



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

August 2, 2012 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report of the Citizens Advisory Committee
4. Consent Calendar
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a. Approval of Minutes of June 7, 2012
 - b. Acceptance of Statement of Revenues and Expenditures for May 2012
 - c. Information on Statement of Revenues and Expenses for the Period Ending June 30, 2012
5. Public Comment
Public comment by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. SamTrans Liaison Report – June 13, 2012
8. Joint Powers Board Report
9. Report of the Executive Director
10. Finance
 - a. Authorize Approval of Local Shuttle Programming and Allocation of \$116,302 in New Measure A Funds From the Local Shuttle Program Category for Fiscal Years 2013 and 2014 for the City of Pacifica's Community Weekend Shuttle
 - b. Authorize Approval of the Allocation of \$11,678,056 in New Measure A Funds to the San Mateo County Transit District for Application Toward its Share of Caltrain's Fiscal Year 2013 Capital and Operating Budgets and to Support its Fiscal Year 2013 Paratransit Program

MOTION

RESOLUTION

RESOLUTION

11. Program

- a. Alternative Congestion Relief Program: Smart Corridor INFORMATIONAL
- b. Update on State and Federal Legislative Program INFORMATIONAL

12. Requests from the Authority

13. Written Communications to the Authority

14. Date/Time of Next Meeting: Thursday, September 6, 2012, 5 p.m. at
 San Mateo County Transit District Administrative Building, Bacciocco
 Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

15. Report of Legal Counsel

- 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

APN	State Parcel No.	Grantor	Address	Relocation
026-112-140	62629	HMC Burlingame Hotel LLC	1333 Bayshore Highway Burlingame, CA	N
026-141-020	62631	99 Old Bayshore LLC	1299 Bayshore Highway Burlingame, CA	N
026-142-110 & 026-142-070	62632	Fox Investments GP	1288 & 1290 Bayshore Highway San Mateo, CA	N
026-142-080	62633	1250 Bayshore Highway LLC	1250 Bayshore Highway Burlingame, CA	N
026-142-090	62634	Pritam Sing & Jean D. Sabharwal	1240 Bayshore Highway Burlingame, CA	N
026-142-020 & 026-142-030	62635	Robert Paul Wadell Jr. & Angela Kathie Bramble Trust	Vacant Land on Bayshore Highway Burlingame, CA	N
026-142-130	62636	NorthWest Dealerco HoldingsLLC	1200 Bayshore Highway Burlingame, CA	Y
026-134-090	62638	Kathleen M. Dore Trust	1250 Rollins Road Burlingame, CA	N
026-134-030	62639	Robert Nerli	1320 Marsten Road Burlingame, CA	N
026-134-160	62640	Kathleen L. Lyons, Successor Trustee	1222 Rollins Road Burlingame, CA	N
026-134-080	62641	CSE Investments II LLC	1212 Rollins Road Burlingame, CA	Y
026-290-310	62642	CRP BAHF SFO, LLC	1177 Airport Boulevard Burlingame, CA	N

APN	State Parcel No.	Grantor	Address	Relocation
026-131-180	62644	N & S Cristafi Family Limited Partnership	1271 Whitehorn Way Burlingame, CA	N
026-131-100	62645	Marc Andre Rochette, Trustee for Rochette Family Trust	1213 Rollins Road Burlingame, CA	N
026-131-170	62646	Linda Feng Min Sun & Jennifer Hsu Partnership	1000 Broadway Burlingame, CA	N
Total of All Parcels	15			

16. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

MINUTES OF JUNE 7, 2012

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

MEMBERS ABSENT: N. Patridge

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

Chair Carole Groom called the meeting to order at 5:06 p.m. and asked for a moment of silence in memory of former Director John Lee. She then led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta reported on the June 5 meeting. The CAC:

- Received a presentation on the new TA website.
- Supported authorization of adoption of Fiscal Year (FY) 2013 Budget.
- Supported acceptance of Statement of Revenues and Expenses for April 2012.
- Supported adoption of appropriations limit for FY2013.
- Supported funding of shuttle program.
- Received a State and Federal legislative update.
- Received Quarterly Capital Projects Report update.
- CAC Chair Arietta reported Caltrain was adding service, and there will be a bike ride sponsored by TransForm.
- Five CAC members were recommended for reappointment.
- Mr. Lee was eulogized and the CAC meeting was closed in his memory.

PUBLIC HEARING – FISCAL YEAR 2013 BUDGET

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

In accordance with the applicable law, staff prepared and submitted for review at the May meeting the proposed annual budget for Fiscal Year FY2013.

Notice of public hearing appeared in the *Half Moon Bay Review* on May 16, 2012, the *San Mateo Daily Journal* on May 21, 2012, and the lobby of the SamTrans building in San Carlos. No comments have been received.

Manager, Budgets Ladi Bhuller said:

- Total revenues include sales tax of \$65 million, interest income of \$4 million, and rental income of \$1.1 million, for a total projected revenue of \$70.1 million.
- Changes from FY2012 are sales tax revenues are projected to increase by \$2 million, interest income to decrease by \$0.8 million, and grant proceeds to decrease by \$2.7 million.
- FY2012 revised budget includes \$2.7 million for SamTrans Proposition 1B State Local Partnership Program flowing to the Caltrain Capital Budget.
- Total annual allocations are \$23.7 million.
 - Local Streets/Transportation is \$14.6 million.
 - Caltrain Improvements is \$5.2 million.
 - Accessible Services Paratransit is \$2.6 million.
 - San Francisco International Airport/Bay Area Rapid Transit (BART) extension is \$1.3 million.
- Program expenditures are \$73.2 million.
 - Alternative Congestion Relief is \$0.7 million.
 - Dumbarton is \$0.4 million.
 - Caltrain System-wide Capital Improvements is \$3 million.
 - Pedestrian and Bicycle is \$2 million.
 - Local Shuttle is \$2.6 million.
 - Streets and Highways is \$64.6 million.
- Oversight expenditures are \$0.5 million.
- Administrative expenditures at \$1 million.
- Total projected expenditures for FY2013 are \$98.4 million.
- Annual allocations will decrease by \$0.7 million.
- Program expenditures are projected to increase by \$10.7 million.
- The projected fund balance at the end of FY2013 is \$377 million.

Director Karyl Matsumoto said in the staff report under Pedestrian and Bicycle it states these funds are going to be used for the FY2014 and FY2015 Call for Projects (CFP). She asked if we are not going to have a CFP in FY2013 and FY2014. Manager, Capital Budgets Eva Goode said it is a two-year CFP for FY2014 and FY2015, and there will not be one for FY2013.

Director Terry Nagel said annual allocations shows the BART extension as \$1.3 million per year and it was not that amount earlier. Executive Director Michael Scanlon said it is 2 percent of the collected tax revenue so the number changes.

Director Nagel asked what the PeopleSoft hosting site is. Ms. Bhuller said it is a financial software system.

Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce and Menlo Park Chamber of Commerce, said there are over 50 counties in this state and fewer than 20 have a self-help program and don't have an opportunity to keep transportation going in their counties. This is a great budget put together by staff. Also, he would appreciate Board support for shuttle programming as this completes the last mile. Mr. Bigelow knew Mr. Lee for many years and

said he supported housing and was a man of extreme principle, a great Marine, businessman, and person. His death is a huge loss.

Legal Counsel David Miller said the Board has met all the legal requirements for the hearing.

A motion (Horsley/Foust) to close the public hearing was unanimous.

AUTHORIZE ADOPTION OF THE FISCAL YEAR 2013 BUDGET IN THE AMOUNT OF \$98,370,230

Director Rosanne Foust said the fact that this is a self-help county makes this county unique and she is proud to be a part of a Board and a county forward-thinking enough to pass the Measure.

A motion (Richardson/Nagel) to adopt the Fiscal Year 2013 Budget in the amount of \$98,370,230 was approved unanimously.

CONSENT CALENDAR

- 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

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

PUBLIC COMMENT

Mike Harding, Menlo Park, said he would like to speak about future project funding for striping bicycle lanes at Interstate 280 and Alpine Road that was not funded by City/County Association of Governments of San Mateo County (C/CAG). It needs to come up in 2013 because if another cyclist is killed the litigation that just ended will come back and the county will be at risk for not mitigating the hazard.

Shannon Lloyd, Portola Valley, said she would like the Board to consider supporting San Mateo County Planning and Building Advisory Member Diana Shu's proposal to redesign the Interstate 280/Alpine Road intersection. Ms. Lloyd thinks it could go with Measure A funds for highways because it is also an issue with merging onto Interstate 280 since there is no striping anymore, and there needs to be some striping for the cyclists.

Leslie Latham, Portola Valley, Silicon Valley Bike Coalition and Portola Valley Bicycle Pedestrian Traffic Safety Committee, said she would like the Board to consider an upcoming funding proposal for the Interstate 280/Alpine interchange and hopes this item could be funded at this CFP.

Director Richardson said she had a niece who had a bike accident at this exact location and would urge this Board to do something about this location.

Executive Director Michael Scanlon asked Director, Transportation Authority Program Joe Hurley to contact the guests who spoke and work with them to find out if there is something that can be done.

Director Don Horsley said the county has a traffic engineer who has a design that will be brought forward.

**NOMINATING COMMITTEE FOR CITIZENS ADVISORY COMMITTEE
(FOUST, MATSUMOTO)**

Director Foust said she and Director Matsumoto reviewed the five applications and are recommending the following members be reappointed for a three-year term to expire on May 31, 2015:

- Barbara Arietta
- Elizabeth Lasensky
- Daniel Mensing
- Laurie Simonson
- April Vargas

A motion (Foust/Horsley) to approve the reappointments was unanimously passed.

CHAIRPERSON'S REPORT – CAROLE GROOM

No report

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The May 9, 2012 SamTrans report is included in the agenda packet.

JOINT POWERS BOARD (JPB) REPORT

Mr. Scanlon reported on the meeting of June 7, 2012:

- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – April 2012 compared to April 2011
 - Total Ridership was 1,206,519, an increase of 12.1 percent.
 - Average Weekday Ridership was 45,928, an increase of 12.7 percent.
 - Total Revenue was \$5,173,588, an increase of 18.3 percent.
 - On-time Performance was 93.7 percent, an increase of 3.9 percent.
 - Caltrain Shuttle Ridership was 8,022, an increase of 15.5 percent.
 - Year-to-Date Performance Statistics – April 2012 compared to April 2011
 - Total Ridership was 11,480,812, an increase of 11 percent.
 - Average Weekday Ridership was 43,114, an increase of 10 percent.
 - Total Revenue was \$48,416,420, an increase of 22.5 percent.
 - On-time Performance was 93.5 percent, no change.
 - Caltrain Shuttle Ridership was 7,117, an increase of 29.6 percent.
- In May there were three fatalities and one on June 6, a total of nine for the year.
- Nine employees from the San Mateo County Transit District will be participating this weekend in the Out of the Darkness Walk beginning at dusk through dawn. The halfway point will be at the 4th and King Caltrain Station. Each employee exceeded their \$1,000 fundraising goal. Each year nearly a million people attempt suicide in this country and

- 37,000 succeed.
- There are modest changes in paper fares effective July 1 to encourage more people to use the Clipper system.
 - The Bicycle Advisory Committee met on May 17 and the next meeting is on July 19.
 - The rail operator transition occurred on May 26 and went very smoothly.
 - The FY2013 budget included the restoration of four trains removed last year and the addition of two trains at peak commute hours. A public meeting was held and 100 comments were received, most of which in full support.
 - Restoration of service at Santa Clara Station for the Altamont Commuter Express began on May 14 and the Capitol Corridor on May 21.
 - Special services:
 - An additional 5,400 riders rode Caltrain to the Roger Waters concert at AT&T Park.
 - For the annual Bay to Breakers footrace, four additional northbound trains carried approximately 4,000 riders in the morning and the special trains carried 2,000 riders in the afternoon.
 - A Saturday schedule was operated for the Golden Gate Bridge 75th anniversary celebration. The trains carried an additional 7,400 riders.
 - San Francisco Giants ridership was up 7 percent for May compared to last May.
 - Extra service was provided for the Warped Tour.
 - Extra service will be provided for the June 30 Earthquakes soccer match.
 - Extra service will be provided on July 4 for the fireworks in San Francisco.
 - The reading file contained the new timetable effective July 1, Take Ones on the fare changes and the 2012 Olympic Gymnastics Trials at HP Pavilion and the Safety & Security Report.
 - Deputy CEO Gigi Harrington informed the JPB she was able to hedge half the fuel portfolio for FY2013 at \$2.80 per gallon.
 - The JPB:
 - Approved the Consent Calendar.
 - Appointed four new members to the CAC, one each from San Francisco and Santa Clara counties and two from San Mateo County.
 - Adopted a proclamation making June 21 as “Dump the Pump Day.”
 - Accepted the Statement Revenues and Expenses for April.
 - Adopted the FY2013 Operating Budget in the amount of \$111,368,706.
 - Adopted the FY2013 Capital Budget in the amount of \$39,093,085.
 - Authorized the extension and financial agreement between the San Mateo County Transit District and the JPB for San Mateo County Sheriff’s services.
 - Authorized amendment to extend the contract with Wells Fargo Insurance Services.
 - Rejected all bids for provision of diesel fuel.
 - Received a legislative update.
 - Received Quarterly Capital Progress Report.
 - Canceled the July 5 meeting.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- Congratulated the reappointed CAC members.

- Thanked Chair Groom and Directors Matsumoto and Horsley for attending the South San Francisco ferry event.
- A contract was awarded to Granite Construction Company for \$6.2 million for the Highway 101 Auxiliary Lane Project and construction begins in July. Once completed there will be auxiliary lanes from Oyster Point in South San Francisco to the Santa Clara County line.
- Staff held a Highway CFP Workshop to guide potential project sponsors on the process. Staff had a check-in with the CFP subcommittee on May 23, the CFP was issued on May 25, and applications are due June 29.

Executive Officer, Customer Service and Marketing Rita Haskin provided an overview of the new TA website. The new website will be rolled out at the end of June.

Director Nagel asked if the new website will be linked between other transportation agencies and to the particular information on a particular page. Ms. Haskin said yes and also will provide context to explain the relationship.

Director Nagel asked if there is a main home page from San Mateo County Transit District that links out to the TA, Caltrain, and SamTrans. Ms. Haskin said since the TA is an independent agency it needs to have an independent website.

Director Foust said she doesn't think people realize how much time and effort go into a new website. She likes the idea of having the links to the cities so people can see where their tax dollars are going. Ms. Haskin said staff surveyed employees and the public to get input on how the website is being used and what information needs to be included. The website will also be compatible with a smartphone.

Director Richardson said she really likes the new website and asked if someone is able to go to SamTrans or Caltrain from the homepage. Ms. Haskin said they won't find it on the homepage, but if they want to branch off to another agency there will be hyperlinks under the Transit topic.

Director Richardson said the old home page looks very busy and people don't want to read it, and asked if there could there be a button for "what's new" on the new page. Ms. Haskin said that information is under Announcements.

Director Richardson asked if there are pictures of the Board. Ms. Haskin said no because staff doesn't want it to appear that the elected members on the Board are using this office to launch a campaign for something else. Only the names of the Board are listed.

Chair Groom said the San Mateo County Board of Supervisors received an email from a Burlingame resident who cannot take the ferry from west to east and then return from work because of limited service. She asked if additional service will be added. Mr. Hurley said he gave this person the contact information at the Water Emergency Transportation Authority (WETA) to explain those issues.

Chair Groom said the larger issue is there was too much emphasis on west to east and not east to west. Deputy CEO Chuck Harvey said WETA's initial operating plan and funding does emphasize east to west to try to reduce congestion of that commute. They have additional phases of service when they will expand their hours and reverse direction if they have the operating money.

FINANCE

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

Interim Manager, Programming and Monitoring Celia Chung said this item is to approve the shuttle projects and to approve the FY2013 and FY2014 funding program. This was the first joint CFP for the local shuttle program with C/CAG. A total of \$7 million was available for the two fiscal years: \$6 million from the TA and \$1 million from C/CAG. A total of 36 applications were received. C/CAG and TA staff developed evaluation criteria and convened an evaluation panel consisting of C/CAG, TA, and SamTrans staff. Staff is recommending 28 shuttles be funded from TA and five from C/CAG for a total of 33 shuttles. There are three other shuttles the evaluation panel has deferred because further clarification is needed before the evaluation panel can make a recommendation for funding. There is no deadline for this process and they do not need to wait for the next CFP.

Director Nagel said she received a call from Mary Ann Nihart of the Pacifica City Council regarding the Pacifica shuttle that did not get recommended for funding. Director Nagel is happy to hear there is still some consideration regarding that shuttle. Ms. Nihart said the rules seemed to have changed from the beginning of the process and they were told one set of rules by one person and another set of rules by another person. Director Nagel said this is two-year funding of \$7 million. Even with the three other projects we won't hit the \$7 million mark, so not all the funding will be used. She asked if staff will do another CFP. Ms. Chung said the remaining funding will be rolled over to the next CFP.

Director Nagel asked if there is any other time, within the next two years, to fund a shuttle if it is not funded at this time. Ms. Chung said if there is a special circumstance with a sponsor and a good reason or compelling need, staff would make a recommendation.

Chair Groom asked Ms. Chung to address Pacifica's comment on the rules changing. Ms. Chung said Pacifica requested \$80,000 to purchase a vehicle and this is the first time staff has received a request to fund the actual vehicle. A total of \$80,000 out of \$140,000 requested was for a capital cost, the vehicle, and staff wasn't comfortable with making a recommendation to fund the purchase of the vehicle. Staff is exploring having the service provided perhaps by leasing a vehicle or contracting the service out, but not by purchasing the vehicle. The perception was that the rules had changed by not allowing for capital purchases, and further confusion was created when some minor capital costs were allowed, such as signage and lighting.

Director Horsley said over on the coast, the Devil's Slide Tunnel will open soon and Pacifica anticipates a lot more tourists on weekends. One of the issues is this shuttle route is the same as SamTrans, but Pacifica is a north/south city not an east/west city so there are not many other places for a shuttle to go other than Highway 1. This route would link recreational resources and

the request is for a weekend shuttle directed at recreational users. This shuttle would help get vehicles off the road. The city has proposed to monitor the service. He is glad to hear the suggestion about leasing. He would like to see the application approved tonight.

Director Matsumoto asked if any TA money is used as a pass-through or if it is totally independent funds for the C/CAG congestion relief allocation. Ms. Chung said the TA previously allocated separate funds but now that this is a joint CFP the TA no longer gives the \$300,000 to C/CAG. The funding is from other sources and does not include Measure A funding.

Ms. Chung said regarding Director Horsley's comment about the route, staff is still working with Pacifica and C/CAG and received an updated route this afternoon but staff hasn't had time to look and analyze it yet. Staff still needs to do due diligence and have it reviewed by an evaluation panel before a final funding recommendation can be made.

Mr. Scanlon said it could be brought back at the next meeting. He is concerned about the idea of paying for the vehicle and using only it on the weekends. If we use this shuttle route and then ridership goes down on SamTrans we may have to lose the SamTrans route, which may upset more people than the potential shuttle riders. He thinks more time is needed to evaluate the situation.

Director Horsley said coming back in August is fine with his recommendation.

Director Richardson said she appreciates the committee and their work on the new projects. She asked what the South San Francisco Centennial Tower shuttle was. She asked if that is the vacant building on Bayshore and, if so, why there is a shuttle for that building if no one is there. Ms. Chung said it is the tower in South San Francisco and it is starting to get occupied so they are setting up the shuttle service in advance. As the building gets more occupied the shuttle service will ramp up. This is being funded as a new shuttle so staff reviewed the projected information and came up with the service plan.

Director Matsumoto said three floors have been leased with 1,000 employees and they expect 4,000 employees within the next couple of years. Most of these employees are Caltrain and BART travelers. They are trying to get something established before all of these employees begin occupying the building.

Director Richardson said Bayshore Boulevard is going to be impacted with the additional employees and cars because of this building. The impact on congestion should be looked at for this roadway. Chair Groom said Director Matsumoto told her an Environmental Impact Report (EIR) was completed on the project and information is available.

Director Richardson said she would definitely support the funding of the Pacifica shuttle. She asked if the TA or C/CAG specifically prevent funding for capital vehicle purchases. Ms. Chung said it is not specifically written that way but it may be something to specify in the future. Director Richardson said she would like to know the reasoning for Pacifica including the purchase of a vehicle in their request.

Public Comment

Steve Rhodes, Pacifica City Manager, said he is concerned with some misunderstandings regarding the grant application. He said Pacifica believes they complied with and followed all the rules for the application. An example was given to them where Millbrae purchased a bus with their grant and that is why Pacifica brought it up. Pacifica would pay 25 percent of the \$80,000 vehicle purchase. The shuttle will operate north and south and will be the same route as SamTrans but will have bicycle racks and a wheelchair lift and he said SamTrans does not have a wheelchair lift. The shuttle would serve areas SamTrans does not, including senior center facilities, the beach and the Rockaway Beach Area. They feel they complied with the rules and made some minor changes to the route but they do not see a reason to adjust their application.

Mr. Scanlon said the committee has looked at the numbers and the cost for this vehicle is about \$150 per hour. More work needs to be done on this. Mr. Scanlon said all SamTrans buses are wheelchair accessible. Staff will be back in August with a recommendation on the Pacifica shuttle.

Director Richardson asked if Millbrae purchased a vehicle with their funding. Ms. Chung said they got funding for operations but did not get funding for a shuttle through the TA. They may have received funding to purchase a vehicle from another source.

Barbara Arietta, Pacifica, said Pacifica doesn't have Caltrain or BART and they do not have an adequate bus service. It is not good that they may have to lose the bus service if they get the shuttle service. They both provide the same type of service but they really are different enough that both should be used. She supports the city's recommendation and hopes the Board will work out the funding for this shuttle since the funds are available.

Chair Groom said there will be a decision on the Pacifica shuttle at the August TA meeting.

Director Richardson asked if the entire shuttle projects program could be delayed until August. Chair Groom said that was not necessary. Mr. Scanlon said he strongly recommends against the delay because there are 28 shuttles that have to run now. Mr. Harvey said many of the shuttles are based on July 1 fiscal year start dates so they need to be under contract now to get the money.

A motion (Richardson) was made to authorize the shuttle programs including Pacifica shuttles. There was no second to that motion.

A motion (Foust/Matsumoto) to 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 was approved unanimously.

PROGRAM

State and Federal Legislative Update

Director, Government and Community Affairs Seamus Murphy said High Speed Rail (HSR) is still a hot issue in the State budget and staff is working with the California Transportation Commission and legislative subcommittees on what to do on Proposition 1A early investment

projects. The Legislature has some issues regarding the Central Valley HSR and there is some additional California Environmental Quality Act (CEQA) language being reviewed by the Legislature that will be tweaked before the budget comes for a vote. The Assembly will vote possibly by June 15, Senate will vote by June 30, and leadership in the Senate is confident the votes will be there.

Federal Update

Holland and Knight provided an overview of FY2013 transportation appropriations, reauthorization of the transportation bill, and policy and funding opportunities.

Dustin McDonald, Senior Public Affairs Advisor from Holland and Knight, said things have gotten contentious on transportation reauthorization between the House and Senate conferees regarding FY2013 appropriations. Both bills maintain the existing Federal transportation programs and the same amount of funding that was included in FY2012. However, the Senate bill provided a \$300 million increase over the funding included in FY2012, the majority of which is directed to public and non-traditional transportation programs. The Senate bill provides level funding for Federal Highway and Road Maintenance programs including formula funding that flows through the Metropolitan Transportation Commission (MTC) for projects like the San Bruno Grade Separation Project. The increase includes \$88 million for the New Starts Program. The non-traditional funding includes \$500 million for the TIGER Grants Program but the House bill does not include this program. The Senate bill includes \$100 million for the High Speed Intercity Passenger Rail Grant Program, which was not funded by the House. The Senate bill also includes \$50 million in funding for the Sustainable Communities Initiative.

The main action happening on transportation in the Federal government is the Transportation Reauthorization Bill. SAFETEA-LU is the current transportation law that was enacted in 2005 and expired in 2009. Since that time we have been operating under a series of extensions while congress works on ways to fund the reauthorization bill. The current extension expires on June 30 of this year. The question now is will we get a new extension so they can work more on this bill in the lame-duck session?

Mr. Scanlon asked Mr. McDonald to let the Board know when we lose the ability to collect the tax for the Highway Trust Fund. Mr. McDonald said all Federal Transportation Highway programs are funded through the collection of gas taxes, which have been decreasing over the last several years, so Congress has to come up with other ways to backfill the trust fund. Without congressional action on this, Highway Trust Fund revenues run out this year.

Mr. McDonald said a compromise for both chambers was the inclusion of language that would expand the use of various innovative contracting methods for project delivery. They both expand the ability of local government and transportation providers to use categorical exclusions on various types of new transportation projects so they won't have to go through environment impact reporting and will dramatically decrease project delivery time.

Mr. McDonald said the California Department of Transportation is already participating in using CEQA and the National Environmental Policy Act on highway projects to review environmental impacts as a substitute to the U.S. Department of Transportation's review, and this allows them

to expedite project delivery. The House bill extends the substitution beyond highway projects to multimodal projects such as transit and commuter rail. In addition to time, money is saved on these projects.

Director Foust said if they don't figure out the Highway Program Trust Fund then that is all the money. Mr. Scanlon said if the government does not pass this law it will not be able to collect the 18.4 cents tax. He said there are some people in Congress who would probably like to see this go away and don't understand the consequences of decaying highways and bridges. With a nation with unemployment and decaying infrastructure it is hard to understand how this would not be resolved.

Senior Policy Advisor Laurie Hettinger of Holland and Knight said it is looking like we will get a six-month extension.

Mr. Scanlon said revenue miles travelled are down while efficiency is going up so 18.4 cents is really a shrinking amount of money, while the demand and the need are going up.

Ms. Hettinger said there are some programs in the Senate MAP-21 that would be a great benefit to the TA.

The Transit Oriented Development (TOD) Program instructs the Federal Transit Administration to consider how a project is using mixed-use development and TOD at rewarding funding. There's also a \$20 million competitive grant program to help communities plan these types of projects, which would be a great use for the Grand Boulevard Initiative.

Another program is the Intelligent Transportation Systems Program. This is for technology aimed at reducing traffic congestion. This would be a great opportunity for the San Mateo County Smart Corridor Program.

There is a new program called Projects of National and Regional Significance, which is to help local and state governments pay up to 50 percent for large projects of \$500 million or more. This could be used for the Caltrain Modernization Program.

The Transportation Infrastructure Finance and Innovation Program is a loan guarantee program for large projects of national and regional significance. The Senate increased funding from \$122 million to \$1 billion a year. This also allows local governments to use dedicated local revenue streams. Some programs the TA could use this for are Caltrain Modernization or the San Bruno Grade Separation Project.

The Railroad Rehabilitation and Improving Financing Program allows sponsors to use future dedicated revenues or income as collateral and allows Positive Train Control to be an eligible project.

Mr. McDonald said some advocacy partners are California Transit Association, American Public Transportation Association, United States Conference of Mayors, League of Cities, National

League of Cities, National Association of Counties, Reconnecting America, and the National Association of City Transportation Officials.

Mr. McDonald said the SAFETEA-LU Reauthorization Advocacy Strategy includes:

- Continuing discussions with conferees and congressional champions of Senator Barbara Boxer's office, San Mateo County Congressional Delegation, California Congressman Gary Miller's office.
- Meetings with the local and Federal Departments of Transportation (DOT), the MTC, and the county congressional delegation.
- Increasing the profile of TA projects.
- Preparing to respond to new grant solicitations.

Director Richardson thanked the lobbyists for their hard work.

Director Nagel asked about the new funding for TOD and asked how TOD areas are being determined. Mr. McDonald said it leaves broad discretion to the Secretary of Transportation. That is a key part where policy advisors have to work with people at the local DOT and in Washington to influence the guidelines so the projects important to the TA are eligible.

Director Foust thanked the lobbyists for getting a seat at the table early and being able to leverage funds.

Director Horsley said Senator Boxer has done a great job for San Mateo County.

Capital Projects Quarterly Status Report – 3rd Quarter

Mr. Hurley said the report is in the reading file and offered to answer questions off line.

REQUESTS FROM THE AUTHORITY

Director Nagel said the Burlingame City Council has a major project with 7,000 square feet of proposed biotech office space and the planning commission requested the Transportation Demand Management Plan be enhanced. They have diverted 13 percent of the cars and would like to see this enhanced. She asked how this works with the county, and if the city is not happy with the amount, what can they do to increase it.

Mr. Scanlon said staff would get back to her.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None

DATE AND PLACE OF NEXT MEETING

August 2, 2012 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070.

REPORT OF LEGAL COUNSEL

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 BAHF 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

Legal Counsel David Miller said a matter involving the Burlingame Interchange Project is ready to proceed with certain significant issues regarding real estate. The Brown Act allows closed sessions for real estate negotiations.

Meeting adjourned to closed session at 7:06 p.m.

Meeting reconvened to open session at 7:21 p.m.

Mr. Miller reported the TA met in closed session as permitted by the Brown Act to consider the Real Estate Acquisition Program associated with the proposed Broadway Interchange Project. Based upon appraisals, authorization has been granted to staff to take action with respect to commencing the Real Estate Acquisition Program. Legal will report back to the Board in August and September with updates on the progress with regard to initial offers and recommendations for the remaining parcels.

Meeting adjourned in memory of John Lee at 7:23 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 MAY 31, 2012**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$67,990,620 - line 7) is **better** than staff projections by \$1,639,170 or 2.5 percent. Within total revenue, *Interest Income* (\$4,200,651 - line 2) is \$258,499 or 5.8 percent **worse** than projections due to lower than budgeted returns and *Grant Proceeds* (\$2,230,974 - line 5) is \$134,056 or 5.7 percent **worse** than staff projections.

Total Revenue (\$67,990,620 - line 7) is \$7,547,348 or 12.5 percent **better** than prior year performance. *Sales Tax* (\$59,016,713 - line 1) which is \$4,632,759 or 8.5 percent **better** than prior year is offset by *Interest Income* (\$4,200,651 - line 2) which is \$361,055 or 7.9 percent **worse**.

Expenditures: *Total Administrative* (\$754,888 - line 22) is **better** than staff projections by \$70,919 or 8.6 percent; however, it is **worse** than prior year actual by \$20,796 or 2.8 percent. Within total administrative, *Staff Support* (\$495,870 - line 18) and *Other Admin Expenses* (\$257,856 - line 20) are \$68,901 or 8.4 percent **better** than staff projections.

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

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

% OF YEAR ELAPSED: **91.7%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	5,840,403	54,383,953	59,016,713	58,530,340	100.8%	61,500,000	65,000,000 (B)	90.0%
2 Interest Income	384,869	4,561,705	4,200,651	4,459,150	94.2%	5,420,670	4,832,570	92.3%
3 Miscellaneous Income	0	0	1,527,671 (A)	0	0.0%	0	0	0.0%
4 Rental Income	93,123	975,379	1,014,611	996,930	101.8%	1,087,560	1,087,560	93.3%
5 Grant Proceeds	1,066,993	522,234	2,230,974	2,365,030	94.3%	0	2,733,100	81.6%
6								
7 TOTAL REVENUE	7,385,387	60,443,272	67,990,620	66,351,450	102.5%	68,008,230	73,653,230	92.3%
8								
EXPENDITURES:								
11 Annual Allocations	2,255,526	21,077,349	22,871,081	22,027,089	103.8%	23,888,835	24,436,335	93.6%
12								
13 Program Expenditures	2,312,985	31,643,111	21,899,924	57,244,983	38.3%	58,181,665	62,498,768	35.0%
14								
15 Oversight	20,443	264,803	467,092	444,583	105.1%	485,000	485,000	96.3%
16								
17 Administrative								
18 Staff Support	44,530	492,417	495,870	518,782	95.6%	603,712	536,910	92.4%
19 Measure A Info-Others	180	-	1,162	3,180	36.5%	12,000	12,000	9.7%
20 Other Admin Expenses	15,773	241,675	257,856	303,845	84.9%	353,687	354,687	72.7%
21								
22 Total Administrative	60,483	734,092	754,888	825,807	91.4%	969,399	903,597	83.5%
23								
24 TOTAL EXPENDITURES	4,649,437	53,719,355	45,992,985 (1)	80,542,462	57.1%	83,524,899	88,323,700	52.1%
25								
26 EXCESS (DEFICIT)	2,735,950	6,723,917	21,997,635	(14,191,012)		(15,516,669)	(14,670,470)	
27								
28 BEGINNING FUND BALANCE	Not Applicable	413,096,727	421,881,503	433,190,609		433,190,609	433,190,609	
29								
30 ENDING FUND BALANCE	Not Applicable	419,820,644	443,879,138 (2)	418,999,597		417,673,940	418,520,139	
31								
32								
33 Includes the following balances:								
34 Cash and Liquid Investments		801,729		FY 2011 Carryover of Commitments (Unaudited)			271,356,576	
35 Current Committed Fund Balance		313,687,291 (3)		FY 2012 Additional Commitments (Budgeted)			83,524,899	
36 Undesignated Cash & Net Receivable		129,390,118		Reso #2011-11			1,584,003	
37 Total		<u>443,879,138 (2)</u>		Reso #2011-12			2,733,100	
38				Reso #2012-01			481,698	
39				Less: Current YTD expenditures			<u>(45,992,985) (1)</u>	
40				Current Committed Fund Balance			<u>313,687,291 (3)</u>	
41								

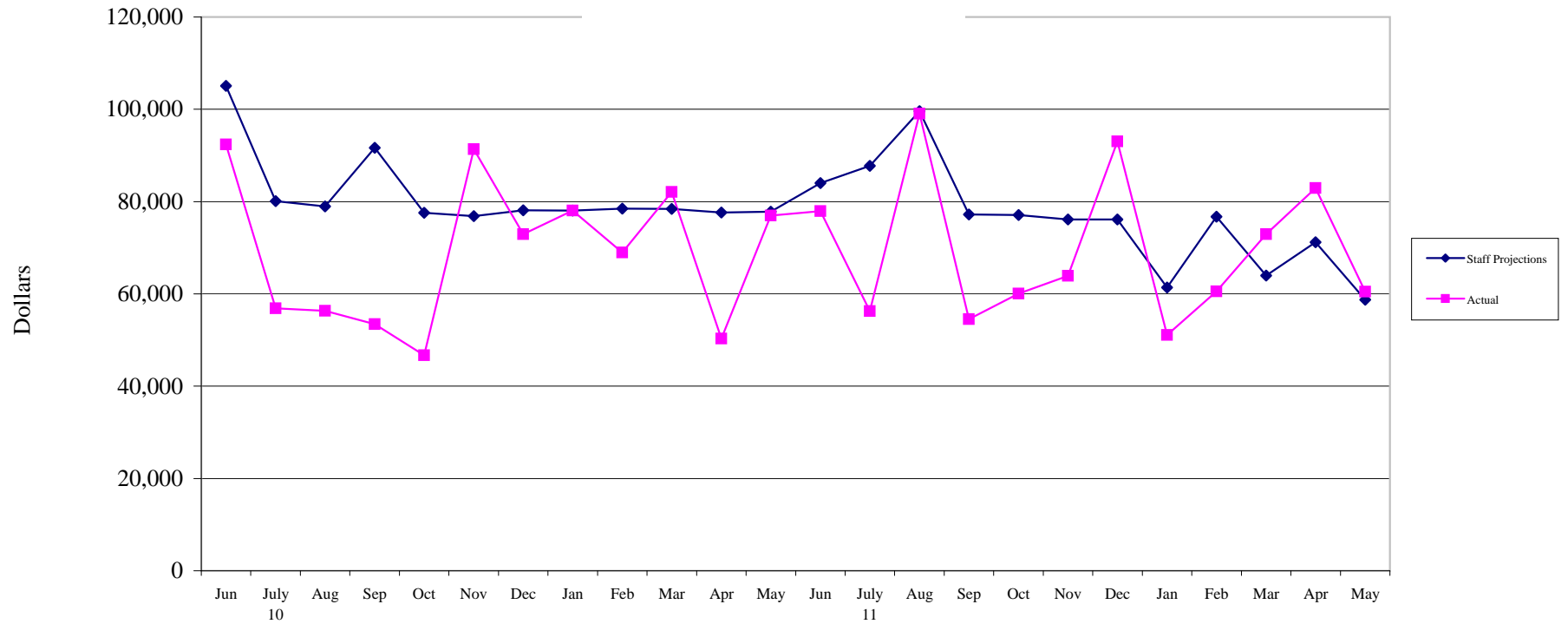
"% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% of PROJECT" column, please note that individual line items reflect variations due to seasonal activities during the year.

* The TA Adopted Budget is the Board adopted budget effective June 2, 2011.
** The TA Staff Projection is the adopted budget including year to date budget transfers.

(A) Unbudgeted recovery payout from Lehman Brothers bankruptcy.
(B) Staff revised salex tax projections to \$65M.

6/26/12 3:19 PM

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
MONTHLY EXPENSES												
Staff Projections	87,727	99,591	77,202	77,063	76,113	76,153	61,379	76,703	63,953	71,178	58,745	
Actual	56,262	99,047	54,550	60,068	63,933	93,052	51,081	60,552	72,948	82,912	60,483	
CUMULATIVE EXPENSES												
Staff Projections	87,727	187,318	264,520	341,583	417,696	493,849	555,228	631,931	695,884	767,062	825,807	
Actual	56,262	155,308	209,858	269,926	333,860	426,912	477,993	538,545	611,493	694,405	754,888	
Variance-F(U)	31,465	32,010	54,662	71,657	83,836	66,937	77,235	93,386	84,391	72,657	70,919	
Variance %	35.87%	17.09%	20.66%	20.98%	20.07%	13.55%	13.91%	14.78%	12.13%	9.47%	8.59%	



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 MAY, 2012

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	#REF!	\$ 253,097,694	\$ 253,097,694
Local Agency Investment Fund	**	Liquid Cash	0.363%	\$ 9,484,234	\$ 9,484,234
Investment Portfolio	***	Liquid Cash	1.454%	\$ 166,616,608	\$ 167,264,370
Other		Liquid Cash	0.010%	\$ 801,729	\$ 801,729
				<u>\$ 430,000,265</u>	<u>\$ 430,648,027</u>

Accrued Earnings for May 2012	\$ 392,776.81
Cumulative Earnings FY2012	\$ 4,621,778.64

* County Pool average yield for the month ending May 31, 2012 was 0.890%. As of May 2012, the amortized cost of the Total Pool was \$2,927,627,962.39 and the fair market value per San Mateo County Treasurer's Office was \$2,939,911,305.72.

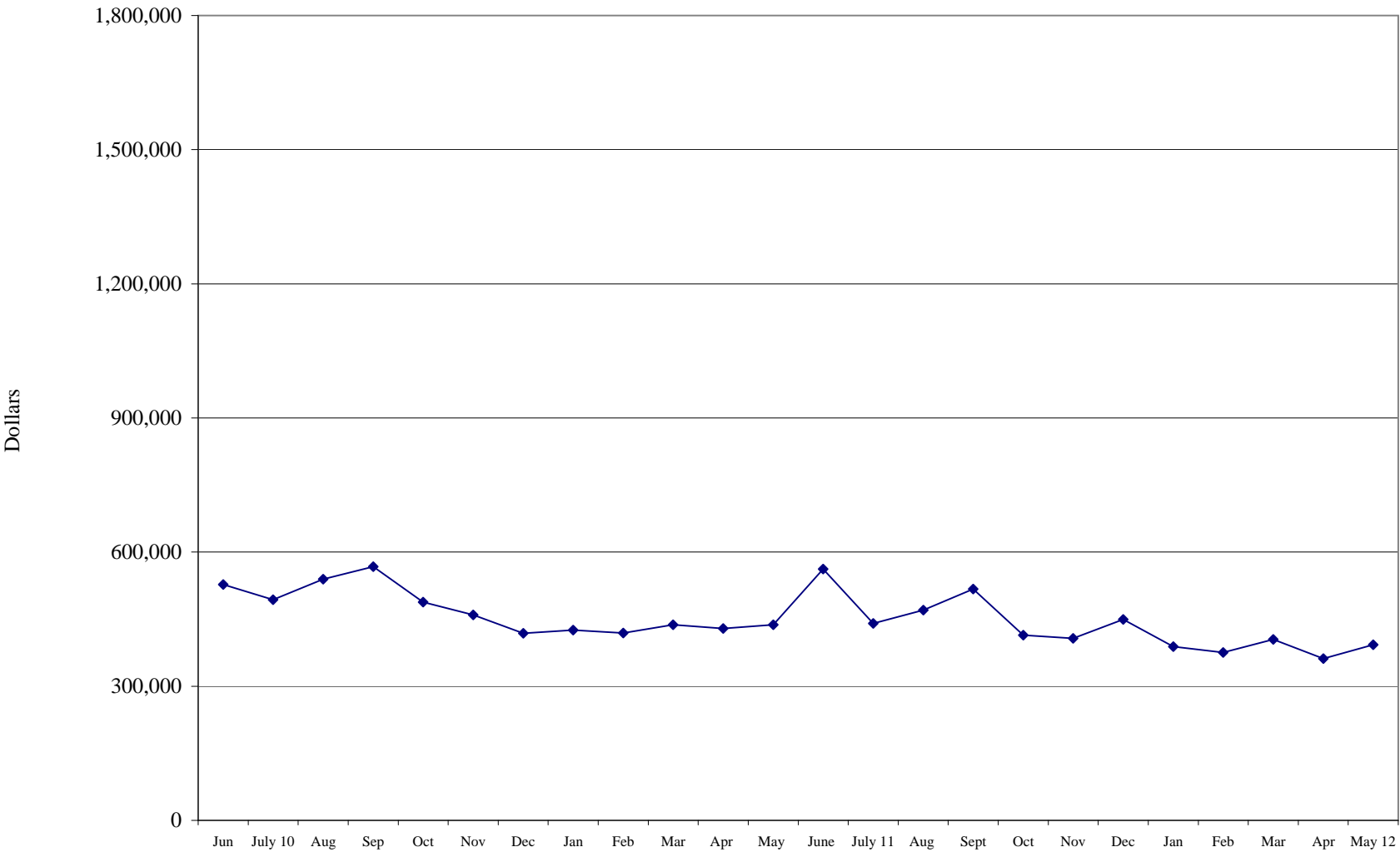
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

*** 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
MAY 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	392,776.81	4,621,778.64
JUNE		

SMCTA Interest Income



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
May 31, 2012

DESCRIPTION	TOTAL INVESTMENT 05-31-12	INTEREST RECEIVABLE 4/30/2012	INTEREST EARNED 05-31-12	INTEREST RECEIVED 05-31-12	ADJ.	INTEREST RECEIVABLE 05-31-12
LAIF	9,484,234.35	10,850.86	7,543.55	0.00	0.00	18,394.41
COUNTY POOL	253,097,693.86	180,813.97	190,228.80	0.00	0.00	371,042.77
BANK OF AMERICA	801,729.12	0.00	16.86	16.86		0.00
INVESTMENT PORTFOLIO	<u>166,616,607.55</u>	<u>426,449.01</u>	<u>195,620.89</u>	<u>37,558.50</u>	<u>(633.29)</u>	<u>583,878.11</u>
	<u>430,000,264.88</u>	<u>618,113.85</u>	<u>393,410.10</u>	<u>37,575.36</u>	<u>(633.29)</u>	<u>973,315.30</u>

MAY 2012 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 5/31/12	392,776.81
Add:	
County Pool Adj.	
Misc. Income - Lehman Brothers Recovery	0.00
GASB 31	
Less:	
Management Fees	(6,301.07)
Securities Transaction Activity Fees	(1,103.84)
Capital Gain(Loss)	(503.39)
Total Interest & Capital Gain(Loss)	<u>384,868.51</u>

YEAR TO DATE -- SUMMARY

Interest Earned	4,622,882.48
Add:	
County Pool Adj.	
Misc. Income - Lehman Brothers Recovery	1,527,670.96
GASB 31	
Less:	
Management Fees	(72,356.12)
Securities Transaction Activity Fees	(13,385.56)
Capital Gain(Loss)	(336,490.12)
Total Interest	<u>5,728,321.64</u>
Balance Per Ledger as of 5/31/12	
Int Acct. 409100 - Co. Pool	2,147,249.17
Int Acct. 409100 - LAIF	81,421.50
Int Acct. 409100 - B of A	161.46
Int Acct. 409100 - Misc. Income	
Int Acct. 409101 - Portfolio Funds	2,308,308.67
Misc. Income Acct. 405240 - Other Non-Transit	1,527,670.96
Gain(Loss) Acct. 405210	(336,490.12)
GASB31 Acct. 405220	0.00
	<u>5,728,321.64</u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
May 31, 2012**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-11	MARKET VALUE 05-31-12	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 04-30-12	INTEREST EARNED 05-31-12	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 05-31-12	PAR VALUE
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>															
<u>CORPORATE BONDS</u>															
GENERAL ELECTRIC	36967HAH0	03-24-10	1,530,600.00	1,527,810.00	1,500,244.50	06-08-12	2.200%	91.6667	31	13,016.67	2,841.67		(0.01)	15,858.33	1,500,000
GOLDMAN SACHS	38146FAA9	05-29-09	3,124,650.00	3,084,189.00	3,002,484.00	06-15-12	3.250%	270.8333	31	36,562.50	8,395.83			44,958.33	3,000,000
WELLS FARGO & CO	949744AC0	03-16-10	3,058,440.00	3,050,793.00	3,001,590.00	06-15-12	2.125%	177.0833	31	23,906.25	5,489.58			29,395.83	3,000,000
JOHN DEERE CAPITAL	24424DAA7	03-16-10	3,107,970.00	3,076,248.00	3,003,039.00	06-19-12	2.875%	239.5833	31	31,385.42	7,427.08			38,812.50	3,000,000
															10.15%
<u>U.S. TREASURY NOTES AND BONDS</u>															
US TREASURY NOTE	912828KX7	03-22-10	1,525,312.50	1,523,496.00	1,500,937.50	06-15-12	1.875%	78.1250	31	10,527.66	2,421.88		(39.70)	12,909.84	1,500,000
US TREASURY NOTE	912828LH1	03-12-10	2,028,125.00	2,033,438.00	2,006,718.00	08-15-12	1.750%	97.2222	31	7,211.54	3,013.89		(33.12)	10,192.31	2,000,000
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,590,039.06	15,268,365.00	01-31-13	2.875%	1,197.9167	31	106,627.75	37,135.42		(408.09)	143,355.08	15,000,000
															17.88%
<u>U.S. GOVERNMENT AGENCIES</u>															
FHLB	3133XR5T3	03-12-10	2,105,000.00	2,062,248.00	2,001,362.00	06-08-12	3.625%	201.3889	31	28,597.22	6,243.06			34,840.28	2,000,000
FHLM	3137EACC1	05-27-09	1,995,080.00	2,027,354.00	2,001,252.00	06-15-12	1.750%	97.2222	31	13,125.00	3,013.89			16,138.89	2,000,000
FNMA	31398AYM8	07-10-09	4,996,300.00	5,077,580.00	5,015,320.00	08-10-12	1.750%	243.0556	31	19,444.44	7,534.72		0.01	26,979.17	5,000,000
FNMA	3135G0FS7	11-29-11	11,997,600.00	11,982,300.00	12,008,520.00	11-21-13	0.600%	200.0000	31	30,200.00	6,200.00	34,400.00		2,000.00	12,000,000
FHLMC	3134G3AC4	12-06-11	4,990,725.00	4,991,540.00	5,002,825.00	12-06-13	0.600%	83.3333	31	12,000.00	2,583.33			14,583.33	5,000,000
FNMA	3135G0GG2	12-06-11	5,000,000.00	4,997,885.00	5,000,170.00	12-06-13	0.750%	104.1667	31	15,000.00	3,229.17			18,229.17	5,000,000
FHLM	3137EACR8	02-08-11	18,901,470.00	19,277,989.00	19,374,582.00	02-25-14	1.375%	725.6944	31	47,170.14	22,496.53			69,666.67	19,000,000
FHLM	3137EACB3	03-30-11	13,932,270.00	14,098,225.50	14,055,525.00	04-23-14	2.500%	937.5000	31	6,562.50	29,062.50			35,625.00	13,500,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	9,988,620.00	10,050,860.00	09-28-15	0.750%	208.3333	31	6,666.67	6,458.33			13,125.00	10,000,000
FNMA	3136G0EJ6	05-03-12	9,996,875.00	10,020,380.00	10,020,380.00	10-30-15	0.750%	208.3333	27	625.00	5,625.00			6,250.00	10,000,000
FHLMC	3134G3UV0	05-23-12	5,000,000.00	4,998,070.00	4,998,070.00	11-23-15	0.750%	104.1667	8	0.00	833.33			833.33	5,000,000
FNMA	3135G0LM3	05-25-12	14,995,500.00	14,989,275.00	14,989,275.00	11-24-15	0.750%	312.5000	7	0.00	2,187.50			2,187.50	15,000,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,106,092.00	12,034,800.00	03-21-16	1.000%	333.3333	31	13,000.00	10,333.33			23,333.33	12,000,000
FNMA	3135G0KA0	05-03-12	10,030,700.00	10,048,210.00	10,048,210.00	04-26-16	1.125%	312.5000	28	2,187.50	8,750.00			10,937.50	10,000,000
															74.28%
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,704,011.00	10,700,830.81	04-15-14	1.250%	357.4540	31	5,234.68	11,081.07		(142.42)	16,173.33	10,294,675
															9.95%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	711,968.80	990,814.80	712,010.01	12-28-12	5.270%	105.2833	31	210.57	3,263.78	3,158.50	(9.96)	305.89	696,515
															0.67%
MATURED/CALLED															
TOTAL			<u>166,616,607.55</u>	<u>168,246,607.36</u>	<u>167,264,369.82</u>					<u>429,261.51</u>	<u>195,620.89</u>	<u>37,558.50</u>	<u>(633.29)</u>	<u>586,690.61</u>	<u>165,491,191.00</u>

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

6/26/12 3:19 PM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2011:					
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	1,483,627.00	16,493,027
FY2011 Total	60,000,000	FY2011 Total	63,515,996	3,515,996	63,515,996
FY2012:					
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	5,582,200	174,400	5,582,200
3rd Qtr. Adjustment	1,469,400	Jun. 12		(856,207)	613,193 (1)
9 Months Total	47,055,000		49,306,747	2,864,940	49,919,940
Apr. 12	4,305,200	Jun. 12		-	4,305,200
May 12	4,305,200	Jul. 12		-	4,305,200 (1)
Jun. 12	5,740,100	Aug. 12		-	5,740,100
4th Qtr. Adjustment	1,594,500	Sep. 12		(864,940)	729,560 (2/3) Apr & May Portion
FY2012 Total	63,000,000	FY2012 Total	49,306,747	2,000,000	65,000,000
	17,044,298	1st Quarter			
	18,016,949	2nd Quarter			
	14,858,693	3rd Quarter			
	9,096,773	4th Quarter			
	<u>59,016,713</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF MAY 31, 2012

	<u>5/31/2012</u>
Cash -- Bank of America Checking Account	801,729.12
LAIF	9,484,234.35
County Pool	253,097,693.86
Investment Portfolio	166,616,607.55
Total	<u><u>430,000,264.87</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- MAY 2012

Unit	Reference	Name	Date	Sum Amount	Method	Description
MCTA	000758	MATSUMOTO, KARYL M.	2012-05-07	100.00	WIR	Board of Directors Compensation
MCTA	000759	GROOM, CAROLE	2012-05-07	100.00	WIR	Board of Directors Compensation
MCTA	000760	NAGEL, TERRY	2012-05-07	100.00	WIR	Board of Directors Compensation
MCTA	000761	HORSLEY, DONALD	2012-05-07	100.00	WIR	Board of Directors Compensation
MCTA	000762	PENINSULA CORRIDOR JOINT POWERS BOARD	2012-05-14	698,201.24	WIR	Capital Programs
MCTA	000763	DEPARTMENT OF TRANSPORTATION	2012-05-21	115,126.03	WIR	Capital Programs
MCTA	000764	PENINSULA CORRIDOR JOINT POWERS BOARD	2012-05-21	258,739.66	WIR	Capital Programs
MCTA	000765	SAN MATEO COUNTY TRANSIT DISTRICT	2012-05-21	905,260.13	WIR	Capital Programs
MCTA	003237	ATKINS NORTH AMERICA, INC	2012-05-07	47,968.85	CHK	Capital Programs
MCTA	003238	BANK OF NEW YORK MELLON, THE	2012-05-07	3,856.69	CHK	Investment Portfolio Administration
MCTA	003239	HOLLAND & KNIGHT LLP	2012-05-07	5,000.00	CHK	Legislative Advocate
MCTA	003240	PATRIDGE, NAOMI	2012-05-07	100.00	CHK	Board of Directors Compensation
MCTA	003241	PENINSULA TRAFFIC CONGESTION RELIEF	2012-05-07	54,543.25	CHK	Capital Programs
MCTA	003242	RICHARDSON, SEPI	2012-05-07	100.00	CHK	Board of Directors Compensation
MCTA	003243	FEHR & PEERS	2012-05-14	16,776.43	CHK	Capital Programs
MCTA	003244	PACIFICA, CITY OF	2012-05-14	602,701.61	CHK	Capital Programs
MCTA	003245	SF BAY AREA WATER EMERGENCY TRANS AUTH	2012-05-14	406,939.66	CHK	Capital Programs
MCTA	003246	SHAW/YODER & ANTWIH, INC.	2012-05-14	3,795.00	CHK	Legislative Advocate
MCTA	003247	DMJM HARRIS/MARK THOMAS JV	2012-05-21	85,525.00	CHK	Capital Programs
MCTA	003248	PARKING COMPANY OF AMERICA	2012-05-21	92,159.43	CHK	SMCTA Caltrain Shuttles
MCTA	003249	SELF-HELP COUNTIES COALITION	2012-05-21	4,400.00	CHK	Other Contract Services
MCTA	003250	FEHR & PEERS	2012-05-29	16,608.05	CHK	Capital Programs
MCTA	003251	HOLLAND & KNIGHT LLP	2012-05-29	5,000.00	CHK	Legislative Advocate
MCTA	003252	JACOBS ENGINEERING GROUP, INC.	2012-05-29	1,868.78	CHK	Capital Programs
				<u>3,325,069.81</u>		

**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 EXPENSES
FOR THE PERIOD ENDING JUNE 30, 2012**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the November 1 meeting of the Board of Directors.

Prepared by: Rima Lobo, Director of Finance

650.508.6274

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
June 13, 2012**

**AGENDA ITEM # 7
AUGUST 2, 2012**

The Community Relations Committee and Board

Designated June 21, 2012 as "National Dump the Pump Day."

Accessibility Coordinator Tina Dubost reported:

- John Murphy of MV Transportation retired last month and Dave Smith, Vice President of Business Development will be filling in on an interim basis.
- Staff worked with the city of San Mateo to install a curb cut in front of the San Mateo County Aging and Adult Services Center to improve access for SamTrans buses.

Paratransit Coordinating Council (PCC) Chair Nancy Keegan reported:

- Thanked Accessibility Manager Bill Welch for the new PCC contract and said the proposed arrangement is good for the PCC.
- A slate of officers was proposed for next fiscal year and she will not be seeking reelection.

CAC Chair Peter Ratto reported on their May 2 meeting:

- Welcomed two new members, Kathy Gilbert and Tryn Miller.
- Planner, Michael Eshelmann gave a presentation on the weekend consolidation of El Camino Real Routes 390 and 391 and will be branded the ECR route.

Average weekday ridership for all modes for April 2012 compared to March 2011 was 98,032, an increase of 3.7 percent.

The Finance Committee and Board

The Board approved the following items:

- The Statement of Revenues and Expenses for April 2012.
- Authorized Adoption of Proposed Fiscal Year 2013 Operating Budget in the Amount of \$131,767,917.
- Authorized Adoption of Proposed Fiscal Year 2013 Capital Budget in the Amount of \$41,172,847.
- Authorized Approval of Salary Ordinance No. 94 and a Three Percent Wage Increase for the Administrative (Non-Represented) Staff.
- Authorized Reduction of Employer Paid Member Contributions to the Public Employees' Retirement System from Five Percent to Three Percent.
- Authorized Filing Claims to Receive an Allocation of \$707,048 of State Transit Assistance Transit Funds Through the Lifeline Transportation Program to Fund the Continuation of Fixed-Route Service on Route 17 and SamCoast Demand Responsive Service.
- Authorized Entering into a Memorandum of Understanding, File Claims and Pass Through Funds to San Mateo County Human Service Agency, City of Menlo Park, City of Redwood City and City of South San Francisco Community Learning Center for Lifeline Transportation Projects in San Mateo County for a Total of \$918,506.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
June 13, 2012**

- Authorized Entering into a Memorandum of Understanding, File Claims and Pass Through Funds up to \$75,000 to the Center for Independence of Individuals with Disabilities of San Mateo County.
- Authorized Entering into a Funding Agreement with City/County Association of Governments of San Mateo County to Receive Approximately \$1.4 Million Per Year Over Fiscal Year 2012 and Fiscal Year 2013 of Measure M Funds to Support Paratransit Services.
- Authorized Amendment to Extend the Contract on a Month-to-Month Basis for up to One Year with Wells Fargo Insurance Services, USA, Inc. for Insurance Services for a Cost of up to \$71,480.
- Authorized Contract Amendments with Wipro, Inc. in the Amount of \$1,318,950 for Option 1, Phase 2b of the PeopleSoft Integration Service to Test, Train and Deliver all Modules, Amend Contract to Include Hardware Support Services for the Business Optimization Project and Extend the Term for the Legacy Application Support and Data Cleansing Services for One Additional Year.
- Authorized the Execution of Contracts Over \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for Fiscal Year 2013 for an Aggregate Not-to-Exceed Amount of \$850,000.
- Authorized the Execution of Contracts for Technology Related Products and Services to Vendors Under Cooperative Purchasing Agreements for Fiscal Year 2013 for an Aggregate Not-to-Exceed Amount of \$900,000.
- Authorized Rejection of All Bids for Provision of Diesel Fuel.

The Legislative Committee and Board

State

High Speed Rail (HSR) continues to be the most controversial issue with the State budget and all other transportation issues are status quo. Staff has been advocating for the inclusion of Proposition 1A funds in the State budget which would help fund Caltrain Modernization, electrification and help support a future blended system. Staff has been working with the Department of Finance, the California Transportation Commission and our own legislative delegation to address some of the concerns about these investments. The original budget proposal from the administration included the Proposition 1A Connectivity Funds that are part of the Memorandum of Understanding (MOU) funding plan. Staff has made some progress with the delegation, both in the Assembly and Senate, to include certain conditions that would closely mirror the conditions in the MOU to ensure the blended system project is limited in terms of scope and does not reflect the original four-track fully dedicated HSR right of way discussed a few years ago.

Federal

The Conference Committee on negotiating a Surface Transportation Bill continues to meet. They have been meeting for about a month and went from making great progress to reporting they will not be able to come up with a compromise and will have to negotiate an extension to the current law. The issues have less to do with investment in transportation infrastructure and more with issues like the approval of the Keystone Oil Pipeline. The extension of current

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
June 13, 2012**

funding is pretty much what we would get through the funding levels included in the Senate bill that we support. The House would like to see the programs and the Federal Gas Tax expire, but staff is hopeful the Senate and the bipartisan support for extending these programs at current funding levels in the Senate will be able to control the debate. At the very minimum an extension would take us through the election and then the Senate will have a better ability to negotiate a compromise in the lame-duck session in Congress when political issues aren't making this so controversial.

The Planning, Development and Sustainability Committee and Board

- Received a presentation on the proposed El Camino Real (ECR) weekend service consolidation of Routes 390/391 effective August 26.
- Received the Capital Projects Quarterly Status Report for the 3rd Quarter Fiscal Year 2012.

Board of Directors

General Manager/CEO Michael Scanlon reported:

- Introduced new Assistant District Secretary Josh Averill.
- On May 24 the Women's Transportation Seminar dinner was held and SamTrans was presented with the Innovative Project Award of the Year for the Grand Boulevard Initiative and Director Adrienne Tissier was recognized as Woman of the Year.
- During the month of April bus operators logged over 500,000 miles without a single chargeable incident.
- Staff participated in 2,094 hours of training in May. A new class of bus operators will graduate on June 15.
- Staff is reviewing proposals for the coastside transportation services.
- MV Transportation helped with extra service for Bay to Breakers, Makers Faire in San Mateo and at the Transbay Terminal for the Golden Gate Bridge 75th Anniversary.
- Fixed-routes averaged 23,000 miles between road calls and Redi-Wheels averaged 148,000 miles between road calls. Year-to-date fixed-route is 26,048 miles and Redi-Wheels is 26,041 miles between road calls. These are all above the 20,000 mile standard.
- Runbook 108 goes into effect June 17. It reestablishes the part-time bus operators and is consistent with the Metropolitan Transportation Commission's Sustainability Study. The bulk of the changes are the elimination of school service for the summer.
- The August 26 runbook will have the start of the new El Camino Real route and tweaked times on Routes 83, 292, 390, 391 and KX.
- The Colma Park & Ride Lot is being used by the United States Golf Association for staging buses for the U.S. Open.
- SamTrans provided mutual aid on June 6 at 6:05 a.m. A call was received from the Redwood City Fire Department asking for assistance to transport fire victims to the Red Morton Community Center.
- Staff continues to work with the Highway Patrol on the Older Drivers Safety Seminar.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
June 13, 2012**

- Senate Appropriations Committee viewed the San Bruno Grade Separation Project on May 31.
- Staff will be participating in the regional Emergency Functional Exercise on June 14.
- Nine District employees participated in the Out of the Darkness Walk to bring awareness of suicide on June 9-10. The team raised over \$10,000.
- The Peninsula Corridor Joint Powers Board approved a balanced budget for Fiscal Year 2013.
- Executive Officer, Customer Service and Marketing Rita Haskin shared a radio spot being used for this year's Summer Youth Pass promotion.
- The Board approved cancelling the July 11 meeting.

The next meeting of the Board is scheduled for Wednesday, August 8, 2012 at 2 p.m.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: April Chan
Executive Officer,
Planning and Development

Gigi Harrington
Deputy CEO

SUBJECT: APPROVE THE CITY OF PACIFICA'S WEEKEND COMMUNITY SHUTTLE APPLICATION 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 City of Pacifica's funding application for the Weekend Community Shuttle.
2. Program and allocate a total of \$116,302 in New Measure A Local Shuttle Program funds for Fiscal Years 2013 and 2014 for the shuttle.
3. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

SIGNIFICANCE

The Transportation Authority (TA) and City/County Association of Governments of San Mateo County (C/CAG) issued a joint Shuttle Program Call for Projects (CFP) to allow for the 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). Thirty-six applications were submitted. A joint evaluation process resulted in 33 shuttles recommended for \$5.3 million in total funding, which was approved by the TA and C/CAG Boards of Directors at their June 7, 2012 and June 14, 2012 meetings, respectively.

The remaining three shuttle applications proposed for new routes in Belmont, Daly City and Pacifica. All three required additional clarifications and revisions before TA and C/CAG staff could determine whether those shuttles met the standards to be recommended for funding.

The City of Pacifica has submitted a revised shuttle application, which TA and C/CAG staff have reviewed and now recommend for funding. San Mateo County Transit District (District)

staff confirms that the modified route and schedule proposed for shuttle service would not unduly overlap with SamTrans fixed-route service. In addition, while the original application submitted by the City proposed a significant capital expenditure for the purchase of a vehicle, which expenditure would not be consistent with Local Shuttle Program practices, the revised application proposes using funds primarily for operating support. Also under the new proposal, the route will be operated by Caltrain's shuttle contractor, resulting in significant cost savings and efficiencies compared to the original proposal. Furthermore, the City of Pacifica has pledged a 25 percent funding match of \$38,768.

TA staff, in coordination with C/CAG staff, determined this revised shuttle proposal to be eligible to receive New Measure A funds still available under the joint Shuttle Program CFP.

This item will be presented for endorsement by the C/CAG Board of Directors at the board's August 9, 2012 meeting.

BUDGET IMPACT

The total allocation of \$116,302 can be covered by \$1.5 million in unallocated New Measure A projected sales tax revenues for Fiscal Years 2013 and 2014.

BACKGROUND

The combined Local Shuttle Program CFP was issued on March 9, 2012. Applications were due on April 16, 2012. The applications were reviewed by a joint evaluation panel consisting of TA, C/CAG and District staff, using a single set of scoring criteria. Evaluation was based on effectiveness, readiness, and need. For new shuttles, the evaluation focused on the quality of the proposed service plan (route, schedule, implementation and outreach).

The Cities of Belmont and Daly City are still revising their respective applications. TA and C/CAG staff will present updated recommendations to the TA and C/CAG Boards on the last two applications if and when the cities' proposals are ready for Board consideration.

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

RESOLUTION NO. 2012 –

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

*** * ***

**APPROVING THE CITY OF PACIFICA’S WEEKEND COMMUNITY SHUTTLE
FUNDING APPLICATION AND PROGRAMMING AND ALLOCATING \$116,302 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 2013 and 2014; and

WHEREAS, the City of Pacifica submitted an application for the Weekend Community Shuttle; and

WHEREAS, the TA-C/CAG evaluation panel has reviewed the City of Pacifica’s application; and

WHEREAS, Staff recommends that the Board of Directors approve the City of Pacifica’s application for funding for the Weekend Community Shuttle in Fiscal Years 2013 and 2014; and

WHEREAS, Staff further recommends that the Board authorize the programming and allocation of a total of \$116,302 in New Measure A Local Shuttle Program Category funds for Fiscal Years 2013 and 2014 for the City of Pacifica Weekend Community Shuttle.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby approves the City of Pacifica's application for funding for the Weekend Community Shuttle; and

BE IT FURTHER RESOLVED that the Board of Directors hereby programs and allocates a total of \$116,302 in Fiscal Year 2013 and Fiscal Year 2014 from the Local Shuttle Program for the City of Pacifica Weekend Community Shuttle; 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 2nd day of August 2012, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **APPROVE AN ALLOCATION OF \$11,678,056 IN NEW MEASURE A FUNDS TO THE SAN MATEO COUNTY TRANSIT DISTRICT FOR APPLICATION TOWARD ITS SHARE OF CALTRAIN'S FISCAL YEAR 2013 CAPITAL AND OPERATING BUDGETS AND TO SUPPORT ITS FISCAL YEAR 2013 PARATRANSIT PROGRAM**

ACTION

Staff proposes the Board approve the following:

1. Allocate \$3,878,056 in New Measure A funds from the Caltrain program category to the San Mateo County Transit District (District) for San Mateo County's share of local match for Caltrain's Fiscal Year (FY) 2013 Capital Budget;
2. Allocate \$5,200,000 in New Measure A funds from the Caltrain program category to the District for a portion of San Mateo County's share of Caltrain's FY2013 Operating Budget;
3. Allocate \$2,600,000 in New Measure A funds from the Paratransit program category to the District for its Paratransit Program in FY2013; and
4. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

SIGNIFICANCE

The total local match required for Caltrain's Capital Program in FY2013 is \$11,634,169, and San Mateo County's share is \$3,878,056. Responsibility for the local match needed for Caltrain's FY2013 Capital Budget is equally shared by the three Peninsula Corridor Joint Powers Board member agencies. The New Measure A funds, combined with San Francisco and Santa Clara counties' shares of local match, will be leveraged with Federal and State grants to fund capital improvements necessary to rebuild and upgrade Caltrain, and make other system-wide infrastructure improvements.

San Mateo County's contribution towards Caltrain's FY2013 Operating Budget includes \$5,200,000 in New Measure A funds. In accordance with the 2004 Transportation Expenditure Plan (2004 TEP), up to one-half of the available funding in the Caltrain program category, or 8 percent of the annual sales tax revenues, may be utilized to support operating costs, and \$5,200,000 represents the 8 percent estimated for FY2013.

The 2004 TEP also provides that 4 percent of sales tax revenues, or \$2,600,000 in FY2013, will be allocated to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in the county. The District will be using the \$2,600,000 to provide paratransit service for eligible seniors and people with disabilities through Redi-Wheels and other accessible services.

BUDGET IMPACT

The proposed allocations for Caltrain and the District are consistent with the amounts approved in the FY2013 TA Budget.

BACKGROUND

The San Mateo County Transportation Authority's 2004 Measure A Transportation Expenditure Plan sets the program categories and percentage split of the sales tax revenues for each of these categories. The 2004 TEP includes six programs: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief. Within the Transit Program, funding is provided for multiple modes of transit including Caltrain, Local Shuttles, Accessible Services, Ferry, the Dumbarton Corridor and BART. A Strategic Plan was approved by the Board to provide a policy framework for guiding programming and allocation decisions within the structure established by the 2004 TEP. The proposed allocations for Caltrain and the District are consistent with the Strategic Plan.

Prepared by: Éva Goode, Manager, Budgets

650-508-7914

RESOLUTION NO. 2012 -
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA

* * *

**APPROVE AN ALLOCATION OF \$11,678,056 IN NEW MEASURE A FUNDS TO
THE SAN MATEO COUNTY TRANSIT DISTRICT FOR APPLICATION
TOWARD ITS SHARE OF CALTRAIN'S FISCAL YEAR 2013 CAPITAL AND
OPERATING BUDGETS AND TO SUPPORT ITS FISCAL YEAR 2013
PARATRANSIT PROGRAM**

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

WHEREAS, the 2004 Transportation Expenditure Plan provides for New Measure A funding for various program categories and a percentage split of the Measure A sales tax revenue for these program categories; and

WHEREAS, the total local match required for Caltrain's Capital Program in Fiscal Year (FY) 2013 is \$11,634,169, the funding of which is equally shared by the Peninsula Corridor Joint Powers Board's three member agencies, and San Mateo County's share is \$3,878,056; and

WHEREAS, the TA designates New Measure A revenues to cover San Mateo County's share of the local match for Caltrain's Capital Program, to be used for Caltrain capital improvements and upgrades; and

WHEREAS, the TA designates up to 8 percent of New Measure A revenues to the San Mateo County Transit District (District) for use by Caltrain to support its operating costs; and

WHEREAS, the TA designates 4 percent of New Measure A revenues to the District to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in San Mateo County; and

WHEREAS, the allocations to the District for Caltrain capital and operating costs and for paratransit costs are consistent with the amounts approved in the FY2013 TA Budget, and such allocations meet the intent of the 2004 Transportation Expenditure Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes a total allocation of \$11,678,056 in New Measure A funds as follows:

1. \$3,878,056 in New Measure A funds from the Caltrain program category to the District for San Mateo County's share of local match for Caltrain's FY2013 Capital Budget;
2. \$5,200,000 in New Measure A funds, which represents the 8 percent estimated for FY2013, from the Caltrain program category to the District for a portion of San Mateo County's share of Caltrain's FY2013 Operating Budget;
3. \$2,600,000 in New Measure A funds, which represents the 4 percent estimated for FY2013, from the Paratransit program category to the District for its Paratransit Program in FY2013; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute any necessary documents or agreements to allocate the subject funding.

Regularly passed and adopted this 2nd day of August 2012 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

**SUBJECT: ALTERNATIVE CONGESTION RELIEF PROGRAM: SMART
CORRIDOR**

ACTION

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

SIGNIFICANCE

This presentation is part of a series of program reports presented to the Board. Each of the Transportation Authority's six program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief will be featured throughout the year. This month features a report highlighting the Smart Corridor Program which is part of the Alternative Congestion Relief Programs.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The San Mateo County Smart Corridor Project, sponsored by the City and County Association of Governments of San Mateo County (C/CAG), is an Intelligent Transportation System (ITS) designed to improve mobility along Highway 101 corridor in San Mateo County. The project is located along predefined designated arterial routes, parallel to the US 101 Corridor, connecting US 101 to El Camino Real including and not limited to State Route 82 (El Camino Real) between I-380 and Santa Clara County line.

The Project will enable project stakeholders (California State Department of Transportation (Caltrans) and cities) to implement traffic management strategies through the deployment of ITS elements along state routes and major local streets.

In September 2008, the TA Board authorized the advancement of \$3 million of Measure A funding in support of this project. Since that time C/CAG staff has been successful in securing

approximately \$30 million of State Prop 1-B grants for this project along with committing more than \$3 million of their own funding. The Smart Corridor project has been planned to be implemented in phases. A pilot project in San Mateo was recently completed, a construction contract for installation of ITS equipment within the State right of way on the 101 and 82 corridors began in July, and a local streets ITS contract will begin construction in October. The total cost of the project is estimated at \$36 million.

This month's presentation will be presented by C/CAG via PowerPoint.

Prepared by Joseph M. Hurley, Director Transportation Authority Program

650-508-7942

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

Caltrain Modernization/High-speed Rail

The Caltrain Modernization Program has achieved several key milestones over the last two months:

- On June 19, approval of the Bay Area High Speed Rail (HSR) Memorandum of Understanding (MOU) that identifies full funding for Caltrain modernization was completed with approval from the San Jose City Council.
- On June 27, the California Transportation Commission (CTC) approved a project list that programs the remaining Proposition 1A connectivity funding, including \$105 million for Caltrain modernization as specified in the Bay Area HSR MOU.
- On July 6, following the Assembly's approval on the previous day, the State Senate approved SB 1029, which appropriates \$705 million in Proposition 1A funding for Caltrain modernization.
- On July 18, the Governor signed SB 1029, authorizing the State's share of funding for Caltrain modernization identified in the Bay Area HSR MOU.

Several additional before the Caltrain Modernization Program can access these funds, including the sale of Proposition 1A bonds by the State Controller's Office, the allocation of revenues to the project and the allocation of Proposition 1A connectivity funds by the CTC.

FEDERAL ISSUES

Authorization

On June 29, after several extensions following the expiration of SAFETEA-LU in 2009, Congress

approved House Resolution 4348 (Mica), Moving Ahead for Progress in the 21st Century (MAP-21).

MAP-21 authorizes \$120 billion for surface transportation programs over the next 27 months, or through September 2014. The bill includes a slight 1.3 percent increase for public transportation programs, retains the historic 80/20 split between highway and transit funding and includes provisions that guarantees states will receive at least 95 percent of the gas tax funds they generate.

Generally, the bill shifts a greater share of funding into formula programs and away from discretionary programs. It also consolidates several programs and expands their eligibility to include a broader range of projects and transportation modes.

Notable changes include the expansion of the New Starts program to cover renovations of existing rail systems that increase capacity by at least 10 percent, and the expansion of the Transportation Infrastructure Finance and Innovation Act loan program from \$120 million to \$1.75 billion over the next 27 months.

The bill also expands the eligibility so that transit projects can benefit from a program that allows the California Environmental Quality Act to satisfy National Environmental Policy Act approval.

Under the bill, California and the Bay Area are expected to retain or slightly increase funding levels for the region's transit needs. However, the bill could affect regional highway program funding due to reduced Surface Transportation Program funding for urbanized areas and cuts to the Congestion Mitigation and Air Quality Improvement program.

Funding for bike and pedestrian projects may also be affected. MAP-21 retains a two percent set-aside for bike and pedestrian projects, but it also eliminates a Recreational Trails program and requires that a portion of the two percent set-aside be used to replace and maintain funding for recreational trails.

Several other transportation priorities are not addressed by MAP-21 and will need to be handled separately.

Reauthorization of passenger rail programs, including high-speed rail, was not included in the legislation and will need to be reauthorized before the expiration of the Passenger Rail Investment and Improvement Act in 2013.

Also not included were provisions that address the extension of the 2015 deadline for the installation of positive train control on passenger rail systems, or the restoration of pre-tax commute benefits for transit riders that are equal to the benefits that drivers receive.

The bill also does not address the overall solvency of the Highway Trust Fund. The bill transfers \$19 billion from the General Fund to fund authorized programs in Fiscal Year 2013, but in order for MAP-21 to be fully funded through September 2014, additional revenue will be necessary.

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

**San Mateo County Transportation Authority
Bill Matrix as of 7/23/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 41 Hill D</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. This bill contains other related provisions and other existing laws. Last amended on 4/30/2012</p>	
<p>AB 57 Beall D</p> <p>Metropolitan Transportation Commission.</p>	<p>ASSEMBLY CHAPTERED 7/13/2012 - Chaptered by the Secretary of State, Chapter Number 88, Statutes of 2012</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. This bill contains other related provisions and other existing laws. Last amended on 6/20/2012</p>	
<p>AB 286 Berryhill, Bill R</p> <p>Teachers: compensation: career technical education teachers.</p>	<p>SENATE ED. 6/25/2012 - Re-referred to Coms. on ED. and APPR.</p>	<p>Existing law requires each person employed by a school district in a position requiring certification qualifications, except a person employed in a position requiring administrative or supervisory credentials, to be classified on the salary schedule on the basis of uniform allowance for years of training and years of experience, except as specified.</p> <p>This bill would, for a teacher who holds a 5-year clear designated subjects career technical education teaching credential, require that the 3 years of work experience, as specified, be deemed to be the equivalent of a baccalaureate degree, and would require that the holder of a 5-year clear designated subjects career technical education teaching credential be placed on and advance along the salary schedule of the school district in the same manner as a teacher with a baccalaureate degree. Last amended on 6/18/2012</p>	

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AB 441 Monning D Transportation planning.	SENATE THIRD READING 6/26/2012 - Read second time. Ordered to third reading.	<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 the commission to attach a summary of the policies, practices, or projects that have been employed by metropolitan planning organizations that promote health and health equity to the commission's next revision of specified regional transportation planning guidelines. Last amended on 6/4/2012</p>	
AB 819 Wieckowski D Bikeways.	SENATE APPR. 7/6/2012 - Do pass as amended and re-refer to Com. on APPR.	<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. Last amended on 5/8/2012</p>	
AB 890 Olsen R Environment: CEQA exemption: roadway improvement.	SENATE E.Q. 7/2/2012 - Do pass as amended.	<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 . This bill contains other existing laws. Last amended on 1/13/2012</p>	
AB 1126 Calderon, Charles D Transaction and use tax: rate.	SENATE THIRD READING 7/2/2012 - Read second time. Ordered to third reading.	<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 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.</p> <p>This bill would decrease those rates to 1/8 of 1%. Last amended on 1/4/2012</p>	

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<p>AB 1570 Perea D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>SENATE APPR. 7/2/2012 - Do pass as amended, and re-refer to the Committee on Appropriations</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. This bill contains other related provisions and other existing laws. Last amended on 4/10/2012</p>	
<p>AB 1606 Perea D</p> <p>Local public employee organizations: impasse procedures.</p>	<p>SENATE THIRD READING 6/26/2012 - Read second time. Ordered to third reading.</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. This bill contains other existing laws. Last amended on 5/17/2012</p>	
<p>AB 1665 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>SENATE APPR. 7/2/2012 - Do pass as amended, and re-refer to the Committee on Appropriations</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. This bill contains other existing laws. Last amended on 4/18/2012</p>	

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<p>AB 1671 Huffman D</p> <p>Department of Transportation: retention proceeds: State Contract Act: bids: bidder's security.</p>	<p>SENATE APPR. 7/6/2012 - Read second time, amended, and re-referred to Com. on APPR.</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. Last amended on 7/6/2012</p>	
<p>AB 1706 Eng D</p> <p>Vehicles: transit bus weight.</p>	<p>SENATE APPR. 7/5/2012 - Do pass as amended, and re-refer to the Committee on Appropriations</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 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, 2019, a new transit bus whose unladen weight on any axle exceeds 21,000 pounds, and whose gross weight on any one axle exceeds 24,000 pounds. The bill would prohibit a publicly owned or operated transit system, for the period between January 1, 2013, to January 1, 2019, inclusive, from procuring, through a solicitation process pursuant to which a solicitation is issued on or after January 1, 2013, a new transit bus whose unladen weight on any one axle exceeds 21,000 pounds, or whose gross laden weight on any one axle exceeds 24,000 pounds, unless every city and county through which the transit bus would operate has approved the procurement or the operation of the transit bus. The bill would impose a state-mandated local program by imposing new requirements upon transit buses. Last amended on 6/26/2012</p>	Support
<p>AB 1770 Lowenthal, Bonnie D</p> <p>California Transportation Financing Authority</p>	<p>SENATE APPR. 7/5/2012 - From committee: Do pass.</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.</p>	

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<p>AB 1779 Galgiani D</p> <p>Intercity rail agreements.</p>	<p>SENATE APPR. 7/5/2012 - Do pass as amended, and re-refer to the Committee on Appropriations</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. Last amended on 6/27/2012</p>	
<p>AB 1780 Bonilla D</p> <p>Department of Transportation: project studies reports.</p>	<p>SENATE APPR. 7/5/2012 - From committee: Do pass.</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. Last amended on 3/29/2012</p>	<p>Support</p>

**San Mateo County Transportation Authority
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Bill ID/Topic	Location	Summary	Position
<p>AB 1890 Solorio D</p> <p>Vehicles: toll highways: motorcycles.</p>	<p>ASSEMBLY CHAPTERED 7/10/2012 - Chaptered by Secretary of State - Chapter 81, Statutes of 2012.</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.</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.</p> <p>Last amended on 6/6/2012</p>	
<p>AB 1915 Alejo D</p> <p>Safe routes to school.</p>	<p>SENATE APPR. 6/26/2012 - Read second time and amended. Re-referred to Com. on APPR.</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 school bus stops located outside of the vicinity of schools. Last amended on 6/26/2012</p>	
<p>AB 1960 Dickinson D</p> <p>State contracts: reports: lesbian, gay, bisexual, and transgender businesses.</p>	<p>SENATE APPR. 6/26/2012 - Re-referred to Com. on APPR.</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. Last amended on 3/27/2012</p>	
<p>AB 2200 Ma D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE APPR. 7/5/2012 - Do pass as amended, and re-refer to the Committee on Appropriations</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. This bill contains other related provisions and other existing laws. Last amended on 5/1/2012</p>	

**San Mateo County Transportation Authority
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<p>AB 2245 Smvth R</p> <p>Environmental quality: California Environmental Quality Act: exemption: bikeways.</p>	<p>SENATE E.Q. 7/2/2012 - Do pass as amended.</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. Last amended on 5/15/2012</p>	
<p>AB 2298 Ma D</p> <p>Metal theft and related recycling crimes.</p>	<p>SENATE APPR. 7/3/2012 - Do pass.</p>	<p>Existing law, commencing July 1, 2012, establishes the Board of State and Community Corrections as an entity independent of the Department of Corrections and Rehabilitation and commencing that date deems any reference to the "Board of Corrections" or the "Corrections Standards Authority" to refer, instead, to the Board of State and Community Corrections.</p> <p>This bill would require the Board of State and Community Corrections to establish a Metal Theft Task Force Program to provide grants to applicant regional task forces for the purposes of providing local law enforcement and district attorneys with the tools necessary to successfully interdict the commission of metal theft and related metal recycling crimes. This bill contains other related provisions. Last amended on 6/25/2012</p>	
<p>AB 2382 Gordon D</p> <p>Department of Transportation: Innovative Delivery Team Demonstration Program.</p>	<p>SENATE APPR. 7/6/2012 - From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (July 3).</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, 2013, require the department, and the Santa Clara Valley Transportation Authority to enter into a memorandum of understanding to implement the Innovative Delivery Team Demonstration Program, which would, until January 1, 2020, provide a different business model for the application of advanced technologies with the goal of delivering transportation projects and services in the County of Santa Clara in a more responsive, cost-effective, and efficient manner. The bill would require the demonstration program to serve as a mechanism for testing innovative approaches for improving project delivery and local assistance. The bill would require the department to assign specified personnel to the demonstration program. The bill would also require the authority to provide space, equipment, and other resources, as specified, to the demonstration program. The bill would require the authority to carry out, for purposes of implementing the demonstration program, specified responsibilities for state highway projects in Santa Clara County. The bill would require the demonstration program to adhere to all applicable federal rules and regulations, as specified. The bill would require the authority, in consultation with the department, to evaluate the effectiveness of the demonstration program and to report to the Legislature by July 1, 2015, and by July 1, 2018, on specified matters. By requiring the authority to participate in this demonstration program, the bill would impose a state-mandated local program. Last amended on 6/26/2012</p>	

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<p>AB 2405 Blumenfield D</p> <p>Vehicles: high-occupancy toll lanes.</p>	<p>SENATE THIRD READING 6/28/2012 - Read second time. Ordered to third reading.</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 (HOT) lanes conducted by the Los Angeles County Metropolitan Transportation Authority.</p> <p>This bill would instead exempt, with specified exceptions applicable to passage on designated state highways, 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 HOT lanes unless prohibited by federal law. The bill would exclude a toll imposed for passage on a toll road or toll highway, that is not an HOT lane , a toll imposed for crossing a state-owned bridge, or, until March 1, 2014, a toll imposed for passage in HOT lanes designated for State Highway Route 10 or 110, from this exemption. The bill would provide that these changes shall be known as the Choose Clean Cars Act of 2012.</p> <p>Last amended on 6/27/2012</p>	
<p>AB 2489 Hall D</p> <p>Vehicles: license plates: obstruction or alteration.</p>	<p>SENATE APPR. 6/27/2012 - Re- referred to Com. on APPR.</p>	<p>Existing law prohibits a person from displaying upon a vehicle a license plate altered from its original markings. Existing law also prohibits a person from selling a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate, as specified. A violation of these provisions is an infraction and the penalty for the first conviction of an infraction under the Vehicle Code is a fine not exceeding \$100.</p> <p>This bill would additionally prohibit a person from selling a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate by visual means. The bill would also prohibit a person from operating a vehicle with such a product or device and would make it a crime for a person to erase the reflective coating of, paint over the reflective coating of, or alter a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement. This bill contains other related provisions and other existing laws. Last amended on 6/15/2012</p>	
<p>AB 2498 Gordon D</p> <p>Department of Transportation: Construction Manager/General Contractor project method.</p>	<p>SENATE APPR. 6/27/2012 - Re- referred to Com. on APPR.</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. This bill contains other related provisions and other existing laws. Last amended on 6/15/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 7/23/2012**

Bill ID/Topic	Location	Summary	Position
AB 2679 Committee on Transportation Transportation: omnibus bill.	SENATE APPR. 7/6/2012 - Re-referred to Com. on APPR.	<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. Last amended on 7/6/2012</p>	
ACA 23 Perea D Local government transportation projects: special taxes: voter approval.	ASSEMBLY APPR. 6/27/2012 - Re-referred to Com. on APPR.	<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
SB 46 Correa D Public officials: compensation disclosure.	ASSEMBLY DESK 8/22/2011 - In Assembly. Read first time. Held at Desk.	<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. This bill contains other related provisions and other existing laws. Last amended on 6/2/2011</p>	
SB 829 Rubio D Public contracts: public entities: project labor agreements.	SENATE CHAPTERED 4/26/2012 - Chaptered by the Secretary of State, Chapter Number 11, Statutes of 2012	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, state funding or financial assistance may not be used to support that project, as specified.</p> <p>This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits, limits, or constrains in any way the governing board's authority or discretion to adopt, require, or utilize a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support any construction projects awarded by the city, as specified. Last amended on 4/9/2012</p>	

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<p><u>SB 878</u> <u>DeSaulnier D</u></p> <p>California Transportation Commission.</p>	<p>ASSEMBLY APPR. 7/5/2012 - From committee: Do pass.</p>	<p>Existing law creates the California Transportation Commission and imposes various duties on the commission, including, but not limited to, assisting the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. Under existing law, there is also a Department of Transportation and its duties include, among others, supporting the commission in coordinating and developing, in cooperation with local and regional entities, comprehensive balanced transportation planning and policy for the movement of people and goods within this state. Existing law requires the state transportation improvement program to include a listing of all capital improvement projects that are expected to receive a specified allocation of state transportation funds from the commission. Under existing law, the commission is required to biennially adopt and submit a state transportation improvement program to the Governor and the Legislature.</p> <p>The bill would require the commission to undertake a study to assess the appropriateness of establishing an office of inspector general to ensure that the department and transportation agencies with projects funded completely or in part from funds in the state transportation improvement program are operating efficiently, effectively, and in compliance with the state and federal laws governing the performance of transportation agencies. The bill would require the commission to consult with federal and state agencies in this regard and would require the commission to prepare a written report regarding the advisability of creating an office of inspector general and to submit it to the Governor and the Legislature by January 31, 2014.</p> <p>Amended on 6/25/2012</p>	
<p><u>SB 972</u> <u>Simitian D</u></p> <p>Environmental quality: California Environmental Quality Act: scoping meeting and notice of completion.</p>	<p>ASSEMBLY APPR. 6/19/2012 - Re-referred to Com. on APPR.</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. Last amended on 4/9/2012</p>	
<p><u>SB 1102</u> <u>DeSaulnier D</u></p> <p>State transportation improvement program.</p>	<p>ASSEMBLY APPR. 6/12/2012 -Re-referred to Com. on APPR.</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, beginning not later than November 15, 2014, 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. This bill contains other related provisions and other existing laws. Last amended on 5/31/2012</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 1117 DeSaulnier D</p> <p>Passenger rail: planning.</p>	<p>ASSEMBLY APPR. 7/5/2012 - Read second time and amended. Re-referred to Com. on APPR. (Corrected July 6.)</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, and authorizes the commission to develop guidelines for preparation of regional transportation plans. 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, with both passenger and freight rail elements. 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 include in its guidelines for regional transportation plans policy direction regarding the integration of all passenger rail services into a coordinated system with emphasis on intermodal facilities and cost-effective rail services, as specified. The bill would revise the requirements for the 10-year state rail plan prepared by the department to require the plan to be consistent with the federal Passenger Rail Investment and Improvement Act of 2008 and to contain various passenger rail elements, including, among other things, plans for a comprehensive and integrated statewide rail system, a statement of the state's passenger rail service objectives, and identification of improvements that have utility both for freight and passenger rail services. The bill would delete the requirement for the state rail plan to have a freight rail element and would delete the requirement that it be prepared on a biennial basis. The bill would require the department to submit a draft plan under these new requirements for review and comment to the commission and authority by December 1, 2015, and would require public hearings on the plan. The bill would require the final plan to be approved by the Secretary of Business, Transportation and Housing by March 1, 2016, and then to be submitted to the Legislature, Governor, and various state agencies. The bill would require the plan to be updated at least every 5 years. Last amended on 7/5/2012</p>	
<p>SB 1160 Padilla D</p> <p>Communications: service interruptions.</p>	<p>ASSEMBLY SECOND READING 7/5/2012 - Read second time and amended. Ordered to second reading.</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. Last amended on 7/5/2012</p>	

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Bill Matrix as of 7/23/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 1225 Padilla D</p> <p>Intercity rail agreements.</p>	<p>ASSEMBLY APPR. 7/3/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (July 2). Re-referred to Com. on APPR.</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. Last amended on 6/27/2012</p>	
<p>SB 1257 Hernandez D</p> <p>Utility user tax: exemption: public transit vehicles.</p>	<p>ASSEMBLY THIRD READING 7/5/2012 - Read second time. Ordered to third reading.</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. Last amended on 6/11/2012</p>	
<p>SB 1269 Fuller R</p> <p>Income taxes: credit: highway maintenance and enhancement.</p>	<p>SENATE G. & F. 6/19/2012 - Action From G. & F.: To G. & F..</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>SB 1339 Yee D</p> <p>Commute benefit policies.</p>	<p>SENATE- 6/25/2012 - In Senate. Ordered to engrossing and enrolling.</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>SB 1380 Rubio D</p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY NAT. RES. 7/2/2012 - Do pass.</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.</p> <p>Last amended on 5/3/2012</p>	
<p>SB 1396 Dutton R</p> <p>Sales and use taxes: excise taxes: fuel.</p>	<p>SENATE T. & 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. This bill contains other related provisions and other existing laws.</p> <p>Last amended on 4/11/2012</p>	<p>Oppose</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1464 Lowenthal D</p> <p>Vehicles: bicycles: passing distance.</p>	<p>ASSEMBLY APPR. 6/26/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 3.) (June 25). Re-referred to Com. on APPR.</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. Last amended on 6/19/2012</p>	
<p>SB 1533 Padilla D</p> <p>Electricity: energy crisis litigation.</p>	<p>ASSEMBLY APPR. 6/27/2012 - Re-referred to Com. on APPR.</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. Last amended on 5/1/2012</p>	
<p>SB 1545 DeSaulnier D</p> <p>Bay Area toll bridges.</p>	<p>SENATE T. & H. 7/2/2012 - Set, second hearing. Failed passage in committee.</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. Existing law establishes procedures for a public agency to bring an action in superior court for the judicial validation of specified matters.</p> <p>This bill would provide that, unless the State Auditor finds that the Metropolitan Transportation Commission and the Bay Area Toll Authority, acting through the Bay Area Headquarters Authority, a joint powers agency, clearly had the authority to purchase an office building at 390 Main Street, San Francisco, and clearly had the authority to use toll revenues for that purchase, the Metropolitan Transportation Commission and the Bay Area Toll Authority, acting through the Bay Area Headquarters Authority, are required to bring an action to determine the validity of those matters, subject to specified procedures. The bill would prohibit toll moneys from being used for the validation action and would prohibit additional contracts from being entered into with respect to the office building until the validation action is complete. The bill would thereby impose a state-mandated local program. Last amended on 6/26/2012</p>	

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<p>SB 1549 Vargas D</p> <p>Transportation projects: alternative project delivery methods.</p>	<p>ASSEMBLY APPR. 7/5/2012 - Read second time and amended. Re-referred to Com. on APPR.</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 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. Last amended on 7/5/2012</p>	
<p>SB 1572 Pavley D</p> <p>California Global Warming Solutions Act of 2006: AB 32 Investment Fund.</p>	<p>ASSEMBLY APPR. 7/3/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (July 2). Re-referred to Com. on APPR.</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 act requires the state board 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 state board has adopted by regulation a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). 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, with certain exceptions, would require revenues collected by the state board and derived from the auction or sale of allowances to be deposited in the Greenhouse Gas Reduction Account which the bill would establish. Under the bill, a specified portion of the money in the fund would be available, subject to appropriation by the Legislature, to administering agencies to fund prescribed projects that meet certain goals relating to greenhouse gas emissions reductions. The bill would require administering agencies to prepare and submit to the Legislature quarterly reports on funded projects and activities. The bill would require the state board to publish information on projects on its Internet Web site. Last amended on 6/25/2012</p>	
<p>SCA 7 Yee D</p> <p>Public bodies: meetings.</p>	<p>ASSEMBLY APPR. SUSPENSE</p>	<p>The California Constitution requires meetings of public bodies to be open to public scrutiny.</p> <p>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. Last amended on 4/13/2011</p>	