



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**June 7, 2012 - Thursday**

**5:00 p.m.**

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Citizens Advisory Committee Report
4. Public Hearing – Fiscal Year 2013 Budget
  - a. Authorize Adoption of the Fiscal Year 2013 Budget in the Amount of \$98,370,230 RESOLUTION
5. Consent Calendar RESOLUTION

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

  - a. Approval of Minutes of May 3, 2012
  - b. Acceptance of Statement of Revenues and Expenditures for April 2012
  - c. Authorize Adoption of the Appropriations Limit for Fiscal Year 2013 in the Amount of \$548,869,416
6. Public Comment  
Public testimony by each individual speaker shall be limited to one minute
7. Nominating Committee for Citizens Advisory Committee (Foust, Matsumoto) MOTION
  - a. Appointment of Citizens Advisory Committee Members
    - Barbara Arietta
    - Elizabeth Lasensky
    - Daniel Mensing
    - Laurie Simonson
    - April Vargas
8. Chairperson's Report
9. SamTrans Liaison Report - May 9, 2012 INFORMATIONAL
10. Joint Powers Board Report

11. Report of Executive Director

12. Finance

- a. Authorize Approval of Shuttle Projects and Program and Allocate a Total of \$4,513,143 in New Measure A Funds for the Local Shuttle Program for Fiscal Years 2013 and 2014 RESOLUTION

13. Program

- a. State and Federal Legislative Update INFORMATIONAL
- b. Capital Projects Quarterly Status Report – 3<sup>rd</sup> Quarter INFORMATIONAL

14. Requests from the Authority

15. Written Communications to the Authority

16. Date, Time and Place of Next Meeting

Thursday, August 2, 2012 at 5:00 p.m., at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

17. General Counsel Report

- a. Closed Session: Real Estate Negotiations – Pursuant to Government Code 54956.8:  
Agency Negotiators: David J. Miller and Brian Fitzpatrick  
Under Negotiation: Price and Terms of Purchase

<u>Grantor</u>	<u>Address and APN</u>
HMC Burlingame Hotel	1333 Bayshore Highway, Burlingame 026-112-140
99 Old Bayshore LLC	1299 Bayshore Highway, Burlingame 026-141-020
Fox Investments GP	1290 Bayshore Highway, San Mateo 026-142-110
1250 Bayshore Hwy LLC	1250 Bayshore Highway, Burlingame 026-142-080-6
Sabharwal	1240 Bayshore Highway, Burlingame 026-142-090-5
Wadell, Robert & Angela	1220 Bayshore Highway, Burlingame 026-142-020-2
Western Dealer Holdings	1200 Bayshore Highway, Burlingame 026-142-130
Dore Family Trust	1250 Rollins Road, Burlingame 026-134-090

Nerli	1320 Marsten Road, Burlingame 026-134-030-1
Lyons	1222 Rollins Road, Burlingame 026-134-160-6
CSE Investments II LLC	1212 Rollins Road, Burlingame 026-134-080
CRP BAHP SFO	1177 Airport Blvd., Burlingame 026-290-310
Cristafi Family	1271 Whitehorn Way, Burlingame 026-131-180
Rochette Family Trust	1213 Rollins Road, Burlingame 026-131-100
Sun & Hsu	100 Broadway, Burlingame 026-131-170

## 18. 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  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **PROPOSED BUDGET FOR FISCAL YEAR 2013**

**ACTION**

Staff proposes that the Transportation Authority (TA) adopt the attached budget for Fiscal Year (FY) 2013 in the amount of \$98,370,230.

**SIGNIFICANCE**

At the May 3 Board meeting, staff presented a preliminary FY2013 TA Budget. Since then, staff revised the District's cost allocation plan to include the Peoplesoft hosting fees. As a result, the TA's share of the SamTrans' administrative overhead costs has increased by \$4,085. The FY2013 Proposed Budget is \$98,370,230, and is composed of \$97,385,646 in allocation and projected program expenditures, and \$984,584 in administrative expenses. See Attachments A and B.

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

**Revenues**

For FY2013, total revenue for the TA is projected to be \$70.1 million, a decrease of \$1.5 million or 2.1 percent over the FY2012 revised budget. The projected revenue decrease is composed of the following:

- Sales tax revenue is projected to increase by \$2.0 million, or 3.2 percent over FY2012 based on current sales tax revenue.
- Interest income is projected to decrease by \$810,420, or 16.8 percent due to a decrease in interest rate projections.
- Grant proceeds are projected to decrease by \$2.7 million or 100 percent due to no grant proceeds projected in FY2013.

## Expenditures

Proposed expenditures for FY2013 fall in four categories, as further discussed below.

### Annual Allocations (line 14)

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

<u>New Measure A Operating Budget Items</u>	
Local Streets/Transportation	22.5%
Caltrain Improvements - Operating	8.0%
Accessible Services/Paratransit	4.0%
SFO BART Extension	2.0%

Total annual allocations are projected to decrease by \$711,335, or 2.9 percent, compared to the FY2012 revised budget. This change is mostly due to the 3.2 percent projected increase in the half-cent sales tax offset by a decrease in TA Caltrain shuttles of (\$1,441,335), which have been included under the Program Expenditures section, Local Shuttle Call for Projects (CFP) for FY2013. The 4 percent allocation for the shuttle program is projected to be \$2.6 million.

### Program Expenditures (line 16)

Program expenditures include projects with FY2013 funding requirements which are detailed in Attachment B.

Program Expenditures include the following categories:

- **Alternative Congestion Relief** –The \$665,000 budgeted for FY2013 is the full 1 percent of projected sales tax outlined in the 2004 TEP plus \$15,000 based on the FY2012 revised sales tax revenue. Of the \$665,000, \$410,000 is proposed to be set aside for the Peninsula Traffic Congestion Relief Alliance’s Transportation Demand Management (TDM) Program.
- **Caltrain** –The San Mateo County Local Share (TA project #605) for the system-wide improvement program for FY2013 is budgeted at \$3 million. This amount will be added to funds budgeted but unused from prior years to cover the requested per-member share of \$3.878 million for the FY2013 Peninsula Corridor Joint Powers Board (JPB) Capital Budget. System-wide capital improvements anticipated to be undertaken in FY2013 for the Caltrain system include: “State of Good Repair” rolling stock, signal and track rehabilitation work, communication upgrades and safety improvements.
- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$1.95 million represents the projected 3% of sales tax revenues designated for this category in the 2004 TEP. These funds will be used for the FY2014/15 call for projects.

- **Local Shuttle** – As also discussed above, the \$2.6 million budget for this line item represents the funds available for the FY2013/14 Shuttle CFP.
- **Streets and Highways** – The Streets and Highways program expenditures include funding for five key congested corridors in the amount of \$10.9 million, and for supplemental roadway projects in the amount of \$6.4 million. Both of these proposed programs are outlined in the 2004 TEP and the TA’s 2009 Strategic Plan. The budgeted amounts for these two programs are based on projected revenues for FY2012 and are placeholders until specific project are selected for funding. In addition to the key congested corridors and supplemental roadway projects funds, \$47.3 million of original Measure funds are included and will be available to fund active projects under the upcoming CFP.

**Oversight (line 18)**

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

**Administrative (line 24)**

Total administrative expenditures are projected to increase by \$80,987 or 9.0 percent from the FY2012 revised budget. For FY2013, it is proposed that \$634,125 be used for staff support, which is below 1.0 percent of the projected sales tax revenues as allowed for such expenditures in the TEP.

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

650-508-7755  
650-508-6416

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FY2013 PROPOSED BUDGET

	FY2011 <u>ACTUAL</u> A	FY2012 <u>ADOPTED</u> B	FY2012 <u>REVISED</u> C	FY2013 <u>PROPOSED</u> D	FY13 PROPOSED TO FY12 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
<b>REVENUE:</b>							
1 Sales Tax	63,515,997	61,500,000	63,000,000	65,000,000	2,000,000	3.2%	1
2							2
3 Interest Income	5,186,394	5,420,670	4,832,570	4,022,150	(810,420)	-16.8%	3
4							4
5 Rental Income	1,063,951	1,087,560	1,087,560	1,116,180	28,620	2.6%	5
6							6
7 Grant Proceeds	725,399	-	2,733,100	-	(2,733,100)	-100.0%	7
8							8
9 <b>TOTAL REVENUE</b>	<b>70,491,740</b>	<b>68,008,230</b>	<b>71,653,230</b>	<b>70,138,330</b>	<b>(1,514,900)</b>	<b>-2.1%</b>	9
10							10
11							11
12 <b>EXPENDITURES:</b>							12
13							13
14 Annual Allocations	24,560,386	23,888,835	24,436,335	23,725,000 (1)	(711,335)	-2.9%	14
15							15
16 Program Expenditures	35,952,122	58,181,665	62,498,768	73,175,646 (1)	10,676,878	17.1%	16
17							17
18 Oversight	360,996	485,000	485,000	485,000 (1)	-	0.0%	18
19							19
20 Administrative:							20
21 Staff Support	549,484	603,712	537,910	634,125	96,215	17.9%	21
22 Measure A Info-Others	5,000	12,000	12,000	16,500	4,500	37.5%	22
23 Other Admin Expenses	278,978	353,687	353,687	333,959	(19,728)	-5.6%	23
24 Total Administrative	833,461	969,399	903,597	984,584	80,987	9.0%	24
25							25
26 <b>TOTAL EXPENDITURES</b>	<b>61,706,965</b>	<b>83,524,899</b>	<b>88,323,700</b>	<b>98,370,230</b>	<b>10,046,530</b>	<b>11.4%</b>	26
27							27
28 <b>EXCESS/(DEFICIT)</b>	<b>8,784,776</b>	<b>(15,516,669)</b>	<b>(16,670,470)</b>	<b>(28,231,900)</b>	<b>(11,561,430)</b>	<b>69.4%</b>	28
29							29
30 <b>BEGINNING FUND BALANCE</b>	<b>413,096,727</b>	<b>433,190,609</b>	<b>421,881,503</b>	<b>405,211,033</b>	<b>(16,670,470)</b>		30
31							31
32 <b>ESTIMATED ENDING FUND BALANCE</b>	<b>421,881,503</b>	<b>417,673,940</b>	<b>405,211,033</b>	<b>376,979,133</b>	<b>(28,231,900)</b>	<b>-7.0%</b>	32
33							33
34 (1) See Attachment B for details.							34
35							35
36 <b>FUND BALANCE (2)</b>							36
37							37
38 <b>Beginning Fund Balance</b>		<u>320,958,148</u>	<u>84,252,884</u>	<u>405,211,033</u>			38
39 Excess/(Deficit)		<u>(48,067,630)</u>	<u>19,835,730</u>	<u>(28,231,900)</u>			39
40 <b>Ending Fund Balance</b>		<u>272,890,518</u>	<u>104,088,614</u>	<u>376,979,133</u>			40
41							41
42 Capital Appropriation Carryover		180,807,623	70,870,990	251,678,613			42
43 Undesignated (3)		92,082,895	33,217,624	125,300,520			43
44 <b>Total Ending Fund Balance</b>		<u>272,890,518</u>	<u>104,088,614</u>	<u>376,979,133</u>			44
45							45
46 (2) Fund Balance is based on budgeted figures for FY2012 and FY2013 and includes grant funds of \$14.5 million.							46
47 (3) Undesignated funds are funds collected but not budgeted or allocated. The 1988 Undesignated funds are projected to include \$60 million for Caltrain and							47
48 \$32 million for Dumbarton							48

**ATTACHMENT B**

**FY2013 ALLOCATIONS AND EXPENDITURES**

	<u>Prior Approved Budget</u>	<u>FY2013 Proposed</u>	<u>Total Approved Budget</u>	<u>Budgeted Non-Measure A</u>	<u>Total Measure A Share</u>
<b>ANNUAL ALLOCATIONS:</b>					
Allocation to Local Entities	N/A	14,625,000			N/A
Transfer to SMCTD for Caltrain	N/A	5,200,000			N/A
Paratransit	N/A	2,600,000			N/A
SFO BART Extension	N/A	1,300,000			N/A
		<u>23,725,000</u>			
<b>PROGRAM EXPENDITURES:</b>					
<b>ALTERNATIVE CONGESTION RELIEF</b>					
TBD Countywide TDM Program	796,206	410,000	1,206,206		1,206,206
TBD Call for Projects (1)	418,794	255,000	673,794		673,794
<b>DUMBARTON</b>					
00745 Maintenance of Way	835,500	357,000	1,192,500		1,192,500
<b>CALTRAIN</b>					
00605 San Mateo Local Share JPB CIP	53,537,540	3,000,000	56,537,540	2,733,100	53,804,440
<b>PEDESTRIAN AND BICYCLE PROGRAM</b>					
00748 Set-aside for Call for Projects (2)	4,584,003	1,950,000	6,534,003	-	6,534,003
<b>LOCAL SHUTTLE</b>					
00749 Set-aside for Call for Projects (3)	1,959,777	2,600,000	4,559,777	-	4,559,777
<b>STREETS AND HIGHWAYS</b>					
00621 101/Broadway Interchange (Design, ROW)	23,518,000	-	23,518,000	4,218,000	19,300,000
00900 Key Congested Corridors Program (4)	25,131,000	10,899,000	36,030,000	-	36,030,000
00901 Supplemental Roadway Program (4)	14,817,000	6,426,000	21,243,000	-	21,243,000
TBD Highway Plan Original Measure (5)		47,278,646	47,278,646		47,278,646
	<u>125,597,820</u>	<u>73,175,646</u>	<u>198,773,466</u>	<u>6,951,100</u>	<u>191,822,366</u>
<b>OVERSIGHT:</b>					
00740 Program Planning and Management	<u>1,955,000</u>	<u>485,000</u>	<u>2,440,000</u>	<u>-</u>	<u>2,440,000</u>
	<u>1,955,000</u>	<u>485,000</u>	<u>2,440,000</u>	<u>-</u>	<u>2,440,000</u>

(1) Funds proposed in FY2013 for the ACR Call For Projects represent 1% of sales tax revenues (\$650K) plus additional revenues anticipated in FY12 (\$15K) but not included in the January 2012 amended budget, less funds designated for the Alliance's Countywide TDM program (\$410K).

(2) The Pedestrian and Bicycle Set-aside for Call for Projects (\$1.95M) represents the estimated funds to be collected in FY13, which will be reserved for the FY2014/15 Call for Projects.

(3) The Local Shuttle Set-aside for Call for Projects (\$2.6M) represents the estimated funds to be collected in FY13 to be used for the FY2013/14 Call for Projects.

(4) The Key Congested Corridors and Supplemental Roadway Programs represent 17.3% and 10.2% respectively of Measure A revenues projected to be collected in FY12 and are placeholders until specific projects are selected under these categories.

(5) The funds included in the Highway Plan Original Measure represent state funds being reprogrammed per Board Resolution 2012-06 (\$21.8M) along with the balance of funds collected and never programmed (\$25.5M).

**RESOLUTION NO. 2012 –**

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

**\*\*\***

**ADOPTING A BUDGET IN THE AMOUNT OF  
\$98,370,230 FOR FISCAL YEAR 2013**

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

**WHEREAS**, in accordance with Section 131266 of the California Public Utilities Code, the Authority conducted a public hearing concerning the annual budget at its meeting on June 7<sup>th</sup>, 2012; and

**WHEREAS**, the Executive Director has prepared and presented to the Board of Directors the proposed budget for fiscal year 2013 which includes; Annual Allocations in the amount of \$23,725,000, Program Expenditures in the amount of \$73,175,646, Oversight in the amount of \$485,000, and Administrative Expenses in the amount of \$984,584.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority adopt the budget for fiscal year 2013, copies of which are attached and incorporated by this reference.

Regularly passed and adopted the 7<sup>th</sup> day of June 2012, by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

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

**MINUTES OF MAY 3, 2012**

**MEMBERS PRESENT:** C. Groom (Chair), D. Horsley, K. Matsumoto, T. Nagel,  
N. Patridge, S. Richardson

**MEMBERS ABSENT:** R. Foust

**STAFF PRESENT:** J. Ackemann, L. Bhuller, G. Harrington, C. Harvey, R. Haskin,  
A. Hughes, J. Hurley, M. Lee, M. Martinez, N. McKenna,  
D. Miller, M. Simon

Chair Carole Groom called the meeting to order at 5:05 p.m. and led the Pledge of Allegiance.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

CAC Chair Barbara Arietta reported on the April 1 meeting. The CAC:

- Supported the approval of the Memorandum of Understanding (MOU) with the California High Speed Rail Authority (CHSRA) early investment strategy for a blended system.
- Supported the Quarterly Investment Report.
- Supported the amendment of the Investment Policy and reauthorize investment of monies with the Local Agency Investment Fund.
- Supported the minor amendments of the 2004 Measure A Expenditure Plan Highway Program regarding eligible sponsors.
- Received a presentation on the preliminary Fiscal Year (FY) 2013 budget.
- Received an update on events that have occurred at the (CHSRA) over the last month and the launch of Zipcar in Redwood City.
- Received an update on the launch of ferry service from South San Francisco beginning in June.

**CONSENT CALENDAR**

- a) Approval of Minutes of April 5, 2012
- b) Acceptance of Statement of Revenues and Expenditures for March 2012

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

**PUBLIC COMMENT**

None

**CHAIRPERSON'S REPORT – CAROLE GROOM**

No report

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

The April 11, 2012 SamTrans report is included in the agenda packet. No comments.

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

Deputy CEO Chuck Harvey reported on the meeting of May 3, 2012:

- Monthly Performance Statistics – March 2012 compared to March 2011
  - Total Ridership was 1,176,392, an increase of 12.2 percent.
  - Average Weekday Ridership was 42,907, an increase of 14.4 percent.
  - Total Revenue was \$4,904,115, an increase of 18.6 percent.
  - On-time Performance was 92.6 percent, a decrease of 1 percent.
  - Caltrain Shuttle Ridership was 7,130, an increase of 24.2 percent.
- Year-to-Date Performance Statistics – March 2012 compared to March 2011
  - Total Ridership was 10,274,294, an increase of 10.9 percent.
  - Average Weekday Ridership was 42,801, an increase of 9.7 percent.
  - Total Revenue was \$43,242,832, an increase of 23.4 percent.
  - On-time Performance was 93.5, a decrease of 0.4 percent.
  - Caltrain Shuttle Ridership was 7,016, an increase of 31.7 percent.
- The Bicycle Advisory Committee will meet on May 17.
- Bike to Work Day is May 10
- The transition to the new rail operator continues and new engineers are being certified on the right of way after revenue hours.
- The three-day weekend of May 26 is the transition to the new rail operator, during which activities will include Giants baseball and the Golden Gate Bridge 75<sup>th</sup> Anniversary. Extra service will be provided through the weekend.
- Caltrain has a team participating in the Out of the Darkness suicide awareness and prevention walk June 9-10.
- There was a car sharing program event on May 2 in Redwood City.
- Staff has received proposals from two developers for property at the Hayward Park Caltrain Station.
- An open house was held in the Bayview community in San Francisco on future construction work.
- The reading file contains the Safety & Security Report and various Take Ones.
- The Board:
  - Approved the Consent Calendar.
  - Approved the Statement of Revenues and Expenses for March.
  - Approved the High Speed Rail Early Investment Strategy for a Blended System Memorandum of Understanding (MOU).
  - Received a preliminary balanced FY2013 Operating Budget and the possible service change of adding six additional trains to address overcrowding.
  - Received a preliminary FY2013 Capital Budget presentation.
  - Approved the Fuel Hedging Program for FY2013
  - Received a State and Federal legislative update.
  - Met in closed session to discuss a property transfer related to the San Bruno Grade Separation Project.

Director Horsley asked if the special event trains pay for themselves. Mr. Harvey said it is close to break-even.

Director Horsley asked what the percentage of boardings is in Santa Clara and San Francisco counties. Mr. Harvey said San Francisco is 11 percent and the remaining boardings are split between San Mateo and Santa Clara counties with Santa Clara being a bit higher.

Director Terry Nagel asked what the increase in shuttles is attributed to. Mr. Harvey said it is economy recovery but the Marguerite Shuttle has contributed to a large percentage of the growth.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Harvey reported:

- Staff just learned that former Director John Lee has stage four cancer and that he is dying.

Director Sepi Richardson said she spoke to Mr. Lee prior to the meeting and he is very weak.

Mr. Harvey continued:

- There will be a ribbon cutting on June 4 at 10 a.m. for the South San Francisco Ferry Service and Chair Groom will be speaking at the event.
- Streets Alive in San Mateo County is on May 6.
- Staff opened bids for the University Avenue and Embarcadero Road Auxiliary Lane Project. Eight bids were received and the lowest bid was \$6.2 million. Once this project is completed there will be continuous auxiliary lanes on Highway 101 from Oyster Point in South San Francisco to the Santa Clara County line.
- On May 17 there will be a Highway Call for Projects (CFP) workshop here in San Carlos.
- Congratulated Director Naomi Patridge for receiving the Bev Miller Civic Achievement Award from the Half Moon Bay Chamber of Commerce.

## **FINANCE**

### **Authorize Approval of High Speed Rail Early Investment Strategy for a Blended System Memorandum of Understanding (MOU)**

Director of Caltrain Modernization Program Marian Lee said this item was an informational item at the April meeting. The MOU reflects regional and local consensus for a blended system on the Peninsula corridor. The MOU has nine parties and each party has a planning, funding, construction or operations role in making the blended system happen. The MOU clearly states that it is about the blended system only, meaning what is being pursued is primarily a two-track rail system and not a four-track rail system. This system is to support Caltrain, HSR, freight and commuter tenants, including ACE and Capitol Corridor. In the MOU is a conceptual definition of the list of interrelated projects that are needed to make the blended system happen. The projects are electrification of Caltrain, which includes the advanced signal system, Communications Based Overlay Signal System (CBOSS)/Positive Train Control (PTC); the Downtown Extension (DTX) Project which will connect Caltrain to downtown San Francisco and to HSR stations in downtown San Francisco, Millbrae and San Jose Diridon; and core capacity projects such as at-grade crossing upgrades and potential passing tracks. Of the

interrelated projects the MOU identifies HSR early investment for the blended system projects totaling approximately \$1.5 billion. Approximately half will come from Proposition 1A and the other half will come from locally secured funding from various sources which are identified in the MOU. The two projects are the advanced signal system, including PTC, which is mandated by the Federal Railroad Administration to be installed by 2015, and Caltrain electrification which will be in revenue service by 2019. The electrification of the system will allow for immediate benefits to our customers to provide more, quieter and greener service to the region. Both projects have independent utility for our local needs and are needed to support HSR service in the corridor.

Ms. Lee said this morning the JPB approved this item with support from all the members. By approving the MOU and adopting the resolution, the JPB committed to making project investments limited to infrastructure necessary to support a blended system only. As the owner of the corridor, the JPB committed to protect the corridor for the benefits of its constituents, to be the lead agency in implementing the project, to advance the project in a way that respects the community partners, and to update and recirculate the Caltrain Electrification Environmental Document. She told JPB she has heard concerns from the cities we were going to be short-cutting the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) process. The MOU, the JPB staff report and the resolution is the commitment to follow all CEQA and NEPA regulations. Lastly, the JPB committed to continue seeking funds for all the interrelated projects. The \$1.5 billion is the first increment and additional funding is needed to complete the blended system.

Ms. Lee said with the JPB commitments confirmed this morning and those commitments also included in the TA resolution, staff is asking the Board to approve investing \$60 million of Measure A sales tax funding as outlined in the Measure A Expenditure Plan for the Caltrain Program to this early investment proposal. The \$60 million is the same amount to be committed from Santa Clara and San Francisco counties.

Ms. Lee said staff is very confident the parameters and conditions laid out in the MOU and the TA resolution protect the interest of our communities as we move forward with realizing our local vision to modernize the Caltrain corridor. If this is approved the next steps involve the remainder of the parties also approving the MOU, and then staff will have to closely watch the State Legislature and the California Transportation Committee (CTC) actions as they will be making decisions about allocation of Proposition 1A funding.

Director Richardson asked if her approval of the resolution puts Brisbane in any danger of having the maintenance facility in their city. Ms. Lee said there isn't any maintenance facility in the MOU. Caltrain staff has been asking the CHSRA if there is going to be a maintenance facility and have not received an answer and also if there needs to be one where, what size and the various locations being considered.

Director Richardson said Ms. Lee has brought a tremendous amount of trust back to Caltrain.

Director Nagel said people have questioned the language that it is substantially within the right of way and primarily a two-track system. Ms. Lee said we say "primarily" because the

infrastructure is mostly a two-track system, but there are four-track sections. We also say “primarily” because we do not yet know if passing tracks will be needed and where they will be.

Director Horsley asked if the Downtown Extension (DTX) Project is on the drawing board now. Ms. Lee said the Transbay Terminal Project is moving forward. The DTX Project is the connection between that terminal and the 4<sup>th</sup> and King Station and San Francisco is struggling with funding because it is an expensive project. They are trying to compete for New Starts Funding which is one of the largest Federal funding sources for large capital projects.

Director Horsley asked if it will go underground from the 4<sup>th</sup> and King Station. Ms. Lee said yes.

Director Richardson asked if the next agenda could have the presentation that she received at C/CGAG on the Transbay Terminal as the terminal is impacting Brisbane. Mr. Harvey said staff can give an update on the status of the real estate acquisitions and the construction of the Transbay Terminal center and the DTX Project between the 4<sup>th</sup> and King Caltrain Station and the Transbay Terminal. None of this is anywhere close to the San Mateo County line, but there is a lot of planning going on in the southern part of the city near the border that does impact Brisbane around the redevelopment of the Schlage Lock property. Mr. Harvey asked if the request is for an update on the DTX or what may be going on around the Brisbane/Bayshore Area. City/County Association of Governments’ Executive Director Rich Napier clarified at their recent meeting they had a presentation on the multimodal corridor station tie, the Third Street Light Rail, Caltrain and what is going on with the area.

#### Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce and Menlo Park Chamber of Commerce, congratulated Ms. Lee on her presentation. He is very sensitive to the concerns of some of the cities about the four-track San Francisco to San Jose. He attended the CHSRA meeting and he specifically brought this up after they decertified the program level document from the Bay Area to the Central Valley. He was very specific that in the program level document revised in 2012 it would be very wise to include language that directed only the blended system in the project level work.

Director Richardson said in San Mateo County almost all the stations are named after the city they are in, except in Brisbane, where it is called Bayshore. She would like to request, as part of all this work, that the Bayshore Station be changed to Brisbane Station.

Chair Groom said that is probably not the decision of the TA, but could refer this request to the JPB. Mr. Harvey said there are a number of stations along the line not named after a city, including 22<sup>nd</sup> Street and Lawrence.

A motion (Horsley/Richardson) to authorize approval of HSR early investment strategy for a blended system MOU was approved unanimously.

Director Nagel said this is a positive step forward toward the vision of future transportation in the county and rather than trying to anticipate every problem that we may have going forward

with this project we should work together to have one voice in our county to get funding for this project.

Director Naomi Patridge said since Ms. Lee has taken the lead on this project it has really been a different tone. She said she agrees with Director Nagel that we in San Mateo County need to stop fighting this project. We need to start working together to get the funding for this project.

Director Horsley said this is an exciting time for the county with this project moving forward and he appreciates Ms. Lee's work and presentations.

**Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for Quarter Ended March 31, 2012**

Mr. Osher said last quarter he was concerned interest rates might rise. The portfolio was positioned for a rise in interest rates and two out of the three months rates rose and the benchmark actually declined in value, but the portfolio rose in value every single month. There was some positive news in the economy during the quarter and that is what boosted interest rates. Looking forward there are some headwinds he is concerned about and it means he wants to continue to keep the portfolio safe, but also not a bad time to add a little yield to the portfolio.

Mr. Osher said a question was raised about why the size of the portfolio had shrunk recently, particularly relative to the County Pool. Every day when he looks at the markets he has to make a decision on whether to invest and what are the options. Sometimes the options are to look to other sources that are actually better for the TA. At the end of last year and the beginning of this year, interest rates had fallen so far a two-year Treasury yielded in one day 0.16 percent. There was no way that he could invest better than what a stable net asset value from the County Pool or the Local Agency Investment Funds (LAIF) could provide. They were providing about 0.38 percent, but without any risks of a change in the value of the fund.

Director Karyl Matsumoto asked if there is a limit on what can be pulled from the County Pool. Mr. Osher said there is credit risk in the County Pool that does not exist in this portfolio and it does make sense to diversify. Given the economic environment he felt it was the best thing to do by investing in the County Pool.

Director Nagel said she has been tracking the County Pool and the portfolio and wondered the reason for the shift in funds. Mr. Osher said it was the best thing to do.

A motion (Richardson/Nagel) to accept the Quarterly Investment Report and fixed income market review and outlook for the quarter ended March 31, 2012 was approved unanimously.

**Authorize Amendment of the Local Investment Policy and Reauthorize Investment of Monies with the Local Agency Investment Fund**

Deputy CEO Gigi Harrington said this request is to amend the Investment Policy to include the requirement for an annual audit, which is already being done. The TA has a clean set of books, but there was discussion at a previous meeting about codifying the audit.

Director Nagel said we hear a lot about special districts with embezzlement problems and she has been speaking to a number of people and she has proposed there be a Council of Cities program on this issue so everyone is aware of the oversight for these different funds. She said one comment she hears is we should change auditors every few years and is this being done for the TA. Ms. Harrington said currently we have a three-year contract with two one-year options. At the end of this period staff will do a competitive procurement. The current auditors were changed about two years ago. She said the TA has pieces of people so the duties are very carefully segregated and she does a lot of internal controls and the financial system is in the process of being reset which will automate more of the controls.

Director Nagel asked if there are two signatures on everything over a certain dollar amount. Ms. Harrington said she signs everything over \$1,000 and personally authorizes any wire transfers over \$1 million.

A motion (Nagel/Horsley) to authorize amendment of the Local Investment Policy and reauthorize investment of monies with the LAIF was approved unanimously.

### **Authorize Minor Amendment of the 2004 Measure A Expenditure Plan Highway Program Regarding Eligible Sponsors**

Interim Executive Officer Planning and Development Aidan Hughes said staff is recommending changes to the eligible sponsor list for the new Highway Program. The new Measure A Transportation Expenditure Plan specifies eligible sponsors for five Key Congested Areas (KCA) and for Supplemental Roadways (SR). In preparing for the upcoming Call for Projects (CFP) staff was concerned the list of sponsors might be too restrictive and could discourage a robust response to the CFP. Primarily for the KCA, the only regional level sponsor is the California Department of Transportation (Caltrans) and in recent years Caltrans has taken a less active approach to the planning of projects. For this reason and to provide more flexibility, the proposal is to add C/CAG as a regional sponsor under the KCA categories. At the same time and for similar reasons staff is also proposing C/CAG be added as a potential sponsor for the SR to capture the regional level sponsor. The other proposal is a recommendation to add the City of Redwood City to the KCA category for the Highway 101 South category. This is specific to that category because this is an ongoing project under the original Measure A and there is a concern to have an eligible sponsor under the new Measure A in order to maintain continuity. These changes are a minor amendment to the Expenditure Plan and both C/CAG and the City of Redwood City have submitted letters requesting they be added as eligible sponsors.

Director Matsumoto asked for examples of what SR would include. Mr. Hughes said staff anticipates cities would apply for SR projects and they can be of a regional nature, but most of the regional projects are captured within the KCA categories so they are more likely to be of a local nature.

Legal Counsel David Miller said there are two major Highway Projects categories in the Expenditure Plan the voters approved. The KCA has a specific list of projects, but the SR category was purposely left wide open. While there are examples of projects or candidate projects in the Measure, the way this category is defined is that SR projects may include any type

of roadway, local, collector, arterial or state route anywhere in the county and a partial list of possible projects is in the Plan.

Director Patridge thanked staff for doing this. The C/CAG it will definitely help the smaller cities.

#### Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce and Menlo Park Chamber of Commerce, said they support the addition of C/CAG and Redwood City to the program. Redwood City and Caltrans have had a lot of issues on Woodside Road Interchange and Whipple Avenue. C/CAG had the Gateway 2020 Study done from Dumbarton Bridge over to Highway 101 through East Palo Alto, Menlo Park and Redwood City so they bring a lot to the table.

Director Horsley said a Highway 1 Mobility Study is being done on the Coastside and does this fit in with Coastside highway improvements. Mr. Napier said that would fit into SR.

Director Patridge said Coastside highway projects are in the unincorporated areas and are actual safety improvements on Highway 1. Highway 1 is not being expanded, but right and left turn lanes are being added for safety.

Mr. Harvey said the study work is identifying potential projects and improvements that then has to be translated into somebody filling out a project application for funding for the various improvements.

A motion (Patridge/Matsumoto) to authorize minor amendment of the 2004 Measure A Expenditure Plan Highway Program regarding eligible sponsors was approved unanimously.

#### **Preliminary Fiscal Year 2013 Budget**

Manager of Budgets Ladi Bhuller reported:

- Total revenues are projected to be \$70.1 million.
- Total annual allocations are projected to be \$23.7 million.
- Total program expenditures are projected to be \$73.2 million.
- Total expenditures are projected to be \$98.4 million.
- The projected fund balance is \$377 million.

Director Nagel asked if the decrease in interest by \$810,000 is because overall revenues are down. Ms. Bhuller said this has to do with a decrease in the interest rate projections. The investment portfolio interest return was budgeted at 1 percent compared to 1.25 percent last year and the County Pool interest return is budgeted at 0.8 percent compared to 1.25 percent last year.

Director Matsumoto said the grant proceeds wipe out the \$2 million gain in sales tax and is that because of what is not coming out of Washington D.C. Ms. Bhuller said the budget was revised earlier this year and in the revised budget was an amendment to increase the grant proceeds from \$2.7 million for the State-Local Partnership Program (SLPP) funds and in FY2013 this is not being projected. Director, Transportation Authority Programs Joe Hurley said the TA was the

recipient of SLPP funds as part of the Proposition 1B funding. He said it is important to point out staff only tracks money that is received by the TA and then spent on a project. There are several other grants that the project receives but it doesn't pass through the TA.

Director Patridge asked for auditing purposes, where are those funds shown. Mr. Hurley said the Highway 101 Auxiliary Lane Project is a recipient of State Transportation Improvement Plan (STIP) funds. The TA contributed so the STIP funds go directly to Caltrans and does not pass through the TA so it is not tracked on our budget. Mr. Harvey said we received the \$2.7 million SLLP grant and it was applied to a project and the reason next year's budget is down is because we are not applying for a SLLP grant for a similar project.

### **Call for Public Hearing for Proposed Fiscal Year 2013 Budget on June 7, 2012**

Ms. Bhuller said staff requests the Authority establish a public hearing on June 7, 2012 to consider adoption of the proposed Fiscal Year 2013 budget.

A motion (Horsley/Matsumoto) call for public hearing for proposed Fiscal Year 2013 Budget on June 7, 2012 was approved unanimously.

## **PROGRAM**

### **State and Federal Legislative Update**

Government Affairs Officer Jayme Ackemann said with the passing of the MOU and new CASRA Business Plan, the Legislature is now tasked with considering how to approach funding the project, including the early investment for the bookends. The most recent budget request from the governor would appropriate Proposition 1A HSR funding for the Central Valley section and would appropriate all the remaining Proposition 1A connectivity funding to start work on the early investment, including Caltrain modernization. The CTC is now working on a new list of projects for the connectivity funding and staff did submit requests consistent with the funding plan in the MOU. During various hearings several of the legislators asked the governor to consider appropriating the Proposition 1A funding this year for the bookends rather than wait for the next fiscal year cycle.

Ms. Ackemann said on the Federal level the House passed a 90-day extension on the reauthorization. This gives them time to meet in committee and this is something that hasn't happened since SAFETEA-LU expired in 2009. This is a positive step forward, however there is no consensus on legislation on which they are meeting in committee. California members participating in that committee, include Senator Barbara Boxer and Congressman Henry Waxman.

### **REQUESTS FROM THE AUTHORITY**

Director Nagel said she just came from a conference in Rohnert Park and there were numerous topics on sustainability and she asked if it would be possible to have a discussion on how the county is getting ready for charging stations. She said Google is going to have a conference on July 31 and will be the first event on workplace charging.

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

None

**REPORT OF LEGAL COUNSEL**

Mr. Miller said at the JPB meeting there was some correspondence received suggesting the MOU matter be delayed. The issue raised in some of these communications had to do with wanting an iron clad agreement with HSR relative to assurances the blended system is part of the MOU. Many years ago those involved in the acquisition of the right of way deliberated on whether to outright purchase the right of way from Southern Pacific. Should it be an easement, a lease, or a fee? The decision ultimately made to purchase the entire corridor was based on one central theme and the word was control.

**DATE AND PLACE OF NEXT MEETING**

June 7, 2012 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070.

The meeting adjourned at 6:30 p.m.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

SUBJECT : INFORMATION ON STATEMENT OF REVENUES AND  
EXPENDITURES FOR THE PERIOD ENDING APRIL 30, 2012

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of April 2012 and supplemental information.

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$60,605,232 - line 7) is **better** than staff projections by \$2,426,472 or 4.2 percent. *Miscellaneous Income* (\$1,527,671 - line 3), is attributable to an unbudgeted recovery payout from the Lehman Brothers bankruptcy and subsequent loss recorded in fiscal year 2009. This is the first and largest of six disbursements expected over a three year period.

*Interest Income* (\$3,815,782 - line 2) is \$269,948 or 6.6 percent **worse** than projections due to lower than budgeted returns and *Grant Proceeds* (\$1,163,982 - line 5) is \$131,048 or 10.1 percent **worse** than staff projections.

*Total Revenue* (\$60,605,232 - line 7) is \$5,154,067 or 9.3 percent **better** than prior year performance. *Sales Tax* (\$53,176,310 - line 1) which is \$3,221,569 or 6.4 percent **better** than prior year is offset by *Interest Income* (\$3,815,782 - line 2) which is \$319,743 or 7.7 percent **worse**.

**Expenditures:** *Total Administrative* (\$694,405 - line 22) is **better** than staff projections by \$72,657 or 9.5 percent; however, it is **worse** than prior year actual by \$37,264 or 5.7 percent. Within total administrative, *Staff Support* (\$451,340 - line 18) and *Other Admin Expenses* (\$242,083 - line 20) are \$70,639 or 9.2 percent **better** than staff projections.

**Budget Amendment:** There are no budget revisions for the month of April 2012.

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

% OF YEAR ELAPSED: 83.3%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	4,339,445	49,954,740	53,176,310	51,891,700	102.5%	61,500,000	63,000,000	82.4%
2 Interest Income	327,724	4,135,525	3,815,782	4,085,730	93.4%	5,420,670	4,832,570	84.5%
3 Miscellaneous Income	1,527,671	0	1,527,671 (A)	0	0.0%	0	0	0.0%
4 Rental Income	92,830	885,206	921,488	906,300	101.7%	1,087,560	1,087,560	84.7%
5 Grant Proceeds	207,537	475,694	1,163,982	1,295,030	89.9%	0	2,733,100	42.6%
6								
7 <b>TOTAL REVENUE</b>	<b>6,495,207</b>	<b>55,451,166</b>	<b>60,605,232</b>	<b>58,178,760</b>	<b>104.2%</b>	<b>68,008,230</b>	<b>71,653,230</b>	<b>84.6%</b>
8								
<b>EXPENDITURES:</b>								
9								
10								
11 Annual Allocations	1,707,468	19,346,711	20,615,555	20,141,582	102.4%	23,888,835	24,436,335	84.4%
12								
13 Program Expenditures	1,086,746	30,071,248	19,586,939	51,991,201	37.7%	58,181,665	62,498,768	31.3%
14								
15 Oversight	30,782	210,084	446,650	404,167	110.5%	485,000	485,000	92.1%
16								
17 Administrative								
18 Staff Support	48,810	450,634	451,340	487,922	92.5%	603,712	536,910	84.1%
19 Measure A Info-Others	-	-	982	3,000	32.7%	12,000	12,000	8.2%
20 Other Admin Expenses	34,102	206,506	242,083	276,140	87.7%	353,687	354,687	68.3%
21								
22 Total Administrative	82,912	657,140	694,405	767,062	90.5%	969,399	903,597	76.8%
23								
24 <b>TOTAL EXPENDITURES</b>	<b>2,907,908</b>	<b>50,285,183</b>	<b>41,343,548 (1)</b>	<b>73,304,011</b>	<b>56.4%</b>	<b>83,524,899</b>	<b>88,323,700</b>	<b>46.8%</b>
25								
26 <b>EXCESS (DEFICIT)</b>	<b>3,587,298</b>	<b>5,165,982</b>	<b>19,261,685</b>	<b>(15,125,251)</b>		<b>(15,516,669)</b>	<b>(16,670,470)</b>	
27								
28 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>413,096,727</b>	<b>421,881,503</b>	<b>433,190,609</b>		<b>433,190,609</b>	<b>433,190,609</b>	
29								
30 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>418,262,709</b>	<b>441,143,188 (2)</b>	<b>418,065,358</b>		<b>417,673,940</b>	<b>416,520,139</b>	
31								
32								

33 Includes the following balances:

34 Cash and Liquid Investments	2,736,743			FY 2011 Carryover of Commitments	271,356,576
35 Current Committed Fund Balance	318,336,728 (3)			FY 2012 Additional Commitments (Budgeted)	83,524,899
36 Undesignated Cash & Net Receivable	120,069,717			Reso #2011-11	1,584,003
37 Total	<u>441,143,188 (2)</u>			Reso #2011-12	2,733,100
				Reso #2012-01	481,698
				Less: Current YTD expenditures	(41,343,548) (1)
				Current Committed Fund Balance	<u>318,336,728 (3)</u>

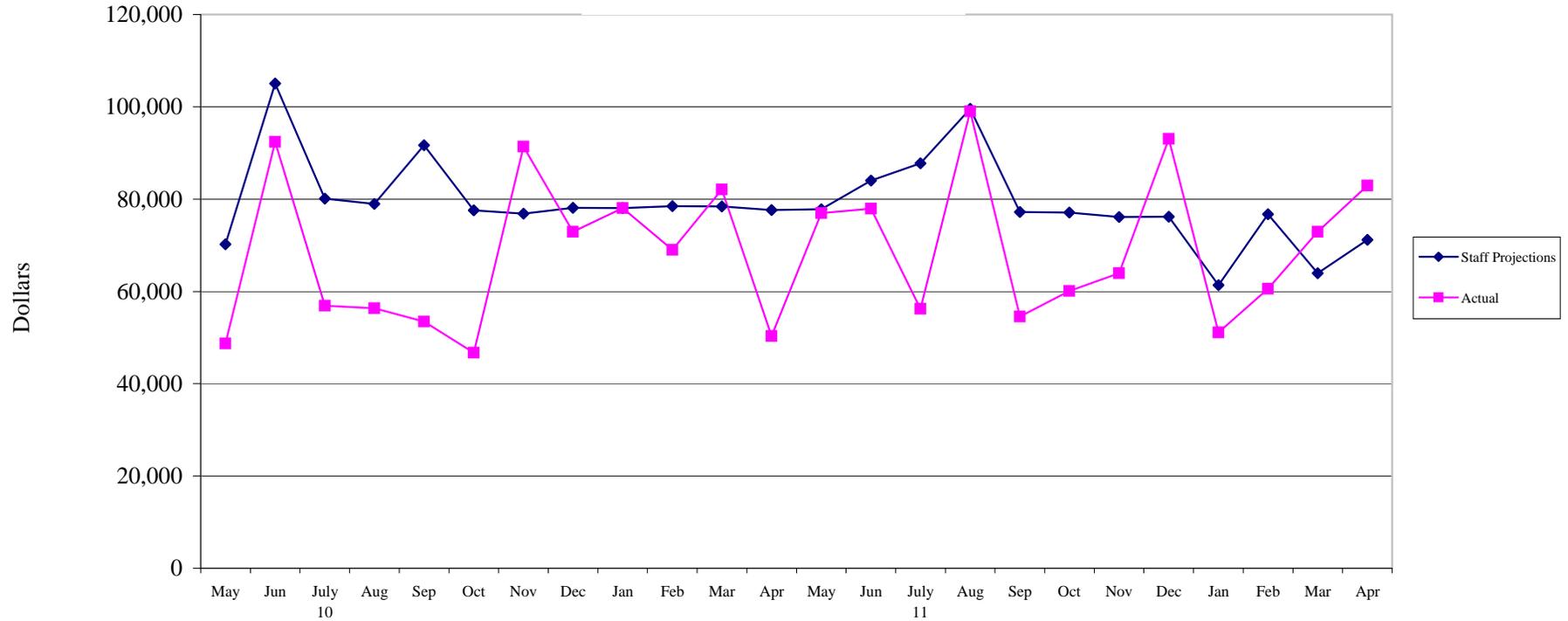
41 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress  
42 against the annual budget. When comparing it to the amounts shown in the  
43 "% of PROJECT" column, please note that individual line items reflect variations  
44 due to seasonal activities during the year.

46 \* The TA Adopted Budget is the Board adopted budget effective June 2, 2011.

47 \*\* The TA Staff Projection is the adopted budget including year to date budget transfers.

49 (A) Unbudgeted recovery payout from Lehman Brothers bankruptcy.

## SMCTA Administrative Expenses



### Current Year Data

	Jul '11	Aug '11	Sep '11	Oct '11	Nov '11	Dec '11	Jan '12	Feb '12	Mar '12	Apr '12	May '12	Jun '12
<b>MONTHLY EXPENSES</b>												
<b>Staff Projections</b>	87,727	99,591	77,202	77,063	76,113	76,153	61,379	76,703	63,953	71,178		
<b>Actual</b>	56,262	99,047	54,550	60,068	63,933	93,052	51,081	60,552	72,948	82,912		
<b>CUMULATIVE EXPENSES</b>												
<b>Staff Projections</b>	87,727	187,318	264,520	341,583	417,696	493,849	555,228	631,931	695,884	767,062		
<b>Actual</b>	56,262	155,308	209,858	269,926	333,860	426,912	477,993	538,545	611,493	694,405		
<b>Variance-F(U)</b>	31,465	32,010	54,662	71,657	83,836	66,937	77,235	93,386	84,391	72,657		
<b>Variance %</b>	35.87%	17.09%	20.66%	20.98%	20.07%	13.55%	13.91%	14.78%	12.13%	9.47%		



Board of Directors 2012

Carole Groom, Chair  
 Karyl Matsumoto, Vice Chair  
 Rosanne Foust  
 Don Horsley  
 Terry Nagel  
 Naomi Patridge  
 Sepi Richardson

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
 CAPITAL PROJECT RESERVES

AS OF APRIL, 2012

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.880%	\$ 251,431,625	\$ 251,431,625
Local Agency Investment Fund	**	Liquid Cash	0.367%	\$ 48,584,234	\$ 48,584,234
Investment Portfolio	***	Liquid Cash	1.894%	\$ 126,616,724	\$ 127,587,646
Other		Liquid Cash	0.010%	\$ 2,736,743	\$ 2,736,743
				<u>\$ 429,369,325</u>	<u>\$ 430,340,247</u>

Accrued Earnings for April 2012 \$ 361,798.01  
 Cumulative Earnings FY2012 \$ 4,230,105.67

\* County Pool average yield for the month ending April 30, 2012 was 0.880%. As of April 2012, the amortized cost of the Total Pool was \$2,592,724,000 and the fair market value per San Mateo County Treasurer's Office was \$2,964,958,868.49

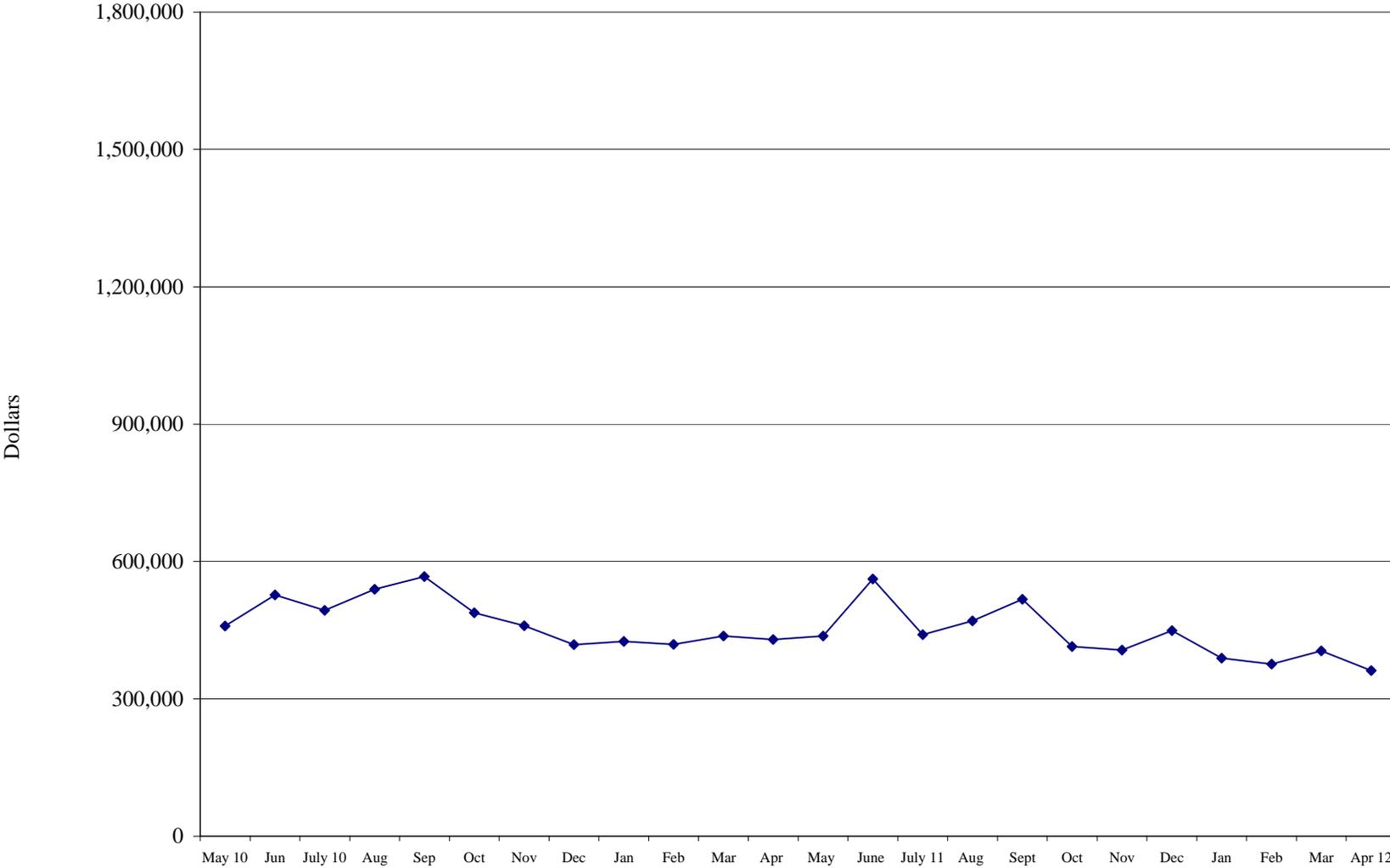
\*\* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INTEREST STATEMENT  
APRIL 2012**

FY2012	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	440,542.72	440,542.72
AUGUST	470,389.74	910,932.46
SEPTEMBER	517,352.17	1,428,284.63
OCTOBER	414,291.87	1,842,576.50
NOVEMBER	406,868.97	2,249,445.47
DECEMBER	449,335.38	2,698,780.85
JANUARY	388,865.73	3,087,646.58
FEBRUARY	375,779.45	3,463,426.03
MARCH	404,881.63	3,868,307.66
APRIL	361,798.01	4,230,105.67
MAY		
JUNE		

# SMCTA Interest Income



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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**INTEREST ON INVESTMENTS**  
**April 30, 2012**

DESCRIPTION	TOTAL INVESTMENT 04-30-12	INTEREST RECEIVABLE 3/31/2012	INTEREST EARNED 04-30-12	INTEREST RECEIVED 04-30-12	ADJ.	INTEREST RECEIVABLE 04-30-12
LAIF	48,584,234.35	29,891.83	10,850.86	29,504.03	(387.80)	10,850.86
COUNTY POOL	251,431,624.61	564,235.67	180,813.97	550,786.03	(13,449.64)	180,813.97
BANK OF AMERICA	2,736,742.50	0.00	7.58	7.58		0.00
INVESTMENT PORTFOLIO	126,616,723.98	631,722.80	184,415.20	389,236.83	(452.16)	426,449.01
	<u>429,369,325.44</u>	<u>1,225,850.30</u>	<u>376,087.61</u>	<u>969,534.47</u>	<u>(14,289.60)</u>	<u>618,113.85</u>

**APRIL 2012 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned Per Report 4/30/12	361,798.01
<b>Add:</b>	
County Pool Adj.	
Misc. Income - Lehman Brothers Recovery	1,527,670.96
GASB 31	
<b>Less:</b>	
Management Fees	(5,325.35)
Securities Transaction Activity Fees	(3,856.69)
Capital Gain(Loss)	(24,891.98)
Total Interest & Capital Gain(Loss)	<u>1,855,394.95</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	4,230,105.67
<b>Add:</b>	
County Pool Adj.	
Misc. Income - Lehman Brothers Recovery	1,527,670.96
GASB 31	
<b>Less:</b>	
Management Fees	(66,055.05)
Securities Transaction Activity Fees	(12,281.72)
Capital Gain(Loss)	(335,986.73)
Total Interest	<u>5,343,453.13</u>
Balance Per Ledger as of 4/30/12	
Int Acct. 409100 - Co. Pool	1,957,020.37
Int Acct. 409100 - LAIF	73,877.95
Int Acct. 409100 - B of A	144.60
Int Acct. 409100 - Misc. Income	
Int Acct. 409101 - Portfolio Funds	2,120,725.98
Misc. Income Acct. 405240 - Other Non-Transit	1,527,670.96
Gain(Loss) Acct. 405210	(335,986.73)
GASB31 Acct. 405220	0.00
	<u>5,343,453.13</u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INVESTMENT PORTFOLIO  
April 30, 2012**

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 6-30-11	VALUE 04-30-12					REC'VBLE 03-31-12	EARNED 04-30-12			REC'VBLE 04-30-12	
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>															
<b><u>CORPORATE BONDS</u></b>															
BANK OF AMERICA	06050BAG6	12-28-09	2,032,960.00	2,031,354.00	2,002,846.00	04-30-12	2.100%	116.6667	30	17,500.00	3,500.00	21,000.00		0.00	2,000,000
GENERAL ELECTRIC	36967HAH0	03-24-10	1,530,600.00	1,527,810.00	1,503,181.50	06-08-12	2.200%	91.6667	29	10,358.33	2,658.33		0.01	13,016.67	1,500,000
GOLDMAN SACHS	38146FAA9	05-29-09	3,124,650.00	3,084,189.00	3,010,536.00	06-15-12	3.250%	270.8333	29	28,708.33	7,854.17			36,562.50	3,000,000
WELLS FARGO & CO	949744AC0	03-16-10	3,058,440.00	3,050,793.00	3,007,032.00	06-15-12	2.125%	177.0833	29	18,770.83	5,135.42			23,906.25	3,000,000
JOHN DEERE CAPITAL	24424DAA7	03-16-10	3,107,970.00	3,076,248.00	3,010,299.00	06-19-12	2.875%	239.5833	29	24,437.50	6,947.92			31,385.42	3,000,000
															9.89%
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>															
US TREASURY NOTE	912828KX7	03-22-10	1,525,312.50	1,523,496.00	1,503,282.00	06-15-12	1.875%	78.1250	29	8,222.34	2,265.63		39.69	10,527.66	1,500,000
US TREASURY NOTE	912828LH1	03-12-10	2,028,125.00	2,033,438.00	2,009,376.00	08-15-12	1.750%	97.2222	30	4,326.92	2,916.67		(32.05)	7,211.54	2,000,000
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,590,039.06	15,302,340.00	01-31-13	2.875%	1,197.9167	30	71,085.16	35,937.50		(394.91)	106,627.75	15,000,000
															14.63%
<b><u>U.S. GOVERNMENT AGENCIES</u></b>															
FHLB	3133XR5T3	03-12-10	2,105,000.00	2,062,248.00	2,007,200.00	06-08-12	3.625%	201.3889	29	22,756.94	5,840.28			28,597.22	2,000,000
FHLM	3137EACC1	05-27-09	1,995,080.00	2,027,354.00	2,003,958.00	06-15-12	1.750%	97.2222	29	10,305.56	2,819.44			13,125.00	2,000,000
FNMA	31398AYM8	07-10-09	4,996,300.00	5,077,580.00	5,022,120.00	08-10-12	1.750%	243.0556	29	12,395.83	7,048.61			19,444.44	5,000,000
FNMA	3135G0FS7	11-29-11	11,997,600.00	11,982,300.00	12,006,480.00	11-21-13	0.600%	200.0000	29	24,400.00	5,800.00			30,200.00	12,000,000
FHLMC	3134G3AC4	12-06-11	4,990,725.00	4,991,540.00	5,002,060.00	12-06-13	0.600%	83.3333	29	9,583.33	2,416.67			12,000.00	5,000,000
FNMA	3135G0GG2	12-06-11	5,000,000.00	4,997,885.00	5,001,080.00	12-06-13	0.750%	104.1667	29	11,979.17	3,020.83			15,000.00	5,000,000
FHLM	3137EACR8	02-08-11	18,901,470.00	19,277,989.00	19,362,995.00	02-25-14	1.375%	725.6944	29	26,125.00	21,045.14			47,170.14	19,000,000
FNMA	3135G0BG7	04-18-11	10,993,400.00	11,094,545.00	11,006,193.00	04-18-14	1.500%	458.3333	17	74,708.33	7,791.67	82,500.00		0.00	11,000,000
FNMA STEP UP	3136FRFT5	04-18-11	9,998,000.00	10,024,690.00	10,002,160.00	04-18-14	1.000%	277.7778	17	45,277.78	4,722.22	50,000.00		0.00	10,000,000
FHLM	3137EACB3	03-30-11	13,932,270.00	14,098,225.50	14,085,549.00	04-23-14	2.500%	937.5000	29	148,125.00	27,187.50	168,750.00		6,562.50	13,500,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	9,988,620.00	10,057,490.00	09-28-15	0.750%	208.3333	29	625.00	6,041.67			6,666.67	10,000,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,106,092.00	12,183,336.00	03-21-16	1.000%	333.3333	29	3,333.33	9,666.67			13,000.00	12,000,000
															71.75%
<b><u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u></b>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,704,011.00	10,771,323.42	04-15-14	1.250%	354.7953	30	58,371.74	10,643.86	63,723.03	(57.89)	5,234.68	10,218,105
															8.08%
<b><u>COLLATERIZED MORTGAGE OBLIGATIONS</u></b>															
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	735,160.23	990,814.80	738,008.03	12-28-12	5.270%	108.7932	29	326.38	3,155.00	3,263.80	(7.01)	210.57	719,203
															0.57%
<b>MATURED/CALLED</b>	3135G0BG7	04-18-11	(10,993,400.00)	(11,094,545.00)	(11,006,193.00)										(11,000,000)
	3136FRFT5	04-18-11	(9,998,000.00)	(10,024,690.00)	(10,002,160.00)										(10,000,000)
	06050BAG6	12-28-09	(2,032,960.00)	(2,031,354.00)	(2,002,846.00)										(2,000,000.00)
<b>TOTAL</b>			<b>126,616,723.98</b>	<b>128,190,672.36</b>	<b>127,587,645.95</b>					<b>631,722.80</b>	<b>184,415.20</b>	<b>389,236.83</b>	<b>(452.16)</b>	<b>426,449.01</b>	<b>125,437,308.96</b>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS  
FY2011 & FY2012  
APRIL 2012

5/23/12 10:20 AM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
<b>FY2011:</b>					
1st Quarter	15,224,400	1st Quarter	15,366,023	141,623	15,366,023
2nd Quarter	15,910,800	2nd Quarter	16,919,099	1,008,299	16,919,099
3rd Quarter	13,855,400	3rd Quarter	14,737,847	882,447	14,737,847
4th Quarter	15,009,400	4th Quarter	16,493,027	1,483,627	16,493,027
<b>FY2011 Total</b>	<b>60,000,000</b>	<b>FY2011 Total</b>	<b>63,515,996</b>	<b>3,515,996</b>	<b>63,515,996</b>
<b>FY2012:</b>					
Jul. 11	4,225,700	Sep. 11	4,225,000	(700)	4,225,000
Aug. 11	4,225,700	Oct. 11	4,532,800	307,100	4,532,800
Sep. 11	5,634,300	Nov. 11	5,633,300	(1,000)	5,633,300
1st Qtr. Adjustment	1,594,300	Dec. 11	2,653,198	1,058,898	2,653,198
3 Months Total	15,680,000		17,044,298	1,364,298	17,044,298
Oct. 11	4,368,400	Dec. 11	4,855,100	486,700	4,855,100
Nov. 11	4,368,400	Jan. 12	5,107,800	739,400	5,107,800
Dec. 11	6,142,100	Feb. 12	6,473,500	331,400	6,473,500
2nd Qtr. Adjustment	1,683,500	Mar. 12	1,580,549	(102,951)	1,580,549
6 Months Total	32,242,400		35,061,247	2,818,847	35,061,247
Jan. 12	3,967,700	Mar. 12	4,186,600	218,900	4,186,600
Feb. 12	3,967,700	Apr. 12	4,476,700	509,000	4,476,700
Mar. 12	5,407,800	May 12		298,350	5,706,150
3rd Qtr. Adjustment	1,469,400	Jun. 12		(1,918,182)	(448,782)
9 Months Total	47,055,000		43,724,547	1,926,915	48,981,915
Apr. 12	4,305,200	Jun. 12		-	4,305,200
May 12	4,305,200	Jul. 12		-	4,305,200
Jun. 12	5,740,100	Aug. 12		-	5,740,100
4th Qtr. Adjustment	1,594,500	Sep. 12		(1,926,915)	(332,415)
<b>FY2012 Total</b>	<b>63,000,000</b>	<b>FY2012 Total</b>	<b>43,724,547</b>	<b>-</b>	<b>63,000,000</b>
	17,044,298	1st Quarter			
	18,016,949	2nd Quarter			
	13,920,668	3rd Quarter			
	4,194,395	4th Quarter			
	<u>53,176,310</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF APRIL 30, 2012

	<u>4/30/2012</u>
Cash -- Bank of America Checking Account	2,736,742.50
LAIIF	48,584,234.35
County Pool	251,431,624.61
Investment Portfolio	126,616,723.98
	<hr/>
Total	<u><u>429,369,325.44</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN -- APRIL 2012

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000750	PENINSULA CORRIDOR JOINT POWERS BOARD	2012-04-02	756,470.60	WIR	Capital Programs
SMCTA	000751	SAN MATEO COUNTY TRANSIT DISTRICT	2012-04-02	679,502.71	WIR	Capital Programs
SMCTA	000752	MATSUMOTO, KARYL M.	2012-04-16	100.00	WIR	Board of Directors Compensation
SMCTA	000753	GROOM, CAROLE	2012-04-16	100.00	WIR	Board of Directors Compensation
SMCTA	000754	NAGEL, TERRY	2012-04-16	100.00	WIR	Board of Directors Compensation
SMCTA	000755	HORSLEY, DONALD	2012-04-16	100.00	WIR	Board of Directors Compensation
SMCTA	000756	PENINSULA CORRIDOR JOINT POWERS BOARD	2012-04-23	23,530.68	WIR	Capital Programs
SMCTA	000757	SAN MATEO COUNTY TRANSIT DISTRICT	2012-04-23	642,765.14	WIR	Capital Programs
SMCTA	003215	ATKINS NORTH AMERICA, INC	2012-04-02	63,961.71	CHK	Capital Programs
SMCTA	003216	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2012-04-02	12,516.65	CHK	Legal Services
SMCTA	003217	SHAW/YODER & ANTWIH, INC.	2012-04-02	3,795.00	CHK	Legislative Advocate
SMCTA	003218	DMJM HARRIS/MARK THOMAS JV	2012-04-09	34,799.67	CHK	Capital Programs
SMCTA	003219	HURLEY, JOSEPH	2012-04-09	332.24	CHK	Business Travel
SMCTA	003220	RAJAPPAN & MEYER CONSULTING	2012-04-09	168.00	CHK	Capital Programs
SMCTA	003221	FOUST, ROSANNE	2012-04-16	100.00	CHK	Board of Directors Compensation
SMCTA	003222	MENLO PARK, CITY OF	2012-04-16	3,603.96	CHK	Capital Programs
SMCTA	003223	PARKING COMPANY OF AMERICA	2012-04-16	96,547.97	CHK	SMCTA Caltrain Shuttles
SMCTA	003224	PATRIDGE, NAOMI	2012-04-16	100.00	CHK	Board of Directors Compensation
SMCTA	003225	RICHARDSON, SEPI	2012-04-16	100.00	CHK	Board of Directors Compensation
SMCTA	003226	FEHR & PEERS	2012-04-23	26,286.10	CHK	Capital Programs
SMCTA	003227	GREEN CARPET LANDSCAPING	2012-04-23	11,150.00	CHK	Grounds Maintenance Service
SMCTA	003228	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2012-04-23	13,302.00	CHK	Legal Services
SMCTA	003229	PENINSULA TRAFFIC CONGESTION RELIEF	2012-04-23	18,881.00	CHK	Shuttles Payable
SMCTA	003230	PENINSULA TRAFFIC CONGESTION RELIEF	2012-04-23	35,662.25	CHK	Shuttles Payable
SMCTA	003231	S3, INC.	2012-04-23	3,000.00	CHK	Seminar and Training
SMCTA	003232	SHAW/YODER & ANTWIH, INC.	2012-04-23	3,795.00	CHK	Legislative Advocate
SMCTA	003233	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	2012-04-30	100,000.00	CHK	Capital Programs
SMCTA	003234	FEHR & PEERS	2012-04-30	765.99	CHK	Capital Programs
SMCTA	003235	HOLLAND & KNIGHT LLP	2012-04-30	5,000.00	CHK	Legislative Advocate
SMCTA	003236	JACOBS ENGINEERING GROUP, INC.	2012-04-30	1,520.32	CHK	Capital Programs
				2,538,056.99		

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

**TO:** Transportation Authority

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

**FROM:** Gigi Harrington  
Deputy CEO

**SUBJECT: ESTABLISHING THE APPROPRIATIONS LIMIT FOR  
FISCAL YEAR 2013**

**ACTION**

Staff proposes that the Board approve an appropriations limit, which is applicable to the Transportation Authority (TA) during Fiscal Year (FY) 2013 in the amount of \$548,869,416.

**SIGNIFICANCE**

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

**BUDGET IMPACT**

There is no budget impact.

**BACKGROUND**

Last year, the TA established its appropriations limit in the amount of \$523,795,603. Based on data regarding inflation and population changes released by the California Department of Finance, staff has calculated the limit for FY2013 to be \$548,869,416, which is an increase of \$25,073,813 or 4.8 percent. The increase is due to a 3.77 percent increase in the California per capita personal income and a 0.98 percent increase in the population.

The TA funds subject to the limit are \$65,000,000 (the projected Measure A tax receipts for the year) or 11.8 percent of the appropriations limit.

Attachment "A" is a Notice of Determination showing the calculations and stating the limit applicable during FY2013. State law requires this notice be posted in a conspicuous place at the TA's office at least 15 days before the TA takes final action to approve the new limit at its June 7, 2012 meeting. This notice was posted on May 9, 2012, at 1250 San Carlos Avenue, San Carlos, CA 94070.

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

650-508-7755  
650-508-6416

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

**NOTICE OF DETERMINATION  
OF APPROPRIATIONS LIMIT  
FOR FISCAL YEAR 2013**

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

Set out below is the methodology proposed to calculate the Fiscal Year 2013 appropriations limit for the San Mateo County Transportation Authority. The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on June 7, 2012.

Appropriations limit for FY 2012	\$523,795,603
Population change: (January 1, 2011 to January 1, 2012)	0.98%
Change in California per capita personal income (January 1, 2011 to January 1, 2012)	3.77%
FY 2013 Adjustment Factor: (1.0377 x 1.0098)	1.04786946
FY 2013 Appropriations Limit: (\$523,795,603 x 1.04786946)	\$548,869,416

Dated: May 9, 2012

**RESOLUTION NO. 2012 -**

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

\* \* \*

**ESTABLISHING THE APPROPRIATIONS LIMIT APPLICABLE TO THE  
SAN MATEO COUNTY TRANSPORTATION AUTHORITY DURING  
FISCAL YEAR 2013**

**WHEREAS**, by Resolution No. 2011-8 enacted on June 2, 2011, the San Mateo County Transportation Authority (TA) established an appropriations limit applicable to the TA during the Fiscal Year 2012 in the amount of \$523,795,603; and

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

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

**WHEREAS**, the applicable factors are as follows:

- (1) the change in the California per capita personal income was 3.77 percent and
- (2) the applicable change in population from January 2011 to January 2012 was 0.98 percent.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the San Mateo County Transportation Authority that the appropriations limit for Fiscal Year 2013 is hereby established as \$548,869,416.

Passed and adopted this 7th day of June, 2012, by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transportation Authority

ATTEST:

---

Authority Secretary

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
May 9, 2012**

The Community Relations Committee and Board

Appointed Tryn Miller to the Citizens Advisory Committee (CAC).

Designated May as "Older American's Month."

The winners of the student "Art Takes a Bus Ride" Contest were announced:

- Olivia Pon, 1<sup>st</sup> Grade, Central Elementary, Belmont.
- Nikaella Mariano, 2<sup>nd</sup> Grade, Ponderosa Elementary, South San Francisco.
- Isiaah Crump, 3<sup>rd</sup> Grade, Sandpiper Elementary, Redwood City.
- Sara Ababseh, 4<sup>th</sup> Grade, Cabrillo Elementary, Pacifica.
- Sakina Bambot, 5<sup>th</sup> Grade, Tierra Linda Middle School, San Carlos.
- Meiling Lin, 6<sup>th</sup> Grade, Tierra Linda Middle School, San Carlos.

Manager Accessible Transit Services Bill Welch said the Department of Transportation has decided Segways are personal mobility devices and are allowed on buses so staff has been working on how to properly secure them. Also, all wheelchairs must now be accommodated on buses no matter the size.

Paratransit Coordinating Council Chair Nancy Keegan reported that staff presented the proposed new look and feel for the new Redi-Wheel tickets as well as the new design for the vehicles. There has been an increase in taxi rides for paratransit and the PCC has been monitoring.

CAC Chair Peter Ratto reported on their May 2 meeting:

- Welcomed two new members, Kris Adler and Margaret Pye.
- Certificates of Appreciation were presented to outgoing members Kim Nobles and David Wilcox.
- Executive Officer, Customer Service and Marketing Rita Haskin gave a presentation on the collaboration between schools and SamTrans.

Average weekday ridership for all modes for March 2012 compared to March 2011 was 96,182, an increase of 4.2 percent.

The Finance Committee and Board

The Board approved the following items:

- The Statement of Revenues and Expenses for March 2012.
- Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2012.
- Authorized Revision of the Fiscal Year (FY) 2013 Fuel Hedging Policy, Award of Contract to Orrick, Herrington & Sutcliffe LLP to Serve as Special Counsel for Not-to-Exceed Fee of \$125,000, Approve the FY2013 Fuel Hedging Program and Authorize Execution of Documents and Payment Premium for Commodity Price Cap for the FY2013 Fuel Hedging Program.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
May 9, 2012**

- Authorized an Amendment to the Law Enforcement and Related Communications Services Agreement with the County of San Mateo for an Additional Three Years and Execution of a Financial Cost Sharing Agreement with the Peninsula Corridor Joint Powers Board (PCJPB).
- Authorized an Amendment to the California Public Employees' Retirement System Contract to Provide Two Percent at 60 Modified Formula to Future Employees.
- Authorized Amendment of Life and Accidental and Dismemberment Contract with Standard Life Insurance Company for the Basic Life Rate from \$0.22 to \$0.23 per \$1,000 of Basic Life Coverage Through May 31, 2014.
- Authorized Award of Three No Guarantee Contracts to Provide On-Call Market Research and Survey Services for an Aggregate Not-to-Exceed Amount of \$610,000 for a Five-year Term to Corey, Canaparay & Galanis, Dikita Enterprises, Inc. and EMC Research, Inc.
- Authorized Award of Contract to Technology, Engineering & Construction (d.b.a. TEC Accutite) to Provide Underground Storage Tank Inspection and Maintenance Services for an Estimated Amount of \$750,000 for a Five-year Term.
- Authorized Rejection of all Bids for Painting and Related Services and Authorization to Resolicit Bids.
- Preliminary FY2013 Operating and Capital Budgets were presented as informational items which included an update on the Business Optimization Project.

The Legislative Committee and Board

State

The Legislature is considering how to approach funding High Speed Rail (HSR), including early investment in the bookends. The most recent request from the governor would appropriate Proposition 1A HSR funding for the Central Valley section and would appropriate the remaining Proposition 1A connectivity funding to start work on the early investment, including Caltrain modernization. The California Transportation Commission is working on a new list of projects for the connectivity funding and staff recently submitted our requests which are consistent with the funding plan in the Memorandum of Understanding (MOU).

Federal

The House passed a 90-day extension intended to allow them to meet in conference with the Senate to negotiate a final reauthorization bill. The key issue will continue to be the approval of the Keystone Oil Pipeline and oil expansion authorized by the House bill.

The Planning, Development and Sustainability Committee and Board

- Authorized the General Manager/CEO to Undertake Property Exchange with the City of San Bruno in Furtherance of the San Bruno Grade Separation Project. This exchange of properties is needed for the PCJPB San Bruno Grade Separation Project.
- Received an update on the Grand Boulevard Initiative and a video on the project was shown.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
May 9, 2012**

Board of Directors

General Manager/CEO Michael Scanlon reported:

- The PCJPB and the San Mateo County Transportation Authority approved the High Speed Rail Early investment strategy for a blended system MOU.
- Congratulated Director Carole Groom on her annual Streets Alive event.

The Board met in closed session to discuss a matter of existing litigation.

- a. San Mateo County Transit District v. City and County of San Francisco and Artichoke Joe's

The next meeting of the Board is scheduled for Wednesday, June 13, 2012 at 2 p.m.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

**TO:** Transportation Authority

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

**FROM:** Aidan Hughes  
Interim Executive Officer  
Planning and Development

Gigi Harrington  
Deputy CEO

**SUBJECT: APPROVE SHUTTLE PROJECTS AND PROGRAM AND ALLOCATE  
NEW MEASURE A FUNDS FOR THE LOCAL SHUTTLE PROGRAM  
FOR FISCAL YEARS 2013 AND 2014**

**ACTION**

Staff recommends that the Board:

1. Approve the list of 33 local shuttles to receive TA and City/County Association of Governments of San Mateo County (C/CAG) funds in Fiscal Years (FY) 2013 and 2014 as shown in Attachment A.
2. Program and allocate a total of \$4,513,153 in new Measure A Local Shuttle Program funds to 28 of the local shuttles as shown in Attachment A.
3. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

**SIGNIFICANCE**

The TA and C/CAG issued a joint Shuttle Program Call for Projects (CFP) to allow for coordinated award of \$7 million in funds available for FY2013 and FY2014 (comprised of \$6 million in Measure A funds and \$1 million in C/CAG's Local Congestion Relief Program funds). A joint evaluation process resulted in a single list of shuttles recommended for \$5.3 million in total funding. The list has been presented to the TA Citizen Advisory Committee (CAC), C/CAG Technical Advisory Committee (TAC) and C/CAG Congestion Management and Environmental Quality Program Committee (CMEQ) for their review. The same list of recommendations is being presented to both the TA and C/CAG Boards of Directors for approval at their respective June meetings, with the C/CAG Board expected to approve the list on June 14.

Each Board will allocate only those funds controlled by its agency. The TA Board is being asked to allocate \$4.5 million in Measure A funds for 28 shuttles. The C/CAG Board is being asked to allocate \$0.7 million for five shuttles.

See Attachment A for the detailed list of shuttle routes and proposed allocations.

### **BUDGET IMPACT**

The total allocation of \$4,513,153 is proposed to be covered by \$1 million in previously collected, unallocated Measure A sales tax funds and \$5 million in projected revenues for FY2013 and FY2014.

### **BACKGROUND**

The combined Local Shuttle Program CFP was issued on March 9, 2012. TA and C/CAG staff co-hosted an applicant workshop on March 21, 2012. Applications were due on April 16, 2012. Ten sponsors submitted applications for a total of 36 shuttle routes, including seven new shuttle routes.

### **Evaluation**

The applications were reviewed by a joint evaluation panel consisting of TA, C/CAG and San Mateo County Transit District staff, using a single set of scoring criteria. Evaluation was based on effectiveness, readiness, and need. For existing routes, there was an emphasis on the performance measures for operating cost per passenger and boardings per service hour. For new shuttles, the evaluation focused on the quality of the proposed service plan. Each of the applicants met the 25 percent local match requirement. Overall, the sponsors for the shuttles recommended for funding have committed to providing matching funds of almost 50 percent.

### **Recommendation**

Thirty-three of the 36 routes are recommended for TA or C/CAG funding at this time, as shown in Attachment A. Funding recommendations for the remaining three applications are yet to be determined. Sponsors of the final three routes have been requested to clarify their proposed budgets and/or revise their proposed service plans to meet the standards for funding approval. TA and C/CAG staff will present updated funding recommendations for the remaining three routes at future TA and C/CAG Board meetings if and when the evaluation panel's concerns have been addressed.

### **Funding Sources**

TA and C/CAG staff reviewed the list of shuttles recommended for funding to determine the most appropriate funding source for each shuttle. TA and C/CAG staff propose that 28 routes be funded by Measure A, and five routes be funded through C/CAG's Local Congestion Relief Program. It is the intent of both agencies to minimize administrative burdens by allocating funds from a single agency to each sponsor where possible as each agency will be responsible for processing funding agreements and invoices with the shuttle sponsors receiving their funds.

Prepared by: Celia Chung, Interim Manager of Programming and Monitoring 650-508-6466

**ATTACHMENT A: RECOMMENDATIONS FOR FY2013 & FY2014 LOCAL SHUTTLE FUNDING PROGRAM**

<i>Sponsor</i>	<i>Shuttle Name</i>	<i>Total Allocation</i>	<i>Total Cost (2 yr)</i>	<i>%Match</i>	<i>Proposed Fund Source</i>
Alliance	Brisbane Crocker Park Shuttle	\$214,818	\$537,045	60%	Measure A
Alliance	Seaport Centre Shuttle*	\$119,075	\$238,150	50%	Measure A
Alliance	South SF BART Shuttle	\$240,000	\$919,612	74%	Measure A
Alliance	South SF Caltrain Shuttle	\$392,942	\$523,923	25%	Measure A
Alliance	South SF Centennial Tower*	\$104,554	\$209,108	50%	Measure A
Alliance	South SF Ferry Terminal*	\$349,795	\$538,147	35%	Measure A
Burlingame	North Burlingame Shuttle	\$110,024	\$220,048	50%	Measure A
East Palo Alto	Community #2 (formerly Youth)	\$130,040	\$260,721	50%	Measure A
East Palo Alto	Community #3	\$73,002	\$184,671	60%	Measure A
East Palo Alto	Community #4 (formerly Shopper )	\$161,568	\$241,756	33%	Measure A
East Palo Alto	Community #1 (formerly Community)	\$208,360	\$281,067	26%	Measure A
JPB	Bayshore/Brisbane	\$329,727	\$444,785	26%	Measure A
JPB	Belmont/Hillsdale	\$149,751	\$202,006	26%	Measure A
JPB	Broadway/Milbrae	\$192,341	\$259,458	26%	Measure A
JPB	Burlingame Bayside	\$107,957	\$208,777	48%	Measure A
JPB	Campus (Hillsdale)	\$114,586	\$221,596	48%	Measure A
JPB	Fashion Island (EA)	\$92,595	\$226,636	59%	Measure A
JPB	Gateway/Genentech	\$70,832	\$349,063	80%	Measure A
JPB	Lincoln Centre	\$143,178	\$276,890	48%	Measure A
JPB	Mariners Island	\$155,828	\$301,344	48%	Measure A
JPB	Norfolk (Hayward Park)	\$114,586	\$221,596	48%	Measure A
JPB	Oracle	\$194,531	\$376,194	48%	Measure A
JPB	Pacific Shores	\$192,740	\$372,738	48%	Measure A
JPB	Redwood Shores (Bridge Park)	\$146,598	\$283,494	48%	Measure A
JPB	Redwood Shores (Clipper)	\$140,849	\$272,376	48%	Measure A
JPB	Sierra Point Caltrain	\$21,065	\$392,690	95%	Measure A
Redwood City	Climate Best Express	\$109,914	\$219,828	50%	Measure A
Redwood City	Midpoint Caltrain Shuttle	\$131,897	\$219,828	40%	Measure A
Menlo Park	Marsh Road	\$217,200	\$316,200	31%	C/CAG
Menlo Park	Willow Road	\$166,200	\$252,200	34%	C/CAG
Menlo Park	Midday Shuttle	\$242,600	\$390,600	38%	C/CAG
Menlo Park	Shopper Shuttle	\$42,000	\$73,000	42%	C/CAG
San Mateo County	Circle Star Caltrain Shuttle*	\$119,871	\$159,828	25%	C/CAG

**Subtotal** \$5,301,024 \$10,195,375 48%

**TA Measure A allocation** \$4,513,153

**CCAG Congestion Relief Program allocation** \$787,871

**Funding Recommendation to be determined**

<i>Sponsor</i>	<i>Shuttle Name</i>	<i>Total Request</i>	<i>Total Cost (2 yr)</i>	<i>Notes</i>
Belmont	Belmont Community*	\$112,750	\$150,250	Service plan needs further development. Heavy overlap with SamTrans service.
Daly City	Bayshore Circulator*	\$219,989	\$531,373	Route and service plan needs be finalized.
Pacifica	Weekend Community Shuttle*	\$142,200	\$189,600	Service plan needs further development. Heavy overlap with SamTrans service. Request includes vehicle purchase capital cost.

**Subtotal** \$474,939 \$871,223

\*New shuttles

**RESOLUTION NO. 2012 –**

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

\* \* \*

**APPROVING LOCAL SHUTTLE PROJECTS LIST AND PROGRAMMING AND  
ALLOCATING A TOTAL OF \$4,513,153 IN NEW MEASURE A FUNDS FROM THE  
LOCAL SHUTTLE PROGRAM CATEGORY FOR FISCAL YEARS 2013 AND 2014**

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

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

**WHEREAS**, the TA and City/County Association of Governments of San Mateo County (C/CAG) issued a joint competitive call for projects for the Local Shuttle Program Category for Fiscal Years (FY) 2013 and 2014, resulting in receipt of applications from 10 sponsors for a total of 36 routes; and

**WHEREAS**, the joint TA-C/CAG evaluation panel reviewed and scored the shuttle applications; and

**WHEREAS**, Staff recommends that the Board of Directors approve the list of 33 shuttles to be funded by the TA and C/CAG in FY2013 and 2014 as set forth in Attachment A; and

**WHEREAS**, Staff further recommends that the Board authorize the programming and allocation of a total of \$4,513,153 in Measure A Local Shuttle Program Category funds for 28 of the 33 shuttles as indicated in Attachment A.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the San Mateo County Transportation Authority hereby approves the list of 33 shuttles indicated on Attachment A to receive TA and C/CAG funding for FY2013 and 2014; and

**BE IT FURTHER RESOLVED THAT** the Board of Directors hereby programs and allocates a total of \$4,513,153 in Fiscal Year 2013 and Fiscal Year 2014 Local Shuttle Program funds to the 28 shuttle routes indicated as recipients of TA funds in Attachment A; and

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

Regularly passed and adopted this 7<sup>th</sup> day of June 2012, by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

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

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Mark Simon  
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

**STATE ISSUES**

State Budget

The Governor released his May Revision to the 2012-13 State Budget on May 14 and announced that the state's budget deficit has grown by \$6.5 billion due to lower than expected revenues and a federal court decision preventing the state from charging co-payments for Medi-Cal services.

The 2012-13 budget deficit now stands at \$15.7 billion. In addition to the income and sales tax measures that will appear on the November ballot, the Governor has proposed to address the additional shortfall through a combination of cuts to health and human services programs, loan repayment deferrals and increased fees. If the tax measures are not passed by voters, an additional \$6.1 billion in cuts will be triggered and will primarily affect public education funding.

The budget does not include any substantive impacts on public transportation programs or State Transit Assistance funding.

Caltrain Modernization/High-speed Rail

The Governor's budget request for the state's high-speed rail project includes nearly \$3.5 billion to match federal grant awards and begin construction of the project in the Central Valley. It also includes full appropriation of the remaining \$816 million in Proposition 1A connectivity funding. According to the Memorandum of Understanding (MOU) negotiated among Bay Area

transportation agencies, \$106 million of these funds will be directed toward Caltrain modernization to improve commuter rail service on the Peninsula and help prepare the Caltrain corridor to receive and accommodate high-speed rail.

The Governor's budget language requires the California Transportation Commission (CTC) to develop a new list of projects that will receive Proposition 1A connectivity funding and gives authority to the Department of Finance to oversee the appropriate distribution of these funds. It also requires that Proposition 1A funds requested for the Central Valley be allocated prior to the allocation of connectivity funds.

Caltrain staff worked with the Metropolitan Transportation Commission to submit requests to the CTC for the reprogramming of the Bay Area's connectivity funds in accordance with the MOU. Staff also met with CTC, Department of Finance and the California High Speed Rail Authority to ensure that the early investments called for in the Bay Area High Speed Rail MOU will be reflected in the CTC's new list of projects.

## **FEDERAL ISSUES**

### **Authorization**

The Conference Committee charged with negotiating the reauthorization of surface transportation funding has been meeting consistently since mid-May and there are reports of progress. Both Democratic and Republican conferees have reported that it's possible they may agree to a longer-term bill than the two-year proposal passed by the Senate, although it remains unclear how a longer-term bill would be funded.

The inclusion of approval of the Keystone XL oil pipeline in the House reauthorization proposal continues to be a key point of disagreement. On May 16, U.S. Transportation Secretary Ray LaHood sent a letter to the Committee reiterating that the Administration would veto any bill that includes approval of the pipeline and outlining the Administration's priorities for transportation reauthorization generally.

Prepared By: Seamus Murphy, Director, Government and Community Affairs 650-508-6388

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 41</a> <a href="#">Hill D</a></p> <p>High-Speed Rail Authority: conflicts of interest: disqualification.</p>	<p>SENATE THIRD READING 5/1/2012 - Read second time. Ordered to third reading.</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 levels 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 officers who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. <b>Last Amended on 4/30/2012</b></p>	
<p><a href="#">AB 57</a> <a href="#">Beall D</a></p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE T. &amp; H. 3/5/2012 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. &amp; H.</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 one member appointed by the San Francisco Bay Conservation and Development Commission, 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 prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. <b>Last Amended on 3/5/2012</b></p>	
<p><a href="#">AB 441</a> <a href="#">Monning D</a></p> <p>State planning.</p>	<p>SENATE T. &amp; H. 2/16/2012 - Referred to Com. on T. &amp; H.</p>	<p>Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan.</p> <p>This bill would require that the commission, by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans. <b>Last Amended on 1/23/2012</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 492</a> <a href="#">Galgiani D</a>  High-Speed Rail Authority.	SENATE RLS. 6/27/2011 - From committee chair, with author's amendments:  Amend, and re-refer to committee. Read second time, amended.	<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 require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains. The bill would require the authority to appoint a small business enterprise advisory committee. <b>Last Amended on 6/27/2011</b></p>	
<a href="#">AB 819</a> <a href="#">Wieckowski D</a>  Bikeways.	SENATE T. & H. 5/25/2012 - In committee: Hearing postponed by committee.	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law.</p> <p>This bill would require the department to establish procedures for cities, counties, and local agencies to be granted exceptions from the requirement to use those criteria and specifications for purposes of research, experimentation, testing, evaluation, or verification. <b>Last Amended on 5/8/2012</b></p>	
<a href="#">AB 890</a> <a href="#">Olsen R</a>  Environment: CEQA exemption: roadway improvement.	SENATE E.Q. 2/16/2012 - Referred to Com. on E.Q.	<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, until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use. <b>Last Amended on 1/13/2012</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1126</a> <a href="#">Calderon,</a> <a href="#">Charles D</a></p> <p>Transaction and use tax: rate.</p>	<p>SENATE G. &amp; F. 2/2/2012 - Referred to Com. on GOV. &amp; F.</p>	<p>The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed.</p> <p>This bill would decrease those rates to 1/8 of 1%.</p> <p><b>Last Amended on 1/4/2012</b></p>	
<p><a href="#">AB 1191</a> <a href="#">Huber D</a></p> <p>Local government finance.</p>	<p>SENATE G. &amp; F. 2/16/2012 - Referred to Com. on GOV. &amp; F.</p>	<p>Existing law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also reduces the amounts of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education.</p> <p>This bill would, for the 2012-13 fiscal year and for each fiscal year thereafter, if there is not enough ad valorem property tax revenue that is otherwise required to be allocated to a county Educational Revenue Augmentation Fund for the county auditor to complete the decreases required during the fiscal adjustment period, require the county auditor to calculate an amount, as specified, and to submit a claim to the Controller for that amount. This bill would require the Controller, upon appropriation by the Legislature, to deposit the amount of the claim into the Sales and Use Tax Compensation Fund, and would require the county auditor to allocate that amount among the county and to each city in the county. <b>Last Amended on 1/23/2012</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1570</u></a> <a href="#"><u>Perea D</u></a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY THIRD READING 5/25/2012 - From committee: Do pass. (Ayes 17. Noes 0.) (May 25). Read second time. Ordered to third reading.</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 establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require, until January 1, 2016, the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects . Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. <b>Last Amended on 4/10/2012</b></p>	
<p><a href="#"><u>AB 1606</u></a> <a href="#"><u>Perea D</u></a></p> <p>Local public employee organizations: impasse procedures.</p>	<p>SENATE APPR. 5/17/2012 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, and amended.</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations.</p> <p>This bill would instead authorize the employee organization to request that the parties' differences be submitted to a fact-finding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. The bill would also authorize an employee organization, if the dispute was not submitted to mediation, to request that the parties' differences be submitted to a fact-finding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse. The bill would specify that the procedural right of an employee organization to request a fact-finding panel cannot be expressly or voluntarily waived. The bill would also specify that its provisions are intended to be technical and clarifying of existing law. <b>Last Amended on 5/17/2012</b></p>	
<p><a href="#"><u>AB 1665</u></a> <a href="#"><u>Galgiani D</u></a></p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>SENATE RLS. 5/21/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</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 exempt from CEQA the closure of a railroad grade crossing by order of the PUC under the above authority if the PUC finds the crossing to present a threat to public safety . <b>Last Amended on 4/18/2012</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1671</a> <a href="#">Huffman D</a></p> <p>Department of Transportation: retention proceeds.</p>	<p>SENATE T. &amp; H. 5/17/2012 - Referred to Com. on T. &amp; H.</p>	<p>Existing law prohibits the Department of Transportation, until January 1, 2014, from withholding retention proceeds when making progress payments for work performed by a contractor.</p> <p>This bill would make these provisions operative until January 1, 2020. The bill would also make a statement of legislative findings.</p>	
<p><a href="#">AB 1706</a> <a href="#">Eng D</a></p> <p>Vehicles: transit bus weight.</p>	<p>ASSEMBLY THIRD READING 5/29/2012 - Action From SECOND READING: Read second time. To THIRD READING.</p>	<p>Under existing law, the gross weight imposed upon the highway by the wheels on any one axle of a vehicle is prohibited from exceeding 18,000 pounds, except the gross weight on any one axle of a bus is prohibited from exceeding 20,500 pounds. A violation of these requirements is a crime.</p> <p>This bill would instead exempt a transit bus from the limits on the weight that may be imposed upon the highway by the wheel of any one axle, until January 1, 2016, and as of that date, the bill would repeal that exemption for transit buses and reinstate the existing prohibition of 20,500 pounds for any one axle of a bus. The bill would, commencing January 1, 2013, and until January 1, 2016, prohibit a publicly owned or operated transit system or an operator of a transit system under contract with a publicly owned or operated transit system from procuring through a solicitation process pursuant to which a solicitation is issued on or after January 1, 2013, a new transit bus whose gross weight exceeds 22,400 pounds. The bill would impose a state-mandated local program by imposing new requirements upon transit buses. <b>Last Amended on 5/25/2012</b></p>	Support
<p><a href="#">AB 1770</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a></p> <p>California Transportation Financing Authority.</p>	<p>SENATE T. &amp; H. 5/17/2012 - Referred to Coms. on T. &amp; H. and GOV. &amp; F.</p>	<p>Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to 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 under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project.</p> <p>This bill would provide that a rail project may consist of, or include, rolling stock. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1778</a> <a href="#">Williams D</a></p> <p>Local transportation funds.</p>	<p>ASSEMBLY RECONSIDERATION 5/14/2012 - Read third time. Refused passage. (Ayes 31. Noes 29. Page 4831.). Motion to reconsider made by Assembly Member Williams.</p>	<p>Existing law requires that revenues from 1/4% of the local sales and use tax rate be transferred to the local transportation fund of each county for allocation, as directed by the transportation planning agency, to various transportation purposes, under what is commonly known as the Transportation Development Act. Existing law specifies the allowable uses for local transportation funds, and generally requires, after certain deductions, that the funds attributed to the area of apportionment of each transit operator be used solely for transit purposes in counties with a population of 500,000 or more as of the 1970 census. However, in counties with a population under 500,000 as of the 1970 census and in certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes. Existing law, effective July 1, 2014, generally requires a county with a population under 500,000 as of the 1970 census that has a population of 500,000 or more as of the 2000 census or a future census to use funds attributable to the urbanized area of the county solely for transit purposes, except that a city with a population of 100,000 or fewer in an urbanized area in that county would not be so restricted. Existing law provides that the July 1, 2014, requirements and exemptions do not apply to Ventura County, and instead generally requires all local transportation funds in that county to be used for transit purposes as of that date unless a specified report is submitted by the Ventura County Transportation Commission to the transportation committees of the Legislature by December 31, 2011, and a recommended legislative proposal in that report relative to reorganization of transit services and expenditure of these funds is enacted by the end of the 2011-12 legislative session.</p> <p>This bill would provide that local transportation funds in Ventura County shall be available solely for transit purposes beginning July 1, 2014, as specified. The bill would also provide that any of those funds that remain unencumbered for more than one year, or unexpended for more than 2 years, be returned to the Ventura County Transportation Commission for reapportionment to other transit operators or transit service in proportional amounts based on population, contingent upon specified criteria.</p> <p><b>Last Amended on 5/1/2012</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1779</a> <a href="#">Galgiani D</a></p> <p>Intercity rail agreements.</p>	<p>ASSEMBLY THIRD READING 5/29/2012 - Action From SECOND READING: Read second time. To THIRD READING.</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.</p> <p>This bill would authorize the department, with the approval of the secretary, to enter into an additional interagency transfer agreement with respect to the San Joaquin Corridor, as defined, if a joint powers authority and governing board are created and organized. In that regard, the bill would provide for the creation of the San Joaquin Corridor Joint Powers Authority, to be governed by a board of not more than 11 members. The bill would provide that the board shall be organized when at least 6 of the 11 agencies elect to appoint members. The bill would provide for the authority to be created when the member agencies enter into a joint powers agreement, as specified. The bill would provide for future appointments of additional members if the service boundaries of the San Joaquin Corridor are expanded. <b>Last Amended on 5/25/2012</b></p>	
<p><a href="#">AB 1780</a> <a href="#">Bonilla D</a></p> <p>Department of Transportation: project studies reports.</p>	<p>ASSEMBLY THIRD READING 5/25/2012 - From committee: Do pass. (Ayes 12. Noes 5.) (May 25). Read second time. Ordered to third reading.</p>	<p>Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review and approve project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991.</p> <p>This bill would revise these provisions to authorize the department to prepare project study reports or equivalent planning documents for any projects on the state highway system, limited by the resources available to the department. The bill would require the department to pay for the costs of its review and approval of project study reports or equivalent planning documents that are prepared by other entities for projects that are in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program. In other cases, the bill would require the cost of the department's review and approval to be paid by the entity preparing the project study report or equivalent planning document. The bill would delete the provisions relating to the guidelines adopted by the California Transportation Commission and would instead require open and continuous communications between the parties during the development of project study reports or equivalent planning documents.</p> <p><b>Last Amended on 3/29/2012</b></p>	Support

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1890</a> <a href="#">Solorio D</a></p> <p>Vehicles: toll highways: motorcycles.</p>	<p>SENATE T. &amp; H. 5/3/2012 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, and amended.</p>	<p>Existing law prohibits any person, except as specified, from driving any motor vehicle with any object or material placed, displayed, installed, affixed, or applied in or upon the vehicle that obstructs or reduces the driver's clear view through the windshield or side windows. Existing law makes it unlawful for any person to refuse to pay tolls or other charges on any vehicular crossing or toll highway and requires, among other things, that if a transponder or other electronic toll payment device is used to pay tolls or other charges due, the device be located in or on the vehicle in a location so as to be visible for the purpose of enforcement at all times when the vehicle is located on the vehicular crossing or toll highway. A violation of these provisions is an infraction.</p> <p>This bill would require a motorcyclist to instead use any one of 5 specified methods when using a transponder or other electronic toll payment device to pay tolls or other charges when entering a vehicle crossing or toll highway. <b>Last Amended on 5/3/2012</b></p>	
<p><a href="#">AB 1915</a> <a href="#">Alejo D</a></p> <p>Safe routes to school.</p>	<p>SENATE T. &amp; H. 5/24/2012 - Referred to Com. on T. &amp; H.</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law sets forth various factors to be used to rate proposals submitted by applicants for these funds.</p> <p>This bill would provide that up to 10% of program funds may be used to assist eligible recipients in making infrastructure improvements, other than school bus shelters, that create safe routes to bus stops located outside of the vicinity of schools. <b>Last Amended on 3/26/2012</b></p>	
<p><a href="#">AB 1960</a> <a href="#">Dickinson D</a></p> <p>State contracts: reports: lesbian, gay, bisexual, and transgender businesses.</p>	<p>SENATE G.O. 5/17/2012 - Referred to Com. on G.O.</p>	<p>Existing law requires the Department of General Services to make available a report on contracting activity containing specified information, including the level of participation of business enterprises, by race, ethnicity, and gender of owner, in specified contracts.</p> <p>This bill would require the Department of General Services to include in the report on contracting activity information regarding the level of participation of lesbian, gay, bisexual, or transgender owned businesses in specified contracts, as provided. <b>Last Amended on 3/27/2012</b></p>	
<p><a href="#">AB 2200</a> <a href="#">Ma D</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY THIRD READING 5/25/2012 - From committee: Do pass. (Ayes 12. Noes 5.) (May 25).</p>	<p>Existing law authorizes the Department of Transportation and local agencies, with respect to highways under their respective jurisdictions, to designate certain lanes for preferential or exclusive use by high-occupancy vehicles.</p> <p>This bill would, until January 1, 2020, consistent with the state implementation plan for the San Francisco Bay area adopted pursuant to the federal Clean Air Act and other federal requirements, suspend the hours of operation for highway lanes designated for high-occupancy vehicles, in the Interstate 80 corridor within the Metropolitan Transportation Commission's jurisdiction, in the reverse commute direction. Because the commission would be required to post signage of the above requirements along the Interstate 80 corridor, the bill would impose a state-mandated local program. <b>Last Amended on 5/1/2012</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2245</a> <a href="#">Smyth R</a></p> <p>Environmental quality: California Environmental Quality Act: exemption: bikeways.</p>	<p>SENATE RLS. 5/21/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</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 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, until January 1, 2017, additionally exempt a Class II bikeway project, as defined for purposes of the Streets and Highways Code, undertaken by a city, county, or city and county within an existing road right-of-way. For a Class II bikeway project that is determined to be exempted from CEQA under this provision, the bill would require a city, county, or city and county to prepare an assessment of traffic and safety impacts and to hold a public hearing to review those impacts, and receive and respond to public comments. This bill contains other existing laws. <b>Last Amended on 5/15/2012</b></p>	
<p><a href="#">AB 2298</a> <a href="#">Ma D</a></p> <p>Junk dealers and recyclers.</p>	<p>SENATE PUB. S. 5/17/2012 - Referred to Com. on PUB. S.</p>	<p>Existing law requires junk dealers and recyclers, as defined, to keep written records of all sales and purchases made in the course of their business. Existing law requires a junk dealer or recycler to allow for periodic inspection by specified persons, including persons authorized by the county sheriff or the head of a city police department, of any premises maintained for purposes of determining compliance with the recordkeeping requirements, and, upon inspection, requires the junk dealer or recycler to produce sales and purchase records.</p> <p>This bill would, in addition, authorize persons appointed by the head of a county agricultural commission to carry out the periodic inspection of the premises of junk dealers and recyclers. <b>Last Amended on 3/29/2012</b></p>	
<p><a href="#">AB 2375</a> <a href="#">Knight R</a></p> <p>Vehicles: public transit buses: illuminated signs.</p>	<p>SENATE T. &amp; H. 5/17/2012 - Referred to Com. on T. &amp; H.</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2018, a pilot program that would allow up to 25 buses operated by the Antelope Valley Transit Authority's publicly owned transit system for the first 2 years of the pilot program, and up to 30 buses thereafter, to be equipped with illuminated signs that display advertising subject to certain conditions, including a display area of not greater than 4,464 square inches. The bill would require the authority to submit a specified report to the Legislature and the Department of the California Highway Patrol by July 1, 2017, on the incidence of adverse impacts, if any.</p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2382</a> <a href="#">Gordon D</a></p> <p>Department of Transportation: Innovation District Demonstration Project.</p>	<p>SENATE RLS. 5/21/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara.</p> <p>This bill would, by July 1, 2014, require the department, working in partnership with the Santa Clara Valley Transportation Authority, to establish the Innovation District Demonstration Project, designed to provide a new and innovative business model delivering transportation projects and services in the County of Santa Clara in a more responsive, cost-effective, and efficient manner and to serve as a mechanism for trying out new approaches for project delivery, local assistance, and transportation operations through streamlined processes, improved management techniques, and advanced technologies, with the goal of expediting project delivery and increasing the efficiency of the department. The bill would require the department and the authority to evaluate the effectiveness of the demonstration project and to report to the Legislature by January 1, 2018, on specified matters. <b>Last Amended on 5/15/2012</b></p>	
<p><a href="#">AB 2405</a> <a href="#">Blumenfield D</a></p> <p>Vehicles: high-occupancy toll lanes.</p>	<p>SENATE T. &amp; H. 5/3/2012 - Referred to Com. on T. &amp; H.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain eligible low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. Existing law provides that a vehicle, eligible under these provisions to use HOV lanes, that meets the California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard is not exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls pursuant to a federally supported value-pricing and transit development program involving high-occupancy toll lanes conducted by the Los Angeles County Metropolitan Transportation Authority.</p> <p>This bill would instead exempt, with specified exceptions, all of the low emission and hybrid vehicles eligible to use HOV lanes under these provisions, including vehicles that meet the enhanced AT PZEV standards, from toll charges imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law. The bill would exclude a toll imposed for passage on a toll road, toll highway, or toll bridge from this exemption. The bill would provide that these changes shall be known as the Choose Clean Cars Act of 2012.</p> <p><b>Last Amended on 4/23/2012</b></p>	
<p><a href="#">AB 2489</a> <a href="#">Hall D</a></p> <p>Vehicles: license plates: alteration.</p>	<p>SENATE T. &amp; H. 5/24/2012 - Referred to Com. on T. &amp; H.</p>	<p>Existing law prohibits a person from displaying upon a vehicle a license plate altered from its original markings. A violation of this provision is an infraction and the penalty for the first conviction of an infraction under the Vehicle Code is a fine not exceeding \$100. This bill would define "altered" for this purpose to mean altering the license plate in any manner, including in a manner designed to avoid visual or electronic capture of the license plate or its characters. The bill would additionally prohibit a person from displaying a license plate that is defaced and would provide that "defaced" includes painting over or erasing the reflective coating of a license plate. By expanding the definition of an existing crime, the bill would impose a state-mandated local program. The bill would provide that a violation of this prohibition is punishable by a fine of not more than \$250 and would provide that the offense is subject to specified procedures with regard to a defendant electing to have the case proceed as a misdemeanor. <b>Last Amended on 5/8/2012</b></p>	

**San Mateo County Transportation Authority**  
**Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2498</a>  <a href="#">Gordon D</a></p> <p>Department of Transportation: Construction Manager/General Contractor project method.</p>	<p>SENATE RLS. 5/25/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement.</p> <p>This bill would authorize the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel. <b>Last Amended on 5/1/2012</b></p>	
<p><a href="#">AB 2679</a>  <b>Committee on Transportation</b></p> <p>Transportation: omnibus bill.</p>	<p>SENATE RLS. 5/17/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law authorizes the Department of Transportation (department) to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board.</p> <p>This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. <b>Last Amended on 3/27/2012</b></p>	
<p><a href="#">ACA 23</a>  <a href="#">Perea D</a></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	Support
<p><a href="#">SB 46</a>  <a href="#">Correa D</a></p> <p>Public officials: compensation disclosure.</p>	<p>ASSEMBLY DESK 8/22/2011 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection.</p> <p>This bill would, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. <b>Last Amended on 6/2/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 50</a> <a href="#">Correa D</a></p> <p>Vehicles: driving under the influence: controlled substances.</p>	<p>ASSEMBLY RLS. 4/16/2012 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.</p>	<p>Existing law makes it a crime for a person who is under the influence of alcohol or any drug, or under the combined influence of alcohol and any drug, to drive a vehicle. Existing law also makes it a crime for a person to drive a vehicle with 0.08% or more, by weight, of alcohol in his or her blood.</p> <p>This bill would, in addition, make it a crime for a person to have a controlled substance in his or her blood while driving a vehicle. <b>Last Amended on 4/16/2012</b></p>	
<p><a href="#">SB 749</a> <a href="#">Steinberg D</a></p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY TRANS. 4/24/2012 - Referred to Coms. on TRANS. and B., P. &amp; C.P.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. <b>Last Amended on 1/4/2012</b></p>	
<p><a href="#">SB 878</a> <a href="#">DeSaulnier D</a></p> <p>Regional planning: Bay Area.</p>	<p>ASSEMBLY L. GOV. 4/26/2012 - Referred to Coms. on L. GOV. and NAT. RES.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county Bay Area with comprehensive regional transportation planning and other related responsibilities, including development of a regional transportation plan with a sustainable communities strategy. Existing law requires a joint policy committee of the commission, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission to coordinate the development and drafting of major planning documents prepared by the 4 agencies.</p> <p>This bill would require the joint policy committee to submit a report to the Legislature by January 31, 2013, on, among other things, methods and strategies for developing and implementing a multiagency set of policies and guidelines relative to the Bay Area region's sustainable communities strategy, including recommendations on organizational reforms for the regional agencies. The bill would require preparation of a work plan for a regional economic development strategy to be submitted to the Legislature on that date. The bill would also require the member agencies to report on public outreach efforts that they individually or jointly perform. The bill would require public meetings in each of the region's 9 counties and creation of advisory committees, as specified. By imposing new duties on local agencies, the bill would impose a state-mandated local program. <b>Last Amended on 6/9/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 972</u></a> <a href="#"><u>Simitian D</u></a></p> <p>Environmental quality: California Environmental Quality Act: scoping meeting and notice of completion.</p>	<p>ASSEMBLY DESK 4/23/2012 - In Assembly. Read first time. Held at Desk.</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.</p> <p>This bill would additionally require the lead agency to provide the above notice to a public agency that has filed a written request for the notice, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/9/2012</b></p>	
<p><a href="#"><u>SB 1102</u></a> <a href="#"><u>DeSaulnier D</u></a></p> <p>State transportation improvement program.</p>	<p>ASSEMBLY TRANS. 5/10/2012 - Referred to Com. on TRANS.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work.</p> <p>This bill would require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year.</p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1117</a> <a href="#">DeSaulnier D</a></p> <p>Statewide passenger rail transportation plan.</p>	<p>SENATE THIRD READING 5/25/2012 - Read second time. Ordered to third reading.</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relating to the programming and allocation of certain funds available for transportation capital improvement projects and various other transportation policy matters. Existing law creates the Department of Transportation with various powers and duties relating to the state highway system and other transportation modes, including the authority to contract for conventional rail passenger service. Existing law requires the department to prepare a 10-year State Rail Plan on a biennial basis. Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including preparation of a business plan on a biennial basis. 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 require the California Transportation Commission to prepare a statewide passenger rail transportation plan relative to conventional and high-speed intercity passenger rail, commuter rail, and urban rail transit containing various elements. The bill would require the Department of Transportation to assist the commission, as specified. The bill would require the commission to adopt the plan by September 2014, and update the plan every 4 years thereafter. The bill would require the plan to contain goals for integrated passenger rail services and facilities, and to adopt policies and guidelines to be used by the department, the authority, and regional transportation agencies in the development of their plans, and would prohibit those agencies from taking inconsistent actions. The bill would require regional transportation planning agencies to submit their plans for commuter rail and urban rail transit to the commission by December 31, 2013. <b>Last Amended on 5/1/2012</b></p>	
<p><a href="#">SB 1160</a> <a href="#">Padilla D</a></p> <p>Communications: service interruptions.</p>	<p>ASSEMBLY DESK 5/25/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law provides that an agent, operator, or employee of a telegraph or telephone office who willfully refuses or neglects to send a message received by the office is guilty of a misdemeanor. Existing law provides that these requirements are not applicable when charges for transmittal or delivery of the message have not been paid or tendered, for messages counseling, aiding, abetting, or encouraging treason or resistance to lawful authority, to a message calculated to further any fraudulent plan or purpose, to a message instigating or encouraging the perpetration of any unlawful act, or to a message facilitating the escape of any criminal or person accused of crime.</p> <p>This bill would retain the provision that the above-described requirements are not applicable when payment for charges for transmittal or delivery of the message has not been paid or tendered, but would delete the other enumerated exceptions. <b>Last Amended on 5/15/2012</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 5/29/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1225</a> <a href="#">Padilla D</a></p> <p>Intercity rail agreements.</p>	<p>SENATE APPR. SUSPENSE FILE 5/24/2012 - Do pass as amended.</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity passenger rail services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of the Business, Transportation and Housing Agency, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.</p> <p>This bill would authorize the department, with the approval of the secretary, to enter into an additional interagency transfer agreement with respect to the LOSSAN Corridor, defined to mean the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo, if the LOSSAN Agency, an existing joint powers agency, is reconstituted through an amended joint powers agreement approved by the governing boards of its members to enable that agency to enter into an interagency transfer agreement with the secretary relative to the LOSSAN Corridor. <b>Last Amended on 5/1/2012</b></p>	
<p><a href="#">SB 1257</a> <a href="#">Hernandez D</a></p> <p>Utility user tax: exemption: public transit vehicles.</p>	<p>ASSEMBLY REV. &amp; TAX 5/17/2012 - Referred to Coms. on REV. &amp; TAX. and L. GOV.</p>	<p>Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity, in the unincorporated area of the county.</p> <p>This bill would provide that a local jurisdiction, as defined, may not impose a utility user tax , as specified, upon either the consumption of compressed natural gas dispensed by a gas compressor, within a local jurisdiction, that is separately metered and is dedicated to providing compressed natural gas as a motor vehicle fuel for use by the local agency or public transit operator or the consumption of electricity used to charge electric bus propulsion batteries, within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus. <b>Last Amended on 4/25/2012</b></p>	
<p><a href="#">SB 1269</a> <a href="#">Fuller R</a></p> <p>Income taxes: credit: highway maintenance and enhancement.</p>	<p>SENATE G. &amp; F. 5/8/2012 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law authorizes the Department of Transportation to enter into an agreement to accept funds, materials, equipment, or services from any person for maintenance or roadside enhancement of a section of a state highway.</p> <p>This bill would authorize a credit against those taxes for each taxable year beginning on or after January 1, 2013, and before January 1, 2017, in an amount equal to 50% of the value of materials, equipment, or, in the case of individuals, services donated, as defined, by the taxpayer during the taxable year for maintenance or roadside enhancement of a section of a state highway pursuant to existing provisions of the Streets and Highways Code.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1339</a> <a href="#">Yee D</a></p> <p>Commute benefit policies.</p>	<p>ASSEMBLY DESK 5/7/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law creates the Metropolitan Transportation Commission, with various transportation planning and programming responsibilities in the 9-county San Francisco Bay Area. Existing law creates the Bay Area Air Quality Management District, with various responsibilities relative to the reduction of air pollution in the area of its jurisdiction, which incorporates a specified portion of the jurisdiction of the Metropolitan Transportation Commission.</p> <p>This bill would authorize the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.</p>	
<p><a href="#">SB 1380</a> <a href="#">Rubio D</a></p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY 5/29/2012 - Action From THIRD READING: Read third time .Passed Senate to ASSEMBLY.</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 requires the lead agencies to make specified findings in an EIR.</p> <p>This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified and would also require a local agency or person who determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with the OPR. This bill contains other existing laws. <b>Last Amended on 5/3/2012</b></p>	
<p><a href="#">SB 1396</a> <a href="#">Dutton R</a></p> <p>Sales and use taxes: excise taxes: fuel.</p>	<p>SENATE T. &amp; H. 5/3/2012 - Set, first hearing. Hearing canceled at the request of author.</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 a tax, measured by the sales price, on the storage, use, or other consumption of tangible personal property in this state." That law defines the terms "gross receipts" and "sales price."</p> <p>This bill would exclude from the terms "gross receipts" and "sales price" the amount charged at retail for gasoline and diesel fuels in excess of \$3.88 or \$3.52 per gallon, respectively, as provided. <b>Last Amended on 4/11/2012</b></p>	<p>Oppose</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1464</a> <a href="#">Lowenthal D</a></p> <p>Vehicles: bicycles: passing distance.</p>	<p>ASSEMBLY DESK 5/25/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>Under existing law, a driver of a vehicle overtaking another vehicle or a bicycle proceeding in the same direction is required to pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle or bicycle, subject to certain limitations and exceptions. A violation of this provision is an infraction punishable by a fine not exceeding \$100 for a first conviction, and up to a \$250 fine for a 3rd and subsequent conviction occurring within one year of 2 or more prior infractions.</p> <p>This bill would recast this provision as to overtaking and passing a bicycle by requiring, with specified exceptions, the driver of a motor vehicle overtaking and passing a bicycle that is proceeding in the same direction on a highway to pass in compliance with specified requirements applicable to overtaking and passing a vehicle, and to do so at a safe distance that does not interfere with the safe operation of the overtaken bicycle, having due regard for the size and speed of the motor vehicle and the bicycle, traffic conditions, weather, and the surface and width of the highway. The bill would prohibit, with specified exceptions, the driver of the motor vehicle that is overtaking or passing a bicycle proceeding in the same direction on a highway from passing at a distance of less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator. The bill would make a violation of these provisions an infraction punishable by a \$35 fine. The bill would also require the imposition of a \$220 fine on a driver if a collision occurs between a motor vehicle and a bicyclist causing bodily harm to the bicyclist, and the driver is found to be in violation of the above provisions.</p> <p><b>Last Amended on 4/24/2012</b></p>	
<p><a href="#">SB 1533</a> <a href="#">Padilla D</a></p> <p>Electricity: energy crisis litigation.</p>	<p>ASSEMBLY DESK 5/25/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law, until January 1, 2013, requires the Attorney General to represent the Department of Finance and to succeed to all rights, claims, powers, and entitlements of the Electricity Oversight Board in any litigation or settlement to obtain ratepayer recovery for the effects of the 2000-02 energy crisis. Existing law additionally prohibits the Attorney General from expending the proceeds of any settlements of those claims, except as specified.</p> <p>This bill would repeal the above-described requirements on January 1, 2016. <b>Last Amended on 5/1/2012</b></p>	
<p><a href="#">SB 1545</a> <a href="#">DeSaulnier D</a></p> <p>Bay Area toll bridges.</p>	<p>ASSEMBLY TRANS. 5/17/2012 - Referred to Com. on TRANS.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the 9-county San Francisco Bay Area. Existing law creates the Bay Area Toll Authority with specified powers and duties relative to administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the Metropolitan Transportation Commission.</p> <p>This bill would prohibit public money from being used on the development or improvement of an office building at 390 Main Street, San Francisco, until after the State Auditor has completed a specified audit relating to the move of the headquarters of the Metropolitan Transportation Commission. Upon completion of the audit, the bill would require the issues raised in the audit to be addressed and a report in that regard to be submitted to the Legislature prior to future expenditure of public money on the headquarters project. These provisions would apply to the Bay Area Toll Authority, the Metropolitan Transportation Commission, and the Bay Area Headquarters Authority. The bill would thereby impose a state-mandated local program.</p>	

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<p><a href="#">SB 1549</a> <a href="#">Vargas D</a></p> <p>Transportation projects: alternative project delivery methods.</p>	<p>SENATE THIRD READING 5/25/2012 - Read second time. Ordered to third reading.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for projects, as specified, and for local agencies for public works contracts, as specified.</p> <p>This bill would allow the San Diego Association of Governments to utilize alternative project delivery methods, as defined, for public transit projects within its jurisdiction. The bill would require the San Diego Association of Governments to pay fees related to prevailing wage monitoring and enforcement into the State Public Works Enforcement Fund, a continuously appropriated fund, except as specified, and, thus, would make an appropriation. The bill would also, upon completion of a project, require a progress report to be submitted by the San Diego Association of Governments to its governing board and would require the report to be made available on its Internet Web site. This bill would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable. This bill would make legislative findings and declarations as to the necessity of a special statute for San Diego regional transportation entities. <b>Last Amended on 4/30/2012</b></p>	
<p><a href="#">SB 1572</a> <a href="#">Pavley D</a></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>SENATE THIRD READING 5/29/2012</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act.</p> <p>This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism to be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the act. The bill would require the Governor to submit to the Legislature a draft plan detailing how moneys in the account should be spent and to establish criteria for the development and implementation of a final expenditure plan, as specified, for moneys appropriated from the Greenhouse Gas Reduction Account. The bill would require that funds appropriated from the account be spent according to the final expenditure plan and for the purpose of achieving the goal of reducing greenhouse gas emissions in a manner that is consistent with the act. The bill would require state agencies designated by the Governor to develop and adopt the final expenditure plan through an open, public process. <b>Last Amended on 5/1/2012</b></p>	

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<a href="#">SCA 7</a> <a href="#">Yee D</a>  Public bodies: meetings.	ASSEMBLY APPR. SUSPENSE FILE 8/25/2011 - Set, second hearing. Held in committee and under submission.	The California Constitution requires meetings of public bodies to be open to public scrutiny. This measure would also include in the California Constitution the requirement that each public body provide public notice of its meetings and disclose any action taken. <b>Last Amended on 4/13/2011</b>	



The Capital Projects Quarterly Status Report – 3<sup>rd</sup> Quarter  
Fiscal Year 2012 is available for review at the following link:

[http://www.smcta.com/pdf/Quarterly\\_Capital\\_Projects\\_Status\\_Report/FY12\\_Q3\\_TA\\_Quarterly\\_Report.pdf](http://www.smcta.com/pdf/Quarterly_Capital_Projects_Status_Report/FY12_Q3_TA_Quarterly_Report.pdf)