



BOARD OF DIRECTORS 2011

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

MICHAEL J. SCANLON  
EXECUTIVE DIRECTOR

# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**April 7, 2011 - Thursday**

**5:00 p.m.**

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Consent Calendar  
Members of the public or Board may request that an item under the Consent Calendar be considered separately
  - a) Approval of Minutes of March 3, 2011
  - b) Acceptance of Statement of Revenues and Expenditures for February 2011
4. Public Comment  
Public testimony by each individual speaker shall be limited to one minute
5. Citizens Advisory Committee (CAC) Report
6. Chairperson's Report
7. SamTrans Liaison Report – March 9, 2011
8. Joint Powers Board Report
9. Report of Executive Director
10. Program
  - a) Measure A Program Status Report
  - b) Program Report: Rail Grade Separations Program (San Bruno)
  - c) Update on State and Federal Legislative Program
11. Requests from the Authority
12. Written Communications to the Authority
13. Report of Legal Counsel

MOTION

INFORMATIONAL  
INFORMATIONAL  
INFORMATIONAL

14. Date, Time and Place of Next Meeting

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

15. Adjournment

## **INFORMATION FOR THE PUBLIC**

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

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

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

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

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

### **Public Comment**

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

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

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

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

### **Availability of Public Records**

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

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

**MINUTES OF MARCH 3, 2011**

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

**MEMBERS ABSENT:** J. Vreeland

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

**SWEARING IN OF MEMBERS**

Director Karyl Matsumoto (representing SamTrans) was administered the oath of office.

Chair Rosanne Foust called the meeting to order at 5:07 p.m. and Director Don Horsley led the Pledge of Allegiance.

**CONSENT CALENDAR**

- a. Approval of Minutes of February 3, 2011
- b. Acceptance of Statement of Revenues and Expenditures for January 2011

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

**PUBLIC COMMENT**

None

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

Chair Barbara Arietta presented details of the March 1, 2011 meeting:

- Received a presentation on Phase II of the new Measure A Highway Plan.
- Supported the authorization to convey property to the city of San Mateo.
- Received the Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter Fiscal Year 2011.
- Received an update on the Belmont Bicycle/Pedestrian Overcrossing Project, the TA's call for bicycle and pedestrian projects and the first phase of the Marsh-to-Embarcadero Auxiliary Lane Project.
- A public member said the county's new bicycle and pedestrian plan does not include any bike lanes through a section of Middlefield Road that runs through North Fair Oaks.

Director Matsumoto said she sits on the City/County Association of Governments (C/CAG) Bicycle and Pedestrian Advisory Committee and said this issue will be addressed by the committee.

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

- The TA's Strategic Plan Implementation subcommittee (Directors John Lee, Terry Nagel and herself) met prior to the Board meeting and reviewed the Highway Plan previewed by the CAC. Adoption of the final Highway Plan is scheduled for the June TA Board meeting.
- TA CAC recruitment will begin for five seats on March 7. The application will be on the TA website, applications are due April 11 and appointment of CAC members will be made at the May 5 TA Board meeting.

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

The report for February 9, 2011 is in the agenda packet.

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

Executive Director Michael Scanlon reported on the meeting of March 3, 2011:

- A public hearing was held to consider possible service suspensions, station closures and fare increases due to Caltrain's financial crisis. Seventy-eight public speakers represented a cross section of the communities along the Caltrain corridor. The TA was represented by Directors Lee and Nagel and Director Matsumoto was an observer for SamTrans. Barbara Arietta and Pat Dixon represented the TA CAC. Staff will review all comments in discussions on proposed changes.
- The Board declared a fiscal emergency follow a public hearing.
- The regular public comment period included comments from members of the Teamsters Union employed by the Parking Company of American who serve Caltrain under a contract but have no connection to Caltrain on negotiations or benefits.
- The Metropolitan Transportation Commission (MTC) liaison report was give by SamTrans Director Adrienne Tissier, newly named chair of the MTC. The MTC is engaged in trying to solve Caltrain's short-term problems and in finding long-term solutions.
- Received a report from the JPB CAC.
- Commended JPB partners for their efforts to find solutions to Caltrain's financial crisis. MTC Director Steve Heminger, Santa Clara Valley Transportation Authority (VTA) General Manager Michael Burns and San Francisco Municipal Transportation Agency Executive Director Nathaniel Ford and staff are fully engaged in finding solutions for Caltrain and working through about 100 ideas advanced for possible solutions.
- January and year-to-date performance statistics remain impressive particularly considering the January fare increase.
- Clipper is available on Caltrain and paper 8-ride tickets or Monthly passes are no longer available. The transition to Clipper is a work in progress and staff is working with the MTC, Amtrak personnel and Cubic during the transition.
- The next meeting of the Bicycle Advisory Committee is scheduled for March 17. Staff will present the plan for converting all Gallery sets to have two bike cars, which is a commitment made a few months ago.
- Reported on High Speed Rail (HSR) and how Caltrain is working with San Mateo County city managers in a model that may be expandable to Santa Clara and San Francisco counties if needed. Congresswoman Anna Eshoo called a meeting with seven members of the local congressional delegation, the U.S. Department of Transportation undersecretary and the number two person in the Federal Railroad Administration to meet with California High Speed Rail Authority (CHSRA) Chief Executive Officer Roelof van Ark and Mr. Scanlon. The CHSRA announced today it is taking a phased approach to development along the

Peninsula that could assist hopefully in electrifying Caltrain and installing a signal system that allows CHSRA to have some throughput and an initial operating segment.

- Recognized Deputy CEO Gigi Harrington and Executive Officer, Planning and Development Marian Lee for assuming many responsibilities regarding HSR and Executive Officer, Public Affairs Mark Simon and Manager, Community Relations Todd McIntyre for outreach.
- Distributed the monthly Safety and Security Report. There were a total of four fatalities in January and February.
- The Board:
  - a. Accepted the Statement of Revenues and Expenses for January 2011.
  - b. Received a State and Federal legislative update.
  - c. Received the Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter Fiscal Year 2011.

Director Nagel said information she received on CHSRA's new statements indicate that even with a phased approach, the plan is for a full-build meaning a four-track plan. Mr. Scanlon said his understanding is that under State law that passed Proposition 1A and provided the \$9.95 billion, it is CHSRA's contention they have to do an Environmental Impact Report (EIR) for a full build-out of the system. Mr. Scanlon said that with the right robust signal system and electrification, Caltrain's needs could be accommodated and probably CHSRA's needs for a generation and then high-speed rail would be built out incrementally as needed. It would be built out over time and demand driven. The State attorney general's staff said CHSRA needs to clear the project environmentally.

Legal Counsel David Miller advised that staff has suggested the "Scanlon phased implementation plan" to CHSRA as one that can be reconciled with CHSRA's view that it needs to prepare a complete Environmental Impact Report (EIR) in order to satisfy Proposition 1A. One approach staff has offered is for the CHSRA to prepare a tiered EIR. This is a concept that has surfaced in connection with the Caltrain electrification project. It would allow an initial phase of work (first tier) to move forward without preordaining implementation of later phases as later phases would require preparation of supplemental environmental documents.

Director Nagel said people along the Caltrain corridor are worried about a humongous four-track plan locked into an EIR and sitting on a shelf for however many years it takes to fund this project. That will have a chilling affect on real estate and all the development issues in our cities.

Chair Foust said everyone on the TA Board is following the issue of Caltrain's future very closely because of how it impacts the collective community. She received a call from a reporter about the impact of this on transit-oriented development (TOD). She highlighted the development near the Hayward Park Caltrain Station but said the Caltrain issue is not just about TOD; it is about the health and economic well-being of all the communities along the Caltrain corridor, not just one piece.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon reported:

- The auxiliary lane project between Marsh Road in Menlo Park and University Avenue in East Palo Alto will include construction of an overpass near the current Ringwood pedestrian overpass. The project was advertised on February 22 and bid opening is scheduled for April 13. A good bid process could mean construction could begin in early summer.

- The TA and C/CAG announced a joint call for projects for the county's Pedestrian & Bicycle Program, beginning Monday, February 14. Application materials are on the TA website. There will be an application workshop on March 8 from 10 a.m. to noon in the San Carlos library. Applications are due March 17.

## **FINANCE**

### **Authorization to Convey Property to the City of San Mateo**

Manager, Real Estate and Property Development Brian Fitzpatrick said this property was required for the Third Avenue (San Mateo) to Millbrae Avenue (Millbrae) widening project because the Monte Diablo overcrossing in San Mateo had to be reconfigured. Staff recommends the property acquisition for the project be transferred to the city of San Mateo.

A motion (Lee/Groom) to authorize the conveyance was approved.

## **PROGRAM**

### **Program Report: Transit – Dumbarton Rail Corridor (DRC)**

Marian Lee reported:

- Dumbarton Rail will be a new commuter service using the Dumbarton Rail Bridge to bring people from the East Bay to access jobs along the Peninsula.
- The Dumbarton Policy Advisory Committee includes the MTC, Alameda County Transportation Commission, the TA, the VTA and Capitol Corridor. The TA is the project sponsor and asked the JPB to manage the project.
- A recent technical study looked at rescoping the project and an action plan has been organized to move forward with the environmental document.
- Fourteen bus and rail alternatives were evaluated to be included in the environmental document. One bus alternative has been selected, which is required by the National Environmental Policy Act guidelines. The alternative must be low cost and run on the Dumbarton auto bridge. Average weekday ridership projections are 7,500 to 9,400, capital cost range from \$43 million to \$63 million and operating costs from \$14 million to \$15 million.
- Three rail alternatives project average weekday ridership from 8,600 to 14,400, capital costs from \$700 million to \$820 million and operating costs from \$7 million to \$16 million. These ridership projections could double if land use densities were increased around stations.

Chair Foust asked how ridership numbers are calculated. Ms. Lee said the ridership number travel forecast model takes land use projections, which are the jobs and the households out to 2035, and layers on the traffic conditions of the region including the congestion levels on the freeways and then layers on the transportation service that is to be evaluated. The model has been programmed to identify rider's behavior and the computer model will then report projected ridership for the project.

Director Carole Groom asked what East Bay cities are feeding into the bus alternative. Ms. Lee said Union City and Fremont and adjacent cities and beyond.

Director Groom asked if the Altamont Commuter Express route from Stockton would be involved or have its own south route. Mr. Scanlon said it could but probably wouldn't.

Deputy CEO Chuck Harvey said it doesn't share the corridor where the DRC would be.

Director Matsumoto asked if land use and job centers referenced TODs. Ms. Lee said development would occur around five stations associated with the DRC.

Director Matsumoto said she was befuddled with so many projects competing with the corridor including the Grand Boulevard TODs and VTA doing BART.

Director Groom asked how the VTA's plan to ring the Bay with BART would play into this project. Mr. Scanlon said there are no plans for BART between Millbrae and the Santa Clara Caltrain Station. A rider could ring the Bay on rail but would have to transfer from BART to Caltrain to access the Peninsula.

Ms. Lee said two bookends of the DRC project are Union City on the East Bay side and the Redwood City on the Peninsula. The project connects to BART on the East Bay side and Caltrain on the Peninsula. There are three stations on the approaches to the bridge: an existing station in Fremont called Centerville, a new one in Newark at the Willow Street station and a new one in Menlo Park called the Willow Road station.

Director Nagel said it appears buses are a lot cheaper when ridership is compared to capital costs and asked why buses wouldn't be a better choice than trains. Ms. Lee said buses pick up a lot of the local trips. The rail option picks up more transbay riders and new transit riders.

Director Horsley asked if the DRC project was an electrified system. Ms. Lee said this project is not scoped as an electrified project due to freight owned right of way in the East Bay which is not planned to be electrified.

Chair Foust asked if there is private bus service between the East Bay and Peninsula job centers. Mr. Harvey said Genentech and Google run their own fleets of buses on the Dumbarton auto bridge.

Chair Foust asked when these studies might end so the focus can be on funding Caltrain. Mr. Scanlon said from a policy standpoint, the project will be taken through the EIR and Environmental Impact Statement (EIS) and the document should stand the test of time. The MTC will be addressing this question at its March 29 meeting.

Director Groom asked what the EIR would cost. Ms. Lee said a little more than \$1 million.

Director Groom said this money could be used for more worthwhile projects.

Ms. Lee continued with the presentation:

- Project operating costs are \$7 million to \$16 million with \$5.5 million a year from Regional Measure 2 funding. It's a 35-year program totaling about \$200 million for operating costs.
- A two-tiered funding approach was developed with assistance from the Federal Transit Administration (FTA) in order to move forward with the EIR/EIS. Release of the draft document requires only possible funding sources. The final draft release requires a

reasonable funding source. Funding opportunities may be available from the Alameda County Sales Tax Renewal and future bridge tolls.

- The Policy Advisory Committee agreed that the EIR/EIS should be completed to figure out next steps and to complete 15 percent engineering.
- The FTA expects the draft EIR/EIS in summer 2011 with a draft to the public in fall 2011.
- The EIR/EIS can be finalized in fall 2012 only with a solid funding plan requiring regional support.

Jim Bigelow, Redwood City/San Mateo County and Menlo Park Chambers of Commerce, said the original Measure A was torpedoed in 1986 over the DRC and the relationship to BART. A compromise was made in 1988 and the DRC was key to getting the 20-year measure passed. It is now time to resolve whether there are fatal environmental flaws in the project; completion of the environmental document will provide the answer.

Director Nagel said a solid funding plan is required in order to finalize the EIR/EIS and it appears to be an unrealistic expectation. She asked why spend \$1 million on the EIR/EIS if it can't be finished.

Ms. Lee said there is a Plan B if a funding plan is not possible. The EIR and EIS would be split so at least the EIR could be certified, which doesn't need a solid funding plan. This achieves the goal to find out whether there are fatal environmental flaws in the project.

### **Update on the State and Federal Legislative Program**

Government Affairs Manager Seamus Murphy reported:

#### State

- There is optimism the Legislature will pass a budget before March 10, which is when the governor's emergency session ends. That budget will include the gas tax swap fix that has cleared both chambers and has some bipartisan support. The sticking points will be the revenue measures that are proposed to go on the June ballot. All but five Republicans have signed a pledge not to put any proposed tax increases on the June ballot. Three of those members are in the Senate and two are in the Assembly, and Democrats need two Republican votes in each chamber to pass a budget.

#### Federal

- There is no agreement on the final 2011 Appropriations Bill. A short-term extension has been passed for spending at FY2010 levels through March 18 to avert a government shutdown. The extension includes \$4 billion in cuts, but the reductions in transportation investments do not affect critical programs since they come largely through the elimination of earmarked funding approved for specific projects in 2010.
- House Republicans are still fighting for the \$61 billion in cuts that were included in the overall 2011 appropriations measure they passed two weeks ago. Those cuts are problematic since they would eliminate the HSR Program, Positive Train Control funding and any unobligated American Recovery and Reinvestment Act (ARRA) funds.
- The Florida governor rejected \$2.4 billion in combined ARRA and HSR funds. Two Florida state senators filed a petition asking the Florida Supreme Court to order the governor to accept the funds. U.S. Secretary of Transportation Ray LaHood could extend his March 4 deadline if he determines the court is seriously deliberating the petition. Otherwise, the funds

would be returned to the Department of Transportation and reallocated to other HSR and intercity rail projects. The Bay Area congressional delegation has written to Secretary LaHood asking that some of those funds be directed to Caltrain's Communications Based Overlay Signal System (CBOSS).

Director Horsley asked for an explanation of CBOSS. Mr. Murphy said it is a positive train control system mandated after the Metrolink crash and allows trains to run closer together and to start and stop more efficiently. The key component of the CBOSS project is the positive train control element. It is a GPS-based signaling system that prevents trains from running into each other even when there is operator error.

**Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter Fiscal Year 2011**

Director of TA Program Joe Hurley asked if there were any questions and said the report is available in the agenda packet.

**REQUESTS FROM THE AUTHORITY**

Director Nagel said C/CAG will be updating the Transportation Plan for the county, which has not been done since 2001. She said this is a perfect opportunity to come together on a comprehensive plan with all the transit issues the county is facing.

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

None

**REPORT OF LEGAL COUNSEL**

No report

**DATE AND PLACE OF NEXT MEETING**

The next meeting is scheduled for Thursday, April 7, 2011 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070.

Adjourned 6:28 p.m.

3(b)

APRIL 7, 2011

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Virginia Harrington  
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND  
EXPENDITURES FOR THE PERIOD ENDING FEBRUARY 28, 2011**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$44,434,723 - line 6) is *worse* than staff projections by \$968,673 or 2.1 percent. Within total revenue, *Interest Income* (\$3,387,836 - line 2) is \$454,634 or 11.8 percent *worse* than projections due to lower than budgeted returns. *Grant Proceeds* (\$364,965 - line 4) is \$931,401 or 71.8 percent *worse* than staff projections.

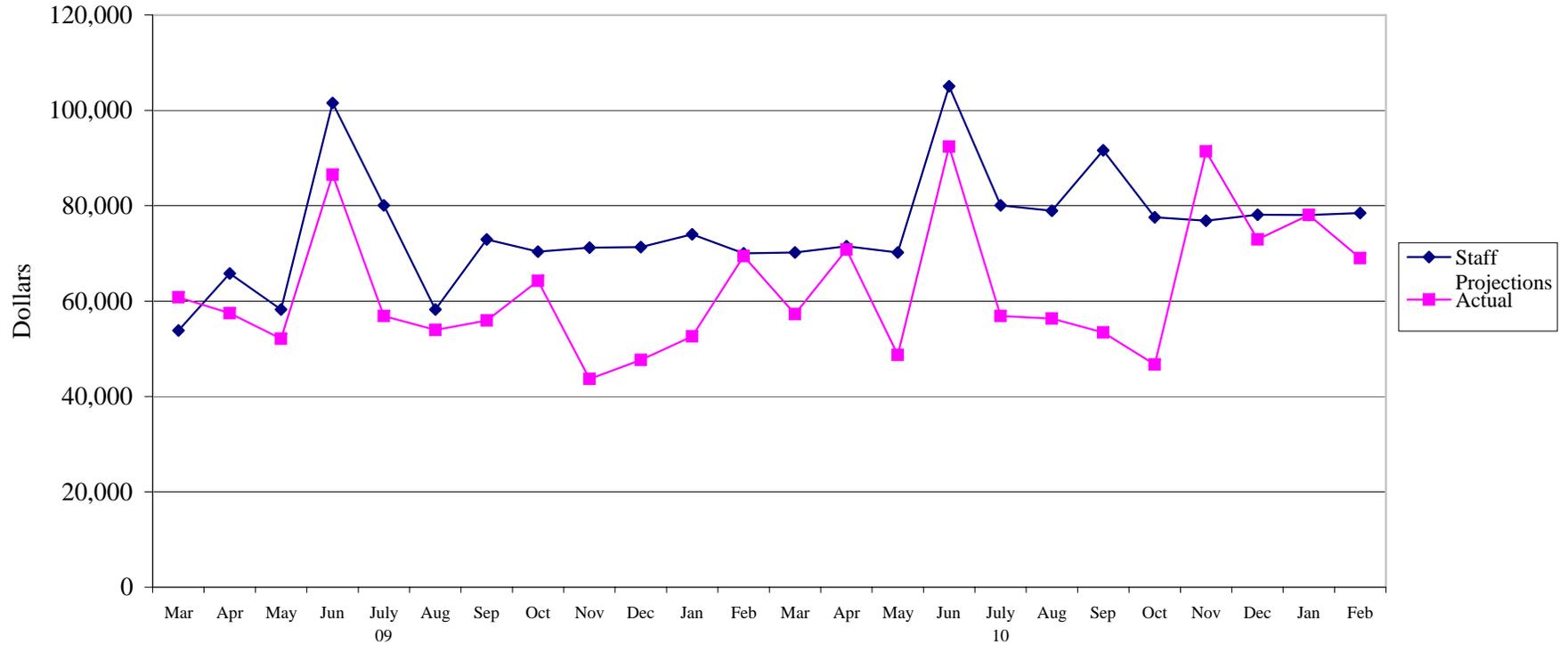
*Total Revenue* (\$44,434,723 - line 6) is \$1,418,377 or 3.1 percent *lower* than prior year performance, mainly driven by *Sales Tax* (\$39,977,187 - line 1) which is \$475,081 or 1.2 percent *lower*.

**Expenditures:** *Total Administrative* (\$524,754 - line 21) is *better* than the year-to-date staff projections by \$114,968 or 18.0 percent. Within total administrative, *Staff Support* (\$378,763 - line 17) and *Other Admin Expenses* (\$145,992 - line 19) are \$106,972 or 16.9 percent *better* than staff projections.

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



## 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
<b>MONTHLY EXPENSES</b>												
<b>Staff Projections</b>	80,076	78,947	91,647	77,583	76,864	78,103	78,043	78,459				
<b>Actual</b>	56,893	56,343	53,444	50,319	91,368	72,953	78,064	68,984				
<b>CUMULATIVE EXPENSES</b>												
<b>Staff Projections</b>	80,076	159,023	250,670	328,253	405,117	483,220	561,263	639,722				
<b>Actual</b>	56,893	113,236	163,068	213,387	304,755	377,707	455,771	524,754				
<b>Variance-F(U)</b>	23,183	45,787	87,602	114,866	100,363	105,513	105,492	114,968				
<b>Variance %</b>	28.95%	28.79%	34.95%	34.99%	24.77%	21.84%	18.80%	17.97%				



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## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## CAPITAL PROJECT RESERVES

AS OF FEBRUARY, 2011

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
County Pool #3	Liquid Cash	1.030%	\$ 192,640,478	\$ 192,612,201
Local Agency Investment Fund	Liquid Cash	0.512%	\$ 2,098,770	\$ 2,101,837
Investment Portfolio	Liquid Cash	1.607%	\$ 207,539,495	\$ 207,949,656
Other	Liquid Cash	0.050%	\$ 381,568	\$ 381,568
			<u>\$ 402,660,311</u>	<u>\$ 403,045,261</u>

Accrued Earnings for February 2011 \$ 418,931.76 (1)  
 Cumulative Earnings FY2011 \$ 3,811,141.47

(1) Earnings do not include prior period adjustments

\* County Pool average yield for the month ending February 28, 2011 was 1.030%. As of February 28, 2011, the amortized cost of the Total Pool was \$2,349,694,468.68 and the fair market value per San Mateo County Treasurer's Office was \$2,349,349,564.00.

\*\* The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.001461323 as reported by LAIF for quarter ending December 31, 2010.

\*\*\* 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.



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## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## TSM RESERVE ACCOUNT

AS OF FEBRUARY, 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	1.030%	\$ 616,781	\$ 616,691
			<u>\$ 616,781</u>	<u>\$ 616,691</u>

## Interest Income:

Accrued Earnings for February 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 February 28, 2011 was 1.030%. As of February 28, 2011, the amortized cost of the Total Pool was \$2,349,694,468.68 and the fair market value per San Mateo County Treasurer's Office was \$2,349,349,564.00.

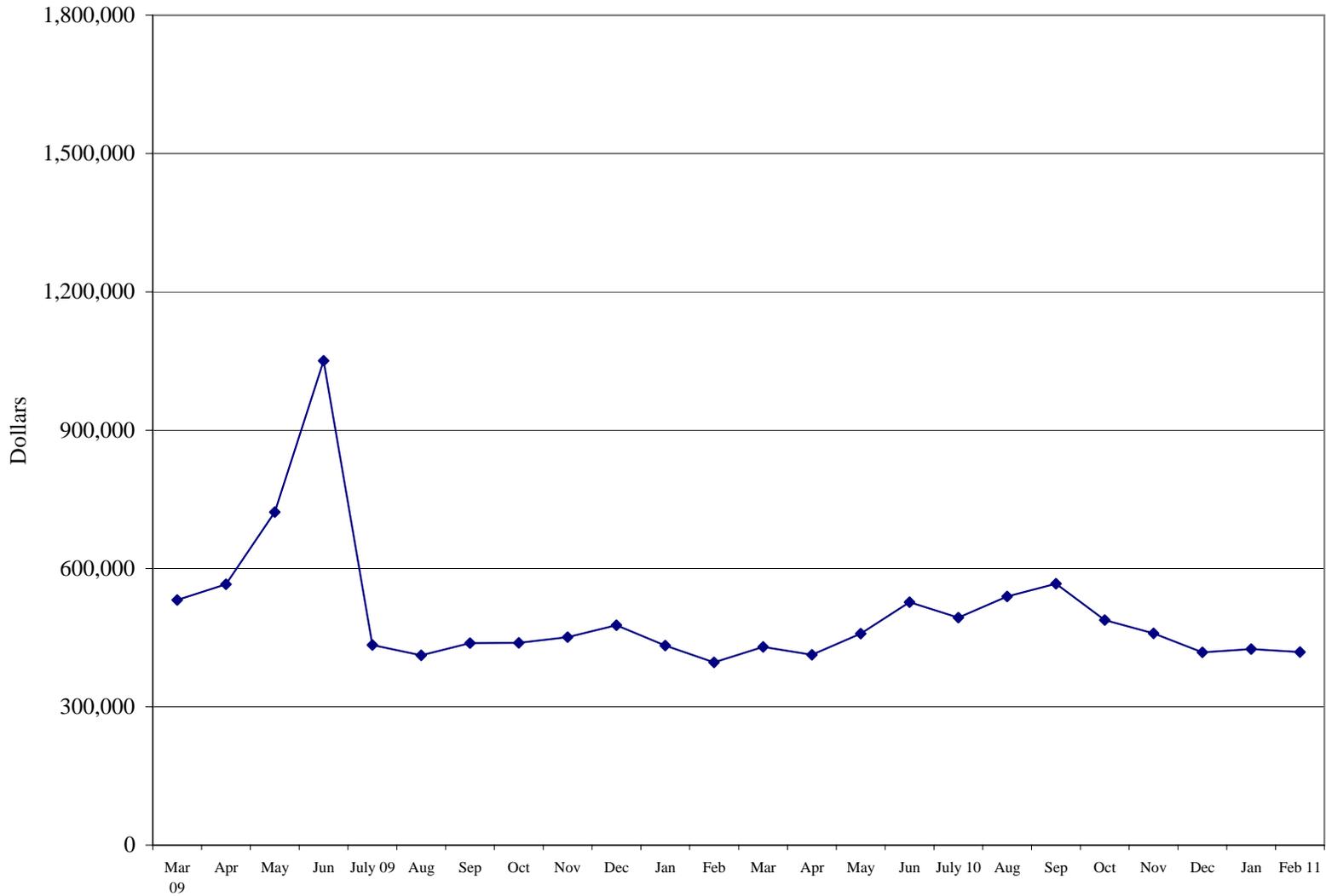
\*\*\* The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INTEREST STATEMENT  
FEBRUARY 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		
APRIL		
MAY		
JUNE		

(1) Includes prior period adjustments

## SMCTA Interest Income



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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**INTEREST ON INVESTMENTS**  
**FEBRUARY 28, 2011**

DESCRIPTION	TOTAL INVESTMENT 02-28-11	INTEREST RECEIVABLE 01-31-11	INTEREST EARNED 02-28-11	INTEREST RECEIVED 02-28-11	ADJ.	INTEREST RECEIVABLE 02-28-11
LAIF	2,098,769.81	3,069.88	1,988.60	0.00	0.00	5,058.48
COUNTY POOL	193,257,259.50	173,506.36	154,200.04	0.00	0.00	327,706.40
BANK OF AMERICA	381,567.54	0.00	19.03	19.03	0.00	0.00
INVESTMENT PORTFOLIO	<u>207,539,495.04</u>	<u>560,892.91</u>	<u>267,337.54</u>	<u>134,071.90</u>	<u>(4,613.45)</u>	<u>689,545.10</u>
	<u>403,277,091.89</u>	<u>737,469.15</u>	<u>423,545.21</u>	<u>134,090.93</u>	<u>(4,613.45)</u>	<u>1,022,309.98</u>

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

Interest Earned Per Report 02/28/11	418,931.76
<b>Add:</b>	
County Pool Adj.	
Misc. Income	
GASB 31	
<b>Less:</b>	
Management Fees	(7,740.00)
Securities Transaction Activity Fees	(4,823.86)
Capital Gain(Loss)	<u>(2,099.11)</u>
Total Interest & Capital Gain(Loss)	<u>404,268.79</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	3,811,141.47
<b>Add:</b>	
County Pool Adj.	
Misc. Income	3,877.90
GASB 31	
<b>Less:</b>	
Management Fees	(55,512.04)
Securities Transaction Activity Fees	(4,859.62)
Capital Gain(Loss)	<u>(366,811.80)</u>
Total Interest	<u>3,387,835.91</u>
Balance Per Ledger as of 02/28/11	
Int Acct. 409100 - Co. Pool	1,807,521.87
Int Acct. 409100 - LAIF	40,197.33
Int Acct. 409100 - B of A	378.99
Int Acct. 409100 - Misc. Income	3,877.90
Int Acct. 409101 - Portfolio Funds	1,902,671.62
Gain(Loss) Acct. 405210	(366,811.80)
GASB31 Acct. 405220	<u>0.00</u>
	<u>3,387,835.91</u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**INVESTMENT PORTFOLIO**  
**FEBRUARY 28, 2011**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	PAR VALUE
			PURCHASE PRICE	ADJUSTED 6-30-10	VALUE 02-28-11					REC'VBLE 01-31-11	EARNED 02-28-11			REC'VBLE 02-28-11	
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>															
<b><u>CORPORATE BONDS</u></b>															
GENERAL ELECTRIC	36967HAL1	04-24-09	2,014,900.00	2,019,360.00	2,000,732.00	03-11-11	1.800%	100.0000	30	14,000.00	3,000.00			17,000.00	2,000,000
BANK OF AMERICA	06050BAG6	12-28-09	2,032,960.00	2,048,120.00	2,040,854.00	04-30-12	2.100%	116.6667	30	10,616.67	3,500.00			14,116.67	2,000,000
GENERAL ELECTRIC	36967HAH0	03-24-10	1,530,600.00	1,539,582.00	1,532,650.50	06-08-12	2.200%	91.6667	30	4,858.34	2,750.00			7,608.34	1,500,000
GOLDMAN SACHS	38146FAA9	05-29-09	3,124,650.00	3,141,387.00	3,105,162.00	06-15-12	3.250%	270.8333	30	12,458.33	8,125.00			20,583.33	3,000,000
WELLS FARGO & CO	949744AC0	03-16-10	3,058,440.00	3,080,598.00	3,065,163.00	06-15-12	2.125%	177.0833	30	8,145.83	5,312.50			13,458.33	3,000,000
JOHN DEERE CAPITAL	24424DAA7	03-16-10	3,107,970.00	3,119,658.00	3,093,090.00	06-19-12	2.875%	239.5833	30	10,062.50	7,187.50			17,250.00	3,000,000
															7.04%
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>															
US TREASURY NOTE	912828KB5	04-30-09	2,789,062.50	2,826,578.08	2,820,672.40	01-15-12	1.125%	87.5000	30	1,479.28	2,625.00		(188.53)	3,915.75	2,800,000
US TREASURY NOTE	912828KX7	03-22-10	1,525,312.50	1,537,032.13	1,529,062.50	06-15-12	1.875%	78.1250	30	3,708.79	2,343.75		(180.29)	5,872.25	1,500,000
US TREASURY NOTE	912828LH1	03-12-10	2,028,125.00	2,046,406.22	2,038,204.00	08-15-12	1.750%	97.2222	30	16,168.48	2,916.67	17,500.00	(231.56)	1,353.59	2,000,000
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,801,571.35	15,650,385.00	01-31-13	2.875%	1,197.9167	30	1,191.30	35,937.50		(2,581.15)	34,547.65	15,000,000
															10.34%
<b><u>U.S. GOVERNMENT AGENCIES</u></b>															
FNMA	31398AVQ2	03-23-09	3,512,845.00	3,533,906.25	3,503,353.00	03-23-11	1.750%	170.1389	30	21,777.80	5,104.17			26,881.97	3,500,000
FHLB	3133XRY46	06-10-10	5,191,000.00	5,192,187.50	5,091,075.00	09-09-11	3.750%	520.8333	30	73,958.33	15,625.00			89,583.33	5,000,000
FNMA	31359MLS0	11-18-08	2,131,400.00	2,131,250.00	2,070,960.00	11-15-11	5.375%	298.6111	30	22,694.42	8,958.33			31,652.75	2,000,000
FANNIE MAE	31398AUU4	01-23-09	4,014,560.00	4,081,250.00	4,055,740.00	01-09-12	2.000%	222.2222	30	4,888.91	6,666.67			11,555.58	4,000,000
FHLB	3133XSWM6	01-23-09	3,000,000.00	3,067,500.00	3,045,318.00	01-23-12	2.100%	175.0000	30	1,400.00	5,250.00			6,650.00	3,000,000
FNMA	3136FHEV3	04-24-09	5,035,200.00	5,053,125.00	5,004,670.00	03-23-12	2.375%	329.8611	30	42,222.20	9,895.83			52,118.03	5,000,000
FHLB	3133XR5T3	03-12-10	2,105,000.00	2,111,250.00	2,079,634.00	06-08-12	3.625%	201.3889	30	10,673.63	6,041.67			16,715.30	2,000,000
FHLM	3137EACC1	05-27-09	1,995,080.00	2,039,375.00	2,032,798.00	06-15-12	1.750%	97.2222	30	4,472.25	2,916.67			7,388.92	2,000,000
FHLB	3133XUD91	03-15-10	6,065,625.00	6,084,375.00	6,040,740.00	08-10-12	2.050%	341.6667	30	58,425.00	10,250.00	61,500.00		7,175.00	6,000,000
FNMA	31398AYM8	07-10-09	4,996,300.00	5,096,875.00	5,085,205.00	08-10-12	1.750%	243.0556	30	41,562.52	7,291.67	43,750.00		5,104.19	5,000,000
FHLM	3128X93T5	06-14-10	7,544,225.00	7,567,755.00	7,513,162.50	01-15-13	1.750%	364.5833	30	5,833.34	10,937.50			16,770.84	7,500,000
FHLM - STEP UP	3134G1HD9	06-28-10	5,995,800.00	6,005,064.00	6,001,596.00	03-28-13	0.750%	125.0000	30	15,375.00	3,750.00			19,125.00	6,000,000
FNMA - STEP UP	31398AL59	03-29-10	7,996,900.00	8,015,000.00	8,003,128.00	03-29-13	1.000%	222.2222	30	27,111.13	6,666.67			33,777.80	8,000,000
FNMA - STEP UP	3136FMJN5	04-12-10	3,993,200.00	4,018,750.00	4,003,764.00	04-12-13	1.100%	122.2222	30	13,322.25	3,666.67			16,988.92	4,000,000
FNMA	31398AM25	04-15-10	2,796,920.00	2,828,000.00	2,805,174.40	04-15-13	2.000%	155.5556	30	16,488.91	4,666.67			21,155.58	2,800,000
FNMA	31398AW32	12-10-10	3,360,861.33	3,360,861.33	3,357,855.75	07-19-13	1.375%	127.9514	30	1,535.42	3,838.54			5,373.96	3,350,000
FHLM	3134G1VS0	10-27-10	5,010,400.00	5,010,400.00	4,955,760.00	10-21-13	1.125%	156.2500	30	14,687.50	4,687.50			19,375.00	5,000,000
FNMA	3136FPRL3	11-15-10	14,977,500.00	14,977,500.00	14,841,255.00	10-28-13	0.625%	260.4167	30	19,791.67	7,812.50			27,604.17	15,000,000
FHLM - STEP UP	3134G1XT6	11-04-10	2,245,725.00	2,245,725.00	2,232,657.00	11-04-13	0.500%	31.2500	30	2,718.75	937.50			3,656.25	2,250,000
FHLB - STEP UP NT	313371RV0	12-02-10	19,936,000.00	19,936,000.00	19,897,720.00	12-02-13	0.500%	277.7778	30	16,388.89	8,333.33			24,722.22	20,000,000
FNMA	3136FPW60	12-30-10	10,000,000.00	10,000,000.00	9,980,510.00	12-30-13	1.500%	416.6667	30	12,916.67	12,500.00			25,416.67	10,000,000
FNMA - STEP UP	3136FPX85	12-30-10	5,093,625.00	5,093,625.00	5,097,817.20	12-30-13	0.750%	106.2500	30	3,293.75	3,187.50			6,481.25	5,100,000
FREDDIE MAC	3137EACR8	02-08-11	8,959,770.00	8,959,770.00	9,012,798.00	02-25-14	1.375%	343.7500	23	0.00	7,906.25			7,906.25	9,000,000
FREDDIE MAC	3137EACR8	02-17-11	9,941,700.00	9,941,700.00	10,014,220.00	02-25-14	1.375%	381.9444	14	0.00	5,347.22			5,347.22	10,000,000

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INVESTMENT PORTFOLIO  
FEBRUARY 28, 2011**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	PAR VALUE
			PURCHASE PRICE	ADJUSTED 6-30-10	VALUE 02-28-11					REC'VBLE 01-31-11	EARNED 02-28-11			REC'VBLE 02-28-11	
FNMA - STEP UP	3136FMV50	11-01-10	2,502,350.00	2,502,350.00	2,506,227.50	07-28-15	1.500%	104.1667	30	312.50	3,125.00			3,437.50	2,500,000
FHLM - STEP UP	3134G1VQ4	11-01-10	2,554,998.00	2,554,998.00	2,520,284.85	10-15-15	1.250%	88.5417	30	7,968.75	2,656.25			10,625.00	2,550,000
FNMA STR NT	3136FP2U	01-27-11	4,988,750.00	4,988,750.00	5,001,515.00	01-27-16	1.000%	138.8889	30	555.56	4,166.67			4,722.23	5,000,000
															75.53%
<b><u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u></b>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,216,079.74	10,492,064.29	04-15-14	1.250%	337.8470	30	35,559.75	10,135.41		(1,000.79)	44,694.37	9,838,105
															4.78%
<b><u>COLLATERIZED MORTGAGE OBLIGATIONS</u></b>															
FHLM SERIES 1832 - F	3133T65S6	11-26-08	2,570.83	872.44	2,521.53	03-15-11	6.500%	1.5858	30	47.57	47.57	47.57	(33.91)	13.66	2,521
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	1,064,063.71	1,129,109.60	1,096,763.17	12-28-12	5.270%	157.3058	30	471.92	4,719.17	4,719.17	(14.76)	457.16	1,040,967
															0.51%
<b><u>FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS</u></b>															
FHLM GOLD POOL	31282SAC6	12-22-08	413,264.98	415,252.68	410,073.36	03-01-11	4.000%	58.3001	30	1,749.00	1,749.00	1,749.00	(385.93)	1,363.07	408,920
															0.20%
<b>SOLD / MATURED</b>			-	-	-										-
<b>SUBTOTAL</b>			204,222,175.10	205,318,949.32	204,632,335.95					560,892.91	262,534.85	129,265.74	(4,616.92)	689,545.10	202,640,513.75
<b><u>CERTIFICATE OF DEPOSITS</u></b>															
CDARS	(N/A)	04-02-09	2,073,606.54	2,073,606.54	2,073,606.54	03-31-11	1.890%	107.2175	28	0.00	3,002.09	3,004.26	2.17	(0.00)	2,073,607
CDARS	(N/A)	04-09-09	1,243,713.40	1,243,713.40	1,243,713.40	04-07-11	1.890%	64.3072	28	0.00	1,800.60	1,801.90	1.30	0.00	1,243,713
															1.61%
<b>SOLD / MATURED</b>			-	-	-										-
<b>TOTAL</b>			207,539,495.04	208,636,269.26	207,949,655.89					560,892.91	267,337.54	134,071.90	(4,613.45)	689,545.10	205,957,833.69

22-Mar-11 Weighted Average Interest Rate 1.6071%

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

3/22/11 11:08 AM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection															
Date	Amount	Date	Amount																	
<b>FY2010:</b>																				
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															
<b>FY2010 Total</b>	<b>60,000,000</b>	<b>FY2010 Total</b>	<b>58,485,023</b>	<b>(1,514,977)</b>	<b>58,485,023</b>															
<b>FY2011:</b>																				
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		(327,343)	1,263,757 (1)															
6 Months Total	31,135,200		30,525,923	654,480	31,789,680															
Jan. 11	3,741,000	Mar. 11		0	3,741,000 (1)															
Feb. 11	3,741,000	Apr. 11		0	3,741,000 (1)															
Mar. 11	4,987,900	May 11		0	4,987,900															
3rd Qtr. Adjustment	1,385,500	Jun. 11		(327,240)	1,058,260 (1) Jan & Feb															
9 Months Total	44,990,600		30,525,923	327,240	45,317,840 (1) Jan & Feb Portion															
Apr. 11	4,052,500	Jun. 11		0	4,052,500															
May 11	4,052,500	Jul. 11		0	4,052,500															
Jun. 11	5,403,400	Aug. 11		0	5,403,400															
4th Qtr. Adjustment	1,501,000	Sep. 11		(327,240)	1,173,760															
<b>FY2011 Total</b>	<b>60,000,000</b>	<b>FY2011 Total</b>	<b>30,525,923</b>	<b>0</b>	<b>60,000,000</b>															
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="width: 20%; text-align: right;">15,366,023</td> <td style="width: 60%;">1st Quarter</td> </tr> <tr> <td></td> <td style="text-align: right;">16,423,657</td> <td>2nd Quarter</td> </tr> <tr> <td></td> <td style="text-align: right;">8,187,507</td> <td>3rd Quarter</td> </tr> <tr> <td></td> <td style="text-align: right;"></td> <td>4th Quarter</td> </tr> <tr> <td></td> <td style="text-align: right;"><u>39,977,187</u></td> <td>YTD Actual Per Statement of Revenue &amp; Expenses</td> </tr> </table>							15,366,023	1st Quarter		16,423,657	2nd Quarter		8,187,507	3rd Quarter			4th Quarter		<u>39,977,187</u>	YTD Actual Per Statement of Revenue & Expenses
	15,366,023	1st Quarter																		
	16,423,657	2nd Quarter																		
	8,187,507	3rd Quarter																		
		4th Quarter																		
	<u>39,977,187</u>	YTD Actual Per Statement of Revenue & Expenses																		

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF FEBRUARY 28, 2011

	<u>2/28/2011</u>
Cash -- Bank of America Checking Account	381,567.54
LAIF	2,098,769.81
County Pool	193,257,259.50
Investment Portfolio	207,539,495.04
	<hr/>
Total	<u><u>403,277,091.89</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN -- FEBRUARY 2011

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000656	PENINSULA CORRIDOR JOINT POWERS BOARD	40581	276,128.20	WIR	Capital Programs
SMCTA	000657	SAN MATEO COUNTY TRANSIT DISTRICT	40581	165,400.79	WIR	Capital Programs
SMCTA	000658	PENINSULA CORRIDOR JOINT POWERS BOARD	40588	39,070.94	WIR	Capital Programs
SMCTA	000659	MATSUMOTO, KARYL M.	40588	100.00	WIR	Board of Directors Compensation
SMCTA	000660	GROOM, CAROLE	40588	100.00	WIR	Board of Directors Compensation
SMCTA	000661	NAGEL, TERRY	40588	100.00	WIR	Board of Directors Compensation
SMCTA	000662	DEPARTMENT OF TRANSPORTATION	40596	187,325.24	WIR	Capital Programs
SMCTA	000663	SAN MATEO COUNTY TRANSIT DISTRICT	40596	574,961.33	WIR	Capital Programs
SMCTA	000664	HORSLEY, DONALD	40596	100.00	WIR	Board of Directors Compensation
SMCTA	002889	BKF ENGINEERS	40581	16,160.96	CHK	Capital Programs
SMCTA	002890	DMJM HARRIS/MARK THOMAS JV	40581	128,024.14	CHK	Capital Programs
SMCTA	002891	LEE, MARIAN	40581	827.30	CHK	Travel expense
SMCTA	002892	PBS&J	40581	112,414.20	CHK	Consultant
SMCTA	002893	SAN FRANCISCO COUNTY TRANSPORTATION	40581	3,997.30	CHK	Capital Programs
SMCTA	002894	BANK OF NEW YORK MELLON, THE	40588	4,823.86	CHK	Bank fee
SMCTA	002895	BKF ENGINEERS	40588	41.61	CHK	Capital Programs
SMCTA	002896	CARTER & BURGESS, INC.	40588	9,623.13	CHK	Consultant
SMCTA	002897	CSI CAPITAL MANAGEMENT, INC	40588	23,222.62	CHK	Capital Programs
SMCTA	002898	DMJM HARRIS/MARK THOMAS JV	40588	6,012.67	CHK	Capital Programs
SMCTA	002899	FOUST, ROSANNE	40588	100.00	CHK	Board of Directors Compensation
SMCTA	002900	LEE, JOHN	40588	100.00	CHK	Board of Directors Compensation
SMCTA	002901	PBS&J	40588	85,054.92	CHK	Consultant
SMCTA	002902	PENINSULA TRAFFIC CONGESTION RELIEF	40588	199,051.50	CHK	Shuttle Payable
SMCTA	002903	PLAZA FLORIST & GIFTS	40588	54.63	CHK	Miscellaneous
SMCTA	002904	RAJAPPAN & MEYER CONSULTING	40588	1,063.43	CHK	Capital Programs
SMCTA	002905	URS CORPORATION	40588	34,656.44	CHK	Capital Programs
SMCTA	002906	LEVIN SALES COMPANY	40596	16.91	CHK	Miscellaneous
SMCTA	002907	MENLO PARK, CITY OF	40596	14,871.75	CHK	Shuttle Payable
SMCTA	002908	SF BAY AREA WATER EMERGENCY TRANS AUTH	40596	231,721.10	CHK	Capital Programs
SMCTA	002909	SHAW/YODER & ANTWIH, INC.	40596	3,702.00	CHK	Legislative Advocate
SMCTA	002910	ALPHAGRAPHICS	40602	909.51	CHK	Printing & Information services
SMCTA	002911	PARKING COMPANY OF AMERICA	40602	90,361.79	CHK	SMCTA Caltrain Shuttles
SMCTA	002912	RAJAPPAN & MEYER CONSULTING	40602	4,878.98	CHK	Capital Programs
SMCTA	002913	REDWOOD CITY, CITY OF	40602	11,477.27	CHK	Capital Programs
SMCTA	002914	S3, INC.	40602	1,864.64	CHK	Consultant

2,228,319.16

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

The Community Relations Committee and Board

Accessibility Coordinator Tina DuBost said staff has been working with the San Francisco International Airport to install an additional paratransit location. Paratransit signs are posted at Courtyard A near United Airlines and at Courtyard G near Southwest Airlines.

Citizens Advisory Committee Chair Peter Ratto reported on the March meeting:

- Received presentations on the San Mateo County Transit District's (District) advertising policy and new Hillsdale Caltrain Station Area Plan.
- Approved a resolution in support of the Board establishing an ad hoc financial capacity committee.

Deputy CEO Chuck Harvey presented the Performance Report: Caltrain (attached).

Average weekday ridership for all modes for January 2011 compared to January 2010 was 93,188, an increase of 5.4 percent.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for January 2011. Revenues are on budget and expenses are under budget with savings in salaries, benefits and fuel. Year-to-date fuel is \$2.43 per gallon. The fuel hedge was tripped in February and a check for \$45,000 was received from the bank.

Authorized the execution of Cooperative Agreements with the City/County Association of Governments (C/CAG) for Transportation Funds for Clean Air Funds for the SamTrans Shuttle Bus Program. The approval of this item will authorize the General Manager/CEO, or his designee, to execute cooperative agreements with C/CAG so the District can continue to receive financial assistance in Fiscal Year 2012 and beyond for this shuttle program.

Authorized the filing of applications for State Proposition 1B Transit Security Grant Program Funds (CTSGBP). The State of California Emergency Management Agency requires eligible recipients of Proposition 1B CTSGBP funds to submit resolutions approved by their governing bodies that authorize appointed agents to execute any action necessary for processing of applications associated with current and prior year unobligated programmed funds.

Authorized amending the Fiscal Year 2011 Capital Budget by \$3,797,000 from \$8,624,325 to \$12,421,325 for the PeopleSoft Integration and Real-Time Transit Information (PADS) Projects. The PeopleSoft Project is a reimplementation of the application with a strong emphasis on re-engineering a broad set of systems and process and a strong focus on training and change management. Staff will be working through areas of finance and accounting, contracts and procurement, project costing and grants, capital finance and human resources. The PADS project will expand SamTrans' advanced communication system to allow for the predictive arrival/departure information system to be installed on all buses and for electronic signs at key transit hubs.

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

Authorized a Pilot Residential Pass Program through 2013. The program allows all residents five years old and older complimentary rides on all regular SamTrans routes. Participating complexes would pay \$104 per eligible resident with a minimum residential development participation rate of \$5,200 per year.

Awarded a contract to Aramark Uniform Services for a five-year term at a total estimated cost of \$269,186 for rental, purchase, and laundering of work clothing, shop towels and related items, which will provide the District with a fully-qualified supplier.

Awarded a contract to Bayshore Truck Equipment for remanufacturing heavy duty differentials for a total estimated cost of \$287,010 for a five-year term. This would provide the District with a dedicated supplier whose responsibility would be to remanufacture heavy duty bus differentials and provide consistency in quality of work and warranty tracking.

The Legislative Committee and Board

**State Update**

- Government Affairs Manager Seamus Murphy said whatever budget is approved will include the gas tax swap fix that has cleared both chambers. The sticking points will be the revenue measures that are proposed to go on the June ballot. All but five Republicans have signed a pledge not to put any proposed tax increases on the June ballot. The governor's emergency session ends on March 10 and it appears nothing will be finalized before then to make the June ballot.

**Federal Update**

- A short-term extension has been passed for spending at Fiscal Year 2010 levels through March 18. The Appropriations Bill includes some debilitating cuts that would eliminate Positive Train Control Projects and the High-speed Rail program. The Senate is trying to determine what to do with this proposal now that it has moved to the Senate side. The reductions in transportation investments do not affect critical programs since they come largely through the elimination of earmarked funding approved for specific projects in 2010.
- Staff has been paying close attention to High-speed Rail funds the governor of Florida has rejected. Our local delegation has been advocating that those funds not only come to California but should be used to help fund the Positive Train Control/Communications Based Overlay Signal System Project for Caltrain.

Planning, Development and Sustainability Committee

Received a presentation on the North San Mateo Community-based Transportation Plan. This plan identifies the transportation needs of this particular community through extensive outreach. "Communities of Concern" were selected by the Metropolitan Transportation Commission based on Census data showing a high concentration of minority or low-income residents.

Received the Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter Fiscal Year 2011.

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

Board of Directors

A resolution of appreciation was presented to Director Rose Guilbault for serving as chair in 2010.

Report of the General Manager/CEO Michael Scanlon:

- Presented a 30-year safe driver award to Jai Prasad.
- Maintenance Employee of the Year was awarded to Tevita Pepa.
- Operator of the Year was awarded to Cheryl Ross.
- SamTrans is partnering with the University of the Pacific for a certificate program titled, "Transit and Paratransit Management" to begin on March 18.
- Deputy CEO Chuck Harvey attended the American Public Transportation Association's (APTA) CEO conference. APTA has asked him to conduct sessions on work force development done at SamTrans.
- The South Base maintenance team has worked more than 32,000 hours without a lost work day from April to October 2010.
- In February, the fixed-route buses averaged more than 29,000 miles between service calls and the paratransit fleet averaged more than 37,000 miles, which is above the standard of 19,000 miles.
- A Route 17 bus operator was recognized for turning in a lost wallet.
- Public hearings were held at the March 3 Peninsula Corridor Joint Powers Board meeting on service cuts, station closures, and fare increases and to declare a fiscal emergency.
- A special SamTrans Board meeting will be held on March 24 at 1 p.m. to discuss SamTrans' financial issues.

A public hearing was called for April 13, 2011 for the filing of a Federal Transit Administration Section 5310 grant application to purchase two small cutaway buses for the operation of Redi-Wheels.

The board met in closed session to discuss the following:

1. Teamsters Union, Local 856 (Bus Transportation Supervisors, Dispatchers and Radio Controllers)
2. Amalgamated Transit Union, Local 1574 (Customer Service Center Employees)
3. Amalgamated Transit Union, Local 1574 (Bus Operators, Mechanics, Utility Workers and Storeskeeper Employees)

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Marian Lee  
Executive Officer,  
Planning & Development

Virginia Harrington  
Deputy CEO

SUBJECT: **MEASURE A PROGRAM STATUS REPORT**

**ACTION**

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

**SIGNIFICANCE**

Staff has developed a Measure A program status report. Attached is the initial report and future reports will be presented to the Board on a semi-annual basis.

The report provides status information for the eight program categories under the original Measure A and 11 program categories under the new Measure A, which include the following:

- 1) General status
- 2) Total projected revenues
- 3) Previously committed funds
- 4) Available funding for new commitments and allocations

**BUDGET IMPACT**

There is no impact to the budget.

**BACKGROUND**

This report was developed in response to TA Director Karyl Matsumoto's request for a status update on the Measure A programs.

This report complements and differs from the Capital Projects Quarterly Status Report that the Board currently receives. The Capital Projects Quarterly Status Report focuses on specific capital projects within the Measure A programs. The Capital Project Quarterly Status Report will continue to be produced and submitted to the Board on a quarterly basis.

Prepared by: Melanie Choy, Manager Programming and Monitoring

650-508-6382

**REVISED 4/4/11**

**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: RAIL GRADE SEPARATIONS PROGRAM  
(SAN BRUNO)**

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs – are featured individually throughout the year. This month features a report on the Grade Separations Program with specific emphasis on the San Bruno Project.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

As part of the ongoing effort to explore, develop and implement projects that improve safety on the Caltrain system and facilitate local traffic flow, the TA has funded a number of railroad grade separation projects that eliminate railroad at-grade crossings in San Mateo County.

The State's PUC 190 grade separation priority list identifies the San Bruno Grade Separation Project as the top priority on the Caltrain system. The project will raise the profile of the railroad on a retained embankment eliminating vehicular crossings at San Bruno, San Mateo and Angus avenues and replace them with an underpass. The project also includes pedestrian

undercrossings at Euclid and Sylvan avenues and will replace the existing station with a new station on the elevated structure.

The total cost of the project is estimated to be \$~~165-147~~ million of which the TA has budgeted \$~~120-111.4~~ million to fund right-of-way acquisition, environmental studies, design and construction.

Construction began ~~last~~ spring 2010 with an advanced drainage project and is expected to be completed ~~spring 2013~~summer 2012.

This month's presentation will be presented via PowerPoint.

Prepared by: Joseph M. Hurley, Director, TA 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**

On March 16, both the Assembly and the Senate approved Assembly Bill 105, the budget trailer bill that would address potential conflicts between the gas tax swap and Proposition 26, preserving \$330 million in State Transit Assistance (STA) funding.

To take effect, the bill will need to be signed by the governor as part of an overall budget package. The Legislature has not reached agreement yet on the governor's proposals to eliminate local redevelopment funds or to place measures before the voters extending certain tax rates.

Without approval of these additional budget components, the Legislature would need to make additional cuts to existing programs, potentially threatening STA funding.

**FEDERAL ISSUES**

**Appropriations**

On March 18, President Obama signed House Joint Resolution 48, extending funding for Federal operations for three weeks through April 8. This is the sixth short-term spending measure in the current Fiscal Year (FY).

Like the previous extension, the bill cuts \$2 billion in Federal funding per week with most cuts coming from FY2010 earmarks and programs not included in the president's FY2010 budget request.

Among these cuts is the Federal Railway Administration's Rail Safety Technology Grant Program, which was authorized to fund Positive Train Control (PTC) projects along the nation's passenger rail corridors. The program is authorized at \$50 million per year and was appropriated at that level for the last two years.

Congress will continue to negotiate a spending measure that will fund Federal programs through the remainder of FY2011.

#### National Infrastructure Bank Legislation

On March 15, a bipartisan group of Senators announced legislation that would create a national infrastructure bank.

The Building and Upgrading Infrastructure for Long-Term Development (BUILD) Act, co-sponsored by Senator John Kerry (D-Mass.) and Senator Kay Bailey-Hutchinson (R-Texas), would transfer \$10 billion in seed money from existing programs to support loans and loan guarantees for projects of national and regional significance.

The seed money is intended to leverage up to \$640 billion in private sector investment to support existing programs and spending.

The proposal is significantly less than the \$30 billion infrastructure bank included in the president's FY2012 budget request and would be created as a separate agency rather than as a part of the U.S. Department of Transportation. In addition, the BUILD Act would be limited to loans, while the president's proposal would also include grant opportunities.

Prepared by: Seamus Murphy, Government Affairs Manager

650-508-6388

## San Mateo County Transportation Authority Bill Matrix as of 3/23/2011

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 16</a> <a href="#">Perea D</a></p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY TRANS. 1/24/2011 - Referred to Com. on TRANS.</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><a href="#">AB 31</a> <a href="#">Beall D</a></p> <p>Land use: high-speed rail: local master plan.</p>	<p>ASSEMBLY L. GOV. 2/15/2011 - Re-referred to Com. on L. GOV.</p>	<p>The California High-Speed Rail Act establishes the High-Speed Rail Authority to develop and implement an intercity high-speed rail system in the state, exclusively grants to the authority the responsibility for planning, construction, and operation of that system, and confers upon the authority specified powers and duties relating to that system.</p> <p>This bill would establish the High-Speed Rail Local Master Plan Pilot Program, applicable to specified cities and counties, and would authorize each of those jurisdictions to prepare and adopt, by ordinance, a master plan for development in the areas surrounding the high-speed rail system in each jurisdiction. The bill would authorize the high-speed rail master plan to include incentives for encouraging investment and coherent growth in the areas surrounding the high-speed rail system in each participating jurisdiction. The bill would also authorize the participating jurisdictions to collaborate with the State Air Resources Board to develop incentives to encourage development while concurrently reducing greenhouse gas emissions, consistent with or pursuant to the California Global Warming Solutions Act of 2006 or another specified provision of law requiring the board to provide greenhouse gas emission reduction targets for the preparation of regional sustainable communities strategies. The bill would authorize the master plan to exceed the requirements of the jurisdiction's general plan or the applicable regional sustainable communities strategy with respect to fostering sustainable communities around the high-speed rail system. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 2/14/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 41</a> <a href="#">Hill D</a></p> <p>Conflicts of interest: disqualification.</p>	<p>ASSEMBLY APPR. 3/16/2011 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 7. Noes 0.) (March 15). Re-referred to Com. on APPR.</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. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 57</a> <a href="#">Beall D</a></p> <p>Metropolitan Transportation Commission.</p>	<p>ASSEMBLY L. GOV. 3/22/2011 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 13. Noes 0.) (March 21). Re-referred to Com. on L. GOV.  4/6/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SMYTH, Chair</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. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 2/2/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 58</a> <a href="#">Galgiani D</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 3/17/2011 - Re-referred to Com. on TRANS.</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. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 3/16/2011</b></p>	
<p><a href="#">AB 105</a> <b>Committee on Budget</b></p> <p>Transportation.</p>	<p>ASSEMBLY ENROLLMENT 3/17/2011 - Enrolled text released</p>	<p>Existing law provides for payment of current general obligation bond debt service for specified voter-approved transportation bonds from gasoline excise tax revenue in the Highway Users Tax Account and revenue in the Public Transportation Account, and requires the Controller to make specified transfers of revenues in that regard to the Transportation Debt Service Fund. Existing law, pursuant to the Budget Act of 2010, provides for a loan of \$761,639,000 from gasoline excise tax revenue in the Highway Users Tax Account to the General Fund, to be repaid with interest by June 30, 2013.</p> <p>This bill, in fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose. The bill would make appropriations in this regard. The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 3/16/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 147</a> <a href="#">Dickinson D</a></p> <p>Subdivisions.</p>	<p>ASSEMBLY L. GOV. 2/3/2011 - Referred to Com. on L. GOV.</p> <p>4/6/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SMYTH, Chair</p>	<p>The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met.</p> <p>This bill would authorize the fee to additionally be used for defraying the actual or estimated cost of other transportation facilities, as described.</p>	
<p><a href="#">AB 286</a> <a href="#">Berryhill,</a> <a href="#">Bill R</a></p> <p>Streets and highways.</p>	<p>ASSEMBLY PRINT 2/9/2011 - From printer. May be heard in committee March 11.</p>	<p>Existing law permits a city to lay out, acquire, and construct any section or portion of any street or highway within its jurisdiction as a freeway and to make any existing street or highway a freeway. Existing law permits a city to close and work on any street or highway within its jurisdiction for specified purposes, subject to approval of the Department of Transportation with regard to any action affecting a state highway.</p> <p>This bill would make a technical, nonsubstantive change to those provisions.</p>	
<p><a href="#">AB 294</a> <a href="#">Portantino D</a></p> <p>Design-sequencing contracts.</p>	<p>ASSEMBLY APPR. 3/22/2011 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 13. Noes 0.) (March 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.</p> <p>This bill would reenact similar provisions, authorizing the department to let design-sequencing contracts for the design and construction of not more than 5 transportation projects, to be effective until January 1, 2015. The bill would require the department to compile data on the transportation projects pursuant to the design-sequencing contracts awarded under these provisions and to include that material in a report to the Legislature each year during which the projects are underway, as specified.</p>	
<p><a href="#">AB 296</a> <a href="#">Skinner D</a></p> <p>Global warming: urban heat island effects pavement.</p>	<p>ASSEMBLY PRINT 2/10/2011 - From printer. May be heard in committee March 12.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to address global warming caused by the emission of greenhouse gases by reducing the emission of those gases to certain specified levels.</p> <p>This bill would state the intent of the Legislature to enact legislation that would regulate the reflectivity (albedo) of pavement to reduce the urban heat island effect.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 320</a> <a href="#">Hill D</a></p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p>	<p>ASSEMBLY JUD. 3/22/2011 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 6. Noes 3.) (March 21). Re-referred to Com. on JUD.</p> <p>4/5/2011 9 a.m. - State Capitol, Room 4202 ASSEMBLY JUDICIARY, FEUER, Chair</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, which includes a local agency, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to file a notice of approval or a notice of determination containing specified information with the Office of Planning Research or the county clerk of each county in which the project is located, as appropriate. CEQA provides a procedure by which a party may attack, review, set aside, void, or annul the determination, finding, or decision of a public agency on specified grounds and requires that a petitioner or plaintiff name, as a real party in interest, a recipient of an approval that is the subject of an action or proceeding challenging the determination, finding, or decision of a public agency pursuant to CEQA.</p> <p>This bill would require that the named recipient be as identified by the public agency in its notice of determination or notice of exemption. The bill would require that a petition or complaint be subject to dismissal if a petitioner or plaintiff fails to serve any recipient of an approval within the statute of limitations period. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 333</a> <a href="#">Grove R</a></p> <p>California Global Warming Solutions Act of 2006: unemployment.</p>	<p>ASSEMBLY NAT. RES. 2/24/2011 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions.</p> <p>This bill would require the state board to exempt from an emission reduction requirement adopted pursuant to the act an emissions source located within a county that on January 1, 2012, has an unemployment rate of 7% or greater, until that county's unemployment rate drops below 7% for 6 consecutive months.</p>	
<p><a href="#">AB 348</a> <a href="#">Buchanan D</a></p> <p>Highways.</p>	<p>ASSEMBLY PRINT 2/11/2011 - From printer. May be heard in committee March 13.</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 make technical, nonsubstantive changes to that provision.</p>	
<p><a href="#">AB 365</a> <a href="#">Galgiani D</a></p> <p>State highways: route locations.</p>	<p>ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.</p>	<p>Existing law authorizes the California Transportation Commission to adopt a location for a state highway on a route established by law. Existing law also authorizes the commission to alter or change the location of a state highway if the alteration is in the best interest of the state.</p> <p>This bill would make nonsubstantive changes to these provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 381</a> <a href="#">Alejo D</a>  Department of Transportation.	ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.	<p>Existing law creates the Department of Transportation, within the Business, Transportation and Housing Agency, under the administration of the Director of Transportation, who is required to organize the department, as specified, with the approval of the Governor and the Secretary of the Business, Transportation and Housing Agency.</p> <p>This bill would make a nonsubstantive, grammatical change to that provision.</p>	
<a href="#">AB 385</a> <a href="#">Harkey R</a>  High-speed rail.	ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.	<p>Existing law creates the High-Speed Rail Authority, with various powers and duties relative to development and implementation of high-speed train service.</p> <p>This bill would state the intent of the Legislature to enact legislation relative to the implementation of high-speed rail.</p>	
<a href="#">AB 427</a> <a href="#">John A. Pérez D</a>  Transportation bond funds: transit system safety.	ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.	<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 requires the allocation of 25% of these funds for capital expenditures to regional public waterborne transit agencies authorized to operate a regional public water transit system, as specified, and requires the California Emergency Management Agency to administer a grant application and award program.</p> <p>This bill would make nonsubstantive changes to these provisions.</p>	
<a href="#">AB 471</a> <a href="#">Lowenthal, Bonnie D</a>  High-speed rail: Inspector General.	ASSEMBLY TRANS. 3/3/2011 - Referred to Com. on TRANS.	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would provide for an Office of the Inspector General and would require the authority to appoint an inspector general, who would serve at the pleasure of the authority, and would prepare specified reports and audits relating to high-speed rail.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 485</a> <a href="#">Ma D</a></p> <p>Local planning: transit village development districts.</p>	<p>ASSEMBLY L. GOV. 3/3/2011 - Referred to Com. on L. GOV.</p> <p>4/6/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SMYTH, Chair</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><a href="#">AB 492</a> <a href="#">Galgiani D</a></p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY TRANS. 3/3/2011 - Referred to Com. on TRANS.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains, as specified.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 508</a> <a href="#">Swanson D</a></p> <p>Displaced public transit, solid waste handling, and recycling services employees.</p>	<p>ASSEMBLY L. &amp; E. 3/3/2011 - Referred to Com. on L. &amp; E.</p> <p>4/13/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, SWANSON, Chair</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. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 516</a> <a href="#">V. Manuel</a> <a href="#">Pérez D</a></p> <p>Safe routes to school.</p>	<p>ASSEMBLY TRANS. 3/21/2011 - Set, first hearing. Hearing cancelled at the request of author. (Refers to 3/11/2011 hearing)</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 disadvantaged community, as defined.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 522</a> <a href="#">Bonilla D</a></p> <p>Vacation of public streets, highways, and public service easements.</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p>	<p>Existing law establishes the processes and procedures necessary for vacation of public streets, highways, and public service easements, and defines "vacation" for these purposes to mean the complete or partial abandonment or termination of the public right to use a public street, highway, or public service easement. Under these provisions, proof of publication of a required notice is made by affidavit.</p> <p>This bill would make a nonsubstantive change to these provisions.</p>	
<p><a href="#">AB 535</a> <a href="#">Morrell R</a></p> <p>Regulations: 5-year review and report.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>The Administrative Procedure Act generally sets forth the requirements for the adoption, publication, review, and implementation of regulations by state agencies.</p> <p>This bill would additionally require a state agency to review and report on regulations that it adopts or amends on and after January 1, 2012, 5 years after adoption, as specified. The bill would require that the review and report include 10 specified factors, including a summary of the written criticisms of the regulation received by the agency within the immediately preceding 5 years and the estimated economic, small business, and consumer impact of the regulation. The bill would require the Office of Administrative Law to make the review and report available on the office's Internet Web site.</p>	
<p><a href="#">AB 551</a> <a href="#">Campos D</a></p> <p>Public contracts: prevailing wage requirements: violations.</p>	<p>ASSEMBLY L. &amp; E. 3/3/2011 - Referred to Coms. on L. &amp; E. and JUD.</p> <p>4/13/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, SWANSON, Chair</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. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 567</a> <a href="#">Valadao R</a></p> <p>Transportation funds: capital improvement projects.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>Existing law requires specified funds made available for transportation capital improvement projects to be programmed and expended for interregional and regional improvements, as specified.</p> <p>This bill would make nonsubstantive changes to these provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 570</a> <a href="#">Smyth R</a></p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012.</p> <p>This bill would make technical and nonsubstantive changes to the above requirements.</p>	
<p><a href="#">AB 595</a> <a href="#">Norby R</a></p> <p>State highways: naming and designation by the Legislature.</p>	<p>ASSEMBLY TRANS. 3/3/2011 - Referred to Com. on TRANS.</p>	<p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law, when the Legislature, by concurrent resolution, has designated names for certain districts and state highway bridges and requested the placement of name plaques, authorizes the department to expend reasonable sums on those plaques.</p> <p>This bill would revise the existing provisions to also apply to designation of other transportation facilities owned and operated by the department, and would authorize the department to expend reasonable sums on plaques or signs for designated districts, highways, highway bridges, or other facilities only upon receipt of non-state funds sufficient to cover the cost. This bill contains other related provisions.</p>	
<p><a href="#">AB 598</a> <a href="#">Grove R</a></p> <p>Environmental quality: environmental impact report.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make technical, nonsubstantive changes to these provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<p data-bbox="88 147 235 207"><a href="#">AB 605</a> <a href="#">Dickinson D</a></p> <p data-bbox="88 240 254 451">Environmental quality: California Environmental Quality Act: transportation impacts.</p>	<p data-bbox="275 147 743 207">ASSEMBLY NAT. RES. 3/3/2011 - Referred to Com. on NAT. RES.</p>	<p data-bbox="926 147 1881 391">The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p data-bbox="926 423 1896 911">This bill would require the Office of Planning and Research, in consultation with specified entities, to prepare and adopt guidelines that would, among other things, establish the percentage reduction in the projected trip generation and vehicle miles traveled for a project as compared to the average for trip generation and vehicle miles traveled for that project type that would assist a region in meeting the greenhouse gas emission reduction targets established by the State Air Resources Board for the automobile and light truck sector for that region, and develop a list of mitigation measures that a project may incorporate to reduce the project's projected trip generation and vehicle miles traveled. The bill would provide that a project meeting or exceeding the percentage reduction in trip generation and vehicle miles traveled or a project that incorporates the listed mitigation measures sufficient to allow the project to meet the percentage reduction would not need to consider the transportation-related impact of the project in environmental documents prepared pursuant to CEQA. Because a lead agency would be required to determine whether a project would meet the percentage reduction established by the guidelines, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 650</a> <a href="#">Blumenfield D</a></p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>ASSEMBLY TRANS. 3/7/2011 - Referred to Com. on TRANS.</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 Institute of Transportation Studies of the University of California studies all aspects of transportation, including technological advances to social and environmental consequences. 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. This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century.</p> <p>The bill would require the task force to be comprised of 12 specified members and would require the Senate Committee on Rules and the Speaker of the Assembly to jointly appoint these members, including a chair, by March 31, 2012. The bill would require the task force to prepare a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, in preparing its written report, to consult with appropriate state agencies and departments and would require the Institute of Transportation Studies of the University of California, subject to their agreement, to provide staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the Department of Transportation, as specified, to accomplish the purposes of these provisions.</p>	
<p><a href="#">AB 676</a> <a href="#">Torres D</a></p> <p>Transportation funds.</p>	<p>ASSEMBLY TRANS. 3/3/2011 - Referred to Com. on TRANS.</p> <p>4/4/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</p>	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 710</a> <a href="#">Skinner D</a></p> <p>Local planning: infill and transit-oriented development.</p>	<p>ASSEMBLY H. &amp; C.D. 3/14/2011 - Referred to Coms. on H. &amp; C.D. and L. GOV.</p> <p>4/6/2011 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, TORRES, Chair</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. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 819</a> <a href="#">Wieckowski D</a></p> <p>Bicycles.</p>	<p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</p>	<p>Existing law provides that every person riding a bicycle upon a highway has all the rights applicable to the driver of a vehicle and is subject to specified provisions in the Vehicle Code, including the rules of the road and specified equipment requirements. Existing law also governs minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted.</p> <p>This bill would declare the intent of the Legislature to enact legislation relating to bicycle lanes and transportation, as specified.</p>	
<p><a href="#">AB 890</a> <a href="#">Olsen R</a></p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>ASSEMBLY NAT. RES. 3/14/2011 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally exempt a roadway improvement project or activity that is undertaken by a city, county, or city and county. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 892</a> <a href="#">Carter D</a></p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>ASSEMBLY TRANS. 3/14/2011 - Referred to Com. on TRANS.</p> <p>4/4/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</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, until January 1, 2012, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program.</p> <p>This bill would delete this repeal date, thereby extending the operation of these provisions indefinitely.</p>	
<p><a href="#">AB 912</a> <a href="#">Gordon D</a></p> <p>Local government: organization.</p>	<p>ASSEMBLY L. GOV. 3/14/2011 - Referred to Com. on L. GOV.</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 with zero sphere of influence, to immediately order the dissolution if the dissolution was initiated by the district board, or to, within 30 days following the approval of the application by the commission, hold at least one noticed public hearing on the proposal, and order the dissolution without an election, unless a majority protest exists, as specified.</p>	
<p><a href="#">AB 952</a> <a href="#">Jones R</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 3/10/2011 - Referred to Coms. on TRANS. and E. &amp; R.</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 or employee of the authority from being the recipient of any gift, as defined, for purposes of the Political Reform 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 or employee of the authority, or to any member of their immediate families. The bill would allow the authority itself to receive gifts, subject to approval of the Senate. The bill would also allow the authority to transfer the gifts it receives to any person only with the approval of the Senate. This bill contains other related provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 953</a> <a href="#">Jones R</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 3/10/2011 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects.</p> <p>This bill would provide that no funds from Proposition 1A shall be available to the High-Speed Rail Authority for construction of the high-speed train system until adequate environmental studies are completed based on a new ridership study that uses an acceptable ridership evaluation methodology. The bill would require the authority to contract with the Institute of Transportation Studies at the University of California at Berkeley to complete a revised ridership study, using the ridership methodology of the institute. The bill would require the authority to use that ridership study as the basis for subsequent environmental studies. The bill would also require the authority to reconsider its adoption of the optimal high-speed rail route based both on the new ridership study and the ridership methodology.</p>	
<p><a href="#">AB 957</a> <b>Committee on Transportation</b></p> <p>Transportation omnibus bill.</p>	<p>ASSEMBLY TRANS. 3/10/2011 - Referred to Com. on TRANS.  4/4/2011 1:30 p.m. - State Capitol, Room 4202 <b>ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</b></p>	<p>Existing law authorizes the impoundment of a vehicle operating as a taxicab or other passenger vehicle for hire in violation of licensing requirements adopted by a local authority for a period of 30 days or less. Existing law requires an impoundment agency to release to the registered owner or his or her agency a vehicle so impounded prior to the expiration of the impoundment period under specified circumstances.</p> <p>This bill would additionally require the release of an impounded vehicle operating as a taxicab or other passenger vehicle for hire in violation of the licensing requirements if the vehicle is a rental car. Because a violation of this provision is a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 988</a> <a href="#">Grove R</a></p> <p>Prevailing wages.</p>	<p>ASSEMBLY L. &amp; E. 3/10/2011 - Referred to Coms. on L. &amp; E. and JUD.</p> <p>4/13/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, SWANSON, Chair</p>	<p>Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers' compensation for public works projects. Existing law further requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations as specified, be paid to workers employed on public works projects, and imposes misdemeanor penalties for certain violations of this requirement.</p> <p>This bill would revise the manner in which the director determines the rate of general prevailing wages, including deleting the requirement that he or she consider the applicable wage rates established by collective bargaining agreements and the rates that may have been predetermined for federal public works, and deleting the requirement that the director consider further data from labor organizations and employers or employer associations and concerns where the rates do not constitute the rates actually paid in the locality. The bill would also revise the methodology that the director is required to use in determining the general prevailing rate of per diem wages in the locality in which the public work is to be performed, including deleting certain requirement, and requiring the director to conduct a survey of the wages paid for work performed in each locality in which the public work is to be performed. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 1092</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 3/14/2011 - Referred to Com. on TRANS.</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><a href="#">AB 1097</a> <a href="#">Skinner D</a></p> <p>Transit projects: domestic content.</p>	<p>ASSEMBLY TRANS. 3/14/2011 - Referred to Com. on TRANS.</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 adopt, by regulation, a policy that specifically authorizes providing a preference on a transit project receiving funding from the Federal Transit Administration to a bidder that uses, for the project, a higher percentage of domestic contents in the materials, supplies, and equipment than otherwise required by federal law. The bill would require the secretary to consult with affected local and regional transportation agencies in that regard.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1105</a> <a href="#">Gordon D</a></p> <p>High-occupancy toll lanes.</p>	<p>ASSEMBLY TRANS. 3/17/2011 - Referred to Com. on TRANS.</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 one or both of the corridors selected may be a corridor that extends into an adjacent county, subject to agreement of the congestion management agency or countywide agency responsible for preparation of the county transportation plan in that county. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 1126</a> <a href="#">Calderon,</a> <a href="#">Charles D</a></p> <p>Sales and use taxes.</p>	<p>ASSEMBLY PRINT 2/20/2011 - From printer. May be heard in committee March 22.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The State Board of Equalization administers the collection of taxes as imposed under those laws. Existing law requires every seller, certain retailers, and every person storing, using, or otherwise consuming in this state tangible personal property purchased from a retailer to keep any records, receipts, invoices, and other pertinent papers in any form as the board may require.</p> <p>This bill would make various technical, nonsubstantive changes to this requirement.</p>	

Bill ID/Topic	Location	Summary	Position
<p data-bbox="92 147 260 358"> <a href="#">AB 1134</a>  <a href="#">Bonilla D</a>             Department of Transportation:            project study reports.         </p>	<p data-bbox="275 147 758 204">           ASSEMBLY TRANS.            3/22/2011 - Re-referred to Com. on TRANS.         </p>	<p data-bbox="926 147 1906 602">           Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991. This bill would instead authorize the department to prepare project study reports for any project on the state highway system.         </p> <p data-bbox="926 634 1906 1300">           The bill would require project study reports to include specified project-related factors, including, among other things, cost estimates, schedule, and other information deemed necessary to form a sound basis for commitment of future state funding and project delivery. The bill would require an entity performing a project study report to reimburse the department for the cost of reviewing and approving a report for projects that are not in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or another voter-approved transportation program. The bill would authorize a local entity to request the department to prepare a project study report for a state highway project that is being proposed for inclusion in a future state transportation improvement program or for funding from a regional or local funding source and would authorize the local entity to prepare the report at its own expense if the department determines that it cannot complete the report. The bill would require open and continuous communication between the department, a local entity requesting a project study report, and the regional transportation planning agency or county transportation commission. The bill would require the department, in consultation with representatives of cities, counties, regional transportation planning agencies, and county congestion management agencies, to prepare draft revised guidelines for the preparation of project study reports, as specified, and would require the department to submit the draft revised guidelines to the California Transportation Commission by July 1, 2012. The bill would require the California Transportation Commission to adopt final guidelines by October 1, 2012, and would make the guidelines applicable to project study reports upon adoption of the guidelines.         </p> <p data-bbox="926 1333 1241 1365"> <b>Last Amended on 3/21/2011</b> </p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1164</a> <a href="#">Gordon D</a></p> <p>High-Speed Rail Authority: appointees: Senate confirmation.</p>	<p>ASSEMBLY TRANS. 3/17/2011 - Referred to Com. on TRANS.</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.</p>	
<p><a href="#">AB 1206</a> <a href="#">Galgiani D</a></p> <p>High-speed rail: contracts: small businesses.</p>	<p>ASSEMBLY TRANS. 3/21/2011 - Referred to Coms. on TRANS. and B., P. &amp; C.P.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects.</p> <p>This bill would require the authority to identify essential components of, and adopt, a small emerging business enterprise program as part of contracts to be awarded by the authority relative to development and construction of the high-speed rail system. The bill would require the authority to provide certain bidding preferences and to establish a goal methodology to determine the appropriate level of involvement of small emerging business enterprises in authority contracts. The bill would require at least one public hearing by the authority before the program is adopted and would require the authority to include a plan for outreach to small emerging business enterprises. The bill would require the authority to report annually to the Legislature in that regard. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 1229</a> <a href="#">Feuer D</a></p> <p>California Transportation Financing Authority Fund: subsidies: local agency revenue bonds.</p>	<p>ASSEMBLY TRANS. 3/21/2011 - Referred to Com. on TRANS.</p>	<p>The California Transportation Financing Authority Act sets forth the duties of the California Transportation Financing Authority in issuing certain transportation financing instruments, or approving their issuance by various local or regional agencies. The authority is authorized to expend moneys in the continuously appropriated California Transportation Financing Authority Fund to secure the issuance of bonds issued by the authority and cover various related costs, among other things.</p> <p>This bill would authorize the authority to direct the Treasurer to utilize unrestricted moneys in the fund to subsidize the payment of interest by those local or regional agencies on revenue bonds issued by those agencies pursuant to these provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1242</a> <a href="#">Achadjian R</a></p> <p>Vehicles: toll highways.</p>	<p>ASSEMBLY PRINT 2/20/2011 - From printer. May be heard in committee March 22.</p>	<p>Existing law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently.</p> <p>This bill would make a technical, nonsubstantive change to these provisions.</p>	
<p><a href="#">AB 1287</a> <a href="#">Buchanan D</a></p> <p>Local government: audits.</p>	<p>ASSEMBLY L. GOV. 3/21/2011 - Referred to Com. on L. GOV.</p>	<p>Existing law requires school districts to comply with General Accounting Office standards for financial and compliance audits, as specified, and prohibits an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards.</p> <p>This bill would require local agencies, defined to include cities, counties, a city and county, special districts, authorities, or public agencies, to comply with General Accounting Office standards for financial and compliance audits and would prohibit an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1308</a> <a href="#">Miller R</a></p> <p>Highway Users Tax Account: appropriation of funds.</p>	<p>ASSEMBLY TRANS. 3/21/2011 - Referred to Com. on TRANS.</p>	<p>Article XIX of the California Constitution requires revenues from state excise taxes on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the cost of collection and any refunds authorized by law, to be used for various street and highway purposes and for certain mass transit guideway purposes. Existing law requires state excise fuel tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to and deposited monthly in the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for formula apportionment of specified revenues in the Highway Users Tax Account to cities and counties for the transportation purposes authorized by Article XIX of the California Constitution, and requires other portions of those revenues to be transferred to and deposited in the State Highway Account in the State Transportation Fund. Existing law provides that the money in the Highway Users Tax Account is appropriated for the above-described transportation purposes, but also generally provides that the money in the State Highway Account may not be expended until appropriated by the Legislature.</p> <p>This bill, in any year in which the Budget Act has not been enacted by July 1, would provide that all moneys in the Highway Users Tax Account in the Transportation Tax Fund, except as specified, are continuously appropriated and may be encumbered for certain purposes until the Budget Act is enacted. The bill would thereby make an appropriation. The bill would authorize the Controller to make estimates in order to implement these provisions.</p>	
<p><a href="#">AB 1332</a> <a href="#">Donnelly R</a></p> <p>State Air Resources Board: abolishment.</p>	<p>ASSEMBLY NAT. RES. 3/21/2011 - Referred to Com. on NAT. RES.</p>	<p>Existing law establishes the State Air Resources Board as the state agency with primary jurisdiction over the regulation of air pollution, including greenhouse gas emissions. Existing law creates the state board within the California Environmental Protection Agency with prescribed membership.</p> <p>This bill would abolish the State Air Resources Board and transfer its authority, duties, powers, purposes, responsibilities, and jurisdiction to the California Environmental Protection Agency.</p>	
<p><a href="#">AB 1335</a> <a href="#">Lara D</a></p> <p>Local government: officials: salary increases.</p>	<p>ASSEMBLY PRINT 2/22/2011 - From printer. May be heard in committee March 22.</p>	<p>Existing law makes certain findings and declarations relating to the prohibition against the availability of state surplus or state loan funds, in the 1978-79 fiscal year, to any local public agency that provides an increase in salary in that fiscal year to any elected or appointed official, and cost-of-living increase for other individuals.</p> <p>This bill would make technical, nonsubstantive changes to these findings and declarations.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1388</a> <a href="#">Wieckowski D</a></p> <p>Earnings withholding orders.</p>	<p>ASSEMBLY JUD. 3/15/2011 - Re-referred to Com. on JUD.</p> <p>4/5/2011 9 a.m. - State Capitol, Room 4202 ASSEMBLY JUDICIARY, FEUER, Chair</p>	<p>Existing law requires an employer to withhold the amounts required by an earnings withholding order from all earnings of the employee payable for any pay period of the employee that ends during the withholding period. Under existing law, the portion of the judgment debtor's earnings that the judgment debtor proves is necessary for the support of the judgment debtor or the judgment debtor's family supported in whole or in part by the judgment debtor is exempt from the levy of an earnings withholding order. This exemption is not available if the debt was incurred for the common necessities of life furnished to the judgment debtor or the family of the judgment debtor.</p> <p>This bill would delete that restriction on the exemption from the levy of an earnings withholding order.</p> <p><b>Last Amended on 3/14/2011</b></p>	
<p><a href="#">AJR 5</a> <a href="#">Lowenthal, Bonnie D</a></p> <p>Transportation revenues.</p>	<p>ASSEMBLY THIRD READING 3/22/2011 - From committee: Be adopted. (Ayes 9. Noes 2.) (March 21).</p> <p>3/23/2011 #17 ASSEMBLY ASSEMBLY THIRD READING FILE</p>	<p>This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure.</p>	
<p><a href="#">SB 22</a> <a href="#">La Malfa R</a></p> <p>High-speed rail.</p>	<p>SENATE RLS. 1/20/2011 - 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, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would state the intent of the Legislature to reexamine the bond funding mechanism of the authority relative to the authority's high-speed rail project.</p>	
<p><a href="#">SB 46</a> <a href="#">Correa D</a></p> <p>Local government: compensation disclosure.</p>	<p>SENATE G. &amp; F. 3/17/2011 - Set for hearing April 6.</p> <p>4/6/2011 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair</p>	<p>Existing law provides for the compensation of local government officers and employees, as specified.</p> <p>This bill would, until January 1, 2019, require each public official, defined to mean a public official required to file a statement of economic interest pursuant to the Political Reform Act of 1974, to annually file a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. The bill would specify that compensation disclosure forms are open to public inspection, as specified. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 3/7/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 50</a> <a href="#">Correa D</a></p> <p>Conflicts of interest: disqualification.</p>	<p>SENATE E. &amp; C.A. 1/20/2011 - Referred to Com. on E. &amp; C.A.</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 125</a> <a href="#">Emmerson R</a></p> <p>Vehicles: toll highways or vehicular crossings: evading toll payments: penalties.</p>	<p>SENATE T. &amp; H. 3/22/2011 - Set, first hearing. Hearing canceled at the request of author.</p> <p>4/5/2011 1:30 p.m. - John L. Burton Hearing Room (4203) <b>SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</b></p>	<p>Existing law makes it unlawful for a person to evade or attempt to evade the payment of tolls or other charges on a vehicular crossing or toll highway and imposes a civil penalty for violation of this law.</p> <p>This bill would authorize a law enforcement officer to impound, or cause to be impounded, a vehicle that is registered to a chronic evader of toll payments, as defined, until all outstanding tolls and all required penalties are paid to the issuing agency.</p> <p><b>Last Amended on 3/14/2011</b></p>	
<p><a href="#">SB 126</a> <a href="#">Steinberg D</a></p> <p>California Transportation Commission: guidelines.</p>	<p>SENATE T. &amp; H. 3/10/2011 - Set, first hearing. Hearing canceled at the request of author.</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. This bill contains other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 241</a> <a href="#">Cannella R</a></p> <p>Environment: California Environmental Quality Act (CEQA).</p>	<p>SENATE E.Q. 3/22/2011 - Set for hearing April 4.</p> <p>4/4/2011 1:30 p.m. - Room 112 SENATE ENVIRONMENTAL QUALITY, SIMITIAN, Chairman</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR.</p> <p>The bill would enact the CEQA Litigation Protection Pilot Program of 2011 and would require the Business, Transportation and Housing Agency to select projects that meet specified requirements from specified regions for each calendar year between 2012 and 2016. The bill would exempt from judicial review, pursuant to CEQA, a lead agency's decision to certify the EIR of, or to adopt a mitigated negative declaration based on an initial study for, the selected projects, a lead agency's and responsible agency's approval of the selected project, and the Business, Transportation and Housing Agency's selection of the projects. The bill would require the Business, Transportation and Housing Agency, by December 31 of each year, to submit an annual report to the Governor and to the Legislature summarizing the designation of projects, and the job creation and investment attributable to the designated projects. This bill contains other related provisions.</p>	
<p><a href="#">SB 310</a> <a href="#">Hancock D</a></p> <p>Transit villages.</p>	<p>SENATE RLS. 2/24/2011 - Referred to Com. on RLS.</p>	<p>Existing law requires cities and counties to implement certain planning and zoning plans for the orderly development of communities.</p> <p>This bill would express the intent of the Legislature to enact legislation that would require cities and counties to adopt permitting procedures for transit village green pathways developments, as specified.</p>	
<p><a href="#">SB 316</a> <a href="#">Emmerson R</a></p> <p>Meal periods: exemption: transportation industry.</p>	<p>SENATE L. &amp; I.R. 2/24/2011 - Referred to Com. on L. &amp; I.R.</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the order is consistent with the health and welfare of affected employees.</p> <p>This bill would add employees employed in the transportation industry, as defined, to the list of employees exempt from the above provisions. This bill contains other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 392</a> <a href="#">Gaines R</a></p> <p>Transportation: California Transportation Commission.</p>	<p>SENATE RLS. 2/24/2011 - Referred to Com. on RLS.</p>	<p>Existing law establishes the California Transportation Commission and authorizes the commission to alter or change the location of any state highway if, in the opinion of the commission, the alteration is for the best interest of the state.</p> <p>This bill would make a nonsubstantive change to these provisions.</p>	
<p><a href="#">SB 468</a> <a href="#">Kehoe D</a></p> <p>Department of Transportation: capacity- increasing state highway projects: coastal zone.</p>	<p>SENATE T. &amp; H. 3/15/2011 - Set for hearing April 5.</p> <p>4/5/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</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 proposed capacity-increasing state highway projects in the coastal zone. The bill would also make legislative findings and declarations.</p>	
<p><a href="#">SB 475</a> <a href="#">Wright D</a></p> <p>Infrastructure financing.</p>	<p>SENATE G. &amp; F. 3/21/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on Gov. &amp; F.</p> <p>4/6/2011 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair</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.</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 permit the agreements to lease or license to, or provide other permitted uses by, the private entity for a term of up to 50 years, after which time the project would revert to the governmental agency.</p> <p><b>Last Amended on 3/21/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 517</a> <a href="#">Lowenthal D</a></p> <p>High-Speed Rail Authority.</p>	<p>SENATE T. &amp; H. 3/3/2011 - Referred to Com. on T. &amp; H.</p>	<p>Existing law creates the High-Speed Rail Authority in state government with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor.</p> <p>This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency. The bill would provide for the Secretary of Business, Transportation and Housing to serve on the authority as a nonvoting, ex officio member. The bill would require the secretary to propose an annual budget for the authority upon consultation with the authority. The bill would require the members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. The bill would provide for the members that are appointed to have specified background or experience, as specified. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 522</a> <a href="#">Walters R</a></p> <p>Public employees' retirement: additional service credit.</p>	<p>SENATE P.E. &amp; R. 3/22/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. &amp; R.</p>	<p>Existing law authorizes certain members of the Public Employees' Retirement System, the State Teachers' Retirement System, and county, city, and district retirement systems that have adopted specified provisions, to make additional contributions to the retirement system and receive up to 5 years of additional retirement service credit for time that does not qualify for public service, as specified.</p> <p>The bill would repeal the provisions that authorize these additional contributions and service credit, and would make related technical changes.</p> <p><b>Last Amended on 3/22/2011</b></p>	
<p><a href="#">SB 523</a> <a href="#">Walters R</a></p> <p>Public employees' retirement: elected local officials.</p>	<p>SENATE P.E. &amp; R. 3/22/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. &amp; R.</p>	<p>Existing law authorizes the creation of retirement systems for public employees by counties, cities, and districts. Existing law creates the Public Employees' Retirement System and the State Teachers' Retirement System, which provide a defined benefit to their members based on age at retirement, service credit, and final compensation. Existing law establishes the criteria for membership in the various public employee retirement systems and may exclude certain employment classifications from membership. The California Constitution provides for the division of the state into counties and requires that a county have an elected sheriff, elected district attorney, elected assessor, and elected governing body. Existing law provides for the incorporation of cities in various forms and requires that certain city offices be filled pursuant to elections, as prescribed. Existing law provides for the creation of districts, the governing bodies of which may be elected.</p> <p>This bill would prohibit a person who is publicly elected to a local office of any kind, on and after January 1, 2012, from becoming a member of a retirement system by virtue of that service or from acquiring any retirement right or benefit for serving in that elective local office. The bill would also apply these prohibitions to a person who is appointed to fill the term of a person so elected, but would not apply them to a person who obtained membership by virtue of holding an elective local office prior to January 1, 2012, for so long as he or she holds that office or is reelected to that office.</p> <p><b>Last Amended on 3/22/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 524</a> <a href="#">Walters R</a></p> <p>Public employees' retirement: retroactive benefits.</p>	<p>SENATE P.E. &amp; R. 3/22/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. &amp; R.</p>	<p>The Meyers-Miliias-Brown Act, the Ralph C. Dills Act, provisions commonly referred to as the Educational Employment Relations Act, the Higher Education Employer-Employee Relations Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act each provide for the representation of state or local public employees by recognized employee organizations, and provide that the scope of this representation includes negotiations concerning wages, hours, and other terms and conditions of employment between the state or local public employer and representatives of those employee organizations.</p> <p>This bill would exclude matters relating to the retroactive effect of pension benefit increases from the scope of representation of public employees by recognized employee organizations, and would thereby prohibit these employee organizations from negotiating for a retroactive effect of pension benefit increases with public employers. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 3/22/2011</b></p>	
<p><a href="#">SB 545</a> <a href="#">Anderson R</a></p> <p>Transportation.</p>	<p>SENATE RLS. 3/3/2011 - Referred to Com. on RLS.</p>	<p>Existing law creates various transportation programs to develop and implement improvements to transportation systems.</p> <p>This bill would state the intent of the Legislature to enact legislation enabling the state to examine efficiency in administering solutions to California's transportation needs.</p>	
<p><a href="#">SB 582</a> <a href="#">Emmerson R</a></p> <p>Commute benefit policies.</p>	<p>SENATE T. &amp; H. 3/9/2011 - Set for hearing April 5.</p> <p>4/5/2011 1:30 p.m. - John L. Burton Hearing Room (4203) <b>SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</b></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 with various responsibilities relative to reduction of air pollution.</p> <p>This bill, beginning on January 1, 2013, would authorize a metropolitan planning organization, in partnership with the local air quality management district, to adopt a commute benefit ordinance that requires covered employers operating within the common jurisdiction of the organization and district with 20 or more covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 624</a> <a href="#">Harman R</a></p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>SENATE RLS. 3/3/2011 - Referred to Com. on RLS.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012.</p> <p>This bill would make technical, nonsubstantive changes to the above requirements.</p>	
<p><a href="#">SB 659</a> <a href="#">Hernandez D</a></p> <p>Toll bridges.</p>	<p>SENATE RLS. 3/3/2011 - Referred to Com. on RLS.</p>	<p>Existing law authorizes the Transportation Commission to direct the Department of Transportation to build or acquire toll bridges and other transportation facilities related to toll bridges, as specified.</p> <p>This bill would make a nonsubstantive, grammatical change to those provisions.</p>	
<p><a href="#">SB 683</a> <a href="#">Correa D</a></p> <p>Environment: California Environmental Quality Act: noncompliance allegations: public comment.</p>	<p>SENATE E.Q. 3/22/2011 - Set for hearing April 4.</p> <p><b>4/4/2011 1:30 p.m. - Room 112</b> <b>SENATE ENVIRONMENTAL QUALITY, SIMITIAN, Chairman</b></p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for a public review period for the public to review a draft EIR, proposed negative declaration, or proposed mitigated negative declaration. CEQA requires a lead agency to evaluate and respond to comments on a draft EIR, proposed negative declaration, or proposed mitigated negative declaration made during the public review period and authorizes a lead agency to evaluate and respond to comments made on a draft EIR when the comments are submitted after the public review period. CEQA requires an action or proceeding alleging noncompliance with its requirements to be based on grounds that were presented to the public agency orally or in writing by any person unless the person objected to the approval of the project orally or in writing, during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the issuance of the notice of determination.</p> <p>This bill instead would prohibit these actions or proceedings unless the oral or written presentation or objection occurs during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the filing, rather than issuance, of the notice of determination.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 693</a> <a href="#">Dutton R</a></p> <p>Public contracts: local agencies.</p>	<p>SENATE T. &amp; H. 3/10/2011 - Set for hearing April 12.</p> <p>4/12/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p>	<p>Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships for transportation projects under certain conditions. Existing law authorizes the department to delegate to any city or county any part of its powers and jurisdiction, except the power of approval, with respect to any portion of any state highway within the city or county, and to withdraw the delegation.</p> <p>This bill would specify that the delegation authority includes the authority to utilize private-public partnership agreements for transportation projects. The bill would also make findings and declarations related to local agency contracting.</p>	
<p><a href="#">SB 733</a> <a href="#">Price D</a></p> <p>High-speed rail: business plan: contracts: small business participation.</p>	<p>SENATE T. &amp; H. 3/3/2011 - Referred to Com. on T. &amp; H.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects. Existing law requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements beginning January 1, 2012, and every 2 years thereafter.</p> <p>This bill would require the authority to include in the business plan to be submitted on January 1, 2012, or as an addendum to that plan to be submitted as soon as possible after that date, a strategy for ensuring the participation of small business enterprises in contracts awarded by the authority with state or federal funds during all phases of the project.</p>	
<p><a href="#">SB 749</a> <a href="#">Steinberg D</a></p> <p>High-speed rail.</p>	<p>SENATE T. &amp; H. 3/3/2011 - Referred to Coms. on T. &amp; H. and RLS.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor.</p> <p>This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.</p>	

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<p><a href="#">SB 775</a> <a href="#">Walters R</a></p> <p>Bonds.</p>	<p>SENATE PRINT 2/20/2011 - From printer. May be acted upon on or after March 22.</p>	<p>The existing State General Obligation Bond Law contains procedures for use in authorizing the issuance and sale and providing for the repayment of state general obligation bonds. Existing law also requires prescribed accountability measures to be included in local bond measures.</p> <p>This bill would incorporate a requirement into the State General Obligation Bond Law that would require a committee created by a bond act to periodically prepare a report on, among other topics, the amount of bonds that the committee has issued in the past five years and the likelihood that the committee will issue any additional bonds in the future. This bill would require that this report is submitted to standing committees in the Legislature with responsibility for budget and fiscal affairs. This bill would specifically authorize house committees to recommend to the Legislature, based upon the contents of that report, that the amount of bonds authorized by the act should be reduced if they conclude either that it is unlikely that the bond committee will issue any additional bonds in the future or that the amount of bonds authorized by the act is excessive or unnecessary in relation to the purpose for which the bond act was passed. This bill contains other related provisions.</p>	
<p><a href="#">SB 783</a> <a href="#">Dutton R</a></p> <p>Environment: CEQA.</p>	<p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make technical, nonsubstantive changes to the term "project" for the purposes of CEQA. This bill contains other existing laws.</p>	
<p><a href="#">SB 785</a> <a href="#">Dutton R</a></p> <p>Environmental quality CEQA: compliance: environmentally mandated projects.</p>	<p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make a technical, nonsubstantive change in those provisions relating to the requirements imposed on a lead agency for the compliance project. This bill contains other existing laws.</p>	

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<p><a href="#">SB 832</a> <a href="#">Strickland</a> R</p> <p>California Global Warming Solutions Act of 2006.</p>	<p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020.</p> <p>This bill would make a technical, nonsubstantive change to a provision of the California Global Warming Solutions Act of 2006.</p>	
<p><a href="#">SB 851</a> <a href="#">Anderson</a> R</p> <p>Transportation.</p>	<p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</p>	<p>Existing law provides the Department of Transportation with full possession and control of all state highways and authorizes the department to lay out and construct all state highways, as specified.</p> <p>This bill would state intent of the Legislature to enact legislation that would address the need for highway construction.</p>	
<p><a href="#">SB 862</a> <a href="#">Lowenthal</a> D</p> <p>Southern California Goods Movement Authority.</p>	<p>SENATE T. &amp; H. 3/10/2011 - Referred to Com. on T. &amp; H.</p>	<p>Existing law requests the California Marine and Intermodal Transportation System Advisory Council, a federal entity, to compile data on, among other issues, air pollution caused by the movement of goods through the state's maritime ports and proposed methods of mitigating or alleviating that pollution.</p> <p>This bill would establish the Southern California Goods Movement Authority consisting of representatives from specified entities. The bill would require the authority to establish a priority list of goods movement projects in southern California. The bill would require the Alameda Corridor East Construction Authority, a local agency, to provide staff and meeting space for the authority, thereby imposing a state-mandated local program. The bill would authorize the authority to enter into a memorandum of understanding with PierPass, a not-for-profit company, for funding the list of goods movement projects. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 864</a> <a href="#">Fuller</a> R</p> <p>Emissions of greenhouse gases: market-based compliance mechanisms.</p>	<p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating greenhouse gas emission sources. The act requires the state board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program. The act also requires the state board to adopt regulations to provide for a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. Existing law authorizes the state board to include market-based compliance mechanisms, as defined, to comply with the regulations.</p> <p>This bill would make technical, nonsubstantive changes to this authorization.</p>	

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<a href="#">SB 867</a> <a href="#">Padilla D</a> Build California Bonds.	SENATE PRINT 2/19/2011 - From printer. May be acted upon on or after March 21.	<p>Existing law creates the California Transportation Financing Authority with specified powers and duties relative to the issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds and toll revenues in order to increase the construction of new capacity or improvements for the state transportation system.</p> <p>This bill would, in addition, provide for the authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. The bill would provide for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. The bill would limit the principal amount of bonds to be issued by the authority under these provisions to \$5 billion over a 5-year period commencing January 1, 2012. The bill would enact other related provisions.</p>	