,565		FY 2010 Carryover of Commitments			281,239,724	
34 Current Committed Fund Balance		281,721,540 (3)		FY 2011 Additional Commitments (Budgeted)			38,259,999	
35 Undesignated Cash & Net Receivable		135,554,604		Reso # 2010-24			45,000	
36 Total		<u>418,262,709 (2)</u>		Reso # 2010-25			12,462,000	
37				Less: Current YTD expenditures			<u>(50,285,183) (1)</u>	
38				Current Committed Fund Balance			<u>281,721,540 (3)</u>	
39 (A) Program expenditures - current year actual is higher than staff projection, the excess is covered								
40 by approved budget in prior years.								
41								
42 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
43 against the annual budget. When comparing it to the amounts shown in the								
44 "% of PROJECT" column, please note that individual line items reflect variations								
45 due to seasonal activities during the year.								
46								
47 * The TA Adopted Budget is the Board adopted budget effective June 3, 2010.								
48 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								

SMCTA Administrative Expenses



Current Year Data

	Jul '10	Aug '10	Sep '10	Oct '10	Nov '10	Dec '10	Jan '11	Feb '11	Mar '11	Apr '11	May '11	Jun '11
MONTHLY EXPENSES												
Staff Projections	80,076	78,947	91,647	77,583	76,864	78,103	78,043	78,459	78,413	77,633		
Actual	56,893	56,343	53,444	50,319	91,368	72,953	78,064	68,984	82,082	50,304		
CUMULATIVE EXPENSES												
Staff Projections	80,076	159,023	250,670	328,253	405,117	483,220	561,263	639,722	718,135	795,768		
Actual	56,893	113,236	163,068	213,387	304,755	377,707	455,771	524,754	606,836	657,140		
Variance-F(U)	23,183	45,787	87,602	114,866	100,363	105,513	105,492	114,968	111,299	138,628		
Variance %	28.95%	28.79%	34.95%	34.99%	24.77%	21.84%	18.80%	17.97%	15.50%	17.42%		



BOARD OF DIRECTORS 2011

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

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF APRIL, 2011

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	0.950%	\$ 196,743,894	\$ 197,099,347
Local Agency Investment Fund	Liquid Cash	0.588%	\$ 8,709,182	\$ 8,720,174
Investment Portfolio	Liquid Cash	1.795%	\$ 199,784,232	\$ 201,089,886
Other	Liquid Cash	0.050%	\$ 986,565	\$ 986,565
			<u>\$ 406,223,873</u>	<u>\$ 407,895,972</u>

Accrued Earnings for April 2011 \$ 429,185.44 (1)
 Cumulative Earnings FY2011 \$ 4,678,086.45

(1) Earnings do not include prior period adjustments

* County Pool average yield for the month ending April 30, 2011 was 0.950%. As of April 30, 2011, the amortized cost of the Total Pool was \$2,679,728,954.05 and the fair market value per San Mateo County Treasurer's Office was \$2,684,570,353.06.

** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.001262155 as reported by LAIF for quarter ending March 31, 2011.

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



BOARD OF DIRECTORS 2011

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SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TSM RESERVE ACCOUNT

AS OF APRIL, 2011

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
2004 Measure A Funds: County Pool #3 (Restr)	Liquid Cash	0.950%	\$ 704,358	\$ 705,631
			<u>\$ 704,358</u>	<u>\$ 705,631</u>

Interest Income:

Accrued Earnings for April 2011	\$	-
Cumulative Earnings FY2011	\$	-

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

** County Pool average yield for the month ending April 30, 2011 was 0.950%. As of April 30, 2011, the amortized cost of the Total Pool was \$2,679,728,954.05 and the fair market value per San Mateo County Treasurer's Office was \$2,684,570,353.06.

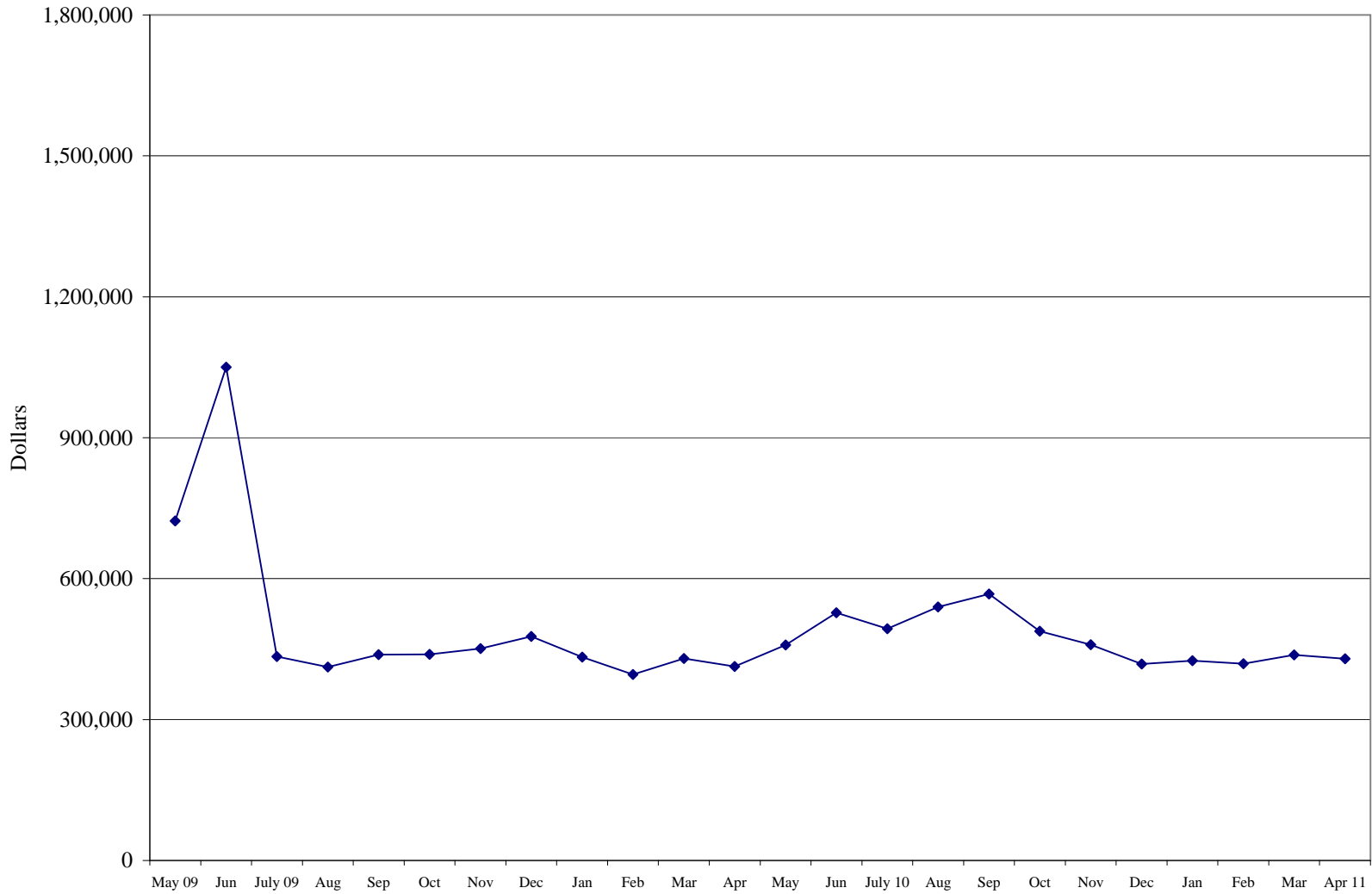
*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

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

FY2011	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	493,670.18	493,670.18
AUGUST	539,654.96	1,033,325.14
SEPTEMBER	567,277.49	1,600,602.63
OCTOBER (1)	488,039.11	2,088,641.74
NOVEMBER	459,645.54	2,548,287.28
DECEMBER	418,343.88	2,966,631.16
JANUARY (1)	425,578.55	3,392,209.71
FEBRUARY	418,931.76	3,811,141.47
MARCH	437,563.82	4,248,705.29
APRIL (1)	429,381.16	4,678,086.45
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
APRIL 30, 2011**

DESCRIPTION	TOTAL INVESTMENT 04-30-11	INTEREST RECEIVABLE 03-31-11	INTEREST EARNED 04-30-11	INTEREST RECEIVED 04-30-11	ADJ.	INTEREST RECEIVABLE 04-30-11
LAIF	8,709,182.09	7,566.86	6,292.67	7,412.28	(154.58)	6,292.67
COUNTY POOL	197,448,252.77	493,074.17	152,882.51	493,434.37	350.30	152,872.61
BANK OF AMERICA	986,565.13	0.00	108.60	108.60	0.00	0.00
INVESTMENT PORTFOLIO	<u>199,784,231.74</u>	<u>683,734.46</u>	<u>268,089.25</u>	<u>255,280.26</u>	<u>1,812.41</u>	<u>698,355.86</u>
	<u>406,928,231.73</u>	<u>1,184,375.49</u>	<u>427,373.03</u>	<u>756,235.51</u>	<u>2,008.13</u>	<u>857,521.14</u>

APRIL 2011 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 04/30/11	429,381.16
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(11,002.19)
Securities Transaction Activity Fees	(4,918.83)
Capital Gain(Loss)	<u>(34,865.67)</u>
Total Interest & Capital Gain(Loss)	<u><u>378,594.47</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	4,678,086.45
Add:	
County Pool Adj.	
Misc. Income	3,877.90
GASB 31	
Less:	
Management Fees	(74,254.23)
Securities Transaction Activity Fees	(9,778.45)
Capital Gain(Loss)	<u>(462,407.14)</u>
Total Interest	<u><u>4,135,524.53</u></u>
Balance Per Ledger as of 04/30/11	
Int Acct. 409100 - Co. Pool	2,126,122.45
Int Acct. 409100 - LAIF	48,843.80
Int Acct. 409100 - B of A	565.93
Int Acct. 409100 - Misc. Income	3,877.90
Int Acct. 409101 - Portfolio Funds	2,418,521.59
Gain(Loss) Acct. 405210	(462,407.14)
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>4,135,524.53</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
APRIL 30, 2011

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	Maturity DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	PAR VALUE
			PURCHASE PRICE	ADJUSTED 6-30-10	VALUE 04-30-11					REC'VBLE 03-31-11	EARNED 04-30-11			REC'VBLE 04-30-11	
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>															
<u>CORPORATE BONDS</u>															
BANK OF AMERICA	06050BAG6	12-28-09	2,032,960.00	2,048,120.00	2,035,196.00	04-30-12	2.100%	116.6667	30	17,616.67	3,500.00			21,116.67	2,000,000
GENERAL ELECTRIC	36967HAH0	03-24-10	1,530,600.00	1,539,582.00	1,530,900.00	06-08-12	2.200%	91.6667	30	10,358.34	2,750.00			13,108.34	1,500,000
GOLDMAN SACHS	38146FAA9	05-29-09	3,124,650.00	3,141,387.00	3,096,696.00	06-15-12	3.250%	270.8333	30	28,708.33	8,125.00			36,833.33	3,000,000
WELLS FARGO & CO	949744AC0	03-16-10	3,058,440.00	3,080,598.00	3,061,917.00	06-15-12	2.125%	177.0833	30	18,770.83	5,312.50			24,083.33	3,000,000
JOHN DEERE CAPITAL	24424DAA7	03-16-10	3,107,970.00	3,119,658.00	3,086,706.00	06-19-12	2.875%	239.5833	30	24,437.50	7,187.50			31,625.00	3,000,000
															5.80%
<u>U.S. TREASURY NOTES AND BONDS</u>															
US TREASURY NOTE	912828KB5	04-30-09	2,789,062.50	2,826,578.08	2,818,704.00	01-15-12	1.125%	87.5000	30	6,613.26	2,625.00		(14.50)	9,223.76	2,800,000
US TREASURY NOTE	912828KX7	03-22-10	1,525,312.50	1,537,032.13	1,526,718.00	06-15-12	1.875%	78.1250	30	8,267.51	2,343.75		(25.75)	10,585.51	1,500,000
US TREASURY NOTE	912828LH1	03-12-10	2,028,125.00	2,046,406.22	2,036,718.00	08-15-12	1.750%	97.2222	30	4,350.83	2,916.67		(16.12)	7,251.38	2,000,000
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,801,571.35	15,632,220.00	01-31-13	2.875%	1,197.9167	30	71,477.90	35,937.50		(198.55)	107,216.85	15,000,000
															9.88%
<u>U.S. GOVERNMENT AGENCIES</u>															
FHLB	3133XRY46	06-10-10	5,191,000.00	5,192,187.50	5,063,810.00	09-09-11	3.750%	520.8333	30	11,458.33	15,625.00			27,083.33	5,000,000
FNMA	31359MLS0	11-18-08	2,131,400.00	2,131,250.00	2,055,240.00	11-15-11	5.375%	298.6111	30	40,611.08	8,958.33			49,569.41	2,000,000
FANNIE MAE	31398AUU4	01-23-09	4,014,560.00	4,081,250.00	4,047,292.00	01-09-12	2.000%	222.2222	30	18,222.25	6,666.67			24,888.92	4,000,000
FHLB	3133XSWM6	01-23-09	3,000,000.00	3,067,500.00	3,038,889.00	01-23-12	2.100%	175.0000	30	11,900.00	5,250.00			17,150.00	3,000,000
FHLB	3133XRST3	03-12-10	2,105,000.00	2,111,250.00	2,072,290.00	06-08-12	3.625%	201.3889	30	22,756.97	6,041.67			28,798.64	2,000,000
FHLM	3137EACC1	05-27-09	1,995,080.00	2,039,375.00	2,031,546.00	06-15-12	1.750%	97.2222	30	10,305.59	2,916.67			13,222.26	2,000,000
FHLB	3133XUD91	03-15-10	6,065,625.00	6,084,375.00	6,026,724.00	08-10-12	2.050%	341.6667	30	17,425.00	10,250.00			27,675.00	6,000,000
FNMA	31398AYM8	07-10-09	4,996,300.00	5,096,875.00	5,084,135.00	08-10-12	1.750%	243.0556	30	12,395.86	7,291.67			19,687.53	5,000,000
* FHLM	3128X93T5	06-14-10	7,544,225.00	7,567,755.00	0.00	01-15-13	1.750%	364.5833	14	27,708.34	5,104.17	32,812.50	(0.01)	0.00	7,500,000
* FNMA - STEP UP	3136FMJN5	04-12-10	3,993,200.00	4,018,750.00	0.00	04-12-13	1.100%	122.2222	11	20,655.59	1,344.44	22,000.00	(0.03)	(0.00)	4,000,000
* FNMA	31398AM25	04-15-10	2,796,920.00	2,828,000.00	0.00	04-15-13	2.000%	155.5556	14	25,822.25	2,177.78	28,000.00	(0.03)	(0.00)	3,800,000
FNMA	31398AW32	12-10-10	3,360,861.33	3,360,861.33	3,356,756.95	07-19-13	1.375%	127.9514	30	9,212.50	3,838.54			13,051.04	3,350,000
FHLM	3134G1VS0	10-27-10	5,010,400.00	5,010,400.00	5,005,955.00	10-21-13	1.125%	156.2500	30	24,062.50	4,687.50	27,187.50		1,562.50	5,000,000
FNMA	3136FPRL3	11-15-10	14,977,500.00	14,977,500.00	14,939,625.00	10-28-13	0.625%	260.4167	30	35,416.67	7,812.50	42,447.92		781.25	15,000,000
FHLM - STEP UP	3134G1XT6	11-04-10	2,245,725.00	2,245,725.00	2,245,781.25	11-04-13	0.500%	31.2500	30	4,593.75	937.50			5,531.25	2,250,000
FHLB - STEP UP NT	313371RV0	12-02-10	19,936,000.00	19,936,000.00	20,003,660.00	12-02-13	0.500%	277.7778	30	33,055.55	8,333.33			41,388.88	20,000,000
FNMA	3136FPW60	12-30-10	10,000,000.00	10,000,000.00	10,032,870.00	12-30-13	1.500%	416.6667	30	37,916.67	12,500.00			50,416.67	10,000,000
FNMA - STEP UP	3136FPX85	12-30-10	5,093,625.00	5,093,625.00	5,122,052.40	12-30-13	0.750%	106.2500	30	9,668.75	3,187.50			12,856.25	5,100,000
FREDDIE MAC	3137EACR8	02-08-11	18,901,470.00	18,901,470.00	19,152,399.00	02-25-14	1.375%	725.6944	30	35,024.30	21,770.83			56,795.13	19,000,000
FNMA	3135G0BG7	04-18-11	10,993,400.00	10,993,400.00	11,071,621.00	04-18-14	1.500%	458.3333	13	0.00	5,958.33			5,958.33	11,000,000
FNMA STR NT	3136FRFT5	04-18-11	9,998,000.00	9,998,000.00	10,023,270.00	04-18-14	1.000%	277.7778	13	0.00	3,611.11			3,611.11	10,000,000
FHLMC	3137EACB3	03-30-11	13,932,270.00	13,932,270.00	14,030,266.50	04-23-14	2.500%	937.5000	30	937.50	28,125.00	21,562.50		7,500.00	13,500,000
FNMA - STEP UP	3136FMV50	11-01-10	2,502,350.00	2,502,350.00	2,510,945.00	07-28-15	1.500%	104.1667	30	6,562.50	3,125.00			9,687.50	2,500,000

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
APRIL 30, 2011

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-10	MARKET VALUE 04-30-11	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 03-31-11	INTEREST EARNED 04-30-11	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 04-30-11	PAR VALUE
FHLM - STEP UP	3134G1VQ4	11-01-10	2,554,998.00	2,554,998.00	2,548,332.30	10-15-15	1.250%	88.5417	30	13,281.25	2,656.25	14,520.83		1,416.67	2,550,000
FNMA STR NT	3136FP2U	01-27-11	4,988,750.00	4,988,750.00	5,029,525.00	01-27-16	1.000%	138.8889	30	8,888.90	4,166.67			13,055.57	5,000,000
															77.72%
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,216,079.74	10,733,550.96	04-15-14	1.250%	341.0963	30	54,807.69	10,232.89	61,926.94	2,077.62	5,191.26	9,932,725
															4.61%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	1,008,276.16	1,073,322.05	1,037,574.48	12-28-12	5.270%	147.8319	30	443.50	4,434.96	4,434.96	(10.31)	433.19	986,391
															0.46%
* CALLED			(14,334,345.00)	(14,414,505.00)											(14,300,000.00)
SUBTOTAL			199,784,231.74	200,729,746.40	201,089,885.84					683,734.46	267,702.23	254,893.15	1,812.32	698,355.86	197,969,116.60
<u>CERTIFICATE OF DEPOSITS</u>															
** CDARS	(N/A)	04-02-09	2,076,830.20	2,076,830.20	0.00	03-31-11	1.890%	107.5400	0	0.00	0.00			0.00	2,076,830
** CDARS	(N/A)	04-09-09	1,246,098.50	1,246,098.50	0.00	04-07-11	1.890%	64.5040	6	0.00	387.02	387.11	0.09	(0.00)	1,246,099
															1.57%
** MATURED			(3,322,928.70)	(3,322,928.70)											(3,322,928.70)
TOTAL			199,784,231.74	200,729,746.40	201,089,885.84					683,734.46	268,089.25	255,280.26	1,812.41	698,355.86	197,969,116.60

20-May-11

Weighted Average Interest Rate 1.7949%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2010 & FY2011
APRIL 2011

5/20/11 11:06 AM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
FY2010:					
1st Quarter	16,177,000	1st Quarter	14,555,215	(1,621,785)	14,555,215
2nd Quarter	17,154,000	2nd Quarter	15,241,445	(1,912,555)	15,241,445
3rd Quarter	11,022,500	3rd Quarter	13,642,315	2,619,815	13,642,315
4th Quarter	15,646,500	4th Quarter	15,046,049	(600,451)	15,046,049
FY2010 Total	60,000,000	FY2010 Total	58,485,023	(1,514,977)	58,485,023
FY2011:					
Jul. 10	4,110,600	Sep. 10	4,008,600	(102,000)	4,008,600
Aug. 10	4,110,600	Oct. 10	4,232,000	121,400	4,232,000
Sep. 10	5,480,800	Nov. 10	5,344,800	(136,000)	5,344,800
1st Qtr. Adjustment	1,522,400	Dec. 10	1,780,623	258,223	1,780,623
3 Months Total	15,224,400		15,366,023	141,623	15,366,023
Oct. 10	4,295,900	Dec. 10	4,473,600	177,700	4,473,600
Nov. 10	4,295,900	Jan. 11	4,721,500	425,600	4,721,500
Dec. 10	5,727,900	Feb. 11	5,964,800	236,900	5,964,800
2nd Qtr. Adjustment	1,591,100	Mar. 11	1,759,199	168,099	1,759,199
6 Months Total	31,135,200		32,285,123	1,149,923	32,285,123
Jan. 11	3,741,000	Mar. 11	3,691,800	(49,200)	3,691,800
Feb. 11	3,741,000	Apr. 11	3,939,700	198,700	3,939,700
Mar. 11	4,987,900	May 11		(65,500)	4,922,400 (1)
3rd Qtr. Adjustment	1,385,500	Jun. 11		(616,962)	768,538 (1)
9 Months Total	44,990,600		39,916,623	616,961	45,607,561
Apr. 11	4,052,500	Jun. 11		0	4,052,500 (1)
May 11	4,052,500	Jul. 11		0	4,052,500
Jun. 11	5,403,400	Aug. 11		0	5,403,400
4th Qtr. Adjustment	1,501,000	Sep. 11		(616,961)	884,039 (1) Apr
FY2011 Total	60,000,000	FY2011 Total	39,916,623	(0)	60,000,000 (1) Apr
	15,366,023	1st Quarter			
	16,919,099	2nd Quarter			
	13,322,438	3rd Quarter			
	4,347,180	4th Quarter			
	<u>49,954,740</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF APRIL 30, 2011

	<u>4/30/2011</u>
Cash -- Bank of America Checking Account	986,565.13
LAIF	8,709,182.09
County Pool	197,448,252.77
Investment Portfolio	199,784,231.74
Total	<u><u>406,928,231.73</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- APRIL 2011

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000672	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-04-04	600,023.54	WIR	Capital Programs
SMCTA	000673	SAN MATEO COUNTY TRANSIT DISTRICT	2011-04-04	340,518.01	WIR	Capital Programs
SMCTA	000674	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-04-11	73,297.52	WIR	Capital Programs
SMCTA	000675	MATSUMOTO, KARYL M.	2011-04-11	100.00	WIR	Board of Directors Compensation
SMCTA	000676	GROOM, CAROLE	2011-04-11	100.00	WIR	Board of Directors Compensation
SMCTA	000677	NAGEL, TERRY	2011-04-11	100.00	WIR	Board of Directors Compensation
SMCTA	000678	HORSLEY, DONALD	2011-04-11	100.00	WIR	Board of Directors Compensation
SMCTA	000679	SAN MATEO COUNTY TRANSIT DISTRICT	2011-04-25	558,756.24	WIR	Capital Programs
SMCTA	002936	GREEN CARPET LANDSCAPING	2011-04-04	3,600.00	CHK	Grounds Maintenance Service
SMCTA	002937	HOLLAND & KNIGHT LLP	2011-04-04	5,000.00	CHK	Legislative Advocate
SMCTA	002938	HURLEY, JOSEPH	2011-04-04	68.50	CHK	Business Travel
SMCTA	002939	PBS&J	2011-04-04	130,425.34	CHK	Consultant
SMCTA	002940	TRANSPORTATION RESEARCH BOARD	2011-04-04	109.00	CHK	Books and Reference Materials
SMCTA	002941	URS CORPORATION	2011-04-04	41,588.86	CHK	Capital Programs
SMCTA	002942	DMJM HARRIS/MARK THOMAS JV	2011-04-11	31,569.42	CHK	Capital Programs
SMCTA	002943	FEHR & PEERS	2011-04-11	635.14	CHK	Consultant
SMCTA	002944	FOUST, ROSANNE	2011-04-11	100.00	CHK	Board of Directors Compensation
SMCTA	002945	LEE, JOHN	2011-04-11	100.00	CHK	Board of Directors Compensation
SMCTA	002946	GREEN CARPET LANDSCAPING	2011-04-18	4,977.50	CHK	Grounds Maintenance Service
SMCTA	002947	PARKING COMPANY OF AMERICA	2011-04-18	185,026.48	CHK	SMCTA Caltrain Shuttles
SMCTA	002948	BKF ENGINEERS	2011-04-25	2,665.68	CHK	Capital Programs
SMCTA	002949	LEE, MARIAN	2011-04-25	101.55	CHK	Seminar Travel
SMCTA	002950	PENINSULA TRAFFIC CONGESTION RELIEF	2011-04-25	54,543.25	CHK	Shuttles Payable
SMCTA	002951	RAJAPPAN & MEYER CONSULTING	2011-04-25	10,555.84	CHK	Capital Programs
SMCTA	002952	SF BAY AREA WATER EMERGENCY TRANS AUTH	2011-04-25	347,943.12	CHK	Capital Programs
				<u>2,392,004.99</u>		

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

**SUBJECT: ANNUAL REAFFIRMATION OF THE INVESTMENT POLICY AND
AUTHORIZATION TO INVEST MONIES WITH THE LOCAL AGENCY
INVESTMENT FUND**

ACTION

Staff recommends the Board adopt the attached resolutions reaffirming the Statement of Investment Policy for the investment of San Mateo County Transportation Authority (TA) funds and the delegation of authority as stated therein and reauthorizing the investment of TA funds in the Local Agency Investment Fund (LAIF).

SIGNIFICANCE

The Executive Director (or his designee) serves as the TA's trustee for purposes of placing investments pursuant to the attached investment policy. The Board of Directors, in accordance with *California Government Code Section 53646(a)*, may review and reauthorize this delegation of authority on an annual basis at a public meeting. The Board of Directors, in compliance with LAIF requirements, must also adopt a separate resolution authorizing monies to be invested in LAIF.

Staff, in conjunction with Legal Counsel and the San Mateo County Treasurer's Office, has reviewed the attached investment policy and recommend no changes at this time.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

The first formal investment policy for the investment of general funds was presented and adopted by the Board on November 4, 1999.

On April 5, 2001, the TA amended this policy to include the requirements implemented by AB 2220 with respect to Bankers Acceptance and Commercial Paper maximum maturity. Specifically, AB 2220 effected the following changes as of January 1, 2001:

Bankers Acceptances – maximum maturity changed from 270 to 180 days
Commercial Paper A1/P1 – maximum maturity changed from 180 to 270 days

On May 1, 2003, the TA amended this policy to include benchmarks used by the San Mateo County Treasurer’s Office to measure the performance of the pooled funds.

On August 2, 2007, the TA amended this policy to reflect changes in the *California Government Code*, which made the review and reauthorization of this policy a permissive rather than mandatory action unless a change in policy is being proposed, as well as updating the rating requirements and limitations of the TA.

On May 21, 2009, the TA eliminated the separate Statement of Investment Policy for the Paratransit Trust Funds, which were transferred to the San Mateo County Transit District upon the expiration of the original Measure A.

Most recently, on May 6, 2010, the TA amended the investment policy to grant SunTrust Bank (doing business as CSI Capital Group), (then CSI Capital Management, Inc.) at its sole discretion, the authority to continue the current practice of choosing from which broker dealers to solicit bids for the execution of a portfolio transaction. Three independent bids are obtained from SEC licensed brokerage institutions, as defined in California Government Code Section 53601.5, or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank for each transaction, and final selection is made based on the best interests of the TA. Additionally, the name of the bond index used as a benchmark in the TA’s investment policy was updated to reflect a merger in the market.

Prepared by: Lori Snow, Manager, Finance Treasury

650-508-6425

Adopted November 1999	Reaffirmed May 2005	Amended May 2010
Amended April 2001	Reaffirmed May 2006	
Reaffirmed May 2002	Amended August 2007	
Amended May 2003	Reaffirmed August 2008	
Reaffirmed May 2004	Amended May 2009	

EXHIBIT A

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Statement of Investment Policy For The Investment of Transportation Authority Funds

I. PURPOSE

This Policy sets forth the investment guidelines for the prudent management of the general funds of the San Mateo County Transportation Authority, (the Authority). It is the goal of this Policy to establish investment objectives in accordance with the provisions of the *California Government Code, Section 53600 et seq.* (hereafter “Code”), and investment guidelines, to ensure that the funds under its purview are prudently invested to preserve capital, provide necessary liquidity, and to achieve a market-average rate of return over an economic cycle consistent with the Authority’s goals of preserving principal and minimizing the risk of diminishing the principal.

Investments may only be made as authorized by this Investment Policy, and subsequent revisions. This Statement of Investment Policy may be reviewed annually by the Authority’s Board of Directors at a public meeting. Irrespective of these policy provisions, should the provisions of the *Code* be, or become, more restrictive than those contained herein, then such provisions will be considered immediately incorporated into this Statement of Investment Policy.

II. OBJECTIVES

The Authority’s cash management system is designed to monitor and forecast accurately expenditures and revenues, thus enabling the Authority to invest funds to the fullest extent possible. Idle funds of the Authority shall be invested in accordance with sound treasury management and in accordance with the provisions of *California Government Code Section 53600 et seq.* and this Policy.

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived. The standard of prudence to be used by investment officials shall be applied in the context of managing an overall portfolio. The Authority officials shall act in accordance with written procedures and the Investment Policy and should report deviations from expectations in a timely fashion and take appropriate action to control adverse developments.

The Authority's primary objective with respect to its invested funds is to safeguard the principal of the funds. The second objective is to meet the liquidity needs of the Authority. The third objective is to achieve a return on its invested funds.

III. **BENCHMARKS**

Investment results are compared quarterly to the following composite index:

- 30% BofA Merrill Lynch 0-1 Year U.S. Governments
- 20% BofA Merrill Lynch 1-3 Year U.S. Governments
- 20% BofA Merrill Lynch 3-5 Year U.S. Governments
- 10% BofA Merrill Lynch 1-10 Year U.S. Governments
- 20% BofA Merrill Lynch 1-5 Year Corporate Bonds

IV. **POLICY**

At all times, the Authority shall invest its funds in accordance with the rules and restrictions established by the law of the State of California (*Government Code Section 53600 et seq.*). In addition, the Authority shall conduct its investments under the "prudent investor standard": "When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency." (*California Government Code Section 53600.3*).

The Executive Director or his designee of the Authority shall serve as the Authority's trustee for purposes of placing investments pursuant to this policy. The Board of Directors may review and specifically reauthorize this delegation of authority on an annual basis. The policy may also be reviewed annually by the Authority's Board of Directors at a public meeting. (*California Government Code Section 53646(a)*).

1. **Criteria for Selecting Investments.** Criteria for selecting investments and the order of priority are:
 - a. **Safety.** The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. The Authority shall invest only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section 6, Allowable Investment Instruments and Section 7, Local Agency Investment Fund & San Mateo County Investment Fund, are deemed to constitute safe investments within the meaning of this Policy.
 - b. **Liquidity.** An adequate percentage of the portfolio, in the approximate amount of six months operating expenses, should be maintained in liquid short-term investments which can convert to cash if necessary to meet disbursement requirements. For purposes of this Policy, fixed income securities maturing in one year or more are considered investment term and fixed income securities maturing in less than one year are considered short-term cash equivalents.

c. **Return on Investment.** The Authority's investment portfolio shall be designed with the objective of attaining the safety and liquidity objectives first, and then attaining a market rate of return throughout the budgetary and economic cycles consistent with the portfolio's benchmark as described in Section III. This benchmark takes into account the Authority's investment risk constraints and the cash flow characteristics of the portfolio.

2. **Diversification.** The Authority will limit its investments to the safest types of securities which include those backed by the U.S. Government or its agencies, those which have federal insurance on principal by the Federal Deposit Insurance Corporation (FDIC), or those having collateral backing of the invested principal as defined by this Policy and/or the California Codes, and medium term notes as defined by *California Government Code Section 53601(j)*.

The portfolio should consist of a mix of various types of securities, issuers, and durations from among the allowable investment instruments described in Sections 5, 6 and 7 so as to minimize the risk of loss and to maximize the rate of return when prudent to do so.

3. **Safekeeping and Custody.** All security transactions, including collateral for repurchase agreements will be executed on a Delivery versus Pay Basis (DVP). The assets of the Authority shall be held in safekeeping by the Authority's safekeeping agent, or secured through third party custody and safekeeping procedures. A due bill or other substitution will not be acceptable.
4. **Investment Maturities and Average Life.** The specific security guidelines including maximum maturities and qualified Fixed Income instruments can be found in Section 10 "Summary of Instruments & Limitations" of this policy.

The maximum dollar weighted average maturity of the fund is five years. This policy limitation leaves open the flexibility to take advantage of interest rate fluctuations as well as yield curve differences to maximize the return on investment. The imposed maximum dollar weighted five year average maturity limits the market risk to levels appropriate for an intermediate income fund. For the purposes of calculating the "average life" of the fund, callable and asset backed securities will be run to their stated final maturity.

5. **Deposit of Funds.** As far as possible, all money belonging to or in the custody of the Authority including money paid to the Authority to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, credit unions or federally insured industrial loan companies in California (as defined by *California Government Code Section 53630*). Pursuant to *California Government Code Sections 53635, 53637 and 53638*, the money shall be deposited in any authorized depository with the objective of realizing maximum return, consistent with prudent financial management.

The Authority's funds may also be invested in the instruments set forth below and in Sections 6 and 7 of this Policy:

- a. Time Deposits with Banks. The Authority may invest in time deposits. In so doing, the following rules will be followed subject to the applicable statutory requirements:
 - (1) No more than 5 percent of the total portfolio will be placed in any one financial institution.
 - (2) The issuing bank must carry short-term ratings of A1/P1/F1 or better whose long-term rating is A or better by two of the three nationally recognized rating services (Standard & Poor's, Moody's Investor Services and Fitch's Ratings).
 - (3) Prior to placing each deposit, the Executive Director or his designee will survey the market in order to determine which stable financial institution offers the highest rate of interest.
 - b. U.S. Treasury Obligations. The investment of Authority funds in U.S. Treasury Obligations may be undertaken in lieu of time deposits. Guaranteed by the U.S. Government, treasury obligations are considered one of the safest instruments, but the yield generally is lower than that of time deposits.
6. Allowable Investment Instruments. The Authority may also invest in any investment instrument as authorized by the *California Government Code*, as it may be amended from time to time, and subject to any conditions set forth in the *California Government Code*. These investment instruments may include:
- a. United States Treasury notes, bonds, bills or certificates of indebtedness, or those for which the faith and credit of the United States Government are pledged for the timely payment of principal and interest.
 - b. Obligations issued by banks for cooperatives, federal land banks, federal intermediate credit banks, federal home loan banks or obligations, participations or other instruments of or issued by, a federal agency or a United States government-sponsored enterprise.
 - c. Bills of exchange or time drafts drawn on and accepted by a commercial bank, otherwise known as bankers acceptances, which are eligible for purchase by the Federal Reserve System.
 - d. Commercial paper of "prime" quality of the highest ranking or of the highest letter and numerical rating as provided for by Moody's Investors Service, Inc., Standard and Poor's Corporation, or Fitch's Ratings.
 - e. Negotiable certificates of deposits issued by a nationally or state-chartered bank or a state or federal association (as defined by *California*

Financial Code Section 5102) or by a state-licensed branch of a foreign bank.

- f. Investments in repurchase agreements or reverse repurchase agreements of any securities authorized by this section only under specific statutory conditions.
- g. Medium-term notes/corporate bonds of a maximum of five years' maturity issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.
- h. Shares of beneficial interest issued by diversified management companies investing in the securities and obligations as authorized by subdivisions (a) to (g), inclusive, of this section and that comply with specific statutory restrictions.
- i. Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass-through certificate or consumer receivable-backed bond of a maximum of five years maturity.
- j. Securities having collateral backing of the invested principal as defined by this Policy and/or the California Codes. Only first mortgages or government securities may be used for collateral on the Authority's deposits.

Collateral is defined in this Policy to mean property (as securities) pledged by a borrower to protect the interest of the lender. For purposes of this Policy, the following investments are considered to have collateral backing: Certificates of Deposit protected by either the FDIC or pledged securities in conformance with California Codes and this Policy; Bankers' Acceptances (protected by an irrevocable time draft or bill of exchange) whereby the accepting bank incurs an irrevocable primary obligation thus guaranteeing payment on the draft or bill. A secondary obligation rests with the issuing company; Commercial Paper (protected by an unsecured promissory note from the issuer who must be rated A1/P1/F1 or better) thereby guaranteeing that the earning power and/or liquidity had been established to fulfill the obligation to pay; and, asset backed securities which are rated AAA by both Moody's and Standard & Poors.

- 7. **Local Agency Investment Fund & San Mateo County Investment Fund.** The Board of Directors also authorizes the Authority to invest in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code Section 16429.1* and in the San Mateo County Investment Fund (SMCIF).
- 8. **Prohibited Investments.** The Authority shall not invest any funds in inverse floaters, range notes or mortgage derived interest-only strips. The Authority shall

not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the Authority may hold this prohibited instrument until its maturity date. The limitation does not apply to investments in shares of beneficial interest issued by diversified management companies as set forth in *California Government Code Section 53601.6*.

9. **Portfolio Transactions.** The Authority’s investment advisors are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Investment advisors are to obtain three independent bids from SEC licensed brokerage institutions, licensed by the state as a broker-dealer, as defined in California Government Code Section 53601.5, or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank, prior to the execution of each portfolio transaction. The investment advisors, at their sole discretion and authority, will choose which broker dealers or brokerage firms from which to solicit bids and final selection is to be made based on the best interests of the Authority. Investment advisors may incur realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time subject, however, to the prior approval of the Executive Director or his designee.
10. **Summary of Instruments & Limitations.** Subject to the limitations set forth in *California Government Code Sections 53600 et seq.* which may be amended from time to time, the Executive Director or his designee may invest in the following instruments, subject to the limits of flexibility described above:

<u>Instrument</u>	<u>Limitations</u>		
	<u>Rating</u>	<u>% Of Fund</u>	<u>Maturity</u>
U.S. Treasury Obligations		100	15 years
Obligations of U.S. Agencies or Government Sponsored Enterprises		100	15 years
Bankers Acceptances	A1/P1/F1		
Domestic (\$500 million minimum assets)		15	180 days
Foreign (\$500 million minimum assets)		15	180 days
Collateralized Time Deposits Within the State of California		30	1 year
Negotiable Certificates of Deposit		10	5 years

<u>Instrument</u>	<u>Limitations</u>		
	<u>Rating</u>	<u>% Of Fund</u>	<u>Maturity</u>

Commercial Paper (\$500 million minimum assets)	A1/ P1/F1 Additional	15 10	10 0	270 days 31 days*
*Additional 10% (for a total of 25%) if the dollar weighted average maturity of the entire amount does not exceed 31 days				
Repurchase Agreements Secured by U.S. Treasury or Agency Obligation (102% collateral)		100	50	1 year
Reverse Repurchase Agreements & Security Lending		20	20	92 days
Corporate Bonds and Medium Term Notes Including Asset-Backed Bonds (two agencies)	A	30	10	5 years
Local Agency Investment Fund (LAIF)		Up to the current limit.		
San Mateo County Investment Fund		Up to the current limit.		
Shares of Beneficial Interest Issued by Diversified Management Companies as Defined in Government Code Section 53601		10	5	30 days
Mortgage Backed Securities No Inverse Floaters No Range Notes No Interest Only Strips Derived from a Pool of Mortgages	A	20	5	5 years

On a monthly basis the Investment Advisor shall submit an investment report which provides a market review, the Advisor's outlook for the market and strategy for investing Authority funds. The report will also compare the portfolio against the benchmark established by the Policy in terms of duration and yield.

Quarterly, the Executive Director shall submit an investment report to the Board of Directors within 30 days of the end of the quarter. The report shall include the following information:

1. type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the Authority;
2. description of any of the Authority's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. for all securities held by the Authority or under management by any outside party that is not a local agency or the State of California Local Agency Investment Funds, a current market value as of the date of the report and the source of this valuation;
4. statement that the portfolio complies with the Investment Policy or the manner

in which the portfolio is not in compliance; and

5. statement that the Authority has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

If the Authority places all of its investments in the Local Agency Investment Funds, Federal Deposit Insurance Corporation-insured accounts in a bank or savings and loan association or the San Mateo County Investment Fund (or any combination of these three), the Executive Director can simply submit, on at least a quarterly basis, the most recent statements from these institutions to meet the requirements of items 1-3 above, with a supplemental report addressing items 4 and 5 above. (*California Government Code Section 53646(b)-(e)*).

RESOLUTION NO. 2011 –

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

**AMENDING THE INVESTMENT POLICY FOR THE INVESTMENT OF
TRANSPORTATION AUTHORITY FUNDS**

WHEREAS, in accordance with applicable State law, the San Mateo County Transportation Authority (Transportation Authority) is required to adopt an investment policy; and

WHEREAS, in November 1999, the Transportation Authority adopted a Statement of Investment Policy for the Investment of General Funds, which was amended in April 2001, May 2003, August 2007, May 2009, and most recently in May 2010; and

WHEREAS, the Transportation Authority may annually render a statement of said investment policy to the Board of Directors for review and approval pursuant to Section 53646 of the State of California Government Code; and

WHEREAS, the Executive Director is proposing reaffirmation of the Statement of Investment Policy for the Investment of Transportation Authority Funds.

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

1. Approves the reaffirmation of the Statement of Investment Policy for the Investment of Transportation Authority Funds, attached hereto as Exhibit A and incorporated by reference; and

2. Hereby appoints its Executive Director (or his designee) as the trustee for purposes of placing investments pursuant to said policy.

Regularly passed and adopted this 2nd day of June, 2011 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

RESOLUTION NO. 2011 –

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

**AUTHORIZING INVESTMENT OF SAN MATEO COUNTY TRANSPORTATION
AUTHORITY FUNDS IN THE LOCAL AGENCY INVESTMENT FUND**

WHEREAS, pursuant to Government Code Section 16429.1, a Local Agency Investment Fund was created in the State Treasury for the deposit of local agency monies for purposes of investment by the State Treasurer; and

WHEREAS, staff recommends that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Government Code Section 16429.1 is in the best interests of the San Mateo County Transportation Authority (Authority).

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of the Authority does hereby authorize the deposit and withdrawal of Authority's Funds in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Government Code Section 16429.1, for the purpose of investment; and

BE IT FURTHER RESOLVED that the Executive Director (or his designee) shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment fund.

Regularly passed and adopted this 2nd day of June, 2011 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **ESTABLISHING THE APPROPRIATIONS LIMIT
FOR FISCAL YEAR 2012**

ACTION

Staff recommends the Board approve an appropriations limit, which is applicable to the Transportation Authority (TA) during Fiscal Year (FY) 2012 in the amount of \$523,795,603.

SIGNIFICANCE

The appropriations limit is the maximum amount of tax proceeds the local agency can appropriate during the fiscal year. Article XIIB of the California Constitution (the Gann Initiative) and implementing legislation require each local agency to review its appropriations limitation on an annual basis.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

Last year, the TA established its appropriations limit in the amount of \$506,713,853. Based on data regarding inflation and population changes released by the California Department of Finance, staff has calculated the limit for FY2012 to be \$523,795,603, which is an increase of \$17,081,750 or 3.4 percent. The increase is due to a 2.51 percent increase in the California per capita personal income and a 0.84 percent increase in the population.

The TA funds subject to the limit are \$61,500,000 (the projected Measure A tax receipts for the year) or 11.7 percent of the appropriations limit.

Attachment "A" is a Notice of Determination showing the calculations and stating the limit applicable during FY2012. State law requires this notice be posted in a conspicuous place at the TA's office at least 15 days before the TA takes final action to approve the new limit at its June 2, 2011 meeting. This notice was posted on May 4, 2011, at 1250 San Carlos Avenue, San Carlos, CA 94070.

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

650-508-7755
650-508-6416

RESOLUTION NO. 2011 –

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

* * *

**ESTABLISHING THE APPROPRIATIONS LIMIT APPLICABLE TO THE
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
DURING FISCAL YEAR 2012**

WHEREAS, by Resolution No. 2010-13 enacted on June 3, 2010, the San Mateo County Transportation Authority (TA) established an appropriations limit applicable to the TA during Fiscal Year 2011 in the amount of \$506,713,853; and

WHEREAS, Article XIII B of the California Constitution (the Gann Initiative) and implementing legislation require that each local agency subject thereto establish the applicable appropriations limit by resolution on an annual basis and permit annual adjustments in the limit by applying to the previous year's appropriations limit the factors, as issued by the California Department of Finance, reflecting changes in population and per capita income; and

WHEREAS, the calculations showing the applications of those factors have been forwarded to members of the TA for review and have been made available for public inspection at least fifteen (15) days prior to the date hereof; and

WHEREAS, the applicable factors are as follows:

- (1) the change in the California per capita personal income was 2.51 percent and
- (2) the applicable change in population from January 2010 to January 2011 was 0.84 percent.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transportation Authority that the appropriations limit for Fiscal Year 2012 is hereby established as \$523,795,603.

Passed and adopted this 2nd day of June, 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

**NOTICE OF DETERMINATION
OF APPROPRIATIONS LIMIT
FOR FISCAL YEAR 2012**

State law (Section 7910 of the Government Code) requires each local government agency to determine during each fiscal year, the appropriations limit pursuant to Article XIII B of the California Constitution applicable during the following fiscal year. The limit must be adopted at a regularly scheduled meeting or a noticed special meeting and the documentation used in determining the limit must be made available for public review fifteen days prior to such meeting.

Set out below is the methodology proposed to calculate the Fiscal Year 2012 appropriations limit for the San Mateo County Transportation Authority. The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on June 2, 2011.

Appropriations limit for FY 2011	\$506,713,853
Population change: (January 1, 2010 to January 1, 2011)	0.84%
Change in California per capita personal income (January 1, 2010 to January 1, 2011)	2.51%
FY 2012 Adjustment Factor: (1.0251 x 1.0084)	1.03371084
FY 2012 Appropriations Limit: (\$506,713,853 x 1.03371084)	\$523,795,603

Dated: May 04, 2011

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer
Planning & Development

Gigi Harrington
Deputy CEO

SUBJECT: ALLOCATION OF NEW MEASURE A FUNDS: LOCAL SHUTTLE PROGRAM

ACTION

Staff recommends Board approval of the following actions:

1. Allocate a total of \$297,977 in new Measure A Local Shuttle Program Category funds for Fiscal Year (FY) 2012. The FY2012 allocation breakdown by shuttle is:
 1. \$29,064 for the Foster City Red Line Shuttle
 2. \$24,325 for the Foster City Blue Line Shuttle
 3. \$50,000 for the Redwood City Mid Point Shuttle
 4. \$69,624 for the East Palo Alto Shopper Shuttle
 5. \$14,750 for the Menlo Park Shopper Shuttle
 6. \$25,714 for the Millbrae Roundabout Shuttle
 7. \$84,500 for the South San Francisco Ferry Shuttle
2. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

SIGNIFICANCE

In spring 2010, the first biennial Call for Projects (CFP) for the new Measure A Local Shuttle Program was issued, covering FY2011 and FY2012. The Transportation Authority (TA) Board and the TA Citizens Advisory Committee approved eight new shuttle applications.

Only seven projects are listed above because TA funding for the East Palo Alto Youth Shuttle has been rescinded by the applicant. This shuttle is fully funded with Metropolitan Transportation Commission Lifeline Transportation Program funds for FY2011, FY2012 and FY2013.

The FY2011 allocations were approved by the TA Board last year under Resolutions 2010-17 and 2010-22. The FY2012 allocation needs to be approved at this time.

BUDGET IMPACT

There is no impact to the budget. The proposed allocation of \$297,977 is from existing funds in the FY2011 budget.

BACKGROUND

As defined in the TA Measure A Expenditure Plan, Strategic Plan 2009 – 2013, and Measure A Implementation Plan, the goal of the Local Shuttle Program is to fund projects that use vehicles that are typically larger than vans and smaller than buses to meet local mobility needs and provide access to regional transit. Shuttles are one mode of transportation that feeds into the county’s overall strategy of providing a multimodal transportation network that efficiently and effectively meets the mobility needs of our residents and workers.

Prepared by: Stacy Cocke, Senior Planner

650-508-6207

RESOLUTION NO. 2011 –

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

*** * ***

**ALLOCATION OF A TOTAL OF \$297,977 IN NEW MEASURE A FUNDS FROM THE
LOCAL SHUTTLE PROGRAM CATEGORY FOR THE FOSTER CITY RED LINE,
FOSTER CITY BLUE LINE, REDWOOD CITY MID POINT, EAST PALO ALTO
SHOPPER, MENLO PARK SHOPPER, MILLBRAE ROUNDABOUT AND
SOUTH SAN FRANCISCO FERRY SHUTTLES**

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

WHEREAS, the 2004 Transportation Expenditure Plan designates 4 percent of new Measure A revenues to fund Local Shuttle projects; and

WHEREAS, the TA budget programs 4 percent of anticipated sales and use tax revenues for the Local Shuttle Program, anticipated to be \$2.4 million in Fiscal Year (FY) 2012; and

WHEREAS, the cities of Foster City, Redwood City, East Palo Alto, Menlo Park, and Millbrae, as well as the Peninsula Traffic Congestion Relief Alliance, have requested the TA consider applications for FY2012 New Measure A funding for the Foster City Red Line shuttle (\$29,064), the Foster City Blue Line shuttle (\$24,325), the Redwood City Mid Point Caltrain shuttle (\$50,000), the East Palo Alto Shopper shuttle (\$69,624), the Menlo Park Shopper shuttle (\$14,750), the Millbrae Roundabout shuttle (\$25,714) and the South San Francisco Ferry shuttle (\$84,500); and

WHEREAS, staff has determined that these projects meet the intent of the 2004 Expenditure Plan and 2009-13 Strategic Plan.

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

1. Allocate a total of \$53,389 in new Measure A Local Shuttle Program Category funds to the City of Foster City (\$24,325 for the Foster City Blue Line and \$29,064 for the Foster City Red Line shuttles); and
2. Allocate a total of \$50,000 in new Measure A Local Shuttle Program Category funds to the City of Redwood City for the Redwood City Mid Point Caltrain Shuttle; and
3. Allocate a total of \$69,624 in new Measure A Local Shuttle Program Category funds to the City of East Palo Alto for the East Palo Alto Shopper Shuttle; and
4. Allocate a total of \$14,750 in new Measure A Local Shuttle Program Category funds to the City of Menlo Park for the Menlo Park Shopper Shuttle; and
5. Allocate a total of \$25,714 in new Measure A Local Shuttle Program Category funds to the City of Millbrae for the Millbrae Roundabout Shuttle; and
6. Allocate a total of \$84,500 in new Measure A Local Shuttle Program Category funds to the Peninsula Traffic Congestion Relief Alliance for the South San Francisco Ferry Shuttle; and

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

Regularly passed and adopted this 2nd day of June, 2011 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
May 11, 2011**

The Community Relations Committee and Board

A proclamation designating May as "Older Americans Month," was presented to David Gilson, member of the San Mateo County Commission on Aging.

Six winners of the Student Transit Art Contest, "Art Takes a Bus Ride" were introduced. Each winner was presented a certificate and summer youth pass. Artwork is featured on a bus wrap.

Accessibility Coordinator Tina DuBost said Redi-Wheels productivity increased in April. Staff has begun beta testing on the Interactive Voice Response System.

Paratransit Coordinating Chair (PCC) Nancy Keegan reported on the April meeting:

- The PCC held a one-day retreat on May 10 and themes included educating consumers about Redi-Wheels and RediCoast policies and procedures, outreach and education with agencies whose clients benefit from paratransit services and emergency planning.
- The PCC will host a booth at the San Mateo County Fair on Senior Day on June 14.

Citizens Advisory Committee Chair Peter Ratto reported:

- Welcomed three new members who represent daily riders to their first meeting.
- Received a Brown Act presentation and SamTrans Service Plan update.

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

Average weekday ridership for all modes for March 2011 compared to March 2010 was 94,088, an increase of 3.2 percent.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for March 2011. Revenues are on budget. There are approximately \$7.7 million in savings on the expense side. Fuel was \$3.40 per gallon last week and averaged \$2.60 per gallon year-to-date. SamTrans has received more in revenue from the fuel hedge than the transaction cost.

Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended March 31, 2011. There are fluctuations in the stock and bond market; oil is currently trading at \$98 per barrel and there is an expectation the economy will do well. Interest rates may increase but the portfolio is being protected and managed conservatively.

Consented to assign Investment Management Services Agreement by CSI Capital Management, Inc. to SunTrust Bank. CSI has been acquired by SunTrust and this will take the existing contract to that entity. Staff will continue to monitor performance to ensure there is the level of support that is currently received.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
May 11, 2011**

Authorized Third Amendment to Agreement with Wells Fargo Insurance Services to extend the contract through June 30, 2012 up to an additional \$71,480 from \$408,620 to \$480,100. This will allow staff time to develop a scope of services and issue a Request for Proposals for insurance broker services. The current estimated contract amount is insufficient to provide insurance broker services for the one-year contract extension.

Authorized exchanging up to \$3.7 million of San Mateo County Transit District (District) Proposition 1B operating funds in Fiscal Year (FY) 2012. After extensive discussion with Peninsula Corridor Joint Powers Board members and the Metropolitan Transportation Commission, the District proposes to contribute \$10.6 million in operating subsidy for Caltrain for FY2012 of which \$3.7 million is through a swap of capital grants for operating funds. These Proposition 1B SLPP funds have use restrictions so the District is engaging its Joint Powers Board (JPB) members to see whether one or more can exchange up to \$3.7 million in Proposition 1B SLPP grants for an equivalent amount of local funds to finance a portion of San Mateo County's share of Caltrain's operations in FY2012.

Authorized Negotiation Principles to explore certain funding options to finance Caltrain operations with the Peninsula Corridor Joint Powers Board member agencies and the Metropolitan Transportation Commission in Fiscal Year 2013 and beyond. Proposed principles address changes in the application of the operating cost sharing formulas, potential restoration of payment obligations toward operating costs, possible establishment of a management fee for the District and potential use of funds to be received from the Santa Clara Valley Transportation Authority for partial repayment of the District's investment in the Caltrain right of way.

Awarded a contract to Office Max Inc. and Staples Inc. for the purchase and delivery of general office supplies and related items for an aggregate total estimated cost of up to \$150,000 for a two-year term. This contract will provide the District, JPB and Transportation Authority with immediate access, and greater variety and flexibility for its day-to-day requirements for general office supplies at substantial discounts compared to retail catalog pricing.

Rejected a protest from incumbent bidder John Glenn Adjusters & Administrators Inc. and awarded a contract to Carl Warren & Company for public liability claims administration, investigation and adjustment services for an estimated cost of \$567,000 for a five-year term. The contract includes assumption of fees for approximately 200 open claims and additional reimbursement for allocated costs estimated at \$25,000 for the term of the contract.

Awarded a contract to Standard Insurance Company for life and accidental death and dismemberment insurance for an estimated cost of \$356,400 for a three-year term. This company will provide the same basic coverage at a lower rate than the current carrier.

Reviewed the Preliminary Fiscal Year 2012 Operating Budget. Estimated revenues are \$143.4 million, an increase of \$6.4 million from FY2011. Estimated expenses total \$128.4 million. A total of \$12.6 million in reserves will be used to balance the FY2012 budget, which will be brought to the June meeting for adoption.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
May 11, 2011**

Reviewed the Preliminary Fiscal Year 2012 Capital Budget for \$19.2 million. Category highlights include revenue vehicle replacement and support of \$2.1 million, upgrade and replacement of informational technology equipment of \$13.8 million, development of \$1.1 million, and facilities of \$1.9 million. Funding sources include Federal, State and District sales tax, which ranges from 20 to 50 percent of the budget.

The Legislative Committee and Board

Staff has been focused on legislation at the State level over the past month. The Legislature has worked to move a number of bills staff is supporting through the policy committee process.

Board of Directors

Approved a resolution in memory of Director Omar Ahmad. Board members shared their thoughts in memory of Director Ahmad.

General Manager/CEO Michael Scanlon expressed sympathy on the passing of Associate Contract Operations Administrator Richard Cook.

Councilmember Irene O'Connell of the city of San Bruno thanked SamTrans for their assistance during the San Bruno fire for providing buses for transportation of evacuated residents and experts to staff the Public Information Office desk at the Emergency Operations Center. She presented a proclamation of appreciation to the Board chair.

The Board met in closed session to hear a presentation from legal counsel on the DeMartini case. A report was provided on pending labor negotiations with the Amalgamated Transit Union and Teamsters Union. This item will remain on the calendar for the June meeting.

The next meeting of the Board is scheduled for Wednesday, June 8, 2011.

samTrans

Mobility Management: Fixed-route Bus Service

May 11, 2011

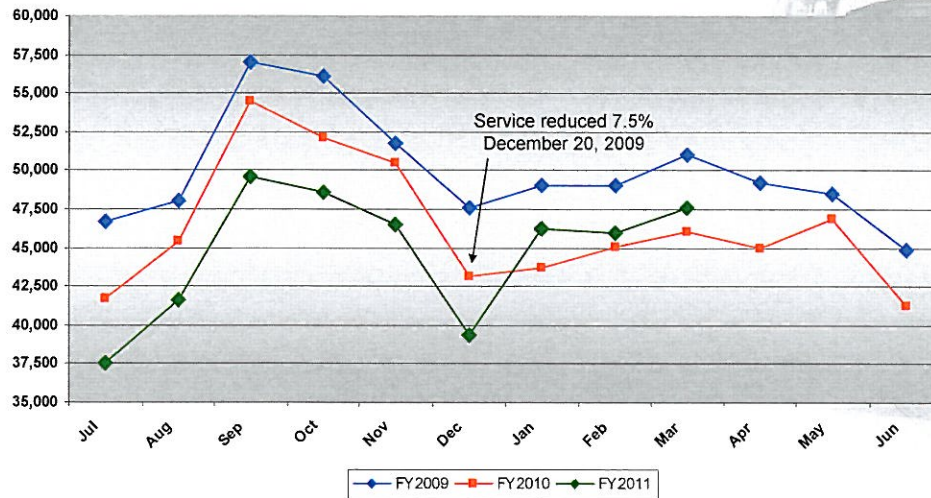
Fixed-route Bus Service

samTrans

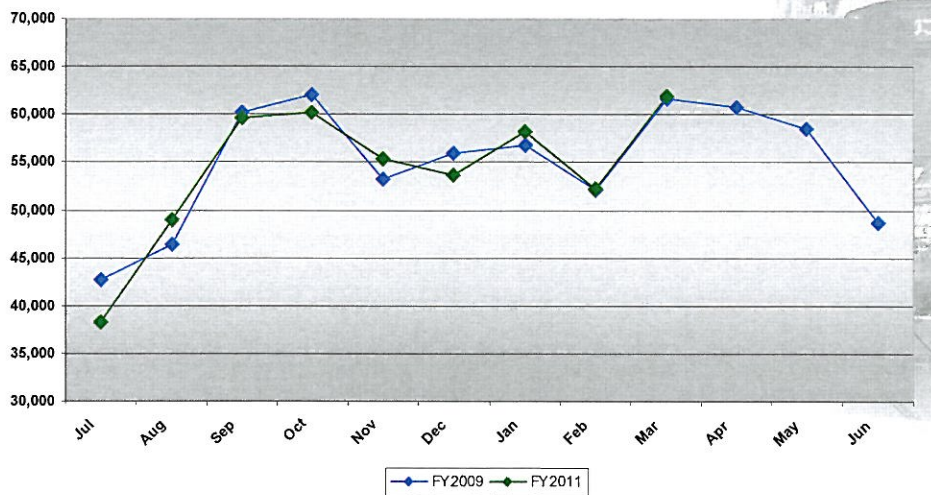
- Performance Statistics
- Human Capital Investment
- Projects Update
- Bus Service Contracts
- Key Initiatives – Financial Integrity
- Summary



Average Weekday Ridership

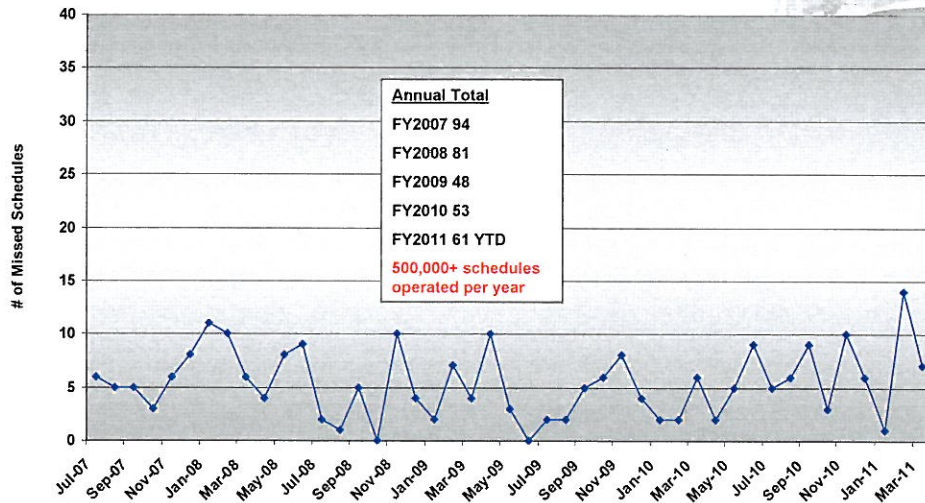


Token Usage



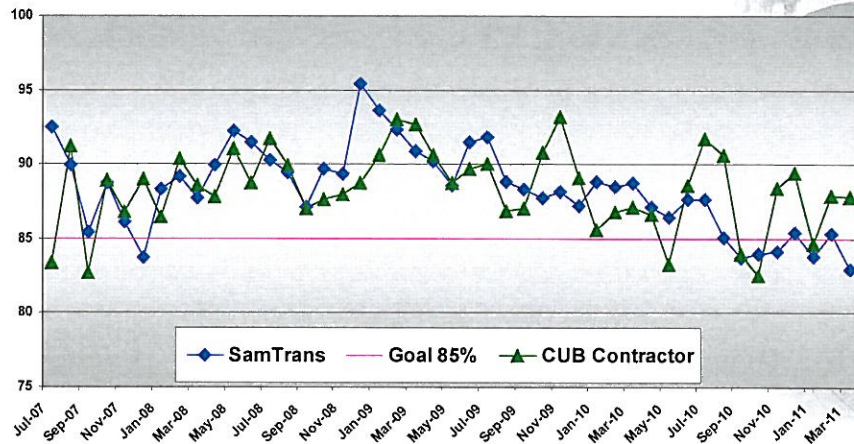
Missed Schedules

samTrans



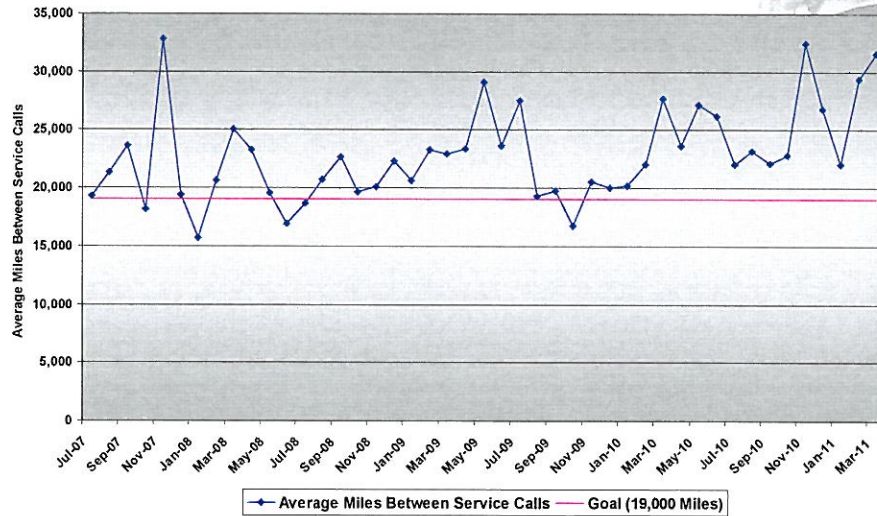
On-time Performance

samTrans



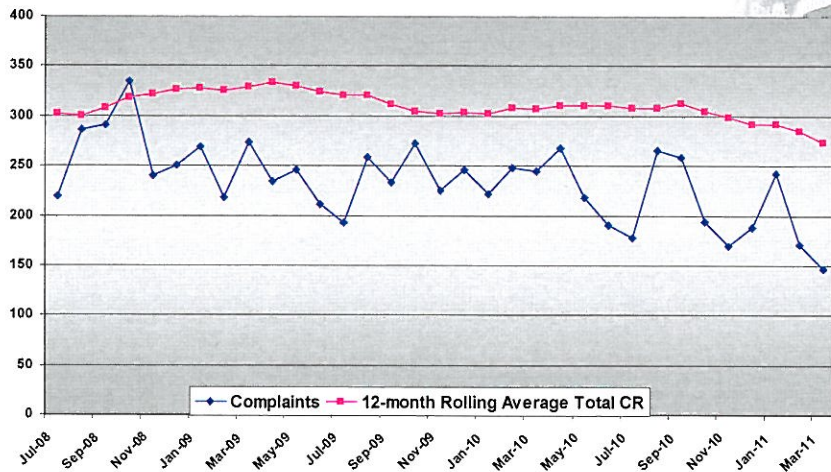
Fleet Reliability

samTrans



Consumer Reports

samTrans



Human Capital Investment

samTrans

Strategic Plan goals include:

- Attract and retain quality employees
- Encourage excellence and innovative thinking
- Invest in employees' professional development

Leadership Program

- 11 of 12 participants expected to complete all requirements and graduate June 15, 2011



Human Capital Investment

samTrans

Bus Operator Recall & Training Schedule:

- 10 returned to work Dec. 18, 2010
- 10 returned to work Apr. 4, 2011
- 10 scheduled to return to work June 17, 2011

UOP Transit & Paratransit Management Certificate Program

- 5 of 9 seminars have been completed
- The program is hosted by SamTrans at North Base
- 16 SamTrans employees and 8 from other agencies are expected to graduate June 10, 2011

Projects Update

samTrans

New Ad Bus Shelters

- 61 installed in the service area
- 20 installations scheduled this year
- Locations being determined



Predictive Arrival System

- Final acceptance on March 15
- Millbrae, Daly City, Colma and Redwood City in operation
- Future locations:
 - Top of the Hill, Daly City
 - Palo Alto Transit Center, joint effort with VTA



Projects Update

samTrans

Clipper

- Hard launch February 2011
- Customer education program
- Last month for paper passes Dec. 2011



Farebox Revenue Collection System

- Bus Operator training in progress
- 5 fareboxes in field for testing
- Scheduled deployment:
 - South Base June 18 & 19
 - MV - SF & Brewster June 20 thru 24
 - North Base June 25 & 26



Bus Service Contracts

samTrans

Dumbarton Express

- RFP completed and advertised
- Proposals due June 2011
- Contract approval August 2011
- Contract execution December 2011

CUB Service

- In our 5th and final option year of the agreement
- Evaluating contract renewal options beyond September 2011

Coastside Service – Route 17

- In 1st of 2 option years (ending June 2011)
- Weekend service changes (merge of Routes 17 and 294)

SamCoast Service – Pescadero (demand-response)

- Analyzing contracting options (currently operated by non-profit)

Key Initiatives – Financial Integrity

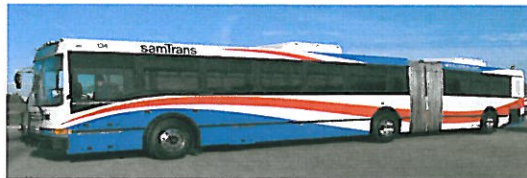
samTrans

- Comprehensive Operational Analysis (COA) now branded “SamTrans Service Plan – SSP”
- Metropolitan Transportation Commission – Transit Sustainability Project (MTC-TSP)
- SamTrans contribution levels to JPB to support Caltrain operations
- Labor negotiations with three bargaining units
- Updates to “Strategic Plan/Financial Capacity Ad Hoc Committee of the Board”

Summary

samTrans

- Bus ridership has turned around and is now increasing
- Strategic investment in Human Capital, infrastructure, technology and rolling stock
- Fiscal challenges continue into New Year



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZATION TO RECEIVE UP TO \$3.7 MILLION IN SAN MATEO COUNTY TRANSIT DISTRICT'S PROPOSITION 1B SLPP FUNDS TO ASSIST IN A FUND SWAP FOR LOCAL CALTRAIN OPERATING FUNDS**

ACTION

Staff recommends Board approval to receive up to \$3.7 million in San Mateo County Transit District (SamTrans) Proposition 1B State Local Partnership Program (Prop 1B SLPP) funds in order to help finance a portion of San Mateo County's share of Caltrain's operations in Fiscal Year (FY) 2012. The proposed transaction would involve the following:

1. TA receives up to \$3.7 million in SamTrans Prop 1B SLPP funds;
2. As an eligible recipient of these funds, the TA programs and applies for these funds with the California Transportation Commission, and uses these funds for eligible Caltrain capital projects that also receive TA Measure A funds.

In exchange of the above, the Santa Clara Valley Transportation Authority (VTA), one of Caltrain's three member agencies, agrees to provide an equivalent amount of up to \$3.7 million to the FY2012 Caltrain Operating Budget in lieu of providing local match in an equivalent amount to the FY2012 Caltrain Capital Budget.

SIGNIFICANCE

SamTrans has been facing a continuing structural deficit, and it has been working to develop measures to address the structural deficit. In FY2011, SamTrans proposed to reduce its operating subsidy to Caltrain by \$11.7 million over a two-year period, FY2011 and FY2012, but did a one-time "fund swap" to keep its contribution near FY2010 levels for FY2011.

For FY2012, SamTrans would contribute \$10.6 million in operating subsidy to Caltrain, and the \$10.6 million is proposed to be made up of: a) \$4.9 million in Measure A funds from the TA; b) \$2 million in funds received from repayment of the SamTrans investment in the Caltrain right of way; and c) \$3.7 million through a swap of capital grants for operating funds.

For item (c) above, SamTrans has access to \$3.7 million in Prop 1B SLPP funds that can only be used for certain types of transportation capital improvement projects; transit operations are ineligible to receive funding under this program. SamTrans engaged its Caltrain member partners to see whether one or more partners can exchange up to \$3.7 million in Prop 1B SLPP grants for an equivalent amount of local funds to finance a portion of San Mateo County's share of Caltrain's operations in FY2012. The VTA has conceptually agreed to such a fund exchange; however, the amount and the mechanism are still being worked out.

If the TA agrees to participate in the transaction outlined above, VTA would instead provide up to \$3.7 million for Caltrain operations in lieu of an equivalent amount it would have provided for the FY2012 Caltrain Capital Budget. The Prop 1B SLPP funds require a dollar-for-dollar match, and the match would come from the Measure A funds the TA would budget to the FY2012 Caltrain Capital Budget.

BUDGET IMPACT

There is no budget impact to the TA, as this does not increase TA's share to the Caltrain capital program in FY2012. The TA acts as the grant recipient for the Prop 1B SLPP funds and provides Measure A funds as the required dollar-for-dollar match for the Prop 1B SLPP grants.

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized \$1 billion to be deposited in the State-Local Partnership Program Account. The Bond Act apportions the funds by formula to eligible claimants in the State based on the amount of voter-approved transportation taxes and fees collected. The Prop 1B SLPP program requires a dollar-for-dollar match of local funds for an applicant agency to receive state funds under the program.

San Mateo County receives funds from the Prop 1B SLPP program and the funds are apportioned equally to the District and the TA based on the one-half cent sales tax collected by the District, and another one-half cent sales tax collected by the TA for transportation purposes.

Prepared by: April Chan, Director, Budgets and Grants

650-508-6228

RESOLUTION NO. 2011 –

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

* * *

**AUTHORIZATION TO RECEIVE UP TO \$3.7 MILLION IN SAN MATEO COUNTY
TRANSIT DISTRICT'S PROPOSITION 1B SLPP FUNDS TO ASSIST IN A
FUND SWAP FOR LOCAL CALTRAIN OPERATING FUNDS**

WHEREAS, the San Mateo County Transit District (SamTrans) has been facing a continuing structural deficit, and has been working since 2006 to develop measures to rectify the structural deficit; and

WHEREAS, in 2010 SamTrans proposed to reduce its operating subsidy to Caltrain by \$11.7 million over a two-year period, Fiscal Year (FY) 2011 and FY2012, but ultimately was able to implement a one-time “fund-swap” to maintain its contribution near FY2010 levels during FY2011; and

WHEREAS, following extensive discussion with its Joint Powers Board (JPB) partners, as well as the Metropolitan Transportation Commission (MTC), SamTrans has formulated a plan to contribute \$10.6 million in operating subsidy for Caltrain in FY2012, dependent, in part, on a \$3.7 million swap of capital grants for operating funds; and

WHEREAS, SamTrans has engaged its JPB partners to see whether one or more partners can exchange up to \$3.7 million in SamTrans Proposition 1B State Local Partnership Program (Prop 1B SLPP) grants for an equivalent amount of local funds to finance a portion of San Mateo County's share of Caltrain's operations in FY2012; and

WHEREAS, the Santa Clara Valley Transportation Authority (VTA) has conceptually agreed to such a fund exchange, subject to final determination of the precise amount of funds available for the exchange and the details of the implementation mechanism; and

WHEREAS, the San Mateo County Transportation Authority (TA) is uniquely situated to facilitate implementation of the aforementioned swap of funds in light of the prime importance attached to Caltrain capital and operating support in the Transportation Expenditure Plan.

NOW, THEREFORE, BE IT RESOLVED that the San Mateo County Transportation Authority authorizes the Executive Director to implement a swap of funds to assist in the financing of a portion of San Mateo County's share of Caltrain's operations in FY2012, as follows:

1. The TA will agree to receive up to \$3.7 million in SamTrans Prop 1B SLPP funds;
2. The TA, in turn, will program and formally apply for these funds with the California Transportation Commission, to be used for subsequent allocation by the TA for Caltrain capital projects eligible to receive TA Measure A funds.

Regularly passed and adopted this 2nd day of June 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer,
Planning & Development

Chuck Harvey
Deputy CEO

SUBJECT: **MEASURE A HIGHWAY PROGRAM: FUNDING PLAN**

ACTION

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

SIGNIFICANCE

Based on the new Measure A Implementation Plan (December 2009), staff has been working on the development of a Highway Plan. In partnership with City and County Association of Governments (C/CAG) staff and ongoing guidance from C/CAG's Technical Advisory Committee, Transportation Authority (TA) Citizens Advisory Committee and the TA Board Strategic Plan Subcommittee, the effort is near complete.

The Highway Plan, a living document to be updated biennially, will guide Measure A investment decisions to implement the total Highway Program as defined in the 2004 Measure A Expenditure Plan and Strategic Plan. There are two primary components to the Plan:

1. Criteria definition and technical project ranking
2. Funding benchmarks and framework for project solicitation

At the meeting, staff will present key components of the Highway Plan and solicit Board input. Following, staff will finalize the Highway Plan document and plans to seek Board adoption at the July/August Board meeting.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

In the 2004 Measure A Expenditure Plan, a total of 27.5 percent of the sales tax revenues are set aside for the Highway Program. The first Highway Program category is the Key Congested Corridor (KCC), which is to receive 17.3 percent of the Measure A revenues and specifies 11 projects across five corridors. The second Highway Program Category is the Supplemental,

which is to receive 10.3 percent of the Measure A revenues and lists 16 candidate projects and allows for the nomination of additional Supplemental projects over the life of the Measure.

Prepared by: Melanie Choy, Manager Programming and Monitoring

650-508-6382

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer, Planning and Development

SUBJECT: PROGRAM REPORT: PEDESTRIAN AND BICYCLE

ACTION

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

SIGNIFICANCE

In February 2011, the Transportation Authority (TA) and City/County Association of Governments (C/CAG) issued the first joint Pedestrian and Bicycle Call For Projects (CFP) announcing the availability of \$4.1 million (\$3 million in Measure A and \$1.1 million in Transportation Development Act (TDA) Article 3 funds) for Fiscal Year (FY) 2012 and 2013.

While the administration of the CFP has been merged, the scoring and final decisions remain separate with respect to each funding agency. The TA Board will make decisions on which projects to fund with the Measure A funds and the C/CAG Board will make decisions on which projects to fund with the TDA Article 3 funds.

Forty-one (41) applications were received from eighteen (18) jurisdictions. The funding request is oversubscribed by \$7 million.

To date, site visits have been conducted and applications evaluated and scored by project review committees. The C/CAG project review committee was comprised of the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) members. The TA project review committee was comprised of TA and C/CAG staff.

The following are the remaining steps for reviewing and finalizing the recommended projects:

- 1) Finalize project recommendations for TDA and Measure A funding (May)
- 2) Present TDA project list to the C/CAG BPAC (May)
- 3) Present Measure A project list to the TA CAC (Citizens Advisory Committee) (June)
- 4) C/CAG Board action on TDA project list (June)
- 5) TA Board action on Measure A project list (July)

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Below is a schedule that outlines the key dates and milestones for this process:

Event	Date
Joint Call for Projects Issued	February 14, 2011
Workshop for Potential Applicants	March 8, 2011
Project Applications Due	March 17, 2011
Applicant Presentations to Selection Panels	March 24, 2011
Selection Panel Site Visits	April 9, 2011
Selection Panel Application Scoring	April 2011
TA & C/CAG staff Recommendation Reconciliation	May 2011
TA CAC Presentation	May 31, 2011
TA Board Information Update	June 2, 2011
C/CAG Board Action	June 9, 2011
TA Board Action	July 7, 2011

The purpose of this program is to fund specific projects to encourage and improve bicycling and walking conditions. Funding can be used for project development and construction of pedestrian and bicycle facilities within San Mateo County. As defined in the 2004 Transportation Expenditure Plan, this category shall receive a 3 percent share of the sales tax revenues collected.

Prepared by: Jason Nesdahl, Program Manager 650-508-6450

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: STATE AND FEDERAL LEGISLATIVE UPDATE

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

High Speed Rail

On May 10 the Legislative Analyst's Office (LAO) released a report recommending the Legislature take certain actions related to the State's high-speed rail project including:

- Substantially reduce the California High Speed Rail Authority's Fiscal Year (FY) 2012 budget allocation
- Request an extension of Federal deadlines attached to the project's American Recovery and Reinvestment Act funding
- Revisit the selection of the Central Valley as the project's starting point
- Explore alternative administrative and governance structures including the possibility of shifting the day-to-day responsibility for administering the project to Caltrans

Staff will be monitoring the Legislature to see if any of the LAO's recommendations are carried out.

Budget

The governor's May Revision to the FY2012 budget was released on May 16. The report leaves the provisions of the renegotiated gas tax swap intact, preserving State Transit Assistance (STA) funding levels included in Public Transportation Account. In fact, STA funding is projected to increase to \$416 million from an estimated \$330 million due to an increase in the consumption and the cost of diesel fuel. The STA share for both Caltrain and SamTrans would increase compared to previous Metropolitan Transportation Commission estimates.

FEDERAL ISSUES

Nothing to report.

Prepared by: Seamus Murphy, Government Affairs Manager

650-508-6388

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 16 Perea D</p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY THIRD READING 5/9/2011 - Read second time. Ordered to third reading</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, 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. The federal American Recovery and Reinvestment Act of 2009 (ARRA) provides funding for allocation nationally to high-speed rail projects.</p> <p>This bill would require the authority to make every effort to purchase high-speed train rolling stock and related consistent with federal and state laws.</p>	
<p>AB 31 Beall D</p> <p>Land use: high-speed rail: local master plan.</p>	<p>ASSEMBLY 2 YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/25/2011)</p>	<p>The California High-Speed Rail Act establishes the High-Speed Rail Authority to develop and implement an intercity high-speed rail system in the state, exclusively grants to the authority the responsibility for planning, construction, and operation of that system, and confers upon the authority specified powers and duties relating to that system. This bill would establish the High-Speed Rail Local Master Plan Pilot Program, applicable to specified cities and counties, and would authorize each of those jurisdictions to prepare and adopt, by ordinance, a master plan for development in the areas surrounding the high-speed rail system in each jurisdiction.</p> <p>The bill would authorize the high-speed rail master plan to include incentives for encouraging investment and coherent growth in the areas surrounding the high-speed rail system in each participating jurisdiction. The bill would also authorize the participating jurisdictions to collaborate with the State Air Resources Board to develop incentives to encourage development while concurrently reducing greenhouse gas emissions, consistent with or pursuant to the California Global Warming Solutions Act of 2006 or another specified provision of law requiring the board to provide greenhouse gas emission reduction targets for the preparation of regional sustainable communities strategies. The bill would authorize the master plan to exceed the requirements of the jurisdiction's general plan or the applicable regional sustainable communities strategy with respect to fostering sustainable communities around the high-speed rail system.</p> <p>Last Amended on 3/24/2011</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
<p><u>AB 41</u> <u>Hill D</u></p> <p>Conflicts of interest: disqualification.</p>	<p>SENATE E. & C.A. 5/12/2011 - Referred to Com. on E. & C.A.</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly.</p>	
<p><u>AB 57</u> <u>Beall D</u></p> <p>Metropolitan Transportation Commission.</p>	<p>ASSEMBLY THIRD READING 5/19/2011 - Read third time and amended. Ordered to third reading.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose.</p> <p>The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. Last Amended on 5/19/2011</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
<p>AB 58 Galgiani D</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 5/2/2011 - In committee: Set, second hearing. Hearing canceled at the request of author.</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, for purposes of managing and administering the ongoing work of the authority in implementing the high-speed train project, would authorize the Governor, upon the recommendation of the executive director, to appoint up to 6 additional authority officers, exempt from civil service, who would serve in specified positions at the pleasure of the executive director. The bill would require a salary survey to be conducted to determine the compensation for the executive director and additional exempt officers, and would require the salaries to be established by the authority and approved by the Department of Personnel Administration. Last Amended on 3/16/2011</p>	
<p>AB 105 Committee on Budget</p> <p>Transportation.</p>	<p>ASSEMBLY CHAPTERED 3/24/2011 - Chaptered by the Secretary of State, Chapter Number 6, Statutes of 2011</p>	<p>Existing law provides for payment of current general obligation bond debt service for specified voter-approved transportation bonds from gasoline excise tax revenue in the Highway Users Tax Account and revenue in the Public Transportation Account, and requires the Controller to make specified transfers of revenues in that regard to the Transportation Debt Service Fund. Existing law, pursuant to the Budget Act of 2010, provides for a loan of \$761,639,000 from gasoline excise tax revenue in the Highway Users Tax Account to the General Fund, to be repaid with interest by June 30, 2013.</p> <p>This bill, in fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose. The bill would make appropriations in this regard. The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution. Last Amended on 3/16/2011</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
AB 147 Dickinson D Subdivisions.	SENATE G. & F. 5/19/2011 - Referred to Com. on GOV. & F.	<p>The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined.</p> <p>This bill would authorize a local ordinance to require payment of a fee subject to the Mitigation Fee Act, as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing transportation facilities, as defined. Last Amended on 5/2/2011</p>	Support
AB 286 Berryhill, Bill R State highways: Routes 108 and 120.	SENATE RLS. 5/19/2011 - In Senate. Read first time. To Com. on RLS. for assignment.	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law generally provides for the department to dispose of property acquired by the state for highway purposes if the property is no longer needed for those purposes upon terms, standards, and conditions established by the California Transportation Commission. However, existing law, with respect to excess properties acquired for specified highway routes, requires the commission to allocate net proceeds from the sale of those properties to alternative transportation projects.</p> <p>This bill would , on and after July 1, 2013, require the proceeds from the sale of excess properties acquired by the department for improvements to State Highway Route 120 to be used for improvements to the State Highway Route 108 in Stanislaus County, the North County Corridor. The bill would require the department to deposit the sale proceeds in a special account in the Special Deposit Fund, and would require that interest earnings from funds in that special account accrue to the account. The bill would require the commission to program the funds in the special account to any phase of the North County Corridor, and, upon appropriation by the Legislature, would authorize the commission to allocate the funds to the Stanislaus Council of Governments or any agency designated by that entity to deliver the North County Corridor. Last Amended on 4/27/2011</p>	
AB 294 Portantino D Design- sequencing contracts.	ASSEMBLY THIRD READING 5/2/2011	<p>Until January 1, 2010, the Department of Transportation was authorized to conduct a pilot project to let design-sequencing contracts, as defined, for design and construction of not more than 12 transportation projects. These provisions are now repealed.</p> <p>This bill would reenact similar provisions, authorizing the department to let design-sequencing contracts for the design and construction of not more than 5 transportation projects, to be effective until January 1, 2015. The bill would require the department to compile data on the transportation projects pursuant to the design-sequencing contracts awarded under these provisions and to include that material in a report to the Legislature each year during which the projects are underway, as specified.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 296 Skinner D</p> <p>Building standards: cool pavement.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/18/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law requires the Department of Transportation to adopt a balanced, multimodal research and development program, including the research and development of new technologies.</p> <p>This bill would establish the Cool Pavements Research and Implementation Act and would require the department, in consultation with specified state agencies, to implement the act. The bill would require the department to adopt a strategy, through a public process, to implement the act and, by January 1, 2015, to adopt by regulation a Cool Pavements Handbook to detail testing protocols, standards, and best practices.</p> <p>Last Amended on 4/25/2011</p>	
<p>AB 320 Hill D</p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p>	<p>SENATE RLS. 5/12/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, which includes a local agency, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to file a notice of approval or a notice of determination containing specified information with the Office of Planning Research or the county clerk of each county in which the project is located, as appropriate. CEQA provides a procedure by which a party may attack, review, set aside, void, or annul the determination, finding, or decision of a public agency on specified grounds and requires that a petitioner or plaintiff name, as a real party in interest, a recipient of an approval that is the subject of an action or proceeding challenging the determination, finding, or decision of a public agency pursuant to CEQA.</p> <p>This bill would require that the named recipient be as identified by the public agency in its notice of determination or notice of exemption. The bill would require that a petition or complaint be subject to dismissal if a petitioner or plaintiff fails to serve any recipient of an approval within the statute of limitations period. Last Amended on 4/12/2011</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
<p><u>AB 333</u> <u>Grove R</u></p> <p>California Global Warming Solutions Act of 2006: cap-and-trade program.</p>	<p>ASSEMBLY NAT. RES. 5/12/2011 - Re-referred to Com. on NAT. RES.</p>	<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. The act authorizes the state board, in furtherance of achieving the statewide greenhouse gas emissions limit by January 1, 2011, to adopt a regulation that establishes a system of market-based declining annual aggregate emission limits for sources or categories of sources that emit greenhouse gas emissions, applicable from January 1, 2012, to December 31, 2020, inclusive, that the state board determines will achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, in the aggregate, from those sources or categories of sources. The act also authorizes the state board to include in its regulations the use of market-based compliance mechanisms to comply with the regulations, subject to prescribed requirements.</p> <p>This bill would require the state board to make findings and submit a status report to the Legislature no later than July 31, 2011, on the readiness of a proposed cap-and-trade program to begin January 1, 2012. The bill would authorize the board, if it makes a specified finding in the status report, to commence the cap-and-trade program after January 1, 2012, but no later than January 1, 2013. The bill would require the board to provide an annual cap-and-trade status report to the Legislature. Last Amended on 5/11/2011</p>	
<p><u>AB 348</u> <u>Buchanan D</u></p> <p>Highways: Safety Enhancement-Double Fine Zone.</p>	<p>SENATE T. & H. 5/19/2011 - Referred to Com. on T. & H.</p>	<p>Existing law requires the Department of Transportation to designate a state highway segment as a Safety Enhancement-Double Fine Zone if specified conditions are met, including that the governing board of the city or county in which the segment is located has by resolution indicated that it supports the designation.</p> <p>This bill would, notwithstanding these requirements and until January 1, 2017, provide for the designation of the segment of county highway known as Vasco Road, between the State Highway Route 580 junction in Alameda County and the Walnut Boulevard intersection in Contra Costa County, as a Safety Enhancement-Double Fine Zone upon the approval of the boards of supervisors of Alameda County and Contra Costa County. The bill would also impose specified duties on the local governing bodies regarding that double fine zone, including a report to be submitted to the Legislature on the effectiveness of the zone. Last Amended on 4/27/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 365 Galgiani D</p> <p>High-speed rail: contracts: small businesses.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</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. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects.</p> <p>This bill would enact similar penalties relative to the certification of businesses as small business enterprises by the authority and for other unlawful actions. This bill contains other existing laws. Last Amended on 4/14/2011</p>	
<p>AB 381 Alejo D</p> <p>Department of Transportation.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/14/2011)</p>	<p>Existing law creates the Department of Transportation, within the Business, Transportation and Housing Agency, under the administration of the Director of Transportation, who is required to organize the department, as specified, with the approval of the Governor and the Secretary of the Business, Transportation and Housing Agency.</p> <p>This bill would make a non-substantive, grammatical change to that provision.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 385 Harkey R</p> <p>High-speed rail.</p>	<p>ASSEMBLY 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 5/3/2011)</p>	<p>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. Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law requires the authority to approve and submit to the Director of Finance, a specified peer review group, the transportation policy committees and fiscal committees of the Legislature, a detailed funding plan for that corridor or a usable segment thereof of the high-speed train system. Existing law requires the funding plan to include certain information and meet specified requirements.</p> <p>This bill would require the authority to approve an investment grade analysis, to be prepared by the State Auditor, and to submit that investment grade analysis to those same entities. The bill would require that investment grade analysis to include certain information and meet specified requirements. Last Amended on 4/25/2011</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
<p>AB 427 John A. Pérez D</p> <p>Transportation bond funds: transit system safety.</p>	<p>SENATE RLS. 5/12/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes. Existing law requires the deposit of \$1 billion of the bond proceeds in the Transit System Safety, Security, and Disaster Response Account to be used, upon appropriation, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing that movement. Existing law designates the California Emergency Management Agency as the administrative agency for this account and requires the allocation of 60% of the funds in the account for capital expenditures to transportation planning agencies, county transportation commissions, and certain other transit-related agencies, as specified, and 15% of the funds for capital expenditures to specified intercity passenger rail systems and commuter rail systems. Existing law provides that operators that receive those funds for intercity passenger rail systems and commuter rail systems are not eligible for those funds designated for capital expenditures of transportation planning agencies, county transportation commissions, and other specified transit-related agencies.</p> <p>This bill would instead authorize operators that receive funds from the account for intercity passenger rail systems and commuter rail systems to also be eligible for funds designated for capital expenditures of transportation planning agencies, county transportation commissions, and other specified transit-related agencies. The bill would require an entity eligible to receive allocations of any of those funds to submit a document within a specified time to the California Emergency Management Agency that indicates the intent to use the funds and would, if the document is not submitted, authorize the California Emergency Management Agency to reallocate the funds. The bill would require the California Emergency Management Agency to notify a transportation planning agency if funds allocated to an entity within the region of the transportation planning agency are being reallocated and, if the transportation planning agency provides a document to the California Emergency Management Agency indicating its intent to distribute the funds to transit operators or rail operators, would require the funds to be allocated to the transportation planning agency. The bill would authorize the California Emergency Management Agency to allocate the funds on a competitive basis to an eligible entity in a different region of the state if the transportation planning agency does not receive an allocation to distribute funds to transit operators and rail operators, as specified. Last Amended on 3/29/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 471 Lowenthal, Bonnie D</p> <p>High-speed rail: inspector general.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/11/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, 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 create an independent inspector general to oversee the activities of the authority, and conduct investigations and audits in that regard. The inspector general would be appointed for a 6-year term by the Governor, subject to confirmation by the Senate. The bill would require the inspector general to report quarterly to the authority and annually to the Governor and the Legislature. Last Amended on 4/25/2011</p>	
<p>AB 485 Ma D</p> <p>Infrastructure financing.</p>	<p>SENATE RLS. 5/16/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>The Transit Village Development Planning Act of 1994 authorizes a city or county to create a transit village plan for a transit village development district that addresses specified characteristics. Existing law authorizes the legislative body of the city or county to adopt an infrastructure financing plan, create an infrastructure financing district, and issue bonds for which only the district is liable, to finance specified public facilities, upon voter approval.</p> <p>This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit village development district. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit village development districts be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. Last Amended on 5/5/2011</p>	<p>Support</p>

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 492 Galgiani D</p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY THIRD READING 5/9/2011 - Read second time. Ordered to third reading</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, 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>	
<p>AB 508 Swanson D</p> <p>Displaced public transit, solid waste handling, and recycling services employees.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain, for a period of at least 90 days, certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Under this law, contractors or subcontractors who agree to retain employees must offer employment to those employees except for reasonable and substantiated cause. Additionally, the law provides that if a successor contractor or subcontractor determines that fewer employees are needed than under the prior contract, qualified employees must be retained by seniority within the job classification. Further, the existing contractor, when required by the awarding authority, must provide employment information relating to wage rates, benefits, dates of hire, and job classifications of employees under the existing service contract to the awarding authority or a successor contractor.</p> <p>This bill would add employees of solid waste handling and recycling contractors and subcontractors to those provisions. By requiring local agencies to give a bidding preference to such contractors and subcontractors, this bill would impose a state-mandated local program.</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
<p>AB 516 V. Manuel Pérez D</p> <p>Safe routes to school.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law requires the department to rate proposals submitted by applicants using specified factors. One of the factors relates to consultation of and support for projects by school-based organizations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other relevant community stakeholders.</p> <p>This bill would delete that factor and instead substitute a factor relating to use of a specified public participation process, with involvement by the public, schools, parents, teachers, local agencies, the business community, key professionals, and others, which process identifies community priorities and ensures those priorities are reflected in the proposal, and secures support for the proposal by relevant community stakeholders. The bill would add another factor relating to benefit of a proposal to a low-income school, as defined, and would make other related changes.</p> <p>Last Amended on 4/13/2011</p>	
<p>AB 522 Bonilla D</p> <p>Vacation of public streets, highways, and public service easements.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/15/2011)</p>	<p>Existing law establishes the processes and procedures necessary for vacation of public streets, highways, and public service easements, and defines "vacation" for these purposes to mean the complete or partial abandonment or termination of the public right to use a public street, highway, or public service easement. Under these provisions, proof of publication of a required notice is made by affidavit.</p> <p>This bill would make a non-substantive change to these provisions.</p>	
<p>AB 535 Morrell R</p> <p>Regulations: 5-year review and report.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/18/2011 - In committee: Set, first hearing. Referred to APPR.</p>	<p>The Administrative Procedure Act generally sets forth the requirements for the adoption, publication, review, and implementation of regulations by state agencies.</p> <p>This bill would additionally require a state agency to review and report on regulations that it adopts or amends on and after January 1, 2012, 5 years after adoption, as specified. The bill would require that the review and report include 10 specified factors, including a summary of the written criticisms of the regulation received by the agency within the immediately preceding 5 years and the estimated economic, small business, and consumer impact of the regulation. The bill would require the Office of Administrative Law to make the review and report available on the office's Internet Web site.</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
<p>AB 551 Campos D</p> <p>Public contracts: prevailing wage requirements: violations.</p>	<p>SENATE RLS. 5/19/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law generally requires that not less than the general prevailing rate of per diem wages, as specified, be paid to workers employed on a public work, as defined. Existing law requires a contractor or subcontractor to submit, to the state or political subdivision on whose behalf a public work is being performed, a penalty of not more than \$50 per calendar day, and not less than \$10 per calendar day, as provided and determined by the Labor Commissioner, for violations of these prevailing wage provisions.</p> <p>This bill would increase that maximum penalty to \$100 for each calendar day and would increase the minimum penalty to no less than \$40 for each calendar day. The bill would also increase the penalty assessed to contractors and subcontractors with prior violations from \$20 to \$80, and from \$30 to \$120 for willful violations.</p>	
<p>AB 567 Valadao R</p> <p>Transportation funds: capital improvement projects.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2011)</p>	<p>Existing law requires specified funds made available for transportation capital improvement projects to be programmed and expended for interregional and regional improvements, as specified.</p> <p>This bill would make non-substantive changes to these provisions.</p>	
<p>AB 570 Smyth R</p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2011)</p>	<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 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 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 non-substantive changes to the above requirements.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 595</u> <u>Norby</u> R</p> <p>State highways: naming and designation by the Legislature.</p>	<p>ASSEMBLY 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/3/2011)</p>	<p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law, when the Legislature, by concurrent resolution, has designated names for certain districts and state highway bridges and requested the placement of name plaques, authorizes the department to expend reasonable sums on those plaques.</p> <p>This bill would revise the existing provisions to also apply to designation of other transportation facilities owned and operated by the department, and would authorize the department to expend reasonable sums on plaques or signs for designated districts, highways, highway bridges, or other facilities only upon receipt of non-state funds sufficient to cover the cost.</p>	
<p><u>AB 598</u> <u>Grove</u> R</p> <p>Environmental quality: CEQA: standing.</p>	<p>ASSEMBLY NAT. RES. 5/9/2011 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. 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.</p> <p>This bill would limit the standing to file and maintain the above action or proceeding to the Attorney General.</p> <p>Last Amended on 3/31/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 605 Dickinson D</p> <p>Environmental quality: California Environmental Quality Act: transportation impacts.</p>	<p>ASSEMBLY 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/3/2011)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. 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.</p> <p>This bill would require the Office of Planning and Research, in consultation with specified entities, to prepare and adopt guidelines that would, among other things, establish the percentage reduction in the projected trip generation and vehicle miles traveled for a project as compared to the average for trip generation and vehicle miles traveled for that project type that would assist a region in meeting the greenhouse gas emission reduction targets established by the State Air Resources Board for the automobile and light truck sector for that region, and develop a list of mitigation measures that a project may incorporate to reduce the project's projected trip generation and vehicle miles traveled. The bill would provide that a project meeting or exceeding the percentage reduction in trip generation and vehicle miles traveled or a project that incorporates the listed mitigation measures sufficient to allow the project to meet the percentage reduction would not need to consider the transportation-related impact of the project in environmental documents prepared pursuant to CEQA. Because a lead agency would be required to determine whether a project would meet the percentage reduction established by the guidelines, this bill would impose a state-mandated local program.</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
<p>AB 650 Blumenfield D</p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law establishes various boards and commissions within state government. Existing law establishes various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. The Public Transportation Account is designated as a trust fund and funds in the account shall be available to the Department of Transportation only for specified transportation planning and mass transportation purposes.</p> <p>This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 specified members and would require the Senate Committee on Rules and the Speaker of the Assembly to jointly appoint these members, including a chair, by March 31, 2012. The bill would require the task force to issue a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force , for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the department to provide administrative staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the department, as specified, to accomplish the purposes of these provisions.</p> <p>Last Amended on 3/31/2011</p>	<p style="text-align: center;">Support</p>
<p>AB 676 Torres D</p> <p>Transportation funds.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/3/2011)</p>	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
<p>AB 710 Skinner D</p> <p>Local planning: infill and transit-oriented development.</p>	<p>ASSEMBLY THIRD READING 5/19/2011 - Read second time. Ordered to third reading.</p>	<p>The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions.</p> <p>This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. Last Amended on 4/25/2011</p>	
<p>AB 819 Wieckowski D</p> <p>Bikeways.</p>	<p>ASSEMBLY 2 YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/4/2011)</p>	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law defines 3 classes of bikeways for its purposes.</p> <p>This bill would include a class IV bikeway among the bikeways subject to the above provisions and would define a class IV bikeway to include a segregated bike lane which provides exclusive use of bicycles on streets, as specified. Last Amended on 3/31/2011</p>	
<p>AB 890 Olsen R</p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>ASSEMBLY 2 YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 5/3/2011)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. 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.</p> <p>This bill would additionally exempt a roadway improvement project or activity that is undertaken by a city, county, or city and county. Because a lead agency would be required to determine whether a project falls within the above exemption, this bill would impose a state-mandated local program. Last Amended on 3/29/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 892 Carter D</p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>SENATE RLS. 5/16/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law requires the department to submit a report to the Legislature regarding state and federal environmental review. Existing law requires the report to be submitted no later than January 1, 2009, and again, no later than January 1, 2011.</p> <p>This bill would, instead, require the report to be submitted no later than January 1, 2015, and again, no later than January 1, 2018. Last Amended on 5/10/2011</p>	<p>Support</p>
<p>AB 912 Gordon D</p> <p>Local government: organization.</p>	<p>ASSEMBLY THIRD READING 5/16/2011 - Read second time. Ordered to third reading.</p>	<p>The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires a local agency formation commission, where the commission is considering a change of organization that consists of a dissolution, disincorporation, incorporation, establishment of a subsidiary district, consolidation, or merger, to either order a change of organization subject to confirmation of the voters, as specified, or order the change of organization without an election if the change of organization meets certain requirements.</p> <p>This bill would authorize the commission, where the commission is considering a change of organization that consists of the dissolution of a district recommended for dissolution by a prior action of the commission , to immediately order the dissolution if the dissolution was initiated by the district board, or to, within 60 days following the application being deemed complete by the commission, hold at least one noticed public hearing on the proposal, and order the dissolution without an election, unless a majority protest exists, as specified. Last Amended on 5/2/2011</p>	
<p>AB 952 Jones R</p> <p>High-speed rail.</p>	<p>ASSEMBLY THIRD READING 5/11/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor. Members of the authority are subject to the Political Reform Act of 1974.</p> <p>This bill would prohibit a member, employee, or consultant of the authority from being the recipient of any gift, as defined, in a specified provision of the act. The bill would prohibit a construction company, engineering firm, consultant, legal firm, or any other company, vendor, or business entity with a contract or seeking a contract with the authority, or subcontractor of any of the foregoing, or owner, employee, or any member of their immediate families of any of these companies, firms, vendors, entities, or subcontractors, from making any gift to a member, employee, or consultant of the authority, or to any member of their immediate families. The bill would authorize the authority itself to receive gifts, and to transfer those gifts as specified, with the written approval of the Department of Finance. Last Amended on 5/10/2011</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
<p>AB 953 Jones R</p> <p>High-speed rail.</p>	<p>ASSEMBLY 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/26/2011)</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. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects.</p> <p>This bill would provide that no funds from Proposition 1A shall be available to the High-Speed Rail Authority for construction of the high-speed train system until adequate environmental studies are completed based on a new ridership study that uses an acceptable ridership evaluation methodology. The bill would require the authority to contract with the Institute of Transportation Studies at the University of California at Berkeley to complete a revised ridership study, using the ridership methodology of the institute. The bill would require the authority to use that ridership study as the basis for subsequent environmental studies. The bill would also require the authority to reconsider its adoption of the optimal high-speed rail route based both on the new ridership study and the ridership methodology.</p>	
<p>AB 957 Committee on Transportation</p> <p>Transportation omnibus bill.</p>	<p>SENATE RLS. 5/12/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law, the Sacramento Regional Transit District Act, creates the Sacramento Regional Transit District, with specified powers and duties relative to providing transit services in the Sacramento region. Existing law provides that the district is comprised of specified cities and unincorporated territories in the Counties of Sacramento and Yolo. Existing law sets forth provisions for transition from the Sacramento Transit Authority to the district and also sets forth provisions applicable to the establishment of the first board of the district.</p> <p>This bill would provide that the district includes the Cities of Citrus Heights, Elk Grove, Rancho Cordova, and West Sacramento. The bill would delete obsolete provisions relating to the transition from the authority to the district and establishment of the district's first board. Last Amended on 4/13/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 988</u> <u>Grove R</u></p> <p>Prevailing wages.</p>	<p>ASSEMBLY 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. & E. on 3/10/2011)</p>	<p>Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers' compensation for public works projects. Existing law further requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations as specified, be paid to workers employed on public works projects, and imposes misdemeanor penalties for certain violations of this requirement.</p> <p>This bill would revise the manner in which the director determines the rate of general prevailing wages, including deleting the requirement that he or she consider the applicable wage rates established by collective bargaining agreements and the rates that may have been predetermined for federal public works, and deleting the requirement that the director consider further data from labor organizations and employers or employer associations and concerns where the rates do not constitute the rates actually paid in the locality. The bill would also revise the methodology that the director is required to use in determining the general prevailing rate of per diem wages in the locality in which the public work is to be performed, including deleting certain requirement, and requiring the director to conduct a survey of the wages paid for work performed in each locality in which the public work is to be performed.</p>	
<p><u>AB 1092</u> <u>Lowenthal,</u> <u>Bonnie D</u></p> <p>High-speed rail.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</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.</p> <p>This bill would require the authority to report bi-annually to the Legislature beginning March 1, 2012, on the status of the project, including overall progress, the project budget, expenditures to date, a comparison of the current and project work schedule and the baseline schedule contained in the 2009 business plan, project milestones, and other related issues.</p>	
<p><u>AB 1097</u> <u>Skinner D</u></p> <p>Transit projects: domestic content.</p>	<p>SENATE RLS. 5/19/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects.</p> <p>This bill would require the Secretary of Business, Transportation and Housing to specifically authorize a state or local agency receiving federal funds for transit purposes to provide a bidding preference to a bidder if the bidder meets or exceeds Buy America requirements applicable to federally funded transit projects.</p> <p>Last Amended on 4/25/2011</p>	<p>Support</p>

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1105</u> <u>Gordon D</u></p> <p>High-occupancy toll lanes: roadway markings.</p>	<p>SENATE RLS. 5/12/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in Santa Clara County.</p> <p>This bill would provide that such a HOT lane established on State Highway Route 101 may extend into San Mateo County as far as the high-occupancy vehicle lane in that county existed as of January 1, 2011, subject to agreement of the City/County Association of Governments of San Mateo County .</p> <p>Last Amended on 4/13/2011</p>	<p>Support</p>
<p><u>AB 1126</u> <u>Calderon,</u> <u>Charles D</u></p> <p>Sales and use taxes.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/18/2011)</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. The State Board of Equalization administers the collection of taxes as imposed under those laws. Existing law requires every seller, certain retailers, and every person storing, using, or otherwise consuming in this state tangible personal property purchased from a retailer to keep any records, receipts, invoices, and other pertinent papers in any form as the board may require.</p> <p>This bill would make various technical, non-substantive changes to this requirement.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 1134 Bonilla D</p> <p>Department of Transportation: project study reports.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991.</p> <p>This bill would instead authorize the department to prepare project study reports for any project on the state highway system. The bill would require project study reports to include specified project-related factors, including, among other things, cost estimates, schedule, and other information deemed necessary to form a sound basis for commitment of future state funding and project delivery. The bill would require an entity performing a project study report to reimburse the department for the cost of reviewing and approving a report for projects that are not in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or another voter-approved transportation program. The bill would authorize a local entity to request the department to prepare a project study report for a state highway project that is being proposed for inclusion in a future state transportation improvement program or for funding from a regional or local funding source and would authorize the local entity to prepare the report at its own expense if the department determines that it cannot complete the report. The bill would require open and continuous communication between the department, a local entity requesting a project study report, and the regional transportation planning agency or county transportation commission. The bill would require the department, in consultation with representatives of cities, counties, regional transportation planning agencies, and county congestion management agencies, to prepare draft revised guidelines for the preparation of project study reports, as specified, and would require the department to submit the draft revised guidelines to the California Transportation Commission by July 1, 2012. The bill would require the California Transportation Commission to adopt final guidelines by October 1, 2012, and would make the guidelines applicable to project study reports upon adoption of the guidelines. Last Amended on 3/21/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 1164 Gordon D</p> <p>High-Speed Rail Authority: appointees: Senate confirmation.</p>	<p>ASSEMBLY THIRD READING 4/27/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law creates the High-Speed Rail Authority within the state government with various powers and duties relative to development and implementation of a high-speed passenger train system. Existing law provides that 5 of the 9 members comprising the authority shall be appointed by the Governor.</p> <p>This bill would require that those gubernatorial appointments be made with the advice and consent of the Senate. Last Amended on 4/7/2011</p>	
<p>AB 1206 Galgiani D</p> <p>High-speed rail: contracts: small businesses.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</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. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects.</p> <p>This bill would require the authority to identify essential components of, and adopt, a small business enterprise program as part of contracts to be awarded by the authority relative to development and construction of the high-speed rail system and to adopt an oversight and accountability program for the small business enterprise program. The bill would require the authority to report annually to the Department of General Services and Legislature in that regard and post the report on its Internet Website. Last Amended on 3/30/2011</p>	
<p>AB 1229 Feuer D</p> <p>Transportation: financing: federal highway grant anticipation notes.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/18/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law continuously appropriates the amounts specified in the annual Budget Act as having been deposited in the State Highway Account from federal transportation funds, and pledged by the California Transportation Commission, to the Treasurer for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Existing law prohibits the Treasurer from authorizing the issuance of the notes if the annual repayment obligations of all outstanding notes in any fiscal year would exceed 15% of the total amount of federal transportation funds deposited in the account for any consecutive 12-month period within the preceding 24 months.</p> <p>This bill would authorize a transportation planning agency, for purposes of funding transportation projects from notes secured by federal transportation funds, to commit up to 50% of its share of apportionments of specified federal transportation funds that are apportioned to transportation planning agencies. A transportation planning agency electing to commit these federal funds to debt service on the notes would be required to inform the Department of Transportation, the commission, and the Treasurer. Last Amended on 5/4/2011</p>	Support

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 1287 Buchanan D</p> <p>Local government audits.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/21/2011)</p>	<p>Existing law requires school districts to comply with General Accounting Office standards for financial and compliance audits, as specified, and prohibits an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards.</p> <p>This bill would require local agencies, defined to include cities, counties, a city and county, special districts, authorities, or public agencies, to comply with General Accounting Office standards for financial and compliance audits and would prohibit an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards.</p>	
<p>AB 1308 Miller R</p> <p>Highway Users Tax Account: appropriation of funds.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Article XIX of the California Constitution requires revenues from state excise taxes on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the cost of collection and any refunds authorized by law, to be used for various street and highway purposes and for certain mass transit guideway purposes. Existing law requires state excise fuel tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to and deposited monthly in the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for formula apportionment of specified revenues in the Highway Users Tax Account to cities and counties for the transportation purposes authorized by Article XIX of the California Constitution, and requires other portions of those revenues to be transferred to and deposited in the State Highway Account in the State Transportation Fund. Existing law provides that the money in the Highway Users Tax Account is appropriated for the above-described transportation purposes, but also generally provides that the money in the State Highway Account may not be expended until appropriated by the Legislature.</p> <p>This bill, in any year in which the Budget Act has not been enacted by July 1, would provide that all moneys in the Highway Users Tax Account in the Transportation Tax Fund, except as specified, are continuously appropriated and may be encumbered for certain purposes until the Budget Act is enacted. The bill would thereby make an appropriation. The bill would authorize the Controller to make estimates in order to implement these provisions.</p>	<p>Support</p>

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
AB 1332 Donnelly R State Air Resources Board: abolishment.	ASSEMBLY 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 4/26/2011)	<p>Existing law establishes the State Air Resources Board as the state agency with primary jurisdiction over the regulation of air pollution, including greenhouse gas emissions. Existing law creates the state board within the California Environmental Protection Agency with prescribed membership.</p> <p>This bill would abolish the State Air Resources Board and transfer its authority, duties, powers, purposes, responsibilities, and jurisdiction to the California Environmental Protection Agency.</p>	
AB 1335 Lara D Local government: officials: salary increases.	ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/18/2011)	<p>Existing law makes certain findings and declarations relating to the prohibition against the availability of state surplus or state loan funds, in the 1978-79 fiscal year, to any local public agency that provides an increase in salary in that fiscal year to any elected or appointed official, and cost-of-living increase for other individuals.</p> <p>This bill would make technical, non-substantive changes to these findings and declarations.</p>	
AB 1388 Wieckowski D Earnings withholding orders.	SENATE JUD. 5/19/2011 - Referred to Com. on JUD.	<p>Existing law requires an employer to withhold the amounts required by an earnings withholding order from all earnings of the employee payable for any pay period of the employee that ends during the withholding period. Under existing law, the portion of the judgment debtor's earnings that the judgment debtor proves is necessary for the support of the judgment debtor or the judgment debtor's family supported in whole or in part by the judgment debtor is exempt from the levy of an earnings withholding order. This exemption is not available if the debt was incurred for the common necessities of life furnished to the judgment debtor or the family of the judgment debtor.</p> <p>This bill would provide that "common necessities of life" does not include hospital services or medical care for purposes of that exception to the exemption from the levy of an earnings withholding order.</p> <p>Last Amended on 4/26/2011</p>	
AJR 5 Lowenthal, Bonnie D Transportation revenues.	SENATE THIRD READING 5/11/2011 - From committee: Be adopted. (Ayes 7. Noes 2.) (May 10).	<p>This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure.</p> <p>Last Amended on 3/29/2011</p>	
SB 22	SENATE	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>La Malfa R High-speed rail.</p>	<p>2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/31/2011)</p>	<p>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, 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, 2012. Last Amended on 3/24/2011</p>	
<p>SB 46 Correa D Public officials: compensation disclosure.</p>	<p>SENATE APPR. SUSPENSE FILE 5/9/2011 - Placed on APPR. suspense file.</p>	<p>Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection. This bill would, until January 1, 2019, require every person , except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified.</p> <p>This bill would, until January 1, 2019, require each designated employee who is required to file statements under a conflict of interest code to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year. Last Amended on 4/6/2011</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
<p><u>SB 50</u> <u>Correa D</u></p> <p>Conflicts of interest: disqualification.</p>	<p>ASSEMBLY DESK 5/12/2011 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly.</p>	
<p><u>SB 125</u> <u>Emmerson R</u></p> <p>Vehicles: toll highways or vehicular crossings: evading toll payments: penalties.</p>	<p>SENATE APPR. 5/2/2011 - Hearing postponed by committee. (Refers to 4/26/2011 hearing)</p>	<p>This bill would authorize a law enforcement officer to impound, or cause to be impounded, a vehicle that is registered to a chronic evader of toll payments, as defined, until all outstanding tolls and all required penalties are paid to the issuing agency. Last Amended on 4/25/2011</p>	
<p><u>SB 126</u> <u>Steinberg D</u></p> <p>California Transportation Commission: guidelines.</p>	<p>SENATE CONSENT CALENDAR 5/18/2011 - Ordered to special consent calendar.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>SB 241 Cannella R</p> <p>Environment: California Environmental Quality Act (CEQA).</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 2/17/2011)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. 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 2011 and would require the Business, Transportation and Housing Agency to select projects that meet specified requirements from specified regions for each calendar year between 2012 and 2016. 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.</p>	
<p>SB 310 Hancock D</p> <p>Local development.</p>	<p>ASSEMBLY DESK 5/19/2011 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law authorizes the legislative body of a city or county to adopt an infrastructure financing plan, which is required to contain specified information, for the purpose of financing certain infrastructure facilities, if specified procedural requirements are met, and requires the legislative body, if it adopts the plan, to submit the proposal to the voters. Existing law authorizes the legislative body to create an infrastructure financing district, by ordinance, if 2/3 of the qualified electors of the proposed district vote in favor of adoption of the plan, and also authorizes the legislative body to initiate proceedings to issue bonds to finance the infrastructure facilities if 2/3 of those electors vote in favor of the issuance. Existing law authorizes infrastructure finance districts to finance specified projects, including financing certain infrastructure facilities.</p> <p>This bill would eliminate the requirement of voter approval and authorize the legislative body to create the district, adopt the plan, and issue the bonds by resolutions. Last Amended on 4/25/2011</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
<p><u>SB 316</u> <u>Emmerson</u> R</p> <p>Meal periods: exemption: transportation industry.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. & I.R. on 2/24/2011)</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 add employees employed in the transportation industry, as defined, to the list of employees exempt from the above provisions.</p>	
<p><u>SB 392</u> <u>Gaines</u> R</p> <p>Transportation: California Transportation Commission.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/24/2011)</p>	<p>Existing law establishes the California Transportation Commission and authorizes the commission to alter or change the location of any state highway if, in the opinion of the commission, the alteration is for the best interest of the state.</p> <p>This bill would make a non-substantive change to these provisions.</p>	
<p><u>SB 468</u> <u>Kehoe</u> D</p> <p>Department of Transportation: north coast corridor project: high-occupancy toll lanes.</p>	<p>SENATE APPR. 5/17/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects.</p> <p>This bill would impose additional requirements on the department with respect to specified highway projects on State Highway Route 5 in southern California, known collectively as the north coast corridor project, that are located entirely or partially in the coastal zone, including requiring the department to collaborate with local agencies, the California Coastal Commission, and other affected local, state, and federal agencies to ensure that multimodal transportation options are evaluated and included in the public works plan for the projects. The bill would make these requirements applicable to the San Diego Association of Governments (SANDAG) and would also require SANDAG, for these projects, to establish a safe routes to transit program that integrates the adopted regional bike plan with transit services and, pursuant to SANDAG's agreement, as specified, to commit to dedicate for regional habitat acquisition, management, and monitoring activities a portion of specified taxes approved by the voters in San Diego County. The bill would, for these projects, require the department to suspend a notice of determination relating to environmental impact, issued between January 1, 2011, and January 1, 2012, until it is determined that environmental documents for the projects satisfy the requirements of the bill. The bill would also make legislative findings and declarations. Last Amended on 5/17/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>SB 475 Wright D</p> <p>Infrastructure financing.</p>	<p>ASSEMBLY L. GOV. 5/19/2011 - Referred to Com. on L. GOV.</p>	<p>Existing law authorizes a governmental agency, as defined, to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and lease to, private entities, for specified types of fee-producing infrastructure projects. Existing law permits these agreements to provide for infrastructure facilities owned by a governmental entity, but constructed by a private entity, to be leased to or owned by that private entity for a period of up to 35 year , after which time the project would revert to the governmental agency.</p> <p>This bill would authorize a local governmental agency to enter into an agreement with a private entity for financing for specified types of revenue-generating infrastructure projects. The bill would require an agreement entered into under these provisions to include adequate financial resources to perform the agreement, and would additionally permit the agreements to lease or license to, or provide other permitted uses by, the private entity.</p> <p>Last Amended on 5/3/2011</p>	
<p>SB 517 Lowenthal D</p> <p>High-Speed Rail Authority.</p>	<p>SENATE APPR. SUSPENSE FILE 5/17/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law creates the High-Speed Rail Authority in state government with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor.</p> <p>This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency. The bill would provide for the Secretary of Business, Transportation and Housing to serve on the authority as a nonvoting, ex officio member. The bill would require the secretary to propose an annual budget for the authority upon consultation with the authority. The bill would require the members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. The bill would provide for the members that are appointed to have specified background or experience, as specified. Last Amended on 5/17/2011</p>	
<p>SB 522 Walters R</p> <p>Public employees' retirement: additional service credit.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 3/22/2011)</p>	<p>Existing law authorizes certain members of the Public Employees' Retirement System, the State Teachers' Retirement System, and county, city, and district retirement systems that have adopted specified provisions, to make additional contributions to the retirement system and receive up to 5 years of additional retirement service credit for time that does not qualify for public service, as specified.</p> <p>The bill would repeal the provisions that authorize these additional contributions and service credit, and would make related technical changes.</p> <p>Last Amended on 3/22/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>SB 523 Walters R</p> <p>Public employees' retirement: elected local officials.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 3/22/2011)</p>	<p>Existing law authorizes the creation of retirement systems for public employees by counties, cities, and districts. Existing law creates the Public Employees' Retirement System and the State Teachers' Retirement System, which provide a defined benefit to their members based on age at retirement, service credit, and final compensation. Existing law establishes the criteria for membership in the various public employee retirement systems and may exclude certain employment classifications from membership. The California Constitution provides for the division of the state into counties and requires that a county have an elected sheriff, elected district attorney, elected assessor, and elected governing body. Existing law provides for the incorporation of cities in various forms and requires that certain city offices be filled pursuant to elections, as prescribed. Existing law provides for the creation of districts, the governing bodies of which may be elected. This bill would prohibit a person who is publicly elected to a local office of any kind, on and after January 1, 2012, from becoming a member of a retirement system by virtue of that service or from acquiring any retirement right or benefit for serving in that elective local office.</p> <p>The bill would also apply these prohibitions to a person who is appointed to fill the term of a person so elected, but would not apply them to a person who obtained membership by virtue of holding an elective local office prior to January 1, 2012, for so long as he or she holds that office or is reelected to that office. Last Amended on 3/22/2011</p>	
<p>SB 524 Walters R</p> <p>Public employees' retirement: retroactive benefits.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 3/22/2011)</p>	<p>The Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions commonly referred to as the Educational Employment Relations Act, the Higher Education Employer-Employee Relations Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act each provide for the representation of state or local public employees by recognized employee organizations, and provide that the scope of this representation includes negotiations concerning wages, hours, and other terms and conditions of employment between the state or local public employer and representatives of those employee organizations.</p> <p>This bill would exclude matters relating to the retroactive effect of pension benefit increases from the scope of representation of public employees by recognized employee organizations, and would thereby prohibit these employee organizations from negotiating for a retroactive effect of pension benefit increases with public employers. Last Amended on 3/22/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>SB 545 Anderson R</p> <p>Transportation.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/3/2011)</p>	<p>Existing law creates various transportation programs to develop and implement improvements to transportation systems.</p> <p>This bill would state the intent of the Legislature to enact legislation enabling the state to examine efficiency in administering solutions to California's transportation needs.</p>	
<p>SB 582 Emmerson R</p> <p>Commute benefit policies.</p>	<p>SENATE THIRD READING 5/17/2011 - Read second time and amended. Ordered to third reading.</p>	<p>Existing law requires transportation planning agencies to undertake various transportation planning activities, including preparation of a regional transportation plan. Existing law requires transportation planning agencies that are designated under federal law as metropolitan planning organizations to include a sustainable communities strategy as part of the regional transportation plan for their region. Existing law creates air quality management districts and air pollution control districts with various responsibilities relative to reduction of air pollution.</p> <p>This bill, beginning on January 1, 2013, subject to certain exceptions, would authorize a metropolitan planning organization jointly with the local air quality management district or air pollution control district to adopt a commute benefit ordinance that requires covered employers operating within the common area of the organization and district with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would impose a requirement for all metropolitan planning organizations within the region served by a specified air district to jointly elect to adopt the ordinance together with the district. The bill would exclude from its provisions an air district with a trip reduction regulation initially adopted prior to the 1990 Federal Clean Air Act Amendments as long as it continues to have a regulation that allows trip reduction as a method of compliance. The bill would make its provisions inoperative on January 1, 2017. Last Amended on 5/17/2011</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
<p><u>SB 624</u> <u>Harman R</u></p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/3/2011)</p>	<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 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 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, non-substantive changes to the above requirements.</p>	
<p><u>SB 683</u> <u>Correa D</u></p> <p>Environment: California Environmental Quality Act: noncompliance allegations: public comment.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was E.Q. on 3/3/2011)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. 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 a public review period for the public to review a draft EIR, proposed negative declaration, or proposed mitigated negative declaration. CEQA requires a lead agency to evaluate and respond to comments on a draft EIR, proposed negative declaration, or proposed mitigated negative declaration made during the public review period and authorizes a lead agency to evaluate and respond to comments made on a draft EIR when the comments are submitted after the public review period. CEQA requires an action or proceeding alleging noncompliance with its requirements to be based on grounds that were presented to the public agency orally or in writing by any person unless the person objected to the approval of the project orally or in writing, during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the issuance of the notice of determination.</p> <p>This bill instead would prohibit these actions or proceedings unless the oral or written presentation or objection occurs during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the filing, rather than issuance, of the notice of determination.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 693</u> <u>Dutton R</u></p> <p>Public contracts: local agencies.</p>	<p>SENATE T. & H. 5/2/2011 - Set, second hearing. Hearing canceled at the request of author.</p>	<p>Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships for transportation projects under certain conditions. Existing law authorizes the department to delegate to any city or county any part of its powers and jurisdiction, except the power of approval, with respect to any portion of any state highway within the city or county, and to withdraw the delegation.</p> <p>This bill would specify that the delegation authority includes the authority to utilize private-public partnership agreements for transportation projects. Last Amended on 4/13/2011</p>	
<p><u>SB 733</u> <u>Price D</u></p> <p>High-speed rail: business plan: contracts: small business participation.</p>	<p>SENATE APPR. 5/13/2011 - Set for hearing May 23.</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. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects. Existing law requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements beginning January 1, 2012, and every 2 years thereafter.</p> <p>This bill would require the authority, in awarding contracts for the construction of the high-speed rail system with state or federal funds, to develop a strategy in conjunction with the Employment Development Department to ensure that at least 25% of the project workforce used at each authority worksite is from the local workforce, and to report on that strategy in the business plan to be submitted on January 1, 2012, or as an addendum to that plan to be submitted on March 1, 2012. Last Amended on 5/11/2011</p>	
<p><u>SB 749</u> <u>Steinberg D</u></p> <p>High-speed rail.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/3/2011)</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor.</p> <p>This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.</p>	

San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011

Bill ID/Topic	Location	Summary	Position
<p><u>SB 775</u> <u>Walters</u> R</p> <p>Bonds.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was G. & F. on 4/7/2011)</p>	<p>The existing State General Obligation Bond Law contains procedures for use in authorizing the issuance and sale and providing for the repayment of state general obligation bonds. Existing law also requires prescribed accountability measures to be included in local bond measures.</p> <p>This bill would incorporate a requirement into the State General Obligation Bond Law that would require a committee created by a bond act to periodically prepare a report on, among other topics, the amount of bonds that the committee has issued in the past five years and the likelihood that the committee will issue any additional bonds in the future. This bill would require that this report is submitted to standing committees in the Legislature with responsibility for budget and fiscal affairs. This bill would specifically authorize house committees to recommend to the Legislature, based upon the contents of that report, that the amount of bonds authorized by the act should be reduced if they conclude either that it is unlikely that the bond committee will issue any additional bonds in the future or that the amount of bonds authorized by the act is excessive or unnecessary in relation to the purpose for which the bond act was passed.</p>	
<p><u>SB 783</u> <u>Dutton</u> R</p> <p>Environment: CEQA.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. 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.</p> <p>This bill would make technical, non-substantive changes to the term "project" for the purposes of CEQA.</p>	
<p><u>SB 785</u> <u>Dutton</u> R</p> <p>Environmental quality CEQA: compliance: environmentally mandated projects.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. 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.</p> <p>This bill would make a technical, non-substantive change in those provisions relating to the requirements imposed on a lead agency for the compliance project.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 832</u> <u>Strickland R</u></p> <p>California Global Warming Solutions Act of 2006.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020.</p> <p>This bill would make a technical, non-substantive change to a provision of the California Global Warming Solutions Act of 2006.</p>	
<p><u>SB 851</u> <u>Anderson R</u></p> <p>Transportation.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</p>	<p>Existing law provides the Department of Transportation with full possession and control of all state highways and authorizes the department to lay out and construct all state highways, as specified. This bill would state intent of the Legislature to enact legislation that would address the need for highway construction.</p>	
<p><u>SB 862</u> <u>Lowenthal D</u></p> <p>Southern California Goods Movement Authority.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/4/2011)</p>	<p>Existing law requests the California Marine and Intermodal Transportation System Advisory Council, a federal entity, to compile data on, among other issues, air pollution caused by the movement of goods through the state's maritime ports and proposed methods of mitigating or alleviating that pollution.</p> <p>This bill would establish the Southern California Goods Movement Authority consisting of representatives from specified entities. The bill would require the authority to establish a priority list of infrastructure and air quality improvement projects related to the movement of port-related cargo and port operations in southern California. The bill would require the Alameda Corridor East Construction Authority, a local agency, to provide staff and meeting space for the authority, thereby imposing a state-mandated local program. The bill would authorize the authority to enter into a memorandum of understanding with PierPASS or a similar entity created by the West Coast Marine Terminal Operator Agreement , for funding the list of infrastructure and air quality improvement projects . The bill would provide that this funding is intended to leverage funding from other sources and is not intended to be the sole source of funding for the projects. The bill would require the authority to consider specified projects for inclusion in the priority list and would require the authority to consult with the South Coast Air Quality Management District regarding air quality improvement projects. Last Amended on 4/4/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 5/23/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 864</u> <u>Fuller R</u></p> <p>Emissions of greenhouse gases: market-based compliance mechanisms.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating greenhouse gas emission sources. The act requires the state board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program. The act also requires the state board to adopt regulations to provide for a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. Existing law authorizes the state board to include market-based compliance mechanisms, as defined, to comply with the regulations.</p> <p>This bill would make technical, non-substantive changes to this authorization.</p>	
<p><u>SB 867</u> <u>Padilla D</u></p> <p>Build California Bonds.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/7/2011)</p>	<p>Existing law creates the California Transportation Financing Authority with specified powers and duties relative to the issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds and toll revenues in order to increase the construction of new capacity or improvements for the state transportation system.</p> <p>This bill would, in addition, provide for the authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. The bill would provide for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. The bill would limit the principal amount of bonds to be issued by the authority under these provisions to \$5 billion over a 5-year period commencing January 1, 2012.</p>	Support

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –**
3rd QUARTER FISCAL YEAR 2011

ACTION

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

SIGNIFICANCE

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Kelvin Yu, Manager, Project Controls 650-622-7853
Joseph M. Hurley, Director, TA Program 650-508-7942

The Capital Projects Quarterly Status Report – 3rd Quarter
Fiscal Year 2011 is available for review at the following link:

http://www.smcta.com/pdf/Quarterly_Capital_Projects_Status_Report/FY11_Q3_TA_Quarterly_Report.pdf