



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

July 7, 2011 - Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Citizens Advisory Committee Report
4. Consent Calendar
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a) Approval of Minutes of June 2, 2011
 - b) Acceptance of Statement of Revenues and Expenditures for May 2011
5. Public Comment
Public testimony by each individual speaker shall be limited to one minute
6. Nominating Committee for Citizens Advisory Committee (Foust, Groom)
 - a) Appointment of Citizens Advisory Committee Member – Jeff Londer
7. Chairperson's Report
8. SamTrans Liaison Report – June 8, 2011
9. Joint Powers Board Report
10. Report of Executive Director
11. Finance
Authorize Amendment to the Fiscal Year 2012 Budget in the Amount of \$1,584,003 from \$1,300,000 to \$2,884,003 and Programming and Allocation of \$4,504,003 of Measure A Funds for the Pedestrian and Bicycle Program
12. Program
 - a) Program: Transit: South San Francisco and Redwood City Ferry Projects
 - b) Update on State and Federal Legislative Program

MOTION

RESOLUTION

INFORMATIONAL

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, August 4, 2011 at 5:00 p.m., at San Mateo Country Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

17. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

MINUTES OF JUNE 2, 2011

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

MEMBERS ABSENT: C. Groom

STAFF PRESENT: A. Chan, M. Choy, 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 Jim Vreeland led the Pledge of Allegiance.

PUBLIC HEARING FOR THE FISCAL YEAR 2012 BUDGET

Authority Secretary Martha Martinez reported Section 131265 (a) of the California Public Utilities Code requires all county transportation authorities to adopt an annual budget, in addition, Section 131266 of the code requires that a public hearing be held concerning the annual budget after notifying the public of the time and place of the public hearing by published notice at least 15 days prior to the date of the hearing.

In accordance with the applicable law, staff prepared and submitted for review at the May meeting the proposed annual budget for Fiscal Year (FY) 2012.

Notice of the public hearing appeared in the *San Mateo Daily Journal* on May 18, 2011. The notice was also posted in the lobby of the building. No correspondence or emails on this item were received.

Director of Budgets and Grants, April Chan provided an update on the FY2012 proposed budget:

- Total revenues are \$68 million.
- There is a net decrease of \$2.8 million primarily due to a reduction of \$4.2 million in grant proceeds.
- Total annual allocations are \$23.9 million based on the 2004 Expenditure Plan.
- Total program expenditures are \$58.1 million.
- Expenditures for FY2012 are 83.5 million.
- TA expenditures increased \$32.7 million primarily in the Highway Program and for a placeholder for the pedestrian/bicycle call for projects.

Public Comment

Pat Giorni, Burlingame, was surprised a placeholder was included for \$1.3 million for the pedestrian/bicycle call for projects. She said there is a problem in how the City/County Association of Governments (C/CAG) and the TA scored the projects and how money is being allocated.

Deputy CEO Chuck Harvey said the allocation of \$1.3 million is for the current pedestrian/bicycle call for projects.

Legal Counsel David Miller provided a brief summary and description of the action and reported that the Authority had met its obligations for public notification.

A motion (Horsley/Nagel) to close the public hearing was approved.

Authorize Adoption of the Fiscal Year 2012 Budget in the Amount of \$83,524,899

Director Karyl Matsumoto asked about the Peninsula BART extension budget item. Executive Director Michael Scanlon said when the San Mateo County Transit District split from BART there was an agreement to allocate 2 percent a year of Measure A funds to BART for the duration of the current Measure A.

Director Matsumoto asked if the agenda item to authorize the Proposition 1B State Local Partnership Program (SLPP) fund swap for Caltrain would affect the TA budget. Ms. Chan replied no; if the item is approved there may be an amendment to the budget.

Director Vreeland asked if budget numbers are based on staff recommendations. Ms. Chan said the allocations are based on the Expenditure Plan.

Director Vreeland asked if there was flexibility to spend an additional million dollars on something else. Mr. Miller said it would be possible between categories. There are accrued funds that could be advanced from expected future revenues. The blueprint of the budget is to adhere to the structures of the Expenditure Plan that specifically allocates percentages to the different categories.

Director Vreeland asked when the opportunity would be to add a million dollars to a category. Mr. Miller said it would not be in this item; it would be a policy issue that would come to the Board for a specific purpose as a separate agenda item.

A motion (Lee/Horsley) to adopt the FY2012 budget in the amount of \$83,524,899 was unanimously approved.

Chair Foust said the voter-approved Measure A is very prescriptive but there are opportunities to do things in the percentage allotments within each category.

CONSENT CALENDAR

Director Terry Nagel requested severing Consent Calendar Item 4b – Acceptance of Statement of Revenues and Expenditures for April 2011, and Item 4c – Annual Reaffirmation of the Investment Policy and Authorization to Invest Monies with the Local Agency Investment Fund.

Director Matsumoto requested severing Consent Calendar Item 4e – Authorize Allocation of \$297,977 in New Measure A Local Shuttle Program Category Funds for Fiscal Year 2012.

- 1. Approval of Minutes of May 5, 2011**
- 2. Authorize Adoption of Appropriations Limit for Fiscal Year 2012 in the Amount of \$523,795,603**

A motion (Nagel/Horsley) to approve the minutes of May 5, 2011 (Vreeland abstained) and to authorize adoption of the appropriations limit for FY2012 was unanimously approved.

Acceptance of Statement of Revenues and Expenses for April 2011

Director Terry Nagel said the TA has about \$200 million each in the County Pool and in the investment portfolio. She said this is a lot of cash in just two pots and asked if there has been consideration to expand the risk with more sources to manage the revenues and invite bids from additional investment advisors on a regular basis.

Deputy CEO Gigi Harrington said the funds in the portfolio were originally held in the County Pool and the Board approved actions to move increments of funds to SunTrust Bank. Both portfolios are diversified and monitored carefully. There has been no recommendation to move any additional funds because the rates of return being earned on both pots are about best available. The TA has the ability to invest about \$40 million in the Local Agency Investment Fund (LAIF) and funds are put there when it is earning a decent rate. Staff can go through a procurement process when it is time to review the investment contract and consider benefits and disadvantages of whether there should be multiple entities.

Director Nagel asked if the amount of money has increased in recent years. Ms. Harrington said there has been about \$400 million invested for quite a few years and much of the original Measure A funds have been programmed but not yet drawn down. There have been modest returns but no recent losses.

Director Nagel asked if the TA has had the same investment advisor for about five years. Chair Foust said after the Lehman Brothers loss, staff decided to diversify investments and did not have money anywhere else but the County Pool prior to two and one-half years ago.

A motion (Nagel/Horsley) to accept the Statement of Revenue and Expenses was unanimously approved.

Annual Reaffirmation of the Investment Policy and Authorization to Invest Monies with the Local Agency Investment Fund

Director Nagel asked if the Policy should mention that financial statements are regularly audited. Ms. Harrington said the TA by its nature as a public entity, is required to have an annual audit. She will check to see if an annual audit should be included in the Policy.

Mr. Miller said the statute says by law the Board must require a post-audit of its financial transactions and records at least annually and is broader than just on the investment policies. It encompasses all financial transactions.

Director Nagel said C/CAG is in the process of looking into forming an investment advisory committee of individuals from the public and she thought the TA may want to look into this.

Director Matsumoto asked if the audit would be just a financial audit or measure performance. Mr. Scanlon said investments are typically benchmarked and are audited continually by month, quarter and year-to-date by agreed upon benchmarks.

A motion (Nagel/Vreeland) to approve the investment policy was unanimously approved.

Authorize Allocation of \$297,977 in New Measure A Local Shuttle Program Category Funds for Fiscal Year 2012

Director Matsumoto asked if ferry shuttle costs would be included in the \$15 million allocated to the South San Francisco Ferry Project. Acting Director Caltrain Modernization Program, Marian Lee said this money is just for shuttle service and different monies were allocated for the ferry project. The \$84,500 in this allocation is Measure A shuttle money approved for the South San Francisco Ferry Project to provide feeder service to the ferry.

A motion (Matsumoto/Nagel) to approve the allocation for the local shuttle program category for FY2012 was unanimously approved.

PUBLIC COMMENT

Pat Giorni, Burlingame, asked if public comment could be extended from one to three minutes. Mr. Scanlon said this could be taken under advisement.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Chair Barbara Arietta said that at its May 31, 2011 meeting the CAC:

- Welcomed new member Laurie Simonson.
- Supported June 2, 2011 TA agenda items:
 - a. Adoption of the FY2012 Budget.
 - b. Acceptance of Statement of Revenues and Expenses for April 2011.
 - c. Annual reaffirmation of the Investment Policy and authorization to invest monies with the LAIF.
 - d. Authorize adoption of appropriations limit for FY2012.
 - e. Authorize allocation in new Measure A Local Shuttle Program category funds for FY2012.
 - f. Authorization to receive up to \$3.7 million in San Mateo County Transit District Proposition 1B State Local Partnership Program (SLPP) funds to assist in a fund swap for local Caltrain operating funds.
- Received information on the Capital Projects Quarterly Status Report – 3rd Quarter FY2011.
- Received a State and Federal legislative update.
- Received an update on the pedestrian and bicycle call for projects. Matt Grocott, chair of C/CAG's Bicycle Pedestrian Advisory Committee (BPAC), asked the CAC to take no action on this item.
- Heard a report by the chair on AB 147, High-Speed Rail (HSR), National Dump the Pump Day, recruitment for the Bicycle Advisory Committee, District One Board of Supervisors election, and the passing of Peninsula Corridor Joint Powers Board Director Omar Ahmad.

Public Comment

Pat Giorni, Burlingame, asked why BPAC chair Mr. Grocott urged the CAC to not support the pedestrian and bicycle call for projects. Chair Arietta said her understanding was that BPAC had

questions how it was scored and was not meeting until the end of July and needed more discussion on the issue.

CHAIRPERSON'S REPORT – ROSANNE FOUST

No report

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The May 11, 2011 SamTrans report is included in the agenda packet.

Director Nagel said the report includes information on awarding a contract to OfficeMax and Staples for purchase and delivery of general office supplies, which will save money. She asked about the arrangement to prepay supplies and if cities could benefit from this arrangement. Deputy CEO Chuck Harvey said this is a State or Federal government program that has large supplier agencies that provide the heaviest discounted pricing available. The San Mateo County Transit District essentially piggybacks on these agreements, which takes advantage of other pooled bids than have already been completed. Ms. Martinez will send this information to the Board.

JOINT POWERS BOARD REPORT (JPB)

Mr. Scanlon reported on the meeting of June 2, 2011:

- Public comment included a thank you for retrofitting all train consists with two bike cars, condolences on the passing of Director Ahmad, and a request for quad gates at a rail crossing in Atherton.
- Received a report on the JPB CAC.
- Reported on a rail fatality on June 1 involving two trains near the San Antonio station.
- Monthly Performance Statistics – April 2011 compared to April 2010
 - a. Total Ridership was 1,075,960, an increase of 6.3 percent.
 - b. Average Weekday Ridership was 40,756, an increase of 7.1 percent.
 - c. Total Revenue was \$4,374,574, an increase of 19.6 percent.
 - d. On-time Performance was 89.8 percent, a decrease of 3.4 percent.
 - e. Caltrain Shuttle Ridership was 7,000, an increase of 18.7 percent.
- Year-to-Date Performance Statistics – April 2011 compared to April 2010
 - f. Total Ridership was 10,331,753, an increase of 4.7 percent.
 - g. Average Weekday Ridership was 39,159, an increase of 4.8 percent.
 - h. Total Revenue was \$39,525,343, an increase of 13 percent.
 - i. On-time Performance was 93.5 percent, a decrease of 0.7 percent.
 - j. Caltrain Shuttle Ridership was 6,144, an increase of 11.6 percent.
- Received a presentation on on-time performance including what is being done to bring on-time performance back up to the Caltrain standard.
- Received a letter from the San Francisco Bike Coalition thanking the Board for conversion of all train consists to two bike cars.
- The bike rack project was finished ahead of schedule.
- Sharks ridership for playoff games increased 35 percent over last year.
- Giants ridership is up 13 percent over last year.
- Bay to Breakers ridership was down this year.
- A Sunday schedule will be run on July 4 with extra evening service for the fireworks in the evening and the post-Giants game.

- The reading file included the Safety and Security report.
- The Peninsula Rail Program has been renamed the Caltrain Modernization Program. Ms. Lee has been appointed acting director of the program and the focus will be on planning, outreach, listening and engaging people.
- Reported on an article in the *Mercury News* on June 2, 2011 that distorted financial information and took the whole administrative section of the budget and referred to it as executive compensation.
- Received a legislative report from Executive Officer Public Affairs, Mark Simon.
- Received the Quarterly Capital Progress Report.
- The Board:
 - a. Approved the Consent Calendar.
 - b. Approved a resolution in memory of Omar Ahmad.
 - c. Reappointed two members to the JPB CAC for San Mateo and Santa Clara counties and appointed a new member to represent San Francisco County.
 - d. Proclaimed June 16, 2011 as “National Dump the Pump Day.” Linda Koelling, mayor of Foster City and chair of the Peninsula Traffic Congestion Relief Alliance (Alliance) accepted the proclamation.
 - e. Accepted the Statement of Revenues and Expenditures for April 2011.
 - f. Adopted the FY2012 Operating Budget in the amount of \$103,779,904.
 - g. Received a presentation on the Preliminary FY2012 Capital Budget.
 - h. Authorized approval of bid documents and execution of documents and payment of premium for commodity price cap for the Fuel Hedging Program for FY2012.
 - i. Authorized execution of contracts of more than \$100,000 for information technology license renewals, maintenance services and professional services for FY2012 for an aggregate not-to-exceed amount of \$500,000.
 - j. Authorized execution of contracts of more than \$100,000 for technology related products and services to vendors under cooperative purchasing programs for an aggregate not-to-exceed amount of \$500,000 for FY2012.

Chair Foust asked if the JPB would consider writing a letter to counter the disturbing article published in the *Mercury News*. She said Caltrain finances and reports are an open book. Mr. Scanlon said staff will be taking efforts to understand what is going on with the *Mercury News*.

Public Comment

Rich Hedges, San Mateo, said because of the plight of newspapers, there has been a reduction in quality of staff, lots of turnover and the quality of reporting has diminished.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- Caltrans awarded the contract for the Highway 101 – Marsh to San Mateo County/Santa Clara County Line (Auxiliary Lanes) to Granite Construction. Construction is scheduled to begin late June or July. A groundbreaking ceremony is being finalized.
- URS Construction has been given the notice to proceed on the design phase for the Highway 101/Broadway Interchange Project. Design will take approximately two years. The project is funded with Measure A funds for about a year. If the California Transportation Commission hasn't sold bonds by then, staff would come to the Board and ask that money be advanced to

keep the project going with repayment at a later date.

- Staff is working to get signage on the Highway 101/Broadway Interchange Project in recognition of the contributions by former TA Director Rosalie O'Mahony.

Public Comment

Greg Conlon, Atherton, said he spoke at the June 2, 2011 JPB meeting on safety issues at Watkins Avenue in Atherton. He recommended and supports installation of quad gates.

FINANCE

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

Ms. Chan said San Mateo County Transit District's (SamTrans) share of the Caltrain budget for FY2012 is \$10.6 million and includes \$4.9 million in Measure A funds from the TA. It also includes \$2 million that SamTrans received from the Santa Clara Valley Transportation Authority (VTA) for right-of-way payback. This \$3.7 million is from Proposition 1B SLPP that the TA will receive from SamTrans. The VTA, instead of putting their money towards the Caltrain Capital Budget, would provide an equivalent amount of \$3.7 million to SamTrans for the Caltrain Operating Budget. There is no impact to the Measure A program.

Mr. Scanlon said two members of the TA CAC were troubled by this and worried about the legal propriety of the swap. Mr. Miller said the Expenditure Plan approved by the voters remains intact and is within province of the Board. There is a provision that governs all transportation authorities in the statute that says, "Any tax revenue generated pursuant to the enabling legislation shall be expended in the county of origin. However, the tax revenues may be exchanged for Federal or State funds available to a county or local government for transportation purposes if the exchange will benefit the county of origin." He said this is an explicit authorization from a legal point.

Director Horsley asked what is being done in the long run. Mr. Scanlon said the objective is to put together a two-year plan. The Metropolitan Transportation Commission (MTC) will address this at their June meeting, which will give Caltrain the balance for the FY2012 budget from July 1, 2011 through June 30, 2012. Staff is meeting with the JPB partners and MTC Executive Director Steve Heminger to discuss 2013 funding. The objective is to create a modernized electrified service, hopefully with HSR, that runs up and down the Peninsula every 10 minutes and gets people to and from their destinations.

Director Nagel said it would be critical to clarify this point of view with the *Mercury News*.

Mr. Simon said Caltrain stakeholders have expressed their concerns and a letter has been sent to them that addresses most of the factual errors. Staff will try to work with the editor to ask what sort of relationship will work and then direct actions based on this discussion.

Director Nagel asked if staff will be working with San Francisco County to reevaluate their contribution. Mr. Scanlon said the preliminary Capital Budget includes charts that show what the lowest common denominator was and it is San Francisco at \$2.7 million and the VTA at \$3.1 million. The presentation showed a comparison of contributions based on \$4 million,

\$3.1 million or \$2.7 million and the related consequences, especially deferring preventative maintenance on rolling stock that is 25 years old.

Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said the TA with \$4 million for operating and \$4.9 for capital is a benchmark for VTA.

A motion (Horsley/Vreeland) to approve the authorization to receive up to \$3.7 million in San Mateo County Transit District's Proposition 1B SLPP funds in a fund swap for local Caltrain operating funds was unanimously approved.

PROGRAM

Measure A Highway Program: Funding Plan

Manager, Programming and Monitoring, Melanie Choy reported:

- The 2004 Implementation Plan spelled out which programs were to be call for projects or plan-based as the Highway Program, which is to reduce congestion and increase throughput on roads and highways.
- The Expenditure Plan requires a firewall between Key Congested Corridor (KCC) and Supplemental categories; the KCC funding is split by corridors; KCC has a 50/50 local match assumption and the Supplemental has a 70/30 local match.
- During Phase 1, all candidate projects were subject to a merit-based evaluation with five core criteria, which include need, readiness, policy consistency, effectiveness and sustainability.
- KCC and Supplemental projects were subdivided into interchange, freeway or major arterial projects.
- During Phase 2, the Capital Improvement Program (CIP) and funding strategy were developed that estimated total projected program costs of \$1.8 billion and estimated funding sources with a resulting funding gap of \$656 million.
- There is not enough money to accommodate all needs, so it is proposed that the CIP be developed over time to factor in the true demand and need for project solicitation and then decide on one year or 10 years worth of Measure A spending.
- Project solicitation will include the call for interest/call for projects and funding benchmarks.
- Funding benchmarks for KCC include estimated total category project costs of \$1.137 million and \$665 million for Supplemental projects.
- Input on the Plan will be solicited in April/May 2011; the Plan will be presented to the TA Board in June with adoption proposed for July/August 2011 and project solicitation issued from September-December 2011.

Director Nagel said this will create a lot of work for cities to come up with proposals and asked if there will be certain amounts targeted. Ms. Choy said the plan is to layout the benchmark for a year or two as the goal. If submittals come in above this it would be the purview of the TA Board to make decisions above that amount. This process is proposed for an annual basis so cities could do it the next year.

Director Matsumoto asked if it will be possible when the funding mechanism is setup to set aside "x" amount of money for north, south and central county because monies tend to go from San Mateo south. Ms. Choy said the KCC category is subdivided into two corridors but

Supplemental is open ended. Mr. Miller said additional projects can be added to the Supplemental category over time, and they are quite different in terms of flexibility.

Director John Lee said the money should be spent where it can best serve the people.

Director Vreeland said geographic equity has to be part of this process and it is important to talk about how to best serve everyone in the county and to work on projects that serve the most people and have the most impact.

Chair Foust said the proposed approach developing the CIP over time is innovative and it provides the flexibility needed for this process.

Update on Pedestrian and Bicycle Call for Projects

Ms. Lee reported:

- There was excellent outreach for the project, which resulted in receipt of 41 applications, which meant the funding request was oversubscribed.
- In administering the project, the policy was anchored by the 2004 Expenditure Plan and 2009 Implementation Plan.
- Three percent of Measure A revenues are allocated. The call for projects is for FY2012 and FY2013.
- The San Mateo County Bicycle and Pedestrian Plan was used as a resource in evaluating projects.
- This was a joint effort between the TA and C/CAG so that applicants would only file one application, but that decisions about funding requests would be made each by C/CAG and the TA, including separate project scoring and approval. The TA has \$3 million in Measure A funding for the project and C/CAG has \$1.1 million of Transportation Development Act Article 3 funds.
- Issuing the request for proposals and site visits were done together and project scoring and approval done separately.
- Evaluation criteria included eligibility requirements and scoring criteria including need, policy consistency, readiness, effectiveness and sustainability.
- There are 17 recommended projects for award.
- The project strives for geographic equity over the life of the program, which provides long-term intent and short-term flexibility, and monitoring for patterns of inequity.
- Funding was applied beginning with the highest ranked project with the TA and C/CAG taking turns as they moved down the list of ranked projects. Twelve TA projects and five C/CAG projects were eligible.
- Next steps include input from C/CAG's Bicycle Pedestrian Advisory Committee (BPAC) with approval by the TA Board scheduled for July 2011 and C/CAG approval in August.

Ms. Lee said at its May 31 meeting, some members of the TA CAC asked why some cities were not receiving funding and urged an approach that focused on projects regionally and sub-regionally to provide a county-level network of bicycle and pedestrian facilities. CAC members asked for geographic equity as well as economic equity and to highlight safety.

Ms. Lee said BPAC is calling a second meeting because due to a miscommunication, they did not have the list of TA-recommended projects available when evaluating their list. The BPAC

and TA essentially agreed on 95 percent of the projects. The chair of BPAC wants to reconcile two projects: Alpine Road Resurfacing and Bicycle Route and East Grand Avenue Bike Lanes, ranked 25 and 26, respectively on the TA ranked list because these were ranked 13 and 14 on C/CAG's list.

Director Vreeland asked why a staff committee scored and evaluated projects between the process of public input. Ms. Lee said the process was laid out by staff and the TA and the TA CAC serves in the role of public input prior to Board consideration.

Director Vreeland said some communities are getting two or three projects and there were 18 jurisdictions that submitted projects but only eight or nine are getting funding. He thought every city should get its highest ranked project.

Director Lee said there is a tremendous difference in the size of the cities.

Chair Foust said not every city has the same amount of sales tax generation and it is a challenge to figure out what are the best projects that reach the most number of people.

Director Vreeland said the highest ranked project in Pacifica, the Pacifica Headlands Trail Project, connects what is going to be the abandoned section of Highway 1 with the 4 ½ -mile coastal trail and is next to the new Devil's Slide tunnel. The city of Pacifica has spent \$150,000 on the environmental document. The Coastal Conservancy has committed \$250,000 to leverage this section of the coast to connect these two pieces.

Director Horsley said he is very supportive of the Pacifica Headlands Trail Project.

Director Matsumoto said she has served many years on BPAC and the scoring sheet has been through many reiterations and updates to make it fair. The amount of leveraging a project has will affect the score. She said there was a question of transparency because due to a miscommunication, the TA had not provided their scoring sheets to C/CAG. She suggested a TA CAC member serve on the TA staff committee, which also includes C/CAG's executive director, because the BPAC includes elected members and public citizens. She said projects in Half Moon Bay and Pacifica lose on major projects because they require so much work and have high dollar volume. She said BPAC looked at signage, connectivity and safety and those projects were a given but there was confusion with the TA because that was not specified. She said scoring on one project within BPAC could also vary widely. She said transparency and public involvement should be worked out in the next scoring process.

Director Nagel asked why TA and BPAC staff didn't score as a unit if they went together on site visits. Ms. Lee said staff wanted to respect the decision-making authority of the two agencies.

Director Nagel asked to see scoring sheets before the Board makes a final decision on the project.

Chair Foust said staff has heard the Board feels uncomfortable about the process. The joint call for projects was supposed to make the decision easier, more efficient and inclusive and this may not have happened. She said there may need to be public input and more information.

Ms. Lee said staff's assessment is that doing it jointly was easier for project applicants, there were economies of scale, joint site visits and good synergy between the two agencies. She identified TA staff that scored the projects: C/CAG Executive Director Rich Napier, Manager, Grants and Fund Programming Joel Slavitt who has served on BPAC and is a bike rider, Ms. Choy who is administering the program and Director, TA Program Joe Hurley. Ms. Lee said the scores were very tight and even after looking at the scoring documents, people will still be wrestling with the same challenge because discrepancies in the projects are not huge.

Chair Foust asked for a list of the projects, scores and rationale for the technical side that may allow the Board to make the best decisions.

Director Horsley asked that Pacifica Headlands Trail be reconsidered because it is a major area for pedestrians and bicyclists along the coastal trail.

Director Nagel asked if funding could be split between the two agencies to make their own decisions. Ms. Lee said the Board has the opportunity to layer on other conditions and guide staff to go beyond their technical evaluation.

Mr. Scanlon suggested coming up with a little more money to go deeper down the list and keep the purity of the process. He said it would take \$900,000 to get to the Pacifica project.

Director Matsumoto said most of the funding for the Pacifica project was to purchase land and the guidelines don't provide for the purchase of land.

Mr. Scanlon said staff understands the sentiment of the Board but is concerned about moving forward to be prepared for the July Board meeting. Chair Foust said she is happy to work with staff on behalf of the Board to reconcile these concerns.

Public Comment

Pat Giorni, Burlingame, said she was concerned to hear it was technical staff and not actual bicyclists making project decisions. She suggested TA judging staff and the BPAC panel get together to compare data before a final decision on the project because a lot of objection was that the scoring for TA projects was predicated on their knowledge of what BPAC was willing to fund and the process didn't come off as being transparent.

Rich Hedges, CAC member, said two CAC members voted against the project and the main issue for them was that the Pacifica Headlands Trail Project deserved some money. He said one of the criteria should be safety. He said staff did a good job and cautioned in this time of financial constraints, the project should not be ripped apart because it will not solve a lot of the objections.

Barbara Arietta, Pacifica, said the Pacifica Headlands Trail Project has 64.5 points and the Brewster Avenue Pedestrian Improvements Project has 65.8, which is a 1.3 point split. She said the sustainability section in the table on project scoring asks if the project provides or improves facilities to or at transit-oriented developments (TOD). This would add four points to the project score. Pacifica has no TOD, Caltrain or BART and few buses so the city is starting the process with a minus four. If these four points were added to the Pacifica project, it would be in the rank

of about 13. She said the process plan is a living document and can be changed. Director Matsumoto said that was recognized and that will be changed; it was a majority vote.

Van Ocampo, Pacifica, said C/CAG is only funding the construction side but TA money can be used for other purposes including the environmental document and right-of-way acquisition. He referenced the general information section of the table scoring sheet and said a project already in the environmental process will score a zero on these criteria compared to a project that is in construction.

Jim Bigelow, Belmont, said he has been on C/CAG's Congestion Management Program and Environmental Quality Committee for 15 years. He said C/CAG projects typically have some idiosyncrasies in the first call but seem to prevail. He said this is a bi-annual amount of money and the projects can come back, criteria can be changed if the Pacifica project is truly as important as it appears and the TA may be able to come up with more funding. He said if the rules have been spelled out and disseminated and there are criteria, they should be used for this process and then reviewed later because the TA has a certain amount of money that the Board is charged with delivering for projects.

Update on State and Federal Legislative Program

Executive Officer Public Affairs, Mark Simon reported:

State

There is an extensive report on the State legislative update in the agenda packet. He said staff is lobbying through the TA lobbyists for a fall bond sale in order to keep transportation projects moving. June 3 is the deadline for bills to be passed out of House origin. There is a bill to continue the Vehicle License Fee for the next five years.

Federal

Surface Transportation Reauthorization has been in limbo but is starting to move. The administration has made a very extensive proposal but hasn't proposed how to fund it. The Senate has a blueprint that maintains current funding levels. The House version will likely reduce transportation investment by approximately 30 percent based on existing Highway Trust Fund revenues.

Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2011

There were no questions or comments.

REQUESTS FROM THE AUTHORITY

Director Nagel said by the time the Board receives the CAC report at the meeting, the Board has already acted on some items. She requested the report be presented before action items. Mr. Scanlon said this is set forth in the Rules of Procedure.

Director Vreeland said it was nice to be back after dealing with medical and work issues for the last several months.

Director Matsumoto requested a copy of the Water Emergency Transportation Authority's budget.

REPORT OF LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

Thursday, July 7, 2011 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070.

The meeting adjourned at 7:55 p.m. in memory of Omar Ahmad.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

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

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$60,443,272 - line 6) is *worse* than staff projections by \$1,234,656 or 2.0 percent. Within total revenue, *Sales Tax* (\$54,383,953 - line 1) is \$287,753 or 0.5 percent *better* than staff projections offset by *Interest Income* (\$4,561,705 - line 2) which is \$571,145 or 11.1 percent *worse* than projections due to lower than budgeted returns and *Grant Proceeds* (\$522,234 - line 4) is \$931,474 or 64.1 percent *worse* than staff projections.

Total Revenue (\$60,443,272 - line 6) is \$610,862 or 1.0 percent *worse* than prior year performance. *Sales Tax* (\$54,383,953 - line 1) which is \$658,284 or 1.2 percent *better* than prior year is offset by *Interest Income* (\$4,561,705 - line 2) and *Grant Proceeds* (\$522,234 - line 4) which are \$1,262,260 or 19.9 percent *worse*.

Expenditures: *Total Administrative* (\$734,092 - line 21) is *better* than staff projections by \$139,490 or 16.0 percent. Within total administrative, *Staff Support* (\$492,417 - line 17) and *Other Admin Expenses* (\$241,675 - line 19) are \$128,497 or 14.9 percent *better* than staff projections.

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

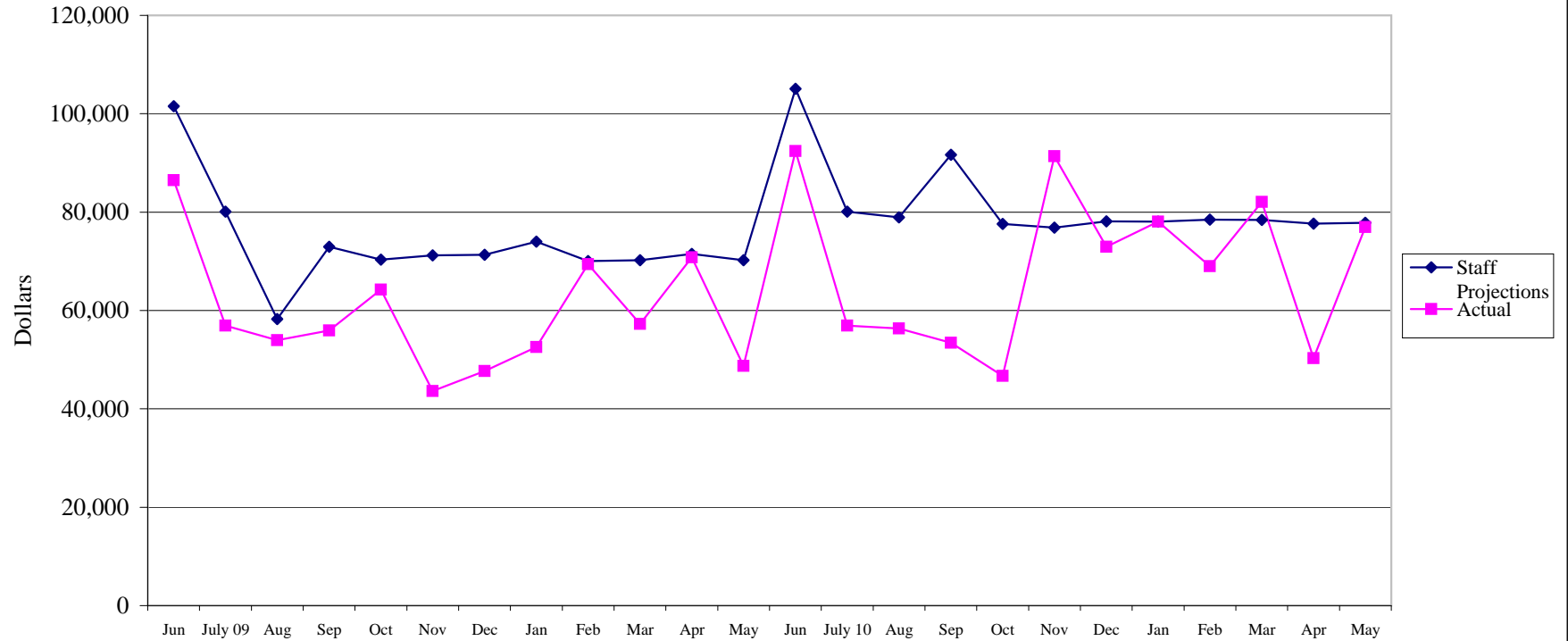
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2011
May 2011

% OF YEAR ELAPSED: **91.7%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET *	STAFF PROJECTION **	% OF PROJ
REVENUES:								
1 Sales Tax	4,429,213	53,725,669	54,383,953	54,096,200	100.5%	60,000,000	60,000,000	90.2%
2 Interest Income	426,181	4,766,157	4,561,705	5,132,850	88.9%	5,557,240	5,557,240	92.4%
3 Rental Income	90,173	982,267	975,379	995,170	98.0%	1,085,640	1,085,640	89.8%
4 Grant Proceeds	46,540	1,580,042	522,234	1,453,708	35.9%	4,218,000	4,218,000	12.4%
5								
6 TOTAL REVENUE	4,992,106	61,054,134	60,443,272	61,677,928	98.0%	70,860,880	70,860,880	85.3%
7								
EXPENDITURES:								
8								
9								
10 Annual Allocations	1,730,638	20,889,078	21,077,349	21,082,427	100.0%	23,358,888	23,358,888	90.2%
11								
12 Program Expenditures	1,571,863	46,533,915	31,643,080 (A)	14,222,657	222.5%	12,979,612	25,486,612	124.2%
13								
14 Oversight	54,719	326,265	264,834	889,130	29.8%	970,000	970,000	27.3%
15								
16 Administrative								
17 Staff Support	41,782	429,847	492,417	557,013	88.4%	606,390	606,390	81.2%
18 Measure A Info-Others	-	9,000	-	10,993	0.0%	12,000	12,000	0.0%
19 Other Admin Expenses	35,169	181,785	241,675	305,576	79.1%	333,109	333,109	72.6%
20								
21 Total Administrative	76,952	620,632	734,092	873,582	84.0%	951,499	951,499	77.2%
22								
23 TOTAL EXPENDITURES	3,434,172	68,369,890	53,719,355 (1)	37,067,795	144.9%	38,259,999	50,766,999	105.8%
24								
25 EXCESS (DEFICIT)	1,557,935	-7,315,756	6,723,917	24,610,133		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	415,783,086	419,820,644 (2)	437,706,860		331,421,315	433,190,608	
30								
31								
32 Includes the following balances:								
33 Cash and Liquid Investments		1,158,491		FY 2010 Carryover of Commitments			281,239,724	
34 Current Committed Fund Balance		278,287,368 (3)		FY 2011 Additional Commitments (Budgeted)			38,259,999	
35 Undesignated Cash & Net Receivable		140,374,785		Reso # 2010-24			45,000	
36 Total		<u>419,820,644 (2)</u>		Reso # 2010-25			12,462,000	
37				Less: Current YTD expenditures			<u>(53,719,355) (1)</u>	
38				Current Committed Fund Balance			<u>278,287,368 (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.								

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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	77,814	
Actual	56,893	56,343	53,444	50,319	91,368	72,953	78,064	68,984	82,082	50,304	76,952	
CUMULATIVE EXPENSES												
Staff Projections	80,076	159,023	250,670	328,253	405,117	483,220	561,263	639,722	718,135	795,768	873,582	
Actual	56,893	113,236	163,068	213,387	304,755	377,707	455,771	524,754	606,836	657,140	734,092	
Variance-F(U)	23,183	45,787	87,602	114,866	100,363	105,513	105,492	114,968	111,299	138,628	139,490	
Variance %	28.95%	28.79%	34.95%	34.99%	24.77%	21.84%	18.80%	17.97%	15.50%	17.42%	15.97%	



BOARD OF DIRECTORS 2011

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

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF MAY, 2011

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	0.980%	\$ 199,139,754	\$ 199,900,422
Local Agency Investment Fund	Liquid Cash	0.413%	\$ 8,709,182	\$ 8,720,174
Investment Portfolio	Liquid Cash	1.646%	\$ 199,762,858	\$ 201,278,392
Other	Liquid Cash	0.050%	\$ 1,158,491	\$ 1,158,491
			<u>\$ 408,770,285</u>	<u>\$ 411,057,479</u>

Accrued Earnings for May 2011 \$ 437,324.49 (1)
 Cumulative Earnings FY2011 \$ 5,115,410.94

(1) Earnings do not include prior period adjustments

* County Pool average yield for the month ending May 31, 2011 was 0.980%. As of May 31, 2011, the amortized cost of the Total Pool was \$2,557,587,901.99 and the fair market value per San Mateo County Treasurer's Office was \$2,567,331,517.87.

** 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

ROSANNE FOUST, CHAIR
 CAROLE GROOM, VICE CHAIR
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MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TSM RESERVE ACCOUNT

AS OF MAY, 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	0.980%	\$ 743,633	\$ 746,466
			<u>\$ 743,633</u>	<u>\$ 746,466</u>

Interest Income:

Accrued Earnings for May 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 May 31, 2011 was 0.980%. As of May 31, 2011, the amortized cost of the Total Pool was \$2,557,587,901.99 and the fair market value per San Mateo County Treasurer's Office was \$2,567,331,517.87.

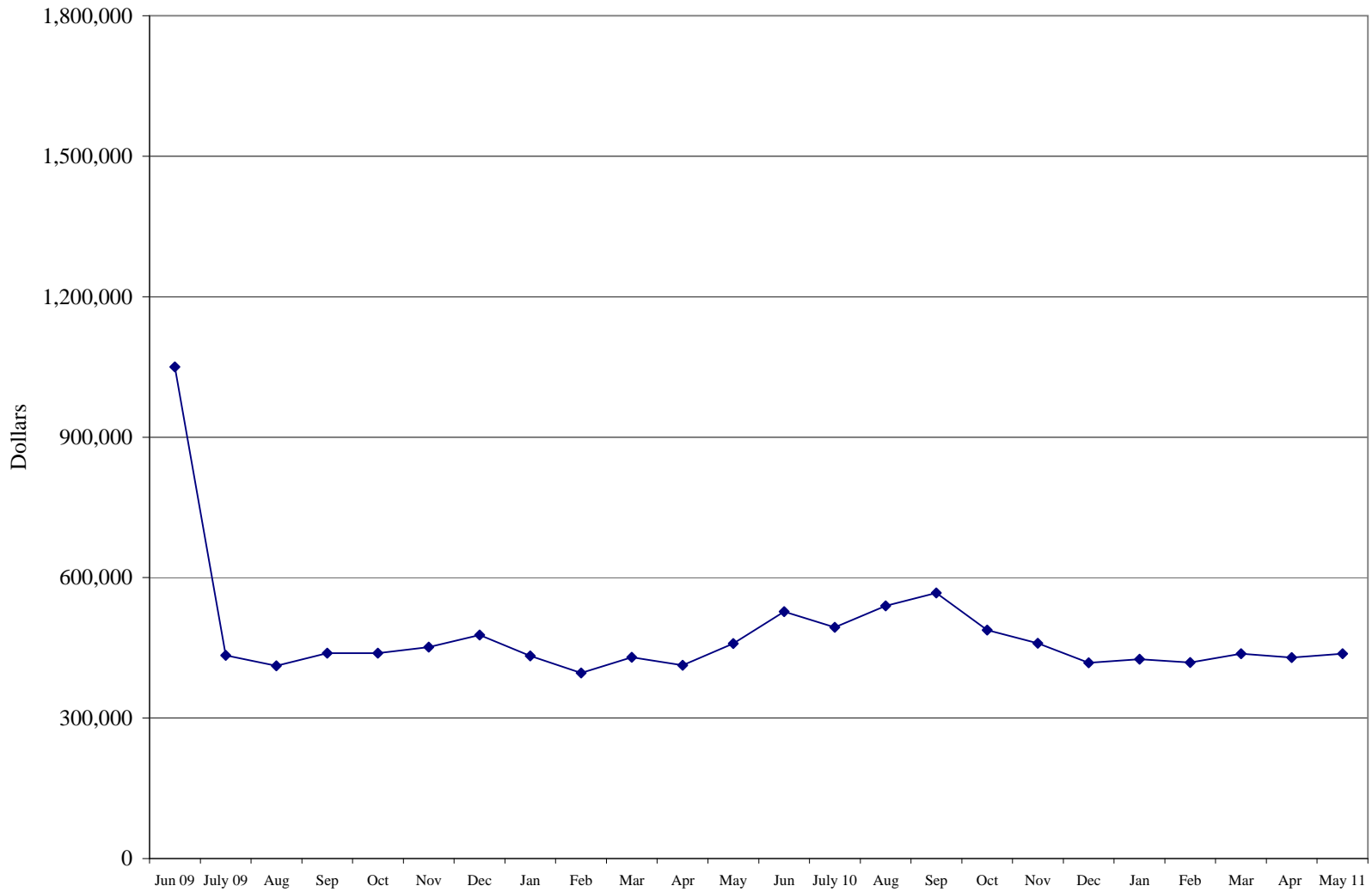
*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
MAY 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	437,324.49	5,115,410.94
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
MAY 31, 2011**

DESCRIPTION	TOTAL INVESTMENT 05-31-11	INTEREST RECEIVABLE 04-30-11	INTEREST EARNED 05-31-11	INTEREST RECEIVED 05-31-11	ADJ.	INTEREST RECEIVABLE 05-31-11
LAIF	8,709,182.09	6,292.67	3,054.89			9,347.56
COUNTY POOL	199,883,386.35	152,872.61	164,141.72			317,014.33
BANK OF AMERICA	1,158,490.80	0.00	44.21	44.21		0.00
INVESTMENT PORTFOLIO	<u>199,762,857.93</u>	<u>698,355.86</u>	<u>271,584.93</u>	<u>84,706.90</u>	<u>(1,501.26)</u>	<u>883,732.63</u>
	<u>409,513,917.17</u>	<u>857,521.14</u>	<u>438,825.75</u>	<u>84,751.11</u>	<u>(1,501.26)</u>	<u>1,210,094.52</u>

MAY 2011 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 05/31/11	437,324.49
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(8,555.00)
Securities Transaction Activity Fees	(2,124.89)
Capital Gain(Loss)	<u>(463.94)</u>
Total Interest & Capital Gain(Loss)	<u><u>426,180.66</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	5,115,410.94
Add:	
County Pool Adj.	
Misc. Income	3,877.90
GASB 31	
Less:	
Management Fees	(82,809.23)
Securities Transaction Activity Fees	(11,903.34)
Capital Gain(Loss)	<u>(462,871.08)</u>
Total Interest	<u><u>4,561,705.19</u></u>

Balance Per Ledger as of 05/31/11

Int Acct. 409100 - Co. Pool	2,290,264.17
Int Acct. 409100 - LAIF	51,898.69
Int Acct. 409100 - B of A	610.14
Int Acct. 409100 - Misc. Income	3,877.90
Int Acct. 409101 - Portfolio Funds	2,677,925.37
Gain(Loss) Acct. 405210	(462,871.08)
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>4,561,705.19</u></u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-10	MARKET VALUE 05-31-11	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 04-30-11	INTEREST EARNED 05-31-11	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 05-31-11	PAR VALUE
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,216,079.74	10,703,441.00	04-15-14	1.250%	344.3717	30	5,191.26	10,331.15		(597.55)	14,924.86	10,028,105 5.06%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	986,902.35	1,051,948.23	1,015,994.78	12-28-12	5.270%	144.3966	30	433.19	4,331.90	4,331.90	(9.18)	424.01	965,481 0.49%
CALLED															
TOTAL			<u>199,762,857.93</u>	<u>200,708,372.58</u>	<u>201,278,392.08</u>					<u>698,355.86</u>	<u>271,584.93</u>	<u>84,706.90</u>	<u>(1,501.26)</u>	<u>883,732.63</u>	<u>198,043,586.74</u>

22-Jun-11 Weighted Average Interest Rate 1.6457%

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

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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	5,414,600	426,700	5,414,600
3rd Qtr. Adjustment	1,385,500	Jun. 11		(863,062)	522,438 (1)
9 Months Total	44,990,600		45,331,223	863,061	45,853,661
Apr. 11	4,052,500	Jun. 11		0	4,052,500 (1)
May 11	4,052,500	Jul. 11		0	4,052,500 (1)
Jun. 11	5,403,400	Aug. 11		0	5,403,400
4th Qtr. Adjustment	1,501,000	Sep. 11		(863,061)	637,939 (1) Apr & May Portion
FY2011 Total	60,000,000	FY2011 Total	45,331,223	(0)	60,000,000
	15,366,023	1st Quarter			
	16,919,099	2nd Quarter			
	13,568,538	3rd Quarter			
	8,530,293	4th Quarter			
	<u>54,383,953</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

	<u>5/31/2011</u>
Cash -- Bank of America Checking Account	1,158,490.80
LAIF	8,709,182.09
County Pool	199,883,386.35
Investment Portfolio	199,762,857.93
	<hr/>
Total	<u><u>409,513,917.17</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- MAY 2011

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000680	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-05-09	512,645.80	WIR	Capital Programs
SMCTA	000681	MATSUMOTO, KARYL M.	2011-05-09	100.00	WIR	Board of Directors Compensation
SMCTA	000682	GROOM, CAROLE	2011-05-09	200.00	WIR	Board of Directors Compensation
SMCTA	000683	NAGEL, TERRY	2011-05-09	100.00	WIR	Board of Directors Compensation
SMCTA	000684	HORSLEY, DONALD	2011-05-09	100.00	WIR	Board of Directors Compensation
SMCTA	000685	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-05-16	805.93	WIR	Capital Programs
SMCTA	000686	SAN MATEO COUNTY TRANSIT DISTRICT	2011-05-16	132,233.17	WIR	Capital Programs
SMCTA	000687	DEPARTMENT OF TRANSPORTATION	2011-05-23	685,041.44	WIR	Capital Programs
SMCTA	000688	CHICAGO TITLE COMPANY	2011-05-31	27,908.82	WIR	Capital Programs
SMCTA	002953	BANK OF NEW YORK MELLON, THE	2011-05-02	4,918.83	CHK	Investment Portfolio Administration
SMCTA	002954	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	2011-05-02	144,744.82	CHK	Shuttles Payable
SMCTA	002955	DMJM HARRIS/MARK THOMAS JV	2011-05-02	12,794.92	CHK	Capital Programs
SMCTA	002956	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2011-05-02	10,827.00	CHK	Legal Services
SMCTA	002957	HOLLAND & KNIGHT LLP	2011-05-02	5,000.00	CHK	Legislative Advocate
SMCTA	002958	HURLEY, JOSEPH	2011-05-02	262.59	CHK	Seminar and Training
SMCTA	002959	SHAW/YODER & ANTWIH, INC.	2011-05-02	3,702.00	CHK	Legislative Advocate
SMCTA	002960	BKF ENGINEERS	2011-05-09	21,614.07	CHK	Capital Programs
SMCTA	002961	CARTER & BURGESS, INC.	2011-05-09	7,069.76	CHK	Capital Programs
SMCTA	002962	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	2011-05-09	30.00	CHK	Shuttles Payable
SMCTA	002963	DMJM HARRIS/MARK THOMAS JV	2011-05-09	6,015.72	CHK	Capital Programs
SMCTA	002964	FOUST, ROSANNE	2011-05-09	100.00	CHK	Board of Directors Compensation
SMCTA	002965	FOUST, ROSANNE	2011-05-09	100.00	CHK	Board of Directors Compensation
SMCTA	002966	LEE, JOHN	2011-05-09	100.00	CHK	Board of Directors Compensation
SMCTA	002967	PARKING COMPANY OF AMERICA	2011-05-09	90,361.79	CHK	SMCTA Caltrain Shuttles
SMCTA	002968	ATKINS NORTH AMERICA, INC	2011-05-09	89,395.79	CHK	Capital Programs
SMCTA	002969	S3, INC.	2011-05-09	1,500.00	CHK	Seminar and Training
SMCTA	002970	SELF-HELP COUNTIES COALITION	2011-05-09	4,400.00	CHK	Dues and Subscriptions
SMCTA	002971	MENLO PARK, CITY OF	2011-05-16	14,871.75	CHK	Capital Programs
SMCTA	002972	RAJAPPAN & MEYER CONSULTING	2011-05-16	3,651.68	CHK	Capital Programs
SMCTA	002973	BANK OF NEW YORK MELLON, THE	2011-05-23	1,096.09	CHK	Investment Portfolio Administration
SMCTA	002974	BKF ENGINEERS	2011-05-23	13,226.30	CHK	Capital Programs
SMCTA	002975	FEHR & PEERS	2011-05-23	27,322.13	CHK	Capital Programs
SMCTA	002976	SHAW/YODER & ANTWIH, INC.	2011-05-23	3,702.00	CHK	Legislative Advocate
SMCTA	002977	URS CORPORATION	2011-05-23	66,326.74	CHK	Capital Programs
SMCTA	002978	GREEN CARPET LANDSCAPING	2011-05-31	14,075.00	CHK	Grounds Maintenance Service
SMCTA	002979	HURLEY, JOSEPH	2011-05-31	377.88	CHK	Business Travel
SMCTA	002980	OFFICEMAX CONTRACT INC.	2011-05-31	191.13	CHK	Office Supplies
				<u>1,906,913.15</u>		

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
June 8, 2011**

The Community Relations Committee and Board

A proclamation declaring June 16, 2011 as "National Dump the Pump Day" was presented to Gladwyn d'Souza of the Loma Prieta Chapter of the Sierra Club.

Accessibility Coordinator Tina DuBost said last month the SamTrans Accessibility Advisory Committee met and was educated on the Clipper card.

Paratransit Coordinating Council (PCC) Vice Chair Dale Edwards reported:

- Last month the PCC had a day-long retreat. The purpose of the retreat was to step back and review past accomplishments and to look at priorities for the next two years.
- PCC consultant Linda Rhine was recognized with the Marianne Mannia Golden Apple Award.
- The June meeting is postponed by one week to allow members to participate in Senior Day at the San Mateo County Fair.

Citizens Advisory Committee Chair Peter Ratto reported:

- Received a presentation on the Grand Boulevard Initiative.
- There was considerable discussion on missed runs in April.

Director, Bus Transportation Chester Patton presented the Performance Report: ADA Paratransit Service (attached).

Average weekday ridership for all modes for April 2011 compared to April 2010 was 96,583, an increase of 5.2 percent.

The Finance Committee and Board

The Statement of Revenues and Expenses for April 2011 was approved. Revenues are under budget by \$1.5 million with about \$7.4 million in savings on the expense side. Last week fuel was \$3.21 per gallon and year-to-date is averaging \$2.65 per gallon. Payments have been received since October from the fuel hedge and the transaction is now in a positive cash flow having received \$75,000 over the initial cost of the program as of the end of May.

The Fiscal Year (FY) 2012 Operating Budget was adopted in the amount of \$128,423,259. Total revenues are \$143.4 million and expenses are \$128.4 million. The debt requirement for FY2012 is \$24.5 million. In order to balance the budget, \$12.6 million of reserves will be used.

The Fiscal Year 2012 Capital Budget was adopted in the amount of \$19,180,994. Staff is proposing to fund the budget with \$5 million in sales tax and \$14 million in a combination of Federal, State and local funds.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
June 8, 2011**

Authorized approval of bid documents and execution of documents and payment of premium for commodity price cap for Fuel Hedging Program for FY2012. Staff has negotiated documents from four financial institutions and will solicit bids to hedge half of the fuel portfolio towards the end of the month.

Authorized execution of ten-year Master Agreement and program supplements with the California Department of Transportation (Caltrans) for State-funded transit projects. The Master Agreement defines terms and conditions that are applicable to all agencies that receive State funds for transit projects. Caltrans enters into new master agreements with recipient agencies every 10 years.

Authorized the General Manager to execute contracts over \$100,000 for technology related products and services to vendors under cooperative purchasing agreements for FY2012 for an aggregate not-to-exceed amount of \$900,000. This item is for maintenance of existing systems.

Authorized the General Manager to execute contracts over \$100,000 for information technology license renewals, maintenance services and professional services for FY2012 for an aggregate not-to-exceed amount of \$850,000. This item is for new work that will need to be done in the coming year.

Authorized cancellation of contract for automotive repair services with Spiteri Complete Auto Service and Repair Inc. Staff has determined the contractual relationship is not yielding satisfactory results. Approval of this action will allow staff to proceed forward and solicit quotes to obtain interim coverage for these services, while at the same time, a formal solicitation can be done.

Authorized rejection of all bids for non-asbestos brake blocks and authorized reissuing the solicitation. Staff was attempting to make use of available Federal funds for this type of maintenance, but the bidders certified they could not meet the Buy America provision because the part that is being sought is manufactured in Mexico. Staff will resolicit and not utilize Federal funds or the Federal clause.

The Legislative Committee and Board

The May revise came out last month and did not threaten transit funding and preserves the gas tax swap. The May revise indicates the administration is contemplating a fall bond sale. High Speed Rail (HSR) has been the only focus of the Legislature for the budget. The Senate and the Assembly Transportation Budget subcommittees took a series of actions related to the design and engineering of HSR specifically for the Peninsula section. A small amount of funding has been restored at Caltrain's request to support the work that is being done to study the potential of an initial operating phase. The House is going to unveil its Surface Transportation Reauthorization bill next week. Staff has blueprints of both of these bills and the Senate version increases funding for surface transportation programs; the House version is going to decrease funding for surface transportation programs.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
June 8, 2011**

Planning, Development and Sustainability Committee and Board

A presentation was given on the SamTrans Service Plan (SSP). The SSP is a key initiative identified in the SamTrans Strategic Plan. It is an in-depth study of the fixed-route bus system to understand existing bus services, assess efficiency, identify areas of improvement, identify new markets for future growth, evaluate current and future resource constraints or opportunities, as well as engaging and learning from stakeholders. Stakeholder outreach will begin in July and staff will be doing data analysis through the summer.

Information on the Capital Projects Quarterly Status Report – Third Quarter Fiscal Year 2011. This report provides a status of the current capital projects.

Board of Directors

The Annual Operations and Maintenance Base Safety Awards were presented to South Base.

General Manager/CEO Michael Scanlon reported:

- The Peninsula Corridor Joint Powers Board adopted their Fiscal Year 2012 Operating Budget, but it is subject to the Metropolitan Transportation Commission (MTC) approval of using certain capital funds as preventative maintenance consistent with Federal regulations.
- The Peninsula Rail Program has been renamed the Caltrain Modernization Program. Marian Lee has been named Acting Program Director and Aidan Hughes has been named Acting Executive Officer of Planning and Development.
- SamTrans is acting as the managing agency for the Dumbarton Express and a Request for Proposals to run bus service across the Dumbarton Bridge has been issued.
- Fixed-routes averaged 23,000 miles between service calls and Redi-Wheels averaged 27,000 miles between road calls for the month of May.
- Effective July 1 Paratransit fares will be increased by 25 cents. Paratransit lifeline fares will not increase on July 1.
- The new farebox system will go live on June 18 at North Base, June 20 for coast and contract service and on June 25 at South Base. Staff will be at key transit centers to assist customers with the new fareboxes.
- SamTrans has partnered with the San Mateo County Fair to promote taking transit to the fair. Staff will be staffing a booth at the fair on June 16.
- Staff is recommending this year's Heartwalk t-shirts be designed in memory of Director Omar Ahmad.

Staff called for a public hearing on September 14, 2011 to consider the introduction of a Day Pass and for changes to the Codified Tariff. Staff will hold four public meetings throughout the county in August that will detail all the recommended changes.

The Board met in closed session to hear a report on pending labor negotiations with the Amalgamated Transit Union and Teamsters Union. This item will remain on the calendar for the July meeting.

The next meeting of the Board is scheduled for Wednesday, July 13, 2011.

samTrans

Paratransit Service

June 8, 2011

ADA Paratransit Service

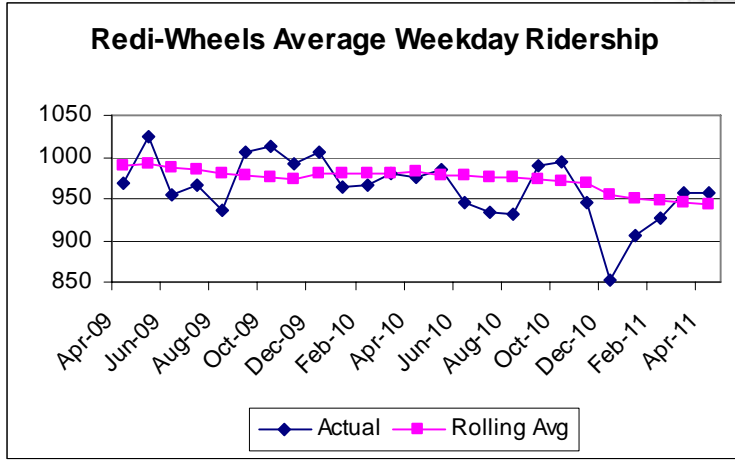
samTrans

- Operating Statistics – Redi-Wheels & RediCoast
- Customer Service
- Paratransit Eligibility
- ADA Program Costs
- Efficiency Measures
- Summary



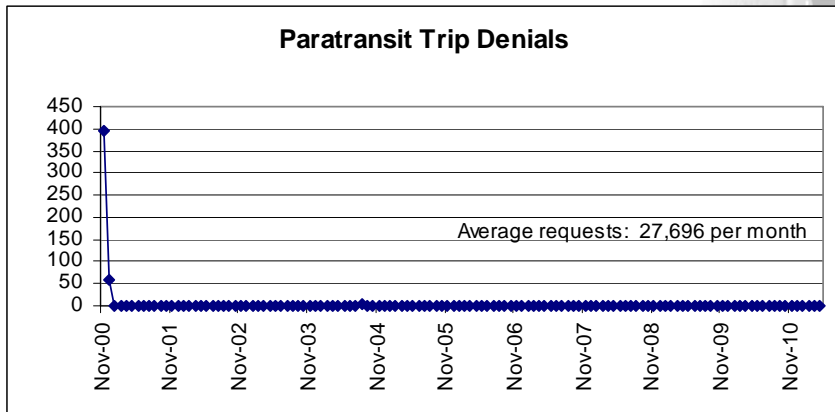
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Redi-Wheels Ridership



3

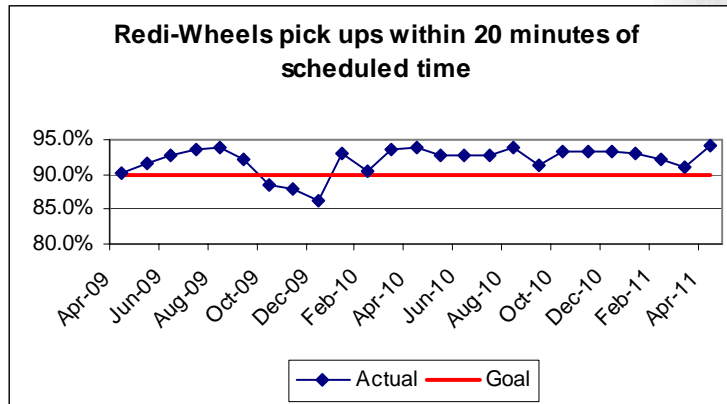
Trip Denials



4

On-time Performance

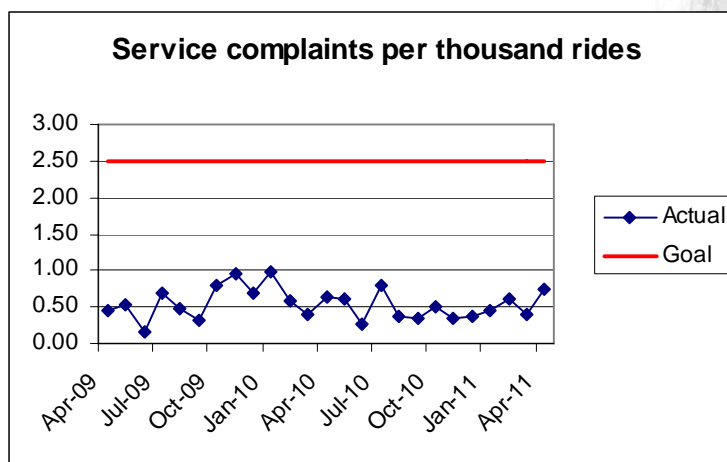
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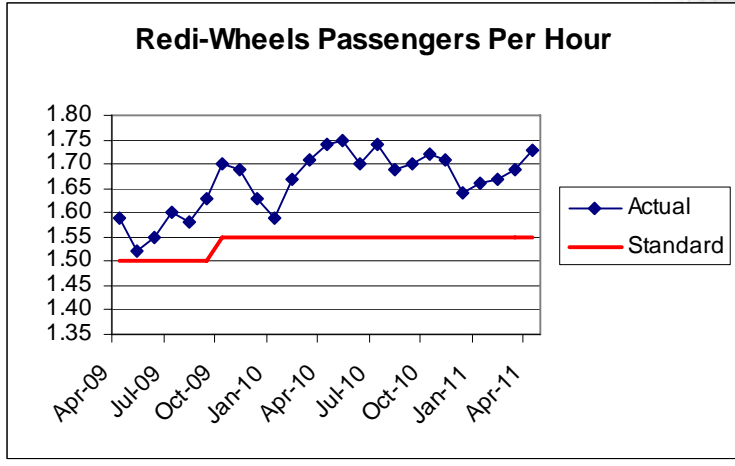
Service Complaints

samTrans



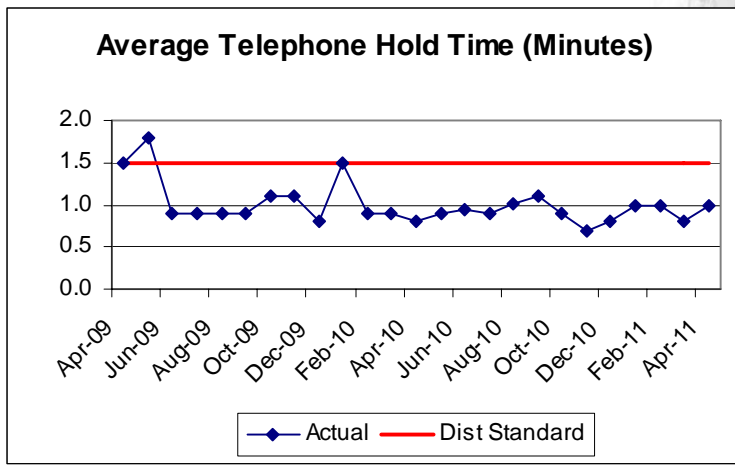
6

Redi-Wheels Productivity



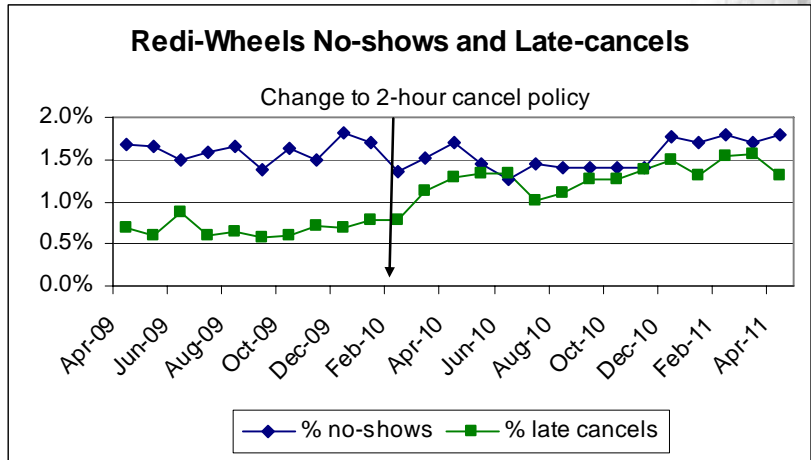
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Telephone Hold Time



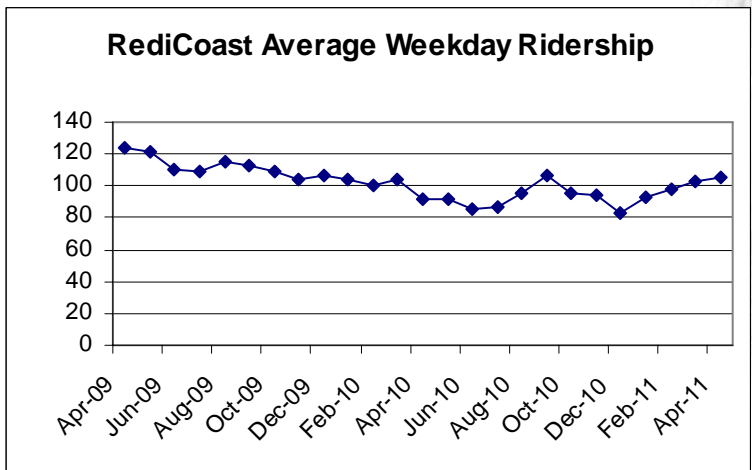
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No-show and Late-cancels



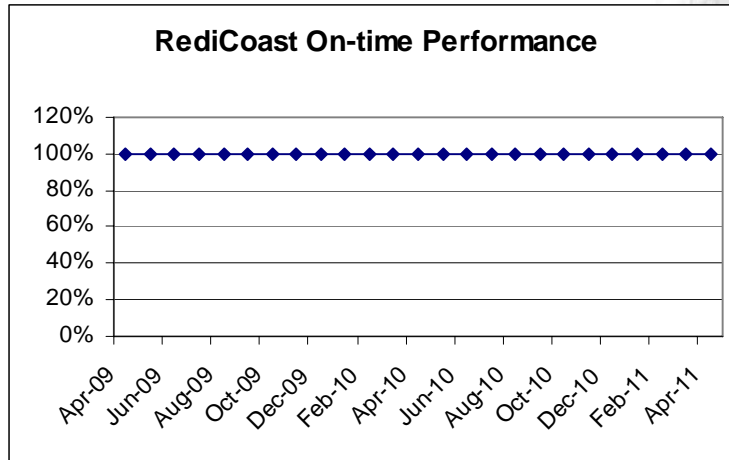
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RediCoast Ridership



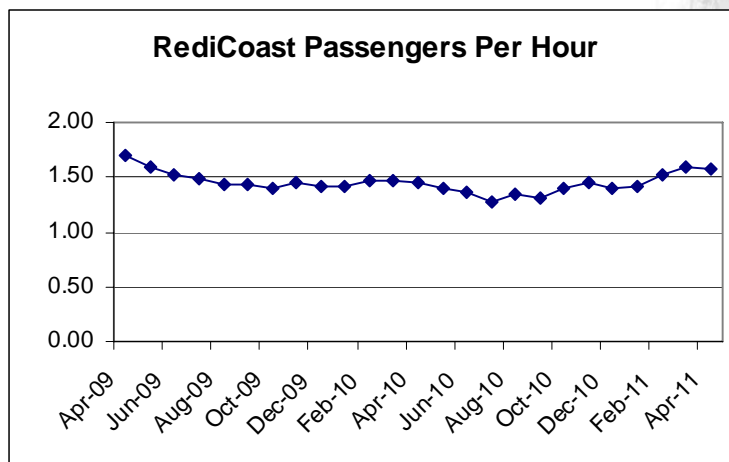
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RediCoast On-time Performance



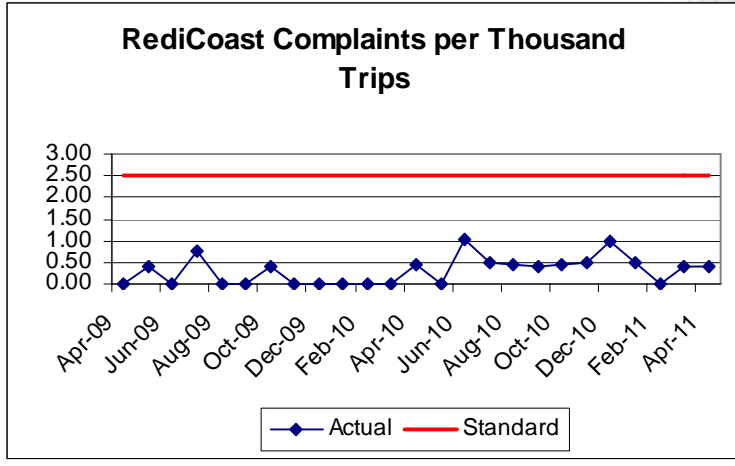
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RediCoast Productivity



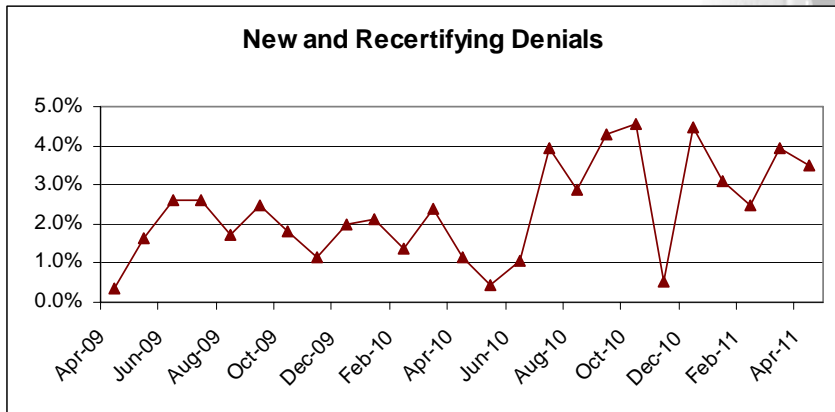
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RediCoast Service Complaints



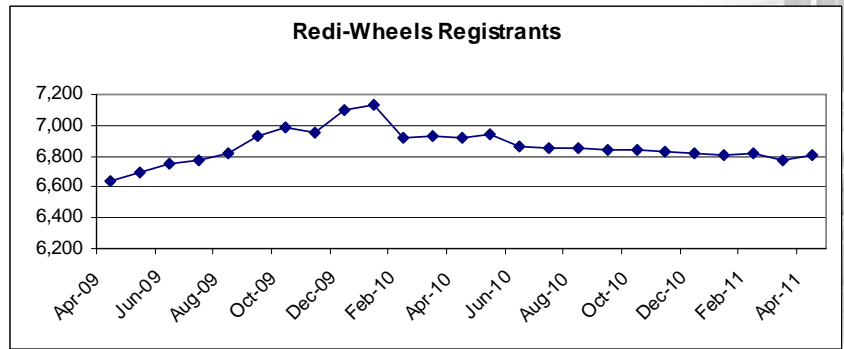
13

Eligibility Denials



14

Total Registrants



ADA Program Costs



	<u>FY 2012 Proposed</u>
Cost (in millions)	\$14.09*
Total Trips	326,800
Average cost	\$43.10
Per trip	
Regular Fare	\$3.75
Farebox Recovery	5.9%

*Negotiating contract option year effective October 2011

Efficiency Measures

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- Late-Cancel Reduction Campaign
- Interactive Voice Response launch
- Optimal vehicle mix
- Alternative service delivery models
- MTC Transit Sustainability Project

17

Late-Cancel Reduction Campaign

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Action Plan: June-August 2011

- Rules explained at eligibility assessment
- Reminder on fare-increase mailing
- Reminder on trip reservation calls
- Ride tips with incident letters
- Dialysis Center support on return trip delays
- Take One on vehicles
- Reminder in summer PCC newsletter
- Sanction Policy

18

IVR Implementation

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- Pilot test May-June 2011
 - PCC volunteers
 - Adult Day Agency clients
- Product refinement June 2011
 - Trip cancellation reliability
 - Text-to-speech clarity
 - Imminent-arrival call accuracy
- Final performance testing July 2011
- Roll-out July-August 2011

19

Optimal Vehicle Mix

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Key Planning Issues

Fleet flexibility

- Cutaway buses serve group trips and extra-large wheelchairs
- Minivans are versatile and accommodate wheelchairs
- Sedans/taxis serve ambulatory and overflow customers

Ridership trends

- Longer trips
- More dialysis trips
- More non-ambulatory customers
- More extra-large wheelchairs

20

Non-traditional Model

- Remotely managed operation
- Out-of-state call center
- Multiple independent contractors provide service delivery
- Non-dedicated vehicle fleet
- Non-dedicated drivers
- LAVTA, NCTD contracts start July 1, 2011

21

ADA Paratransit Strategies

- Demand Management
 - Conditional eligibility, travel training, aligning service, premium charges for some services
- Productivity Measures
 - Control no-shows/late cancels, GPS, hybrid service, group trip efficiency, optimize vehicle mix
- Cost Containment
 - Non-traditional service, volunteer drivers, mobility management, walkable communities

22

Summary

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- **Ridership is steady**
- **Service quality remains high**
- **Productivity of service is improving**
- **Costs expected to slightly increase in FY2012**
- **Efficiency measures are high priority**
 - IVR to go live in July-August
 - Late-Cancel Reduction Campaign June-August
 - Vehicle mix and alternative service delivery models under study
 - Transit Sustainability Project offers recommended strategies for consideration

23

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Aidan Hughes
Interim Executive Officer
Planning and Development

Gigi Harrington
Deputy CEO

**SUBJECT: AMENDMENT TO THE FISCAL YEAR 2012 BUDGET AND
PROGRAMMING AND ALLOCATION OF MEASURE A FUNDS FOR
THE PEDESTRIAN AND BICYCLE CALL FOR PROJECTS**

ACTION

Staff proposes that the Board approve of the following:

1. Amend the Fiscal Year (FY) 2012 budget to increase the Pedestrian and Bicycle Program Category by \$1,584,003 from \$1,300,000 to \$2,884,003. This new sum, combined with \$1,620,000 budgeted but unallocated in FY2011, would provide a Program total of \$4,504,003.
2. Program and allocate \$4,504,003 of Measure A Pedestrian and Bicycle Program Category funds to 16 projects for Fiscal Years 2012 and 2013. The project list is as follows:
 - 2.1 \$250,000 for the Highway 1 Trail Extension – Ruisseau Francais to Roosevelt (Half Moon Bay);
 - 2.2 \$157,163 for the Citywide Bicycle Striping and Signage Project (San Mateo);
 - 2.3 \$91,700 for the East Side Bicycle Route Improvements Project (Burlingame);
 - 2.4 \$168,700 for the West Side Bicycle Route Improvements Project (Burlingame);
 - 2.5 \$300,000 for the 101 Pedestrian and Bicycle Crossing Project (East Palo Alto);
 - 2.6 \$77,000 for the Lake Merced Boulevard In-Pavement Crosswalk Project (Daly City);
 - 2.7 \$480,000 for the Hillsdale/US 101 Bridge Project (San Mateo);
 - 2.8 \$532,640 for the Hudson Street Bicycle and Pedestrian Improvements Project (Redwood City);
 - 2.9 \$100,000 for the 101/Holly Street Grade Separated Path Project (San Carlos);

- 2.10 \$81,200 for the Sharrows¹ and Striping Program Project (South San Francisco);
- 2.11 \$350,000 for the Transit Corridor Pedestrian Connection Project (San Bruno);
- 2.12 \$734,000 for the Brewster Avenue Pedestrian Improvements Project (Redwood City);
- 2.13 \$21,600 for the School Safety Improvements Project (Woodside);
- 2.14 \$500,000 for the Main Street Bridge Bike Lanes and Sidewalks Project (Half Moon Bay);
- 2.15 \$360,000 for the Headlands Trail Project (Pacifica);
- 2.16 \$300,000 for the Burlingame Avenue Downtown Pedestrian and Bicycle Project (Burlingame).

- 3. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

SIGNIFICANCE

Guided by the New Measure A Program Transportation Authority (TA) Strategic Plan and Implementation Plan, the TA issued the first biennial Pedestrian and Bicycle Call for Projects (CFP) earlier this year.

The goal of the Pedestrian and Bicycle Program is to fund projects that improve biking and walking throughout San Mateo County. Three percent of Measure A sales tax revenues are dedicated to the Pedestrian and Bicycle Program. Funding can be used for capital project preconstruction phases (e.g., right-of-way acquisition, environmental clearance, design) and construction.

The CFP announced the availability of approximately \$3,000,000 of TA sales tax funding and criteria for project selection. Forty-one applications were received, reviewed, scored and ranked by a technical committee comprised of staff from the TA and the City/County Association of Governments (C/CAG). Based on the technical scores and input from the June TA Citizens Advisory Committee and TA Board meetings, staff is recommending funding the top 16 ranked projects totaling \$4,504,003.

The total exceeds the approximate 2-year estimated sales tax by \$1,584,003. The primary reason for exceeding the 2-year estimate is to fund additional ranked projects resulting in improved geographic equity. This approach does not result in negative impacts to the TA Measure A Program. The additional funding will be drawn from sales tax collected for the next Pedestrian and Bicycle CFP, scheduled for issuance in spring 2013. Reimbursement schedules will be linked to the flow of Measure A sales tax revenues.

BUDGET IMPACT

A total of \$4,504,003 is needed to fund the 16 recommended projects. The amount of budgeted funds available is \$2,920,000 (\$1,620,000 in FY2011 and \$1,300,000 in FY2012) for the Pedestrian and Bicycle Program Category. A FY2012 budget amendment is being requested to increase the Pedestrian and Bicycle Program (#00748) line by \$1,584,003.

¹ Sharrows are painted pavement markings indicating a shared travel lane for bicyclists and motorists.

The reimbursement schedule for the allocation of the \$4,504,003 will depend upon the flow of Measure A sales tax revenues, which is subject to fluctuations in the economy, and the terms and conditions negotiated between the grant recipients and the TA.

BACKGROUND

In February 2011, the TA and C/CAG issued the first joint CFP announcing the availability of \$4,100,000 (\$3,000,000 in Measure A and \$1,100,000 in Transportation Development Act (TDA) Article 3 funds). Forty-one applications were received from 18 jurisdictions totaling more than \$11 Million.

The administration of the CFP was merged and efficiencies were gained. Project scoring and final decisions were kept separate for the two different decision-making bodies of the TA and C/CAG.

Approval of the TA staff's recommended project list affects only the investment of TA sales tax money. Separate from TA action, C/CAG's staff will seek its Board's approval of their recommendations pertaining to the investment of TDA Article 3 funds.

Prepared by: Melanie Choy, Manager Programming and Monitoring 650-508-6382

Attachment A - List of Projects, Scores, Funding Recommendations
Attachment B - Recommended Projects and Descriptions

**San Mateo County Transportation Authority
Measure A Bicycle and Pedestrian Call for Projects:
Recommended Project List Award (FY2012 & FY2013)**

Proposed for Measure A Funds	TA Rank	Score	Jurisdiction	Project Description	Funds Requested	Proposed Measure A Funds	Proposed for C/CAG / TDA Art. 3 Funds
1	1	78.3	Half Moon Bay	Highway 1 Trail Extension - Ruisseau Francais to Roosevelt	\$250,000	\$250,000	
2	2	77.0	San Mateo	Citywide Bicycle Striping and Signage	\$157,163	\$157,163	
	3	75.8	Redwood City	Brewster Ave. Bicycle Improvements	\$107,640		X
	4	74.5	Half Moon Bay	Highway 1 Trail Extension - Seymour to Wavecrest Road	\$250,000		X
3	5	74.5	Burlingame	East Side Bicycle Route Improvements	\$91,700	\$91,700	
4	6	73.8	Burlingame	West Side Bicycle Route Improvements	\$168,700	\$168,700	
	7	73.8	South San Francisco	Pedestrian Crossing Improvement at El Camino H.S.	\$98,000		X
5	8	71.3	East Palo Alto	101 Pedestrian/Bicycle Overcrossing	\$300,000	\$300,000	
6	9	71.3	Daly City	Lake Merced Blvd In-Pavement Crosswalk	\$77,000	\$77,000	
7	10	71.3	San Mateo	Hillsdale/US 101 Bridge	\$480,000	\$480,000	
8	11	70.3	Redwood City	Hudson St. Bicycle and Pedestrian Improvements	\$532,640	\$532,640	
9	12	70.0	San Carlos	101/Holly St. Grade Separated Path	\$100,000	\$100,000	
	13	69.8	San Mateo	Downtown Bicycle Parking	\$98,783		X
	14	68.3	Menlo Park	Alpine Road Bike Lane Improvements	\$78,000		X
10	15	68.3	South San Francisco	Sharrows and Striping Program	\$81,200	\$81,200	
11	16	66.8	San Bruno	Transit Corridor Pedestrian Connection	\$350,000	\$350,000	
12	17	65.8	Redwood City	Brewster Ave. Pedestrian Improvements	\$734,000	\$734,000	
13	18	65.0	Woodside	School Safety Improvements	\$21,600	\$21,600	
14	19	64.8	Half Moon Bay	Main St Bridge Bike Lanes and Sidewalks	\$500,000	\$500,000	
15	20	64.5	Pacifica	Pacifica Headlands Trail	\$360,000	\$360,000	
16	21	64.5	Burlingame	Burlingame Ave. Downtown Pedestrian and Bicycle	\$300,000	\$300,000	
	22	62.8	Redwood City	Massachusetts Ave. School Crosswalk In-Roadway Warning	\$110,250		

Proposed for Measure A Funds	TA Rank	Score	Jurisdiction	Project Description	Funds Requested	Proposed Measure A Funds	Proposed for C/CAG / TDA Art. 3 Funds
	23	62.5	Millbrae	Millbrae Class III Bike Signage	\$70,000		
	24	62.0	San Carlos	San Carlos Avenue Bicycle and Pedestrian Improvements	\$67,250		
	25	61.8	County of San Mateo	Alpine Road Resurfacing and Bicycle Route	\$150,000		
	26	61.8	South San Francisco	E. Grand Ave. Bike Lanes	\$337,400		
	27	61.8	Pacifica	Various School Illuminated Crosswalk	\$108,000		
	28	61.0	BART	BART Bicycle Lockers	\$140,000		
	29	61.0	Pacifica	400 Esplanade Trail	\$220,000		
	30	60.3	Brisbane	Retrofit Safety Systems at School Crossings	\$60,000		
	31	59.0	San Mateo	Bay to Transit Trail - Phase I	\$312,000		X
	32	59.0	Colma	Hillside Blvd Beautification	\$574,000		
	33	58.8	South San Francisco	Junipero Serra Blvd. Sidewalk	\$413,000		
	34	58.3	County of San Mateo	Crystal Springs Regional Trail South of Highway 92	\$231,827		X <i>Partial funding</i>
	35	58.0	Belmont	Ralston Avenue Pedestrian Route Improvements	\$250,000		
	36	56.8	South San Francisco	El Camino Real Sidewalk at Kaiser Permanente	\$665,000		
	37	54.8	South San Francisco	Alta Loma Stairs Bike Ramp	\$245,000		
	38	53.3	East Palo Alto	Pedestrian and Bicycle Trail Network Expansion	\$191,500		
	39	47.3	Menlo Park	Citywide Wayfinding Signage	\$12,000		
	40	47.0	County of San Mateo	Mirada Road Rehabilitation and Bicycle Trail	\$1,800,000		
	X <i>Ineligible for Measure A funding</i>		San Bruno	Bicycle and Pedestrian Master Plan	\$75,000		
TOTAL AMOUNT REQUESTED					\$11,168,653	\$4,504,003	

Note

Projects shaded in gray are being recommended for Measure A funding. The top ranked projects that are not shaded in gray are being recommended for funding by C/CAG staff through the TDA Article 3 Program.

**SMCTA and C/CAG
Joint Pedestrian and Bike CFP (FY2012 & FY2013)
Summary of Project Descriptions for Recommended TA Projects**

1. **Highway 1 Trail Extension - Ruisseau Francais to Roosevelt**
Agency: Half Moon Bay Requested funding: \$250,000
Design and construct the extension of the Highway 1 Bicycle/Pedestrian Trail from north of Ruisseau Francais Avenue to north of Roosevelt Boulevard with a twelve foot Class I Bike/Pedestrian path for approximately 0.5 miles.
2. **Citywide Bicycle Striping and Signage**
Agency: San Mateo Requested funding: \$157,163
Full implementation of the City of San Mateo's Bicycle Master Plan's recommended on-street network including all striping, signage for Class II, III, and III + shared lane markings. The Class II facilities include 1.83 miles, Class III includes 20.13 miles, and Class III+shared lane markings includes 4.07 miles.
3. **Burlingame East Side Bicycle Route Improvements**
Agency: Burlingame Requested funding: \$91,700
Design and construct approximately 9,700 linear feet of dedicated Class II bike lanes, markings, and directional signage along Airport Boulevard from Bayshore Highway to Lang Road. Install sharrow roadway markings and directional signage for 6,600 feet along Bayshore Highway (between Airport Boulevard and the Millbrae city limits) and for 920 feet along Beach Road (between Sanchez Creek/Bayfront Channel and Airport Boulevard).
4. **Burlingame West Side Bicycle Route Improvements**
Agency: Burlingame Requested funding: \$168,700
Design and install 4,000 feet of dedicated Class II bike lanes, markings, and directional signage along Hillside Drive from Alvarado Avenue to El Camino Real and 1,200 feet on Grove Avenue from California Drive to El Camino Real. Install sharrow roadway markings and directional signage for 7,100 feet along Rollins Road (between Broadway and the city limit near Adrian Road).
5. **Highway 101 Pedestrian/Bicycle Overcrossing**
Agency: East Palo Alto Requested funding: \$300,000
Includes planning phase of a Highway 101 overcrossing project that will tentatively connect at East Bayshore Road/Clarke Avenue and West Bayshore Road/Newell Road.
6. **Lake Merced Boulevard In-Pavement Crosswalk**
Agency: Daly City Requested funding: \$77,000
Design and construction of an in-pavement crosswalk warning system and bulb-out on Lake Merced Boulevard, approximately 280 feet north of Belmar Avenue.
7. **Hillsdale/US 101 Bridge**
Agency: San Mateo Requested funding: \$480,000
Preliminary engineering design and environmental review of a pedestrian and bicycle bridge over US 101 south of Hillsdale Boulevard.
8. **Hudson Street Bicycle and Pedestrian Improvements**
Agency: Redwood City Requested funding: \$532,640
Design and construction of sharrow roadway markings and directional signage along the entire length of Hudson Street (approximately 1.7 miles). Bike detectors and pedestrian signals will also be installed at the signalized intersection of Jefferson Avenue and Woodside Road. Install crosswalks and bulb-outs at the following cross streets: Roosevelt Avenue, Oak Avenue, and Redwood Avenue.

9. **101 Holly Street Grade Separated Path**
 Agency: San Carlos Requested funding: \$100,000
 Preliminary engineering design (30%) of a pedestrian and bicycle bridge through the US 101/Holly Street interchange.

10. **South San Francisco Sharrow and Striping Program**
 Agency: South San Francisco Requested funding: \$81,200
 Install sharrow marking Class III facilities and also provide for the striping of proposed Class II bike lanes throughout the city.

11. **Transit Corridor Pedestrian Connection Project**
 Agency: San Bruno Requested funding: \$350,000
 Design and install bulb-outs, lighting, and directional signage on El Camino Real from San Bruno Avenue to Sneath Lane, San Bruno Avenue from El Camino Real to Huntington Avenue, and Huntington Avenue from San Bruno Avenue to Sneath Lane.

12. **Brewster Avenue Pedestrian Improvements**
 Agency: Redwood City Requested funding: \$734,000
 Design and construction of 21 curb bulb-outs with accessibility ramps on Brewster Avenue between El Camino Real and Fulton Street and on Broadway between Brewster Avenue and El Camino Real. The improvements will be constructed on Brewster Avenue and Broadway at the following cross streets: Arch Street, Broadway, Clinton Street, Duane Street, Elwood Street, and Fulton Street.

13. **Town of Woodside's School Safety Improvement Project**
 Agency: Woodside Requested funding: \$21,600
 Replacement of two existing in-pavement crosswalks with warning lights and flashing sign, adjacent to Woodside Elementary School.

14. **Main Street Bridge Bike Lanes and Sidewalks**
 Agency: Half Moon Bay Requested funding: \$500,000
 Replace the Downtown Main Street Bridge with a new bridge that will include accessible sidewalks and Class II bike lanes. The request for this grant is for the required local match for the Highway Bridge Replacement and Rehabilitation grant.

15. **Pacifica Headlands Trail Project**
 Agency: Pacifica Requested funding: \$360,000
 Purchase right-of-way for the Headlands Trail Project, which will construct approximately 5,800 feet of natural surface multi-purpose trail from San Pedro Avenue to the northern end of the Devil's Slide Tunnel Project.

16. **Burlingame Avenue Downtown Pedestrian and Bicycle Improvements**
 Agency: Burlingame Requested funding: \$300,000
 Design and engineering of approximately 4,400 linear feet of sidewalk improvements in the Downtown area of Burlingame including handicap ramps, sidewalks, crosswalk striping, lighting, landscaping, curb, and gutter work along Burlingame Avenue from El Camino Real to California Drive.

RESOLUTION NO. 2011 –

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

*** * ***

**APPROVE PROGRAMMING AND ALLOCATION OF \$4,504,003 IN NEW MEASURE
A FUNDS FROM THE PEDESTRIAN AND BICYCLE PROGRAM CATEGORY FOR
SIXTEEN PROJECTS AND AUTHORIZE A BUDGET AMENDMENT OF \$1,584,003
TO THE FISCAL YEAR 2012 BUDGET FOR THESE PROJECTS**

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the New Measure A half-cent sales tax 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 3 percent of the New Measure A revenues to fund pedestrian and bicycle projects; and

WHEREAS, the TA issued a competitive call for pedestrian and bicycle projects for Fiscal Years 2012 and 2013 and forty-one applications were submitted; and

WHEREAS, the TA selection panel reviewed and scored the projects and staff recommends that the Board authorize the programming and allocation of a total of \$4,504,003 to 16 projects; and

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

WHEREAS, staff recommends the Board authorize an amendment to increase the Fiscal Year 2012 budget in the amount of \$1,584,003 for the Pedestrian and Bicycle Program (Authority Project #00748); and

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

1. Approve an amendment to increase the Fiscal Year 2012 budget for the Pedestrian and Bicycle Program Category Project #00748 by \$1,584,003 in New Measure A funds; and
2. Program and allocate a total of \$4,504,003 in New Measure A Pedestrian and Bicycle Program Category funds as follows:
 - 2.1 \$250,000 to the City of Half Moon Bay for the Highway 1 Trail Extension – Ruisseau Francais to Roosevelt;
 - 2.2 \$157,163 to the City of San Mateo for the Citywide Bicycle Striping and Signage Project;
 - 2.3 \$91,700 to the City of Burlingame for the East Side Bicycle Route Improvements Project;
 - 2.4 \$168,700 to the City of Burlingame for the West Side Bicycle Route Improvements Project;
 - 2.5 \$300,000 to the City of East Palo Alto for the 101 Pedestrian and Bicycle Overcrossing Project;
 - 2.6 \$77,000 to the City of Daly City for the Lake Merced Boulevard In-Pavement Crosswalk Project;
 - 2.7 \$480,000 to the City of San Mateo for the Hillsdale/US 101 Bridge Project;
 - 2.8 \$532,640 to the City of Redwood City for the Hudson Street Bicycle and Pedestrian Improvements Project;
 - 2.9 \$100,000 to the City of San Carlos for the 101/Holly Street Grade Separated Path Project;
 - 2.10 \$81,200 to the City of South San Francisco for the Sharrows and Striping Program Project;
 - 2.11 \$350,000 to the City of San Bruno for the Transit Corridor Pedestrian Connection Project;
 - 2.12 \$734,000 to the City of Redwood City for the Brewster Avenue Pedestrian Improvements Project;

- 2.13 \$21,600 to the Town of Woodside for the School Safety Improvements Project;
- 2.14 \$500,000 to the City of Half Moon Bay for the Main Street Bridge Bike Lanes and Sidewalks Project;
- 2.15 \$360,000 to the City of Pacifica for the Headlands Trail Project;
- 2.16 \$300,000 to the City of Burlingame for the Burlingame Avenue Downtown Pedestrian and Bicycle Project; and

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

Regularly passed and adopted this 7th day of July, 2011 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST: _____
Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

**SUBJECT: PROGRAM REPORT: TRANSIT: SOUTH SAN FRANCISCO AND
REDWOOD CITY FERRY PROJECTS**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's (TA) six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. This month features a report that will provide an update on the proposed ferry projects as part of the Transit Program Category.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Included in the new Measure A program, which began January 2009, were funds to provide financial assistance for ferry service to South San Francisco and Redwood City. Two percent or \$30 million was projected to be available in Measure A dollars over the 25-year life of the new Measure A program. The two cities agreed to a 50/50 of the ferry funding.

In December 2008, the TA authorized the advancement of \$15 million of new Measure A funding to the Water Emergency Transportation Authority (WETA) to accelerate the start of dredging and dock demolition work associated with the South San Francisco Terminal. Last year, terminal construction began that included the viewing terrace and pile driving activity along with offsite construction of the float and gangway. Construction is scheduled to be

complete by the end of this year with service beginning spring 2012. WETA in coordination with the Peninsula Congestion Relief Alliance, SamTrans and the surrounding employers is studying feeder bus and shuttle service to support the ferry.

This month's presentation will provide an update on activities associated with both locations and will be presented via a PowerPoint presentation.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: STATE AND FEDERAL LEGISLATIVE UPDATE

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

Budget

Democrats in the State Legislature approved a budget without Republican support using new authority granted by the passage of Proposition 25 last November. The budget cut funding for the State courts system and local redevelopment agencies and deferred payments to education, but did not include the extension of existing revenue sources proposed by the governor.

Shortly after its passage, the governor vetoed the budget stating that it would do little to solve the State's ongoing fiscal crisis and contained legally questionable provisions.

Following the veto, State Controller John Chiang invoked his authority under Proposition 25, announcing that the budget package sent to the governor was not balanced and that legislators would be required to forfeit their pay until a balanced solution is approved.

FEDERAL ISSUES

Reauthorization

House and Senate committees are making progress on moving forward with the reauthorization of surface transportation proposals before the current extension expires on September 30.

On June 22, Senator Barbara Boxer announced the framework for the Senate version, titled Moving Ahead For Progress in the 21st Century (MAP-21). The bill would maintain current funding levels with adjustments for inflation and would expand transportation infrastructure financing programs. Although the framework represents a six-year bill, Senator Boxer has not ruled out a two-year measure if necessary to maintain current funding levels.

The House version will be made available on July 7.

Appropriations

The House Appropriations Committee approved the Fiscal Year 2012 Energy and Water Appropriation bill following an amendment that would redirect \$1 billion in unobligated high-speed rail funds from the American Recovery and Reinvestment Act to flood relief efforts.

The Federal Railroad Administration has announced its intention to use some of these funds for California's High-Speed Rail project. The amendment is not expected to be preserved when the senate considers the bill later this summer.

Prepared by: Seamus Murphy, Government Affairs Manager

650-508-6388

**San Mateo County Transportation Authority
Bill Matrix as of 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 16 Perea D</p> <p>High-Speed Rail Authority.</p>	<p>SENATE T. & H. 6/16/2011 - Referred to Com. on T. & H.</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 equipment that are manufactured in California, consistent with federal and state laws.</p>	
<p>AB 41 Hill D</p> <p>High-Speed Rail Authority: conflicts of interest: disqualification: ex parte communications.</p>	<p>SENATE RLS. 6/22/2011 - From committee: Do pass and re-refer to Com. on RLS. (Ayes 5. Noes 0.) (June 21). Re-referred to Com. on RLS.</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. Last Amended on 6/9/2011</p>	
<p>AB 57 Beall D</p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE T. & H. 6/15/2011 - In committee: Set, first hearing. Hearing canceled at the request of author.</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.</p> <p>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. 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 6/23/2011**

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 147 Dickinson D</p> <p>Subdivisions.</p>	<p>SENATE THIRD READING 6/9/2011 - Read second time. Ordered to third reading.</p>	<p>The Subdivision Map Act authorizes a local agency to require the payment of fees, to be used for various purposes, as a condition of approval of a final map or as a condition of issuing a building permit, including, among others, for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined. This bill would authorize a local ordinance to require payment of a fee subject to the Mitigation Fee Act, as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing transportation facilities, as defined.</p> <p>Last Amended on 5/31/2011</p>	Support
<p>AB 286 Berryhill, Bill R</p> <p>State highways: Routes 108 and 120.</p>	<p>SENATE APPR. 6/15/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 14). 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 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.</p> <p>Last Amended on 4/27/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 294</u> <u>Portantino D</u></p> <p>Design-sequencing contracts.</p>	<p>SENATE APPR. 6/22/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 21). Re-referred to Com. on APPR.</p>	<p>Until January 1, 2010, the Department of Transportation was authorized to conduct a pilot project to let design-sequencing contracts, as defined, for design and construction of not more than 12 transportation projects. These provisions are now repealed. This bill would enact new provisions, authorizing the department to let contracts for construction of not more than 5 transportation projects utilizing the design-sequencing method , to be effective until January 1, 2015.</p> <p>The bill would require the department to use department employees or consultants under contract with the department for these design services. The bill would require the department to compile data on the transportation projects awarded under these provisions and to include that information in a report to the Legislature each year during which the projects are underway, as specified.</p> <p>Last Amended on 5/27/2011</p>	
<p><u>AB 296</u> <u>Skinner D</u></p> <p>Building standards: cool pavement.</p>	<p>SENATE T. & H. 6/21/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</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 encourage the department to consult and coordinate with specified state agencies, to implement the act. The bill would require the department to publish or make available on the department's Internet Web site, by January 1, 2014, a Cool Pavements Handbook to detail specifications, testing protocols, and best practices for cool pavements.</p> <p>Last Amended on 6/21/2011</p>	
<p><u>AB 320</u> <u>Hill D</u></p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p>	<p>SENATE JUD. 6/20/2011 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (June 20). Re-referred to Com. on JUD.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, which includes a local agency, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to file a notice of approval or a notice of determination containing specified information with the Office of Planning Research or the county clerk of each county in which the project is located, as appropriate. CEQA provides a procedure by which a party may attack, review, set aside, void, or annul the determination, finding, or decision of a public agency on specified grounds and requires that a petitioner or plaintiff name, as a real party in interest, a recipient of an approval that is the subject of an action or proceeding challenging the determination, finding, or decision of a public agency pursuant to CEQA.</p> <p>This bill would require a notice of approval or notice of determination to identify the person undertaking an activity that receives financial assistance from a public agency or the person receiving a lease, permit, license, certificate, or other entitlement of use from a public agency. Because a lead agency would be required to include additional information in the notice of approval or notice of determination, this bill would impose a state-mandated local program.</p> <p>Last Amended on 6/14/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 348 Buchanan D</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>	
<p>AB 427 John A. Pérez D</p> <p>Transportation bond funds: transit system safety.</p>	<p>SENATE APPR. 6/22/2011 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 7. Noes 0.) (June 21). Re-referred to Com. on APPR.</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 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 485 Ma D</p> <p>Infrastructure financing.</p>	<p>SENATE G. & F. 6/22/2011 - In committee: Hearing postponed by committee. (Refers to 6/20/2011 hearing)</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.</p> <p>Last Amended on 5/5/2011</p>	<p>Support</p>
<p>AB 492 Galgiani D</p> <p>High-Speed Rail Authority.</p>	<p>SENATE RLS. 6/20/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee.</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, and, if it does so, would require the authority to identify the number of jobs in California likely to be created from awarding those contracts. Last Amended on 6/20/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 508 Swanson D</p> <p>Displaced public transit, solid waste handling, and recycling services employees.</p>	<p>SENATE APPR. 6/22/2011 - Action From L. & I.R.: Do pass. To APPR.</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>	
<p>AB 516 V. Manuel Pérez D</p> <p>Safe routes to school.</p>	<p>SENATE T. & H. 6/21/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</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. The bill would require up to 5% of any annual budget allocation to fund grants pursuant to these provisions to be expended for technical assistance to eligible low-income schools and communities, as specified. Last Amended on 6/21/2011</p>	
<p>AB 551 Campos D</p> <p>Public contracts: prevailing wage requirements: violations.</p>	<p>SENATE APPR. 6/22/2011 - Action From L. & I.R.: Do pass as amended. To APPR.</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. Last Amended on 6/15/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 6/23/2011**

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>SENATE T. & H. 6/21/2011 - SEN. T. & H. Vote - Do pass, but re-refer to the Committee on Rules.</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 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 January 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 September 30, 2012, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the Department of Transportation to provide administrative staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the department, as specified, to accomplish the purposes of these provisions. Last Amended on 6/14/2011</p>	<p>Support</p>
<p>AB 710 Skinner D</p> <p>Local planning: infill and transit-oriented development.</p>	<p>SENATE G. & F. 6/16/2011 - Referred to Com. on GOV. & F.</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 5/31/2011</p>	
<p>AB 892 Carter D</p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>SENATE E.Q. 6/8/2011 - From committee: Do pass and re-refer to Com. on E.Q. with recommendation: to consent calendar. (Ayes 9. Noes 0.) (June 7). Re-referred to Com. on E.Q.</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>

**San Mateo County Transportation Authority
Bill Matrix as of 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 912Gordon D</p> <p>Local government: organization.</p>	<p>SENATE CONSENT CALENDAR 6/23/2011 - Action From CONSENT CALENDAR: Read second time. To CONSENT CALENDAR.</p>	<p>The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires a local agency formation commission, where the commission is considering a change of organization that consists of a dissolution, disincorporation, incorporation, establishment of a subsidiary district, consolidation, or merger, to either order a change of organization subject to confirmation of the voters, as specified, or order the change of organization without an election if the change of organization meets certain requirements.</p> <p>This bill would authorize the commission, where the commission is considering a change of organization that consists of the dissolution of a district that is consistent with a prior action of the commission, to immediately order the dissolution if the dissolution was initiated by the district board, or if the dissolution was initiated by an affected local agency, by the commission, or by petition, hold at least one noticed public hearing on the proposal, and order the dissolution without an election, unless a majority protest exists, as specified. Last Amended on 5/27/2011</p>	
<p>AB 952 Jones R</p> <p>High-speed rail.</p>	<p>SENATE T. & H. 6/8/2011 - Referred to Com. on T. & H.</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>	
<p>AB 957 Committee on Transportation</p> <p>Transportation omnibus bill.</p>	<p>SENATE T. & H. 6/2/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee.</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 6/2/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 1092 Lowenthal, Bonnie D</p> <p>High-speed rail.</p>	<p>SENATE RLS. 6/16/2011 - Referred to Com. on RLS.</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 biannually 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>AB 1097 Skinner D</p> <p>Transit projects: domestic content.</p>	<p>SENATE APPR. 6/22/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 21). Re-referred to Com. on APPR.</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 exceeds Buy America requirements applicable to federally funded transit projects. Last Amended on 6/13/2011</p>	Support
<p>AB 1105 Gordon D</p> <p>High-occupancy toll lanes: roadway markings.</p>	<p>SENATE APPR. 6/8/2011 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 9. Noes 0.) (June 7). Re-referred to Com. on APPR.</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. Last Amended on 4/13/2011</p>	Support
<p>AB 1164 Gordon D</p> <p>High-Speed Rail Authority: appointees: Senate confirmation.</p>	<p>SENATE T. & H. 6/22/2011 - In committee: Set, first hearing. Hearing canceled at the request of author.</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>	

**San Mateo County Transportation Authority
Bill Matrix as of 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 1229 Feuer D</p> <p>Transportation: financing: federal highway grant anticipation notes.</p>	<p>SENATE T. & H. 6/21/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re- referred to Com. on T. & H.</p>	<p>Existing law continuously appropriates the amounts specified in the annual Budget Act as having been deposited in the State Highway Account from federal transportation funds, and pledged by the California Transportation Commission, to the Treasurer for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Existing law defines an "eligible project" for these purposes as the federally funded portion of a highway or other transportation project that has been designated for accelerated construction by the commission, and increases the capacity, reduces the travel time, or provides long-life rehabilitation of the key bridges and roadways of a corridor or gateway for interregional travel and movement of goods. Existing law prohibits the Treasurer from authorizing the issuance of the notes if the annual repayment obligations of all outstanding notes in any fiscal year would exceed 15% of the total amount of federal transportation funds deposited in the account for any consecutive 12-month period within the preceding 24 months.</p> <p>This bill would provide that an "eligible project" may include projects programmed by a regional transportation planning agency using its share of apportionments of federal regional surface transportation program funds or congestion mitigation and air quality funds, as specified. The bill would authorize no more than 50% of bonding capacity of GARVEE bonds from being made available for these projects and would require the commission to require a regional transportation planning agency to commit to repaying the state for debt service if that agency's share of federal regional surface transportation program funds or federal congestion mitigation and air quality funds is insufficient to repay the GARVEE bonds or if a portion of the project costs is ineligible for federal funding. The bill would, for such a repayment by a regional transportation planning agency, authorize the commission to amend into the State Transportation Improvement Program some or all of the funds necessary for the repayment to be counted against the county share of State Transportation Improvement Program funds for the county in which the project is located. By expanding the types of projects for which GARVEE bonds may be used, the bill would make an appropriation. Last Amended on 6/21/2011</p>	<p>Support</p>
<p>SB 46 Correa D</p> <p>Public officials: compensation disclosure.</p>	<p>SENATE THIRD READING 6/6/2011 - Read second time. Ordered to third reading.</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.</p> <p>This bill would, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other 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. Last Amended on 6/2/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>SB 126 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY B., P. & C.P. 6/21/2011 - From committee: Do pass and re-refer to Com. on B., P. & C.P. with recommendation: To consent calendar. (Ayes 14. Noes 0.) (June 20). Re-referred to Com. on B., P. & C.P.</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>	
<p>SB 310 Hancock D</p> <p>Local development.</p>	<p>ASSEMBLY L. GOV. 6/20/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.</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 6/20/2011</p>	
<p>SB 468 Kehoe D</p> <p>Department of Transportation: north coast corridor project: high-occupancy toll lanes.</p>	<p>ASSEMBLY TRANS. 6/20/2011 - Set, first hearing. Hearing canceled at the request of author. From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.</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, where appropriate, in the project design and 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 6/20/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>SB 475 Wright D</p> <p>Infrastructure financing.</p>	<p>ASSEMBLY L. GOV. 6/20/2011 - From committee with author's amendments. Read second time and amended. Re-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 years, 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. Last Amended on 6/20/2011</p>	
<p>SB 517 Lowenthal D</p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY TRANS. 6/9/2011 - Referred to Com. on TRANS.</p>	<p>The High-Speed Rail Authority is composed of 9 members, including 5 members appointed by the Governor. This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency.</p> <p>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.</p> <p>Last Amended on 5/17/2011</p>	
<p>SB 582 Emmerson R</p> <p>Commute benefit policies.</p>	<p>ASSEMBLY CONSENT CALENDAR 6/23/2011 - Action From SECOND READING: Read second time. To CONSENT CALENDAR.</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. This bill, beginning on January 1, 2013, subject to certain exceptions, would authorize a metropolitan planning organization jointly with the local air quality management district or air pollution control district to adopt a commute benefit ordinance that requires covered employers operating within the common area of the organization and district with a specified number of covered employees to offer those employees certain commute benefits.</p> <p>The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would provide for the 8 metropolitan planning organizations within the region served by a specified air district to adopt the ordinance only after the district first acts to adopt the ordinance. The bill would exclude from its provisions an air district with a trip reduction regulation initially adopted prior to the federal Clean Air Act Amendments of 1990 as long as it continues to have a regulation that allows trip reduction as a method of compliance. The bill would make its provisions inoperative on January 1, 2017. Last Amended on 6/22/2011</p>	