



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

May 6, 2010 - Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Consent Calendar
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a) Approval of Minutes of April 1, 2010
 - b) Acceptance of Statement of Revenues and Expenses for March 2010
 - c) Annual Adoption of the Investment Policy and Authorization to Invest Monies with the Local Agency Investment Fund
4. Public Comment
Public testimony by each individual speaker shall be limited to one minute
5. Citizens Advisory Committee (CAC) Report
6. Nominating Committee for Citizens Advisory Committee
 - a) Appointment of Citizens Advisory Committee Members
 - John Fox
 - Austin Mader-Clark
 - Doris Maez
 - James Whittemore
 - George Zimmerman
7. Chairperson's Report
8. SamTrans Liaison Report – April 14, 2010
9. Joint Powers Board Report
10. Report of Executive Director

RESOLUTIONS

MOTION

11. Finance

- a) Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2010 MOTION
- b) Authorization to Enter into a Cooperative Agreement with Caltrans Regarding the Route 101 Auxiliary Lanes Between Marsh Road and Embarcadero Road, Amendment to the Fiscal Year 2010 Capital Budget in the Amount of \$30,000,000 and Allocation of the Subject Funding in the Amount of \$32,584,000 RESOLUTION
- c) San Bruno Grade Separation Project – Funding Options INFORMATIONAL
- d) Preliminary Budget for Fiscal Year 2011 INFORMATIONAL
- e) Call for a Public Hearing at the June 3, 2010 Meeting on the Preliminary Budget for Fiscal Year 2011 MOTION

12. Program

- a) Update on State and Federal Legislative Program INFORMATIONAL

13. Requests from the Authority

14. Written Communications to Authority

15. Report of Legal Counsel

16. Date, Time and Place of Next Meeting

Thursday, June 3, 2010 at 5:00 p.m., at San Mateo Country Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

17. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

The Transportation Authority (TA) meets regularly on the first Thursday of the month at 5 PM. 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
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

MINUTES OF APRIL 1, 2010

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

MEMBERS ABSENT: None

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

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

CONSENT CALENDAR

- a. Approval of Minutes of March 4, 2010
- b. Acceptance of Statement of Revenues and Expenses for February 2010

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

PUBLIC COMMENT

Rich Hedges said AB 2016-Common Interest Developments will establish a 10 percent requirement for disabled housing within a half-mile of rail transit to help house disabled people near transit to coincide with what the District is doing with Redi-Wheels travel training. He would like housing transit issues included in the legislative program and monitoring of housing bills that affect transit.

Mr. Hedges said San Mateo County has one remaining one-stop career center in Daly City. He is working with the Workforce Investment Board to establish a shuttle from BART to the one-stop Peninsula Works center in Daly City.

CITIZENS ADVISORY COMMITTEE REPORT

Chair Dixon said, at its March 30, 2010, meeting the CAC received information on the following:

- Dumbarton Rail Corridor Project Update
- Award of contracts for on-call transportation planning and program support
- State and Federal legislative report
- Update on public outreach for the March 3 Calera Parkway Project scoping meeting
- Update on property purchases by SamTrans for the San Bruno Grade Separation Project
- Caltrain Bicycle Advisory Committee recruitment
- May 12 Belmont bike and pedestrian overpass groundbreaking

CHAIRPERSON'S REPORT – ROSANNE FOUST

Requested staff provide information at the April 8 California High Speed Rail meeting in Santa Clara on the release of High Speed Rail (HSR) alternatives analysis.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The March 9, 2010 report is in the agenda packet.

JOINT POWERS BOARD REPORT

Executive Director Michael Scanlon reported on the meeting of April 1, 2010.

- Chair Sean Elsbernd reported on recruitment for the Bicycle Advisory Committee (BAC). Applications are due April 19, 2010.
- Metropolitan Transportation Commission (MTC) liaison Sue Lempert provided details on the gas tax swap.
- JPB CAC Chair John Hronowski said that at its March 17 meeting, Executive Officer for Public Affairs Mark Simon presented details on the BAC and Planning and Development Manager Marisa Espinosa presented the Comprehensive Access Plan.
- Reviewed monthly performance statistics – February 2010 compared to February 2009
 - a. Total Ridership was 865,569, a decrease of 2 percent.
 - b. Average Weekday Ridership was 35,401, a decrease of 2 percent.
 - c. Total Revenue was \$3,189,889, an increase of 0.9 percent.
 - d. On-time Performance was 95.9 percent, a decrease of 1.4 percent.
 - e. Caltrain Shuttle Ridership was 5,309, a decrease of 12.4 percent.Year-to-date performance statistics – February 2010 compared to February 2009
 - f. Total Ridership was 7,861,126, a decrease of 8.3 percent.
 - g. Average Weekday Ridership was 37,371, a decrease of 8.1 percent.
 - h. Total Revenue was \$27,809,413, a decrease of 3.9 percent.
 - i. On-time Performance was 94 percent, a decrease of 0.9 percent.
 - j. Caltrain Shuttle Ridership was 5,606, a decrease of 9.7 percent.
- Staff and the BAC will discuss decals in bike cars that will suggest non-bike passengers sit elsewhere.
- The Giants season begins with an exhibition game on April 1 and the season opens on April 9.
- Annual train count results are expected in April.
- A bikes-on-board count will begin in May.
- Vegetation has been removed to improve sightlines in area of the Meadow and Charleston crossings in Palo Alto in the area of a cluster of deaths by suicide.
- A postcard was sent to households in high density areas within a half-mile of Caltrain stations to solicit potential riders to complete an online survey and receive a couple of train tickets.
- A TransLink hard launch begins on April 2. Staff is working with MTC to issue monthly parking permits through the TransLink Smart Card, which is known as Clipper.
- District staff will be involved in 40th anniversary Earth Day activities on April 22.
- Staff continues to promote the National Mass Transportation Benefit Program, which provides participating employees a tax benefit not-to-exceed \$230 a month.
- The Bike Access brochure has been updated and distributed on all trains.
- Shared concerns about future operation of Caltrain:
 - a. Caltrain operations will be extremely problematic primarily due to the diversion of State Transit Assistance funds, reduced sales tax and declines and ridership and revenue resulting from the economic downturn.
 - b. Caltrain's current business model is not sustainable. Approximately 40 percent of Caltrain's \$100 million annual operating budget come from the three partner agency contributions; San Mateo County Transit District (SamTrans), San Francisco Municipal

- Transportation Agency (SFMTA) and the Santa Clara Valley Transportation Authority (VTA) and are all operating with significant deficits.
- c. SamTrans has to consider reducing its current contribution of \$16.5 million by 70 percent; under the terms of the Joint Powers Agreement, this action would trigger similar reductions from the other partners. Seventy percent of 40 percent of revenue equals \$28 million lost out of the \$100 million for operations, which would probably result in elimination of weekend, midday and evening and night service.
 - d. Service cuts would affect farebox recovery and result in a devastating downward spiral.
 - e. Staff will present preliminary budgets in May.
 - f. There are extraordinary difficulties but extraordinary opportunities with electrification and HSR.
- Peninsula Rail Program (PRP) Director Bob Doty presented an update on the program:
 - a. The alternatives analysis for the Caltrain corridor will be presented at the HSR meeting in San Jose on April 8.
 - b. Caltrain is close to getting a waiver needed to operate European Electric Multiple Units in mixed traffic with FRA compliant vehicles.
 - Caltrain Electrification Project:
 - a. Executive Officer Planning and Development Marian Lee presented details of the Caltrain Electrification Final Environmental Impact Report (FEIR):
 - Actions in environmentally clearing the project at the State level will put the project in a position to obtain funding.
 - The Federal Transit Administration declared a Finding Of No Significant Impact (FONSI) for the project and cleared the environmental document.
 - b. Letter on the electrification project was received by staff the evening before the April 1 JPB meeting. Legal Counsel David Miller reported no action would be taken on the electrification project until there is an opportunity to engage with some public speakers at the meeting and address the litigation.
 - c. The Board postponed action on the following:
 - Authorize Certification of the Caltrain Electrification Project Environmental Assessment (EA)/ FEIR.
 - Adopt the California Environmental Quality Act (CEQA) Findings of Fact Report and Mitigation Monitoring and Reporting Program (NMP) Documents.
 - Authorize the Approval of the Caltrain Electrification Program.
 - The Board:
 - a. Accepted the Statement of Revenues and Expenses for February 2010.
 - b. Authorized the Submittal of a Fund Programming Request of \$41.026 Million in Proposition 1A Funds for the Caltrain Corridor Electrification Project.
 - c. Authorized Filing an Application to Receive \$685,145 of Fiscal Year 2010 Proposition 1B California Transit Security Grant Program Funds and a Concurrent Letter of No Prejudice with the California Emergency Management Agency.
 - d. The Board authorized entering into an agreement of principle on the purchase of some property in conjunction with the San Bruno Grade Separation Project.
 - e. Authorized staff to settle a claim from the general contractor on the Centralized Equipment Maintenance and Operations Facility for \$2.5 million.

Mr. Scanlon said the three partner agencies can no longer support a regional network and there must be public dialogue and widespread discussion asking how to pay for regional rail service that takes

between 35,000-40,000 daily trips off Highways 280 and 101 and other streets. The average trip length on Caltrain is more than 30 miles in rush hour, which means they are regional rail trips and important to the well-being of this area and region.

Director John Lee asked how aware are the governor, Legislature and Congress of the problems Caltrain is facing. Mr. Scanlon said several SamTrans board members and staff were recently in Sacramento with the message that there are consequences to constant cuts. He thinks there is widespread denial of the financial problems at the State level. There is awareness of the problem at the Federal level but the Federal Transportation Program has not been authorized because the focus is on funding healthcare while the Highway Trust Fund and Transportation Trust Fund are out of money. Mr. Scanlon said the challenge on Earth Day is to make the public understand what they get when they invest in public transit: Help the economy; keep people in transit jobs and help people access jobs; reduce dependence on foreign oil; help people build new facilities and maintain current ones; and improve the environment.

Director Lee asked how the public could help. Mr. Scanlon said people can tell elected officials in Washington and Sacramento that it is important to invest in public transit.

Director Lee asked if the public response time on the HSR alternatives analysis has been extended beyond 45 days. Mr. Scanlon said there is now no time limit for responses.

Director Terry Nagel asked how there cannot be a time limit. Mr. Scanlon said preliminary engineering and environmental work and design will take a number of years so the time limit can be eighteen months to two years.

Mr. Miller said the project level Environmental Impact Report (EIR) process has not been held up as a result of the court order requiring the program level EIR to be revised and that fact probably renders moot the open comment period on the program EIR, something that is not detrimental. Had the project level EIR work been stopped, then the deadline to complete the program phase, he thought, would have been more important.

Director Nagel asked what the bottom line is on transportation funding with all the State takeaways and givebacks. Mr. Scanlon replied reductions in the tens of millions.

Director Nagel asked if the California Environmental Quality Act (CEQA) contains a deadline for action on Caltrain electrification. Mr. Scanlon said testimony heard at the JPB meeting indicates some people want to kill the project and others feel overwhelmed with HSR, CEQA and Caltrain's electrification CEQA and there is the veiled threat of litigation.

Mr. Miller said there is no explicit deadline for action. He advised that a letter arrived last night, before today's JPB meeting and contained a veiled threat of litigation by the Planning and Conversation League. He said Proposition 116, which provided the seed money to acquire the entire Southern Pacific right of way and created the mechanism by which Caltrain was fashioned had been sponsored by the Planning and Conservation League. He said it seems ironic the League now is advancing arguments to stop electrification of Caltrain, a project with obvious beneficial environmental impacts.

Director Jim Vreeland said he is hearing that one of the most environmentally conscious regions in the country with mandates on global warming and to compel local planning agencies to make planning choices that reduce vehicles miles traveled doesn't have the ability to support regional rail. He asked what the region would look like in 40 years if Caltrain doesn't exist. Mr. Scanlon said Caltrain would exist but would be severely challenged.

Director Vreeland asked about Earth Day events. Mr. Scanlon said the American Public Transportation Association (APTA) is doing Earth Day events across the country to heighten awareness of the benefits of public transportation.

Executive Officer Customer Service and Marketing Rita Haskin said the District is partnering with some local radio stations at the San Francisco and San Jose Caltrain stations to thank our customers. The District will be providing SamTrans customers at four locations with a wallet that will carry a TransLink card. The District is also partnering with the Peninsula Congestion Relief Alliance to give away TransLink cards for Earth Day that are good for summer use on Caltrain and SamTrans.

Chair Foust said everyone must get the message out that Caltrain must survive. She said several associations she works with have started letter writing to the State Legislature to focus on fiscal stability. She wondered what the public attention would be if transit operations were shut down for a week. She asked how long Caltrain could survive. Mr. Scanlon said Caltrain could have an insignificant, undersized, underperforming system of 40 or so trains a day and a few SamTrans bus routes. He said given the wealth of this area, even in tough times, we should be having quality, first-class mobility services particularly with the demographics of a sizable aging population.

Chair Foust asked about the timeframe for the waiver for freight and passenger rail on the same rail. Mr. Scanlon said it is imminent.

REPORT OF THE EXECUTIVE DIRECTOR

- Mr. Scanlon commented on Rich Hedges' public comment on the District's involvement in transit oriented housing. He said the TA Measure A Expenditure Plan approved by the voters encourages transportation projects that support transit oriented development.
- Board members are invited to attend the groundbreaking ceremonies for the Belmont pedestrian bicycle overcrossing project, to which the TA made a significant contribution. Director of TA Program Joe Hurley will represent the TA.
- Funding options for the San Bruno Grade Separation Project will come before the Board in May and/or June.
- Will be meeting with the California Transportation Commission on April 2 to get clarity on \$30 million of Proposition 1B.

Executive Officer Planning and Development Marian Lee provided details on the Notice of Call for Projects: Local Shuttle Program:

- The TA announced a Call for Projects for the Local Shuttle Program under the Measure A Program on March 31, 2010.
- A total of \$4.5 million is available for Fiscal Years 2011 and 2012.
- Of the \$4.5 million, \$2.9 million is allocated for existing (FY2010) shuttle operations that have been funded by the original Measure A program, which means \$1.6 million is available for new shuttle projects and open to competition.

- Sales tax revenues will be monitored as well as the cost of existing local shuttle projects.
- Applicants need a letter of sponsorship from SamTrans because, based on the Expenditure Plan, there is only one qualified project sponsor, which is SamTrans.
- Applications are due April 30. The Board is to consider funding selected projects in a July timeframe.

FINANCE

Authorizing Award of Contract to Fehr & Peers and HNTB Corporation for On-call Transportation Planning and Program Support for up to \$1,500,000 for a Three-year Term

Director of Contracts and Procurement Cheryl Cavitt said the \$1.5 million will be shared among three contractors that will be functioning under this contract. Wilbur Smith Associates was awarded a contract to be part of this group at the February TA board meeting. The Board will also be asked to authorize the Executive Director or his designee to exercise up to two one-year options with the above two firms with a total maximum compensation in the amount of \$375,000 for each option term, to be shared in the aggregate with Wilbur Smith Associates, if deemed in the best interest of the TA.

Director Rich Gordon left at 6:10 p.m.

Ms. Cavitt said all services will be provided on an on-call basis but there is no guarantee of any particular amount of work going to any of the consultants. Before any issuance of any Work Directive for which \$250,000 or more cumulatively in State or Federal funds will be used, the firms may be required to undergo a post-audit, which will be performed by Caltrans or a designated outside auditor.

Director Nagel asked who the designee is for the Executive Director. Mr. Scanlon said there are specific limits of authority. There is a hierarchy of threshold amounts.

Director Nagel asked if it is a finite number. Mr. Scanlon said it is an absolute number.

A motion (Groom/Nagel) to award the contract for on-call transportation planning and program support was approved.

PROGRAM

Dumbarton Rail Corridor Project Update

Ms. Lee provided the following details on the project description, status and challenges:

- The project would extend commuter rail service across the Dumbarton rail bridge from Union City in the East Bay to the Peninsula during peak commute hours only.
- The project involves rehabilitating the Dumbarton rail bridge and activating the rail line and four stations.
- Union City will function as the key intermodal transit center for connections to the Altamont Commuter Express, Capitol Corridor and BART. Three other stations will be located in Centerville, Newark and East Palo Alto/Menlo Park. Caltrain stations will be used when Dumbarton service reaches the Caltrain corridor.
- Funding agencies include the TA, MTC, VTA, Alameda County Transportation Improvement Authority, Alameda County Congestion Management Agency and the Capitol Corridor Joint Powers Authority.

- Engineering design is at 15 percent; the administrative document environment impact statement and EIR and technical studies are complete. The capital cost estimate and ridership forecast are updated.
- Capital costs are \$700 million in 2009 dollars with \$300 million in funding identified. Regional Measure 2 funding of \$91 million was loaned to another project but is to be paid back.
- Ridership is projected at 6,200 average weekday riders in 2035, which is a decline from 2005 projections due to fewer commute-direction trips, fewer stops on the Caltrain and changes in the travel demand model.
- The project scope revision analysis and funding plan are scheduled to be completed in 2010 and a schedule linked to HSR and the PRP. The project cannot advance without regional leadership and support. The administrative draft environmental document and public hearings will be finalized in 2011-2012.

Director Vreeland said staff must keep preparing for the future and if a plan isn't available, it is a guarantee that it will not work out. Mr. Scanlon said having a robust regional rail system is a key link across the Bay but will need to be done by regional leadership and support with a vision and willingness to invest. He said this region will grow again but staff can't take the project much further until conditions change.

Chair Foust said it is important that the vision is going forward but ridership needs to be considered because no one will build this for ridership numbers of 6,200. She said this statement should be reflected in the presentation and clarified for the reader.

Director Carole Groom asked if Dumbarton rail would be necessary if BART runs to Warm Springs. Mr. Scanlon said there would still be a need for both because people don't want to ride around the Bay.

Director Groom asked if the \$300 million identified funding could be transferred to something that could be done more quickly. Mr. Scanlon said \$91 million was loaned to BART for the Warm Springs extension and is to be paid back.

Chair Foust asked if there was a regional plan by MTC to bring different transit systems together. Mr. Scanlon said MTC is starting a two-year sustainability study and he is involved with the steering committee. MTC has concluded the two dozen or so transit systems in the Bay Area are not sustainable and they will be studying options.

Chair Foust said MTC reported that in the Bay Area there are 28 transit agencies, 228 transit decision makers, 11 service providers, 15 districts, authorities and agencies and two additional districts with elected board members. She said this is not sustainable.

Verbal Update on State and Federal Legislative Program

Government Affairs Manager Seamus Murphy said Director Lee asked a good question about how much the Legislature is aware of the dire situation with public transportation funding. He introduced Legislative Advocate Gus Khouri of Shaw/Yoder/Antwih, Inc., who represents the TA and the California Transit Association (CTA) to expand on transportation funding.

Mr. Khouri provided the following details:

- The governor is sitting on a \$20 billion deficit over the next 18 months with a current year deficit of \$6 billion and about \$13 billion for 2010-2011 including a \$1 billion reserve. In order to deal with the deficit, the governor recommended eliminating the sales tax on gasoline, which halts Proposition 42 (Transportation Congestion Improvement Act) and converts the tax to an excise tax. This is a tax paid at the pump based on consumption. This action was a direct response to the CTA lawsuit filed against the State because the State took \$1.2 billion from public transportation. The governor said if funding sources are eliminated, the State doesn't have to fund public transportation and that money could be used to pay down bond debt service. Bond debt is not supposed to be above 6 percent but is at 9 percent, which means the State can't sell Proposition 1B bonds. The Legislature got rid of three sources of funding and retained the sales tax on diesel, which will be dedicated to transportation for operations. The Legislature appropriated \$400 million statewide in the current year, which is about \$5.2 million for SamTrans and \$5.1 million for Caltrain. Funds are to be received by the beginning of July. Caltrain, SamTrans and San Mateo City and County Association of Governments' (C/CAG) advocacy efforts were extremely influential in getting this funding.
- The Highway situation is somewhat better because the State is taking advantage of the temporary increase in sales tax that is now 6 percent, which is going to sunset at the end of FY2010-2011. This results in an extra \$631 million for the State Transportation Improvement Program (STIP) and State Highway Operations and Protection Program (SHOPP) for local streets and roads. San Mateo County will receive \$5.6 million.
- The picture for transportation is more optimistic than it has been in the last couple of years.
- The CTA, in conjunction with the California Alliance for Jobs and California League of Cities, proposed a ballot initiative for the November election aimed at barring the State from raiding local government coffers to balance its budget. Signatures are due April 16 and it is close to making the ballot with 900,000 signatures to-date.

Director Lee said he is concerned there won't be enough signatures to qualify. Mr. Khouri said if the initiative passes it is unclear whether it protects traditional sources of funding or locks in place the current funding mechanism the governor just enacted. Mr. Khouri said his firm is seeking legal opinion on the issue. It would at least protect the Transportation Development Act and the sales tax on diesel and could potentially protect spillover revenue and Proposition 42 dollars and undo the governor's gas tax swap. Mr. Khouri said State leaders are unhappy about the initiative and the concern is they could, at some point during the year, undo some of the funding promised in the out years for public transportation and maybe even on the highway side.

Director Nagel asked what would be an effective way to wake up the Legislature and public about the current and future crisis with public transit funding. She wondered if a day without public transit would have an effect.

Mr. Khouri said the problem has to be tangible to people and is amorphous to them because the trains are very efficient and still running. Until agencies actually say there will be cuts to ridership, and people laid off and passengers actually feel the impacts and communicate this story to the representatives, there won't be a positive response – communicating the story is really the key.

Mr. Scanlon said, in order to get the story out, business members of APTA are planning to take a cross country bus trip.

Mr. Scanlon said the gas tax swap could be challenged in court. Mr. Khouri said it could but it's uncertain whether it will be. Because the gas tax swap is revenue neutral, it undercuts an argument that the State is raising taxes on a particular group.

Director Vreeland asked what the possibility is for the oil extraction fee getting any traction. Mr. Khouri said it's been hovering around for at least two years. He said all options will be considered but it will be up to the Democrats to decide how much they want to cut from education, health and human services before they go down that route. He said it only generates about \$200 million but these are desperate times that call for desperate measures.

Chair Foust said many people are tired of the initiative process and don't want to support any.

Mr. Murphy said the appropriations process is underway and Caltrain heard from Congresswomen Anna Eshoo and Jackie Speier that they are moving forward with submitting a request for \$500,000 each for Caltrain fencing/signage improvements that are identified through a needs-assessment. This is in addition to \$1 million in Proposition 1B security money that Caltrain has received, which will bring the total to \$2 million for additional fencing on the Caltrain right of way, if the appropriation is successful.

REQUESTS FROM THE AUTHORITY

Director Vreeland expressed his thanks to Deputy CEO Chuck Harvey and Mr. Hurley for hearing the concerns of coastside residents on the Calera Parkway Project.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None

LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

The next meeting is scheduled for Thursday, May 6, 2010, at 5 p.m. at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos CA 94070.

Adjournment 7:02 p.m.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES
FOR THE PERIOD ENDING MARCH 31, 2010**

ACTION

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenues and Expenditures for the month of March 2010 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$50,041,542 - line 6) is *worse* than staff projections by \$1,060,116 or 2.1 percent. Within total revenue, *Sales Tax* (\$43,903,256 - line 1) is \$450,244 or 1.0 percent *worse* than projections and *Interest Income* (\$3,895,116 - line 2) is \$91,204 or 2.3 percent *worse* than projections.

Total Revenue (\$50,041,542 - line 6) is \$13,728,218 or 37.8 percent *higher* than prior year performance, driven by *Interest Income* (\$3,895,116 - line 2) which is \$21,721,161 or 121.9 percent *higher* due to prior year investment losses.

Expenditures: *Total Administration* (\$491,923 - line 32) is *better* than the year-to-date staff projections by \$121,241 or 19.8 percent. Within total administration, *Staff Support* (\$354,673 - line 25), *Professional/Legal* (\$114,167 - line 27) and *Other Services & Supplies* (\$15,473 - line 28) combined are \$116,949 or 19.5 percent *better* than staff projections.

Budget Amendment: The revised budget per board resolution 2010-06 is reflected in the March 2010 financial statement.

Prepared By: Rima Lobo, Manager, General Ledger
Sheila Tioyao, Senior Accountant

650-508-6274
650-508-7752

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2010
MARCH 2010

% OF YEAR ELAPSED: **75.00**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% of PROJ	ADOPTED BUDGET	STAFF PROJECTION	% of PROJ
REVENUE								
Sales Tax	3,450,988	48,792,594	43,903,256	44,353,500	99.0%	64,716,300	60,000,000	73.2%
Interest Income	410,622	(17,826,045)	3,895,116	3,986,320	97.7%	7,292,600	5,271,010	73.9%
Rental Income	89,308	798,747	801,362	807,300	99.3%	1,077,120	1,077,120	74.4%
Miscellaneous Revenue	237,524	4,548,027	1,441,807	1,954,538	73.8%	3,300,000	3,300,000	43.7%
TOTAL REVENUE	4,188,442	36,313,324	50,041,542	51,101,658	97.9%	76,386,020	69,648,130	71.8%
EXPENDITURES:								
LOCAL ENTITIES	776,472	10,147,309	9,878,233	9,979,539	99.0%	14,561,168	13,500,000	73.2%
PARATRANSIT	138,040	622,065	1,756,130	1,774,140	99.0%	2,588,652	2,400,000	73.2%
TSM/ACR	53,056	446,910	358,116	698,792	51.2%	987,506	940,343	38.1%
MEASURE A INFORMATION & EDUCATION	0	13,169	9,000	14,369	62.6%	17,500	17,500	51.4%
SM COUNTY SHUTTLE PROGRAM	122,294	998,714	1,048,379	1,089,467	96.2%	1,431,768	1,431,768	73.2%
TRANSFER TO SMCTD FOR CALTRAIN	276,079	1,263,999	3,512,260	3,548,280	99.0%	5,177,304	4,800,000	73.2%
BART SERVICE OPERATING COST	69,020	311,032	878,065	887,070	99.0%	1,294,326	1,200,000	73.2%
ADMINISTRATION								
Staff Support	41,806	366,216	354,673	383,216	92.6%	510,955	510,955	69.4%
Board Of Directors	713	6,319	5,546	5,933	93.5%	8,400	8,400	66.0%
Professional/Legal	11,849	114,651	114,167	196,016	58.2%	295,770	295,770	38.6%
Other Services & Supplies	2,921	30,819	15,473	22,030	70.2%	35,167	35,167	44.0%
Travel & Meeting	0	8,148	2,065	5,968	34.6%	9,700	9,700	21.3%
TOTAL ADMINISTRATION	57,289	526,155	491,923	613,164	80.2%	859,992	859,992	57.2%
SUB-TOTAL	1,492,251	14,493,588	17,932,108	18,604,821	96.4%	26,918,216	25,149,603	71.3%
CAPITAL PROGRAMS	3,571,326	35,248,958	29,817,324 (1)	29,817,324	100.0%	86,366,696	86,366,696	34.5%
TOTAL EXPENDITURES	5,063,576	49,742,546	47,749,432	48,422,146	98.6%	113,284,912	111,516,299	42.8%
EXCESS (DEFICIT)	(875,134)	(13,429,223)	2,292,110	2,679,513		(36,898,892)	(41,868,169)	
BEGINNING FUND BALANCE	Not Applicable	463,713,314	425,328,119	449,848,997		449,848,997	449,848,997	
ENDING FUND BALANCE	Not Applicable	425,567,427	427,620,229 (2)	452,528,510		412,950,105	407,980,828	

Includes the following balances:			
Cash and Liquid Investments	604,797	FY 2009 Capital Carryover (Budgeted)	176,980,683
TSM	515,758	FY 2010 Additional Capital Appropriation	34,455,000
Capital Appropriation Balance	223,101,682 (3)	Resolution 2009-15	596,696
Undesignated Cash & Net Receivables	203,397,991	Resolution 2009-16	1,515,000
Total	<u>427,620,229 (2)</u>	Resolution 2009-17	11,000,000
		Resolution 2010-01	35,000,000
		Resolution 2010-02	<u>3,800,000</u>
		Approved Budget - Total Capital Appropriation	263,347,379
		Less: Year End Adjustment for Audited Carryove	(9,773,201)
		Less: Excess budget for completed projects	(655,172)
		Less: Current YTD Capital Expenditures	<u>(29,817,324) (1)</u>
		Current Capital Appropriation Balance	<u>223,101,682 (3)</u>

"% 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.

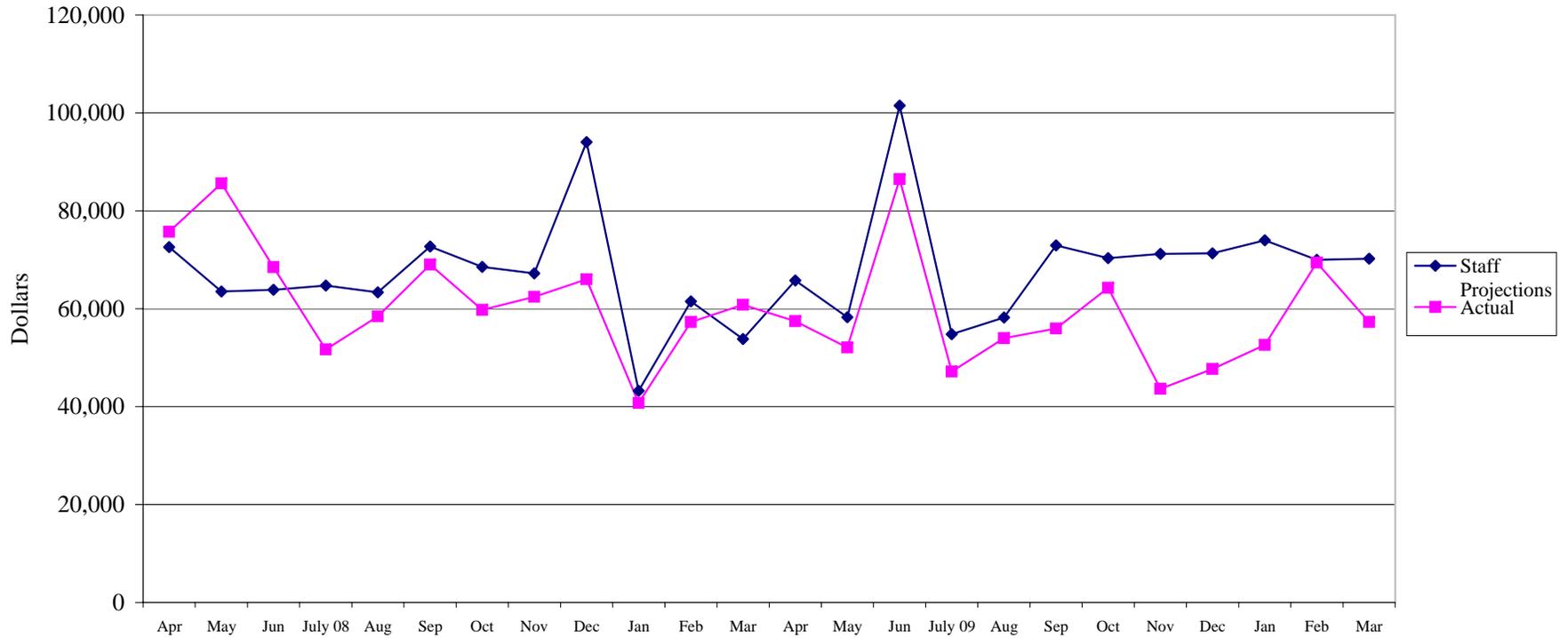
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
**TRANSPORTATION SYSTEM MANAGEMENT/
 ALTERNATIVE CONGESTION RELIEF PROGRAM**
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2010
MARCH 2010

	% OF YEAR ELAPSED: 75.00						
	MONTH CURRENT ACTUAL	PRIOR ACTUAL	YEAR TO DATE			ANNUAL	
			CURRENT ACTUAL	STAFF PROJECTION	% of PROJECT.	STAFF PROJECTION	% of PROJECT.
REVENUE	34,510	91,059	465,362	443,535	104.9%	600,000	77.6%
TOTAL REVENUE	34,510	91,059	465,362	443,535	104.9%	600,000	77.6%
ALLOCATIONS	53,056	505,432	358,116	698,792	51.2%	940,343	38.1%
TOTAL ALLOCATIONS	53,056	505,432	358,116	698,792	51.2%	940,343	38.1%
EXCESS (DEFICIT)	(18,547)	(414,373)	107,246	(255,257)		(340,343)	
BEGINNING FUND BALANCE	Not Applicable	3,622,217	594,373	406,350	146.3%	406,350	146.3%
ENDING FUND BALANCE	Not Applicable	3,116,785	701,618 *	151,093	464.4%	66,007	1062.9%

"% 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.

* Includes revenue net of expense accruals totalling \$185,860 not reflected on the TSM Reserve Account statement

SMCTA Administrative Expenses



Current Year Data

	Jul '09	Aug '09	Sep '09	Oct '09	Nov '09	Dec '09	Jan '10	Feb '10	Mar '10	Apr '10	May '10	Jun '10
MONTHLY EXPENSES												
Staff Projections	54,784	58,229	72,962	70,359	71,225	71,346	74,008	70,025	70,225			
Actual	47,163	53,965	55,937	64,268	43,640	47,668	52,573	69,421	57,289			
CUMULATIVE EXPENSES												
Staff Projections	54,784	113,013	185,975	256,334	327,559	398,905	472,913	542,938	613,164			
Actual	47,163	101,127	157,064	221,332	264,972	312,640	365,213	434,634	491,923			
Variance-F(U)	7,621	11,886	28,911	35,002	62,587	86,265	107,700	108,304	121,241			
Variance %	13.91%	10.52%	15.55%	13.65%	19.11%	21.63%	22.77%	19.95%	19.77%			



BOARD OF DIRECTORS 2010

ROSANNE FOUST, CHAIR
 JOHN LEE, VICE CHAIR
 RICH GORDON
 CAROLE GROOM
 KARYL MATSUMOTO
 TERRY NAGEL
 JIM VREELAND

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF MARCH, 2010

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	0.890%	\$ 272,645,782	\$ 272,743,043
Local Agency Investment Fund	Liquid Cash	0.577% ⁽¹⁾	\$ 4,200,726	\$ 4,205,695
Investment Portfolio	Liquid Cash	2.203%	\$ 134,555,581	\$ 134,811,565
Other	Liquid Cash	0.050%	\$ 604,797	\$ 604,797
			<u>\$ 412,006,886</u>	<u>\$ 412,365,100</u>

Accrued Earnings for March 2010 \$ 429,949.42 (2)
 Cumulative Earnings FY2010 \$ 3,911,086.71

(1) Estimated interest rate

(2) Earnings do not include prior period adjustments

* County Pool average yield for the month ending March 31, 2010 was 0.890%. As of March 31, 2010, the amortized cost of the Total Pool was \$2,642,037,451.20 and the fair market value per San Mateo County Treasurer's Office was \$2,642,979,938.79.

** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.001183091 as reported by LAIF for quarter ending March 31, 2010.

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



BOARD OF DIRECTORS 2010

ROSANNE FOUST, CHAIR
 JOHN LEE, VICE CHAIR
 RICH GORDON
 CAROLE GROOM
 KARYL MATSUMOTO
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 JIM VREELAND

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TSM RESERVE ACCOUNT

AS OF MARCH, 2010

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
2004 Measure A Funds: County Pool #3 (Restr)	Liquid Cash	0.890%	\$ 515,758	\$ 515,942
			<u>\$ 515,758</u>	<u>\$ 515,942</u>

Interest Income:

Accrued Earnings for March 2010	\$	-
Cumulative Earnings FY2010	\$	-

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

** County Pool average yield for the month ending March 31, 2010 was 0.890%. As of March 31, 2010, the amortized cost of the Total Pool was \$2,642,037,451.20 and the fair market value per San Mateo County Treasurer's Office was \$2,642,979,938.79.

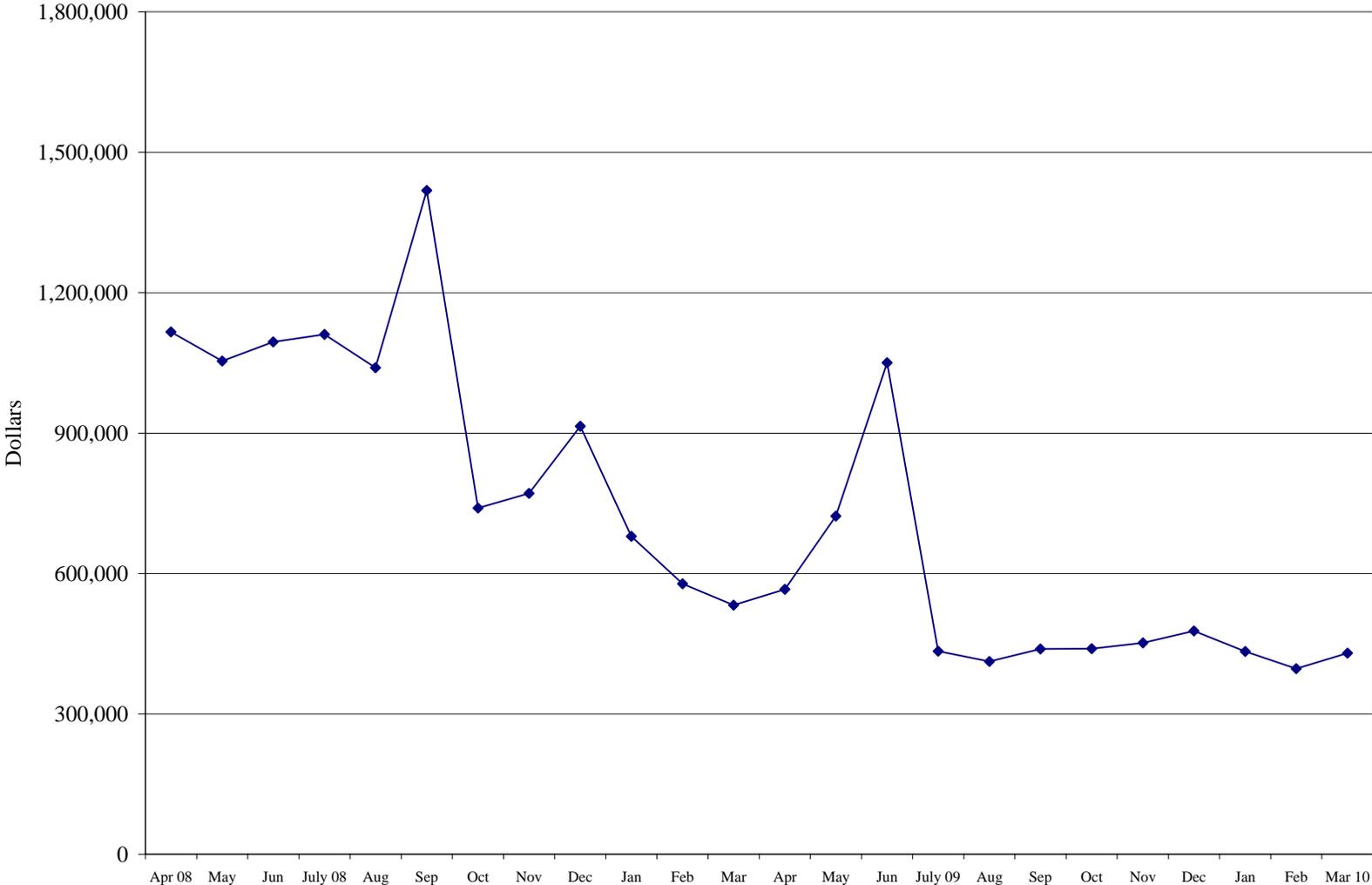
*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
MARCH 2010**

FY2010	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	434,112.63	434,112.63
AUGUST	411,671.49	845,784.12
SEPTEMBER	438,463.41	1,284,247.53
OCTOBER (1)	438,888.55	1,723,136.08
NOVEMBER	451,371.60	2,174,507.68
DECEMBER	477,246.66	2,651,754.34
JANUARY (1)	433,082.65	3,084,836.99
FEBRUARY	396,300.30	3,481,137.29
MARCH	429,949.42	3,911,086.71
APRIL		
MAY		
JUNE		

(1) Includes prior period adjustments

SMCTA Interest Income



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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
MARCH 31, 2010**

DESCRIPTION	TOTAL INVESTMENT 03-31-10	INTEREST RECEIVABLE 02-28-10	INTEREST EARNED 03-31-10	INTEREST RECEIVED 03-31-10	ADJ.	INTEREST RECEIVABLE 03-31-10
LAIF	4,200,725.52	17,467.81	9,579.35	0.00	0.00	27,047.16
COUNTY POOL	273,161,540.51	414,803.16	205,466.22	0.00	0.00	620,269.38
BANK OF AMERICA	604,797.48	0.00	54.24	54.24	0.00	0.00
INVESTMENT PORTFOLIO	<u>134,555,580.64</u>	<u>492,423.45</u>	<u>214,845.56</u>	<u>180,397.72</u>	<u>4.05</u>	<u>526,875.34</u>
	<u>412,522,644.15</u>	<u>924,694.42</u>	<u>429,945.37</u>	<u>180,451.96</u>	<u>4.05</u>	<u>1,174,191.88</u>

MARCH 2010 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 03/31/10	429,949.42
Add:	
County Pool Adj.	
Misc. Income - Holly Property	16,600.05
GASB 31	
Less:	
Management Fees	(4,095.00)
Securities Transaction Activity Fees	(5,408.11)
Capital Gain(Loss)	<u>(26,424.56)</u>
Total Interest & Capital Gain(Loss)	<u><u>410,621.80</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	3,911,086.71
Add:	
County Pool Adj.	
Misc. Income	16,600.05
GASB 31	
Less:	
Management Fees	(45,703.53)
Securities Transaction Activity Fees	(8,601.12)
Capital Gain(Loss)	<u>21,734.12</u>
Total Interest	<u><u>3,895,116.23</u></u>
Balance Per Ledger as of 03/31/10	
Int Acct. 409100 - Co. Pool	2,113,186.42
Int Acct. 409100 - LAIF	32,126.87
Int Acct. 409100 - B of A	505.35
Int Acct. 409100 - Misc. Income	16,600.05
Int Acct. 409101 - Portfolio Funds	1,710,963.42
Gain(Loss) Acct. 405210	21,734.12
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>3,895,116.23</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
MARCH 31, 2010**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	PAR VALUE
			PURCHASE PRICE	ADJUSTED 6-30-09	VALUE 03-31-10					REC'VBLE 02-28-10	EARNED 03-31-10			REC'VBLE 03-31-10	
<u>TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828CZ1	12-12-08	2,133,506.80	2,251,020.00	2,287,797.00	04-15-10	0.875%	54.9841	31	7,331.87	1,704.51			9,036.38	2,287,340
US INFLATION INDEXED	912828KM1	01-21-10	6,932,403.73	6,932,403.73	6,878,059.16	04-15-14	1.250%	228.5201	31	5,606.53	7,084.12			12,690.65	6,654,505
US INFLATION INDEXED	912828KM1	03-12-10	2,126,905.96	2,126,905.96	2,116,325.89	04-15-14	1.250%	104.3125	19	0.00	1,981.94			1,981.94	2,047,540
US INFLATION INDEXED	912828KM1	03-22-10	1,062,711.56	1,062,711.56	1,058,162.95	04-15-14	1.250%	104.3125	9	0.00	938.81			938.81	1,023,770 8.81%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FHR SERIES 1832 - F	3133T65S6	11-26-08	139,417.43	136,595.03	136,672.00	03-15-11	6.500%	27.8020	30	2,897.39	834.06	834.05		2,897.40	136,726
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	1,468,412.73	1,535,029.74	1,532,529.00	12-28-12	5.270%	218.2467	30	7,292.41	6,547.40	13,230.24		609.57	1,436,540 1.15%
<u>FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS</u>															
FHLMC GOLD POOL	31282SAC6	12-22-08	936,673.92	955,075.85	942,128.00	03-01-11	4.000%	107.6364	30	5,347.60	3,229.09	3,229.09		5,347.60	926,826 0.68%
* SOLD / MATURED			(3,823,750.00)	(3,828,256.80)											(3,800,000.00)
SUBTOTAL			131,295,138.80	131,638,064.54	131,551,123.00					492,423.45	209,620.27	175,168.38	0.00	526,875.34	129,313,246.55
<u>CERTIFICATE OF DEPOSITS</u>															
CDARS	(N/A)	04-02-09	2,038,053.03		2,038,053.03	03-31-11	1.890%	105.3628	31	0.00	3,266.25	3,268.82	2.57	(0.00)	2,038,053
CDARS	(N/A)	04-09-09	1,222,388.81		1,222,388.81	04-07-11	1.890%	63.1948	31	0.00	1,959.04	1,960.52	1.48	(0.00)	1,222,389 2.39%
SOLD / MATURED			-	-											-
TOTAL			134,555,580.64	131,638,064.54	134,811,564.84					492,423.45	214,845.56	180,397.72	4.05	526,875.34	132,573,688.39

21-Apr-10

Weighted Average Interest Rate 2.2027%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2009 & FY2010
MARCH 2010

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Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
FY2009:					
1st Quarter	16,383,000	1st Quarter	17,259,436	876,436	17,259,436
2nd Quarter	17,387,000	2nd Quarter	15,981,534	(1,405,466)	15,981,534
3rd Quarter	15,217,000	3rd Quarter	12,941,406	(2,275,594)	12,941,406
4th Quarter	16,383,000	4th Quarter	13,840,067	(2,542,933)	13,840,067
FY2009 Total	65,370,000	FY2009 Total	60,022,443	(5,347,557)	60,022,443
FY2010:					
Jul. 09	4,430,000	Sep. 09	4,205,900	(224,100)	4,205,900
Aug. 09	4,430,000	Oct. 09	4,341,800	(88,200)	4,341,800
Sep. 09	5,950,000	Nov. 09	4,673,100	(1,276,900)	4,673,100
1st Qtr. Adjustment	1,367,000	Dec. 09	1,334,415	(32,585)	1,334,415
3 Months Total	16,177,000		14,555,215	(1,621,785)	14,555,215
Oct. 09	4,743,000	Dec. 09	4,193,800	(549,200)	4,193,800
Nov. 09	4,743,000	Jan. 10	4,352,600	(390,400)	4,352,600
Dec. 09	6,207,000	Feb. 10	5,591,800	(615,200)	5,591,800
2nd Qtr. Adjustment	1,461,000	Mar. 10	1,103,245	(357,755)	1,103,245
6 Months Total	33,331,000		29,796,660	(3,534,340)	29,796,660
Jan. 10	4,129,000	Mar. 10	3,353,000	(776,000)	3,353,000
Feb. 10	4,129,000	Apr. 10		(776,000)	3,353,000 (1)
Mar. 10	1,385,500	May 10		3,094,050	4,479,550 (1)
3rd Qtr. Adjustment	1,379,000	Jun. 10		1,542,046	2,921,046 (1)
9 Months Total	44,353,500		33,149,660	(450,244)	43,903,256
Apr. 10	4,224,600	Jun. 10		0	4,224,600
May 10	4,224,600	Jul. 10		0	4,224,600
Jun. 10	5,632,700	Aug. 10		0	5,632,700
4th Qtr. Adjustment	1,564,600	Sep. 10		450,244	2,014,844
FY2010 Total	60,000,000	FY2010 Total	33,149,660	0	60,000,000
	14,555,215	1st Quarter			
	15,241,445	2nd Quarter			
	14,106,596	3rd Quarter			
		4th Quarter			
	<u>43,903,256</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF MARCH 31, 2010

	<u>3/31/2010</u>
Cash -- Bank of America Checking Account	604,797.48
LAIF	4,200,725.52
County Pool	273,161,540.51
Investment Portfolio	134,555,580.64
Total	<u><u>412,522,644.15</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- MARCH 2010

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000579	SAN MATEO COUNTY TRANSIT DISTRICT	2010-03-01	177,493.75	WIR	Capital Programs
SMCTA	000580	SAN MATEO COUNTY TRANSIT DISTRICT	2010-03-01	532,915.33	WIR	Capital Programs
SMCTA	000581	PENINSULA CORRIDOR JOINT POWERS BOARD	2010-03-08	2,361,760.34	WIR	Capital Programs
SMCTA	000582	SAN MATEO COUNTY TRANSIT DISTRICT	2010-03-08	47,398.87	WIR	Capital Programs
SMCTA	000583	MATSUMOTO, KARYL M.	2010-03-08	100.00	WIR	Board of Directors Compensation
SMCTA	000584	GROOM, CAROLE	2010-03-08	100.00	WIR	Board of Directors Compensation
SMCTA	000585	NAGEL, TERRY	2010-03-08	100.00	WIR	Board of Directors Compensation
SMCTA	000586	PENINSULA CORRIDOR JOINT POWERS BOARD	2010-03-15	222,698.88	WIR	Capital Programs
SMCTA	000587	DEPARTMENT OF TRANSPORTATION	2010-03-22	26,086.76	WIR	Capital Programs
SMCTA	000588	SAN MATEO COUNTY TRANSIT DISTRICT	2010-03-22	546,925.85	WIR	Capital Programs
SMCTA	002650	CARTER & BURGESS, INC.	2010-03-01	18,066.62	CHK	Capital Programs
SMCTA	002651	EXARO	2010-03-01	21,853.75	CHK	Capital Programs
SMCTA	002652	SHAW/YODER & ANTWHI, INC.	2010-03-01	7,224.00	CHK	Legislative Advocate
SMCTA	002653	URS CORPORATION	2010-03-01	180,427.92	CHK	Capital Programs
SMCTA	002654	FOUST, ROSANNE	2010-03-08	100.00	CHK	Board of Directors Compensation
SMCTA	002655	GORDON, RICHARD S.	2010-03-08	100.00	CHK	Board of Directors Compensation
SMCTA	002656	LEE, JOHN	2010-03-08	100.00	CHK	Board of Directors Compensation
SMCTA	002657	SAN MATEO, COUNTY OF	2010-03-08	2,916.50	CHK	Other Contract Services
SMCTA	002658	VREELAND, JIM	2010-03-08	100.00	CHK	Board of Directors Compensation
SMCTA	002659	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2010-03-15	19,640.00	CHK	Legal Services
SMCTA	002660	PARKING COMPANY OF AMERICA	2010-03-15	87,808.89	CHK	SMCTA Caltrain Shuttles
SMCTA	002661	PBS&J	2010-03-15	108,351.24	CHK	Capital Programs
SMCTA	002662	PENINSULA TRAFFIC CONGESTION RELIEF	2010-03-15	14,923.96	CHK	Shuttles Payable
SMCTA	002663	SF BAY AREA WATER EMERGENCY TRANS AUTH	2010-03-15	150,539.82	CHK	Capital Programs
SMCTA	002664	URS CORPORATION	2010-03-15	103,267.41	CHK	Capital Programs
SMCTA	002665	AT&T	2010-03-22	245.15	CHK	Capital Programs
SMCTA	002666	BANK OF NEW YORK MELLON, THE	2010-03-22	5,408.11	CHK	Other Contract Services
SMCTA	002667	CITY/COUNTY ASSOCIATION OF GOVERNMENTS	2010-03-22	43,665.16	CHK	Capital Programs
SMCTA	002668	SAN JOSE MERCURY NEWS	2010-03-22	280.00	CHK	Legal Advertising
SMCTA	002669	CARTER & BURGESS, INC.	2010-03-29	17,795.14	CHK	Capital Programs
SMCTA	002670	PBS&J	2010-03-29	114,031.84	CHK	Capital Programs
SMCTA	002671	UNIVERSAL FIELD SERVICES, INC.	2010-03-29	312.50	CHK	Capital Programs
SMCTA	002672	URS CORPORATION	2010-03-29	4,885.20	CHK	Capital Programs
				<u>4,817,622.99</u>		

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

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

ACTION

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

SIGNIFICANCE

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

Staff, in conjunction with Legal Counsel and the San Mateo County Treasurer's Office, has reviewed the attached Investment Policy and recommends the amendment of said Policy: (1) to grant express authority to the Authority's appointed investment advisor, to choose the brokerage institutions from which to solicit bids for the investment of Authority funds; and (2) to reflect the name changes to the portfolio benchmarks made by Bank of America Corporation upon its acquisition of Merrill Lynch, Pierce, Fenner & Smith, Incorporated.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

The first formal Investment Policy for the investment of general funds was presented and adopted by the Board on November 4, 1999. The TA amends this Policy from time to time, most

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

Currently, the Authority's appointed investment advisor, CSI Capital Management, at its sole discretion, chooses which broker dealers from which to solicit bids for the execution of a portfolio transaction. Three independent bids are obtained from SEC licensed brokerage institutions, as defined in California Government Code Section 53601.5, or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank for each transaction and final selection is made based on the best interests of the Authority. The amendment to the Investment Policy, to include the authority to continue the current practice, will reflect standard and prudent investment practices. (See Page 6 of the Policy)

As of September 25, 2009, the name of the bond index used as a benchmark in the Authority's investment policy has been updated to reflect a merger in the market. Staff has incorporated the new index name into the investment policy, the BofA Merrill Lynch Index. (See Page 2 of the Policy)

Prepared by: Lori Snow, Manager, Finance Treasury

650-508-6425

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

EXHIBIT A

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Statement of Investment Policy For The Investment of Transportation Authority Funds

I. PURPOSE

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

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

II. OBJECTIVES

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

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

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

III. BENCHMARKS

Investment results are compared quarterly to the following composite index:

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

IV. POLICY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

<u>Instrument</u>	<u>Limitations</u>		
	<u>Rating</u>	<u>% Of Fund</u>	<u>Maturity</u>
		100	15 years
		100	15 years
	A1/P1/F1		
		15	180 days
		15	180 days
		30	1 year
		10	5 years

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

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

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

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

in which the portfolio is not in compliance; and

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

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

RESOLUTION NO. 2010 –

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

**AMENDING THE STATEMENT OF INVESTMENT POLICY FOR THE INVESTMENT
OF THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY FUNDS**

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

WHEREAS, in November 1999, the Authority adopted a Statement of Investment Policy for the Investment of General Funds, which was most recently amended in May 2009; and

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

WHEREAS, the Executive Director has presented the amended Statement of Investment Policy to the Board of Directors; and

WHEREAS, staff recommends approval and adoption of the amended Statement of Investment Policy to grant express authority to the Authority's authorized investment advisor to choose the brokerage firms from which to solicit bids for investment portfolio transactions and to update the name of the bond index used as a benchmark in the policy, and the appointment of the Executive Director (or his designee) as the trustee for purposes of placing investments pursuant to the Policy.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority approves and adopts the Statement of Investment Policy attached hereto as Exhibit A and incorporated by this reference and hereby appoints its Executive Director (or his designee) as the trustee for purposes of placing investments pursuant to said Policy.

Regularly passed and adopted this 6th day of May, 2010 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

RESOLUTION NO. 2010 –

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

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

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

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

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

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

Regularly passed and adopted this 6th day of May, 2010 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
April 14, 2010**

The Community Relations Committee and Board

Appointed the following to the Citizens Advisory Committee:

- Judy McKie to represent bus riders.
- Lisa Chow to represent community riders.
- Andy Chow, Tom Collette and Kim Nobles to represent multimodal riders.

Manager Accessible Transit Services Bill Welch met with the Coastside Transportation Commission on April 14 and Coastside representative Dr. Michal Settles praised MV Transportation for their work on the annual "Seniors Night Out."

Paratransit Coordinating Council Barbara Kalt reported:

- PCC Chair Kent Mickelson has retired. Current Vice Chair Nancy Keegan is acting chair until the end of July.
- The pickup stop at San Francisco International Airport is a challenge for paratransit riders and the PCC is working on the problem.
- The PCC will be recruiting for new members from cities and social service agencies.

Citizen Advisory Chair John Baker reported:

- The CAC would like to be involved in future service cuts.
- Received presentations on the San Mateo County Transit District's (District) Sustainability Program, a bus shelter update and a report on service recommendations.

Deputy CEO Chuck Harvey presented ADA Paratransit (attached).

Average weekday ridership for all modes for February 2010 compared to February 2009 was 88,341, a decrease of 6 percent.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for February 2010. Revenues are under budget by \$1.8 million primarily due to reductions in sales tax. Total expenses were better than budget by \$4.5 million, which is primarily due to fuel and wages. Fuel was \$2.34 per gallon last week and the fuel hedge was tripped in March and \$11,000 was received from the bank.

Authorized award of contract to Orrick, Herrington and Sutcliffe, LLP to serve as special counsel in connection with the Fiscal Year 2011 Fuel Hedging Program. Staff will shortly begin the process of selecting a counterparty with a credit rating of AA/Aa by at least one national rating agency for the FY2011 fuel hedging program. Cost will be paid by both SamTrans and the Joint Powers Board.

Authorized an amendment to the FY2010 Operating Budget by \$210,245 from \$134,273,623 to \$134,063,378. This amendment reflects various adjustments since the last revision primarily due to reductions in the District one-half cent sales tax revenues and Transportation Development Act fund allocations from the Metropolitan Transportation Commission.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
April 14, 2010**

Authorized an amendment to the FY2010 Capital Budget by \$1,428,000 from \$18,731,316 to \$20,159,316 to include funding of \$1.2 million for San Bruno Grade Separation real estate acquisition activities and ClipperSM (formerly TransLink[®]) site preparation costs.

Authorized entering into a Memorandum of Understanding (MOU) with the San Mateo City/County Association of Governments (C/CAG) for performance of Phase 1 of the Economic and Housing Opportunity Assessment (ECHO) for the Grand Boulevard Initiative. C/CAG is conducting the ECHO study to define the overall development potential for the Mission Street/El Camino Real Corridor from Daly City to San Jose and to make the case for why new development will benefit individual communities as well as the region.

Authorized entering into a funding agreement with C/CAG to receive a total of \$165,991 in funds to be supplemented by \$9,590 in San Mateo County Transit District in-kind services to conduct two planning projects: Community-based Transportation Plan for South San Francisco and San Bruno and Countywide Transportation Plan for low income populations.

Authorized execution of a cooperative agreement with C/CAG in the amount of \$536,000 for FY2011 Transportation Fund for Clean Air Funds for the SamTrans Shuttle Bus Program to help underwrite the program.

Authorized award of contracts to Fehr & Peers and HNTB Corporation to provide on-call transportation planning and program support for up to \$4,000,000 for a three-year base term to be shared in aggregate with Wilbur Smith Associates. The contracts will be for on-call services and as such, work will be authorized on a Work Directive-basis.

The Legislative Committee and Board

Update on State Legislative Program:

State

- Staff has taken action to oppose AB 2121, which would suspend all Proposition 1A bond appropriations. Given the potential benefit that Proposition 1A funding offers to the Caltrain system, staff is on record opposing the bill along with other Bay Area transit agencies.
- SB 964 would reserve \$25 million in Proposition 1A funding for workforce development and High Speed Rail-related job training.
- SB 965 would authorize the California High Speed Rail Authority (CHSRA) to spend American Recovery and Reinvestment Act (ARRA) funds and matching Proposition 1A dollars. It would also require the CHSRA to submit annual spending plans to the Legislature.

Federal

The president signed the Hiring Incentives to Restore Employment (HIRE) Act on March 18, which is a jobs bill that extends SAFETEA-LU funding levels through the end of the year. It also transfers \$19.5 billion in deferred interest payments from the General Fund back to the Highway Trust Fund and Mass Transit Account. This gives the programs enough resources to last until the end of the year. The bill, unfortunately, did not include any of the supplemental appropriations or operating flexibility that were included in a House version that passed in December.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
April 14, 2010**

SB 3189 was introduced last month by Senator Sherrod Brown, which would provide emergency operating assistance by allowing large agencies to use 30 percent of their Federal Transit Assistance (FTA) share for operations. Staff is in favor of operating flexibility, generally. However, since most agencies spend their FTA formula funds on capital programs that are already essential to the operations, there isn't much that operating flexibility will do alone to address the shortfall. Staff agrees in principle generally, but is following the American Public Transportation Association's (APTA) lead of supporting temporary emergency operating assistance that supplements existing capital programs.

Board of Directors

Report of the General Manager/CEO Michael Scanlon:

- Staff is working to prepare the FY2011 budget, which shows a deficit of about \$40 million. Relative to Caltrain, SamTrans must reduce their annual contribution by \$12 million by FY2012 in the worst case scenario. All Joint Powers Board partners are experiencing significant financial problems, which may result in draconian cuts that could include elimination of weekend, midday and weeknight service.
- Thanked Chair Rose Guilbault and Directors Karyl Matsumoto, Shirley Harris and Art Lloyd for going to Sacramento with staff to meet with legislators on transportation funding.
- Congresswomen Anna Eshoo and Jackie Speier met extensively with staff at the APTA Legislative Conference.
- The Supervisor Academy was held the week of March 28.
- One hundred-fifteen of the new buses are on property and 62 are in service.
- Staff ran a special bus for Congresswoman Speier to tour some of the ARRA projects that have been submitted for funding.
- In March, the fixed-route buses averaged over 27,700 miles between service calls and Redi-Wheels over 43,800, which is above the standard of 19,000 miles.
- Earth Day is April 22 and SamTrans is asking each department to pledge to change at least one daily task to reduce waste, energy and water use.
- Staff is partnering with the Peninsula Congestion Relief Alliance at four transit centers on Earth Day to hand out complimentary TransLink cards to thank riders for their part in saving the environment.
- A testimonial ad campaign will run soon that will feature real SamTrans passengers and ads will run in English and Spanish newspapers.
- The national Transit Benefits Program is being promoted to SamTrans customers and employers. The program provides tax-free commute benefits up to \$230 per month.
- On Sunday, April 11, cities across San Mateo County hosted Streets Alive, transforming public streets into car-free outdoor spaces for people to walk, bike, run and enjoy being active and healthy.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
April 14, 2010**

General Counsel Proposal:

- a. Conference with Labor Negotiator - Teamsters Union, Local 856 (Bus Transportation Supervisors, Dispatchers and Radio Controllers)
- b. Conference with Labor Negotiator - Amalgamated Transit Union, Local 1574 (Customer Service Center Employees)
- c. Real Estate negotiations on the San Bruno Grade Separation real estate acquisitions.

The Board met in closed session and these items will continue to be carried on the Board agenda as negotiations proceed.

The next meeting of the Board is scheduled for Wednesday, May 12, 2010.

samTrans

Paratransit Service

April 14, 2010

Report on ADA Paratransit Service

samTrans

- History and Mission of Paratransit
- Features of Paratransit Service
- Strategic Context
- Cost
- Operating Statistics
- Eligibility
- Cost Control and Efficiencies
- Customer Service
- Senior Mobility
- Summary



2

History and Mission of Paratransit

samTrans

- Americans with Disabilities Act of 1990:
"An act to establish a clear and comprehensive prohibition of discrimination on the basis of disability"
- ADA mandates paratransit for fixed-route systems
- Redi-Wheels started in 1977
- RediCoast was created to serve the Coastside
- Provide safe, efficient and high-quality service
- Overcome access and mobility barriers
- Provide regional connections
- Serve all trip requests



Features of Paratransit Service

samTrans

- Service area & hours mirror fixed routes
- Ride reservations up to 7 days in advance
- Shared-ride system
- On time: 0-20 minutes after scheduled pickup time
- Lifeline Fare is one-half the Regular Fare
- Personal Care Attendants ride free
- In-person interview to determine eligibility
- Oversight by San Mateo County Paratransit Coordinating Council



4

Strategic Context

samTrans

- **Vision Statement:** *The District is a mobility leader, providing transportation choices and a sustainable future that meets the needs of our diverse communities.*
- **Guiding Principle:** *Sustain basic mobility services for transit-dependent and low-income persons. (Strategic Plan, 2009-2013)*
- **Multimodal Services Initiative:** *Ensure a service network that addresses the growing mobility need of senior citizens, customers with disabilities and low-income patrons. (Strategic Plan, 2009-2013)*

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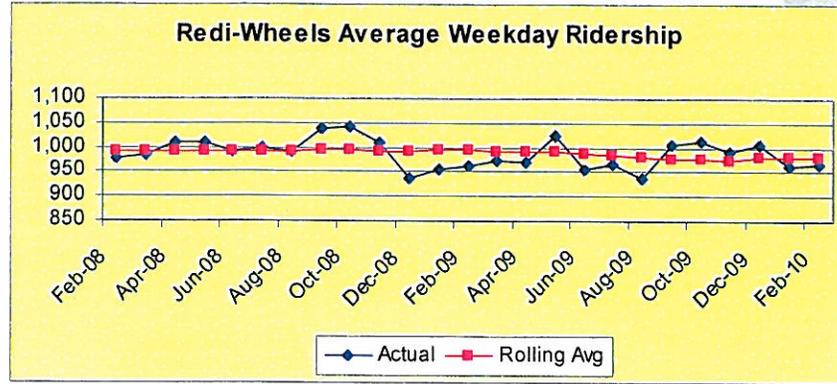
Cost

samTrans

- **Paratransit remains an unfunded mandate**
 - District provides about 55% of operating costs
 - Measure A funds provide approximately 21% of operating costs
 - State and Local grants over \$2.5 million
 - Fares cover approximately 5% of cost
- **\$41 average cost per trip FY2009 (\$3 fare)**
- **\$4,926,000 total cost FY2000**
- **\$13,614,000 total cost FY2009**
- **Service is essential, even critical, for many customers**

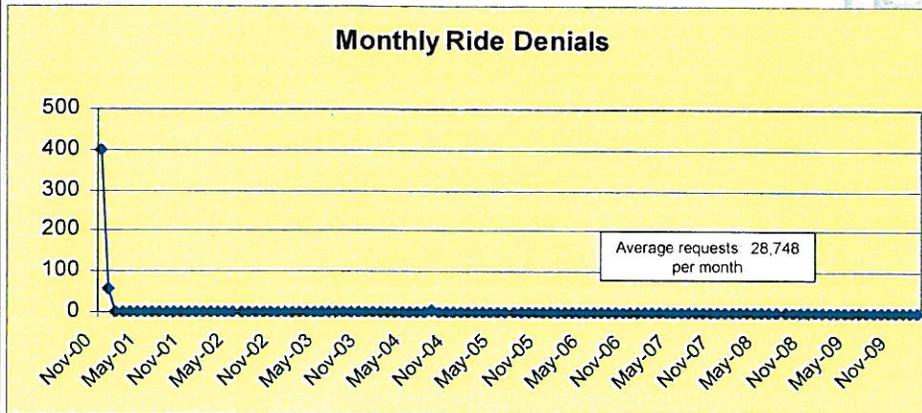


Redi-Wheels Ridership



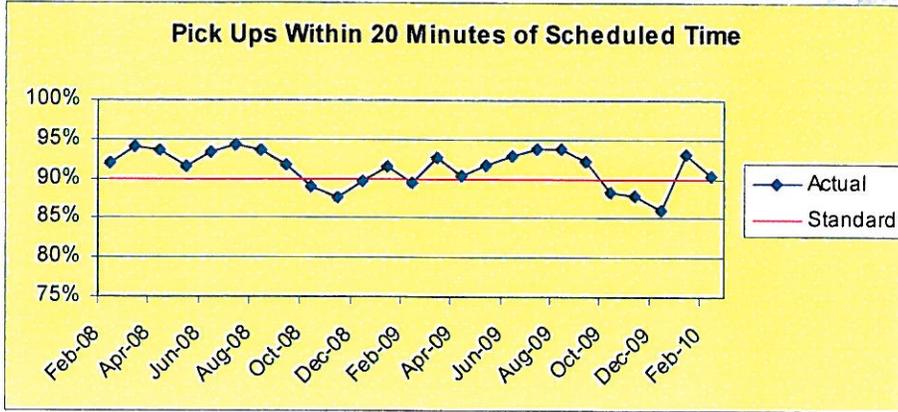
7

Trip Denials



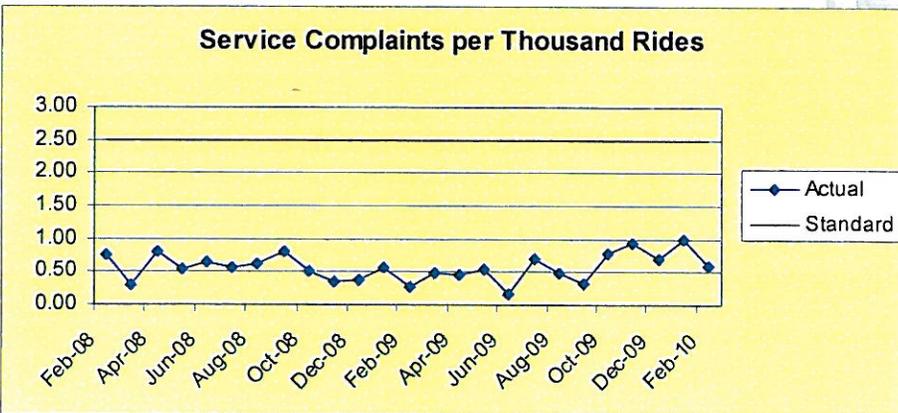
8

On-time Performance



9

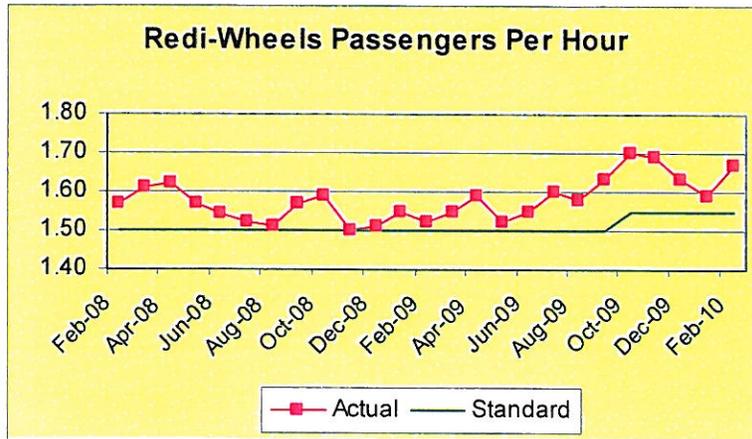
Service Complaints



10

Redi-Wheels Productivity

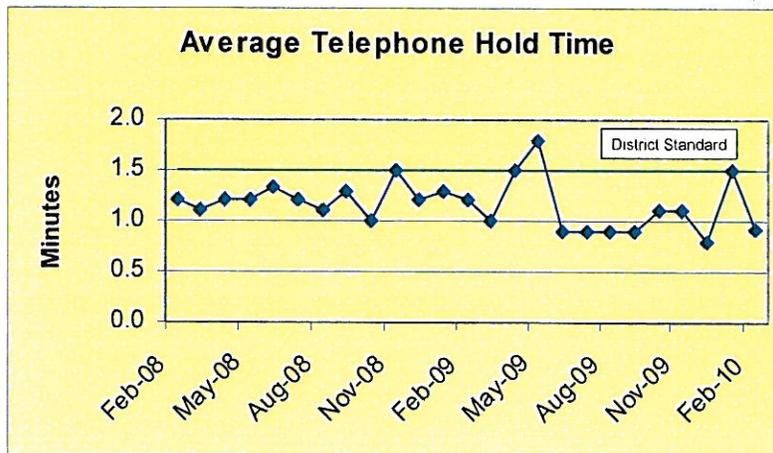
samTrans



11

Telephone Hold Time

samTrans

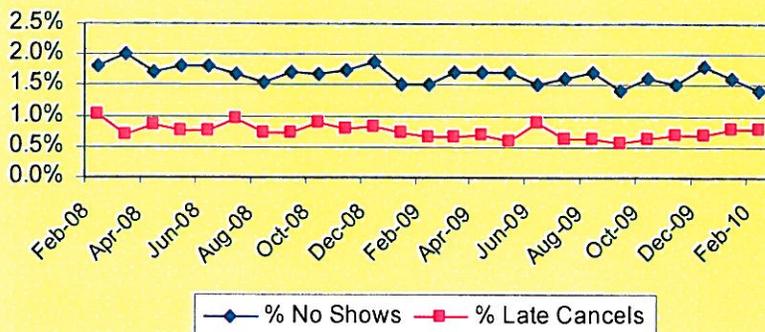


12

No-show and Late-cancel Campaign

samTrans

Redi-Wheels No-shows and Late-cancels



13

RediCoast Ridership

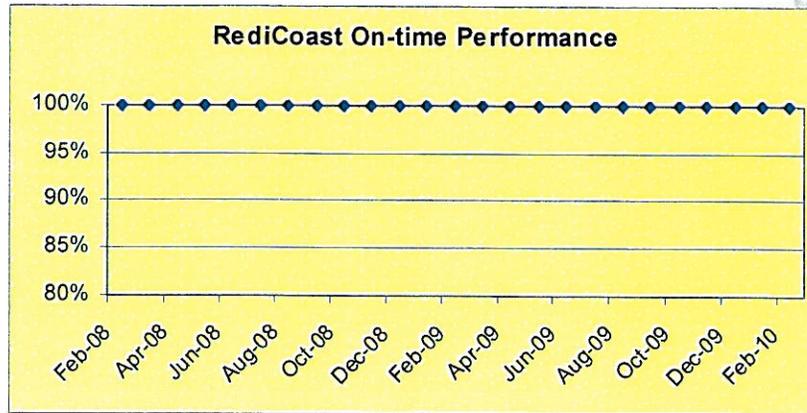
samTrans

RediCoast Average Weekday Ridership



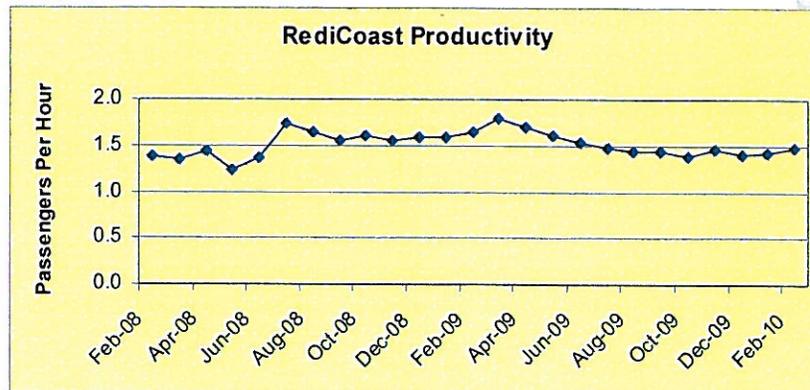
14

RediCoast On-time Performance



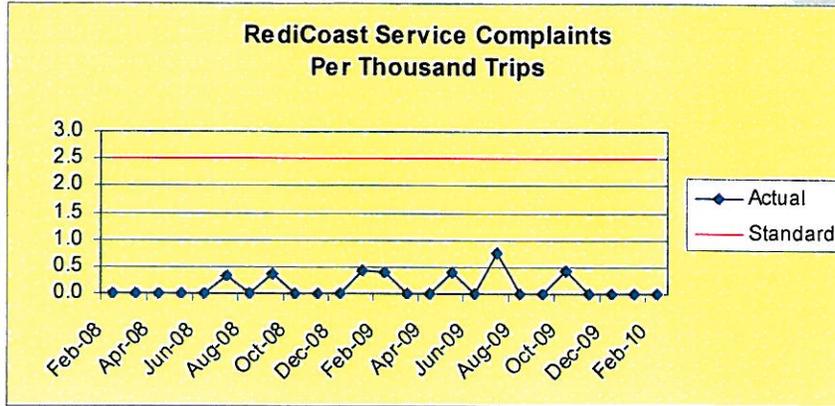
15

RediCoast Productivity



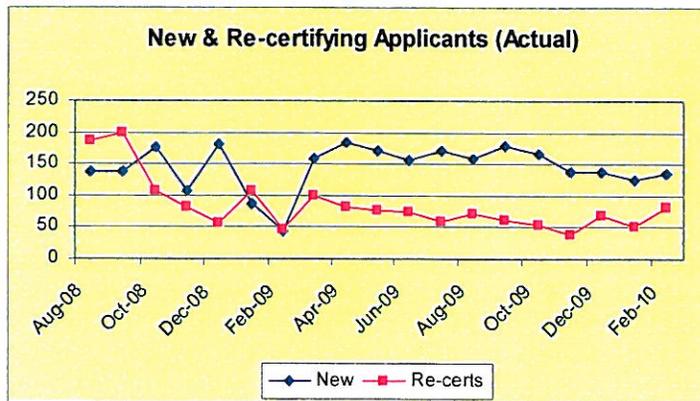
16

RediCoast Service Complaints



17

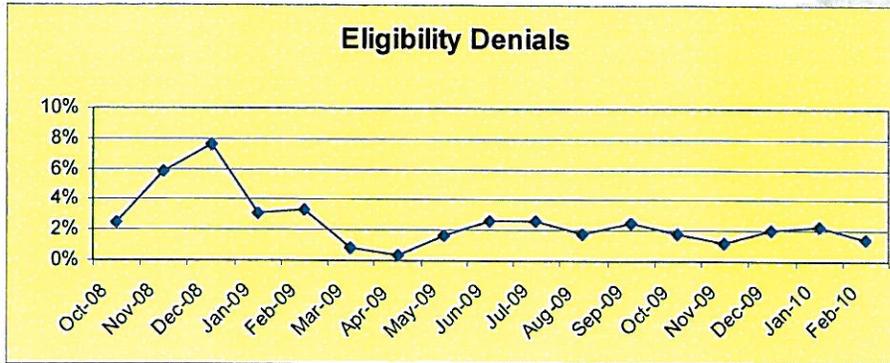
New & Re-certifying Applicants



18

Eligibility Denials

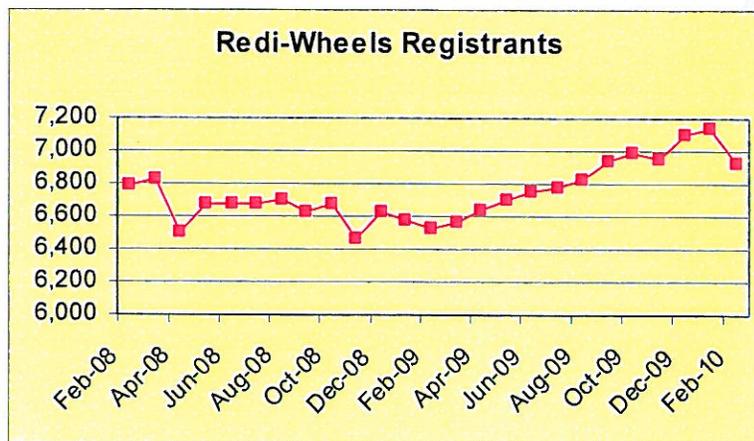
samTrans



19

Total Registrants

samTrans



20

Cost Control and Efficiencies

samTrans

Interactive Voice Response System

- Real-time notice of vehicle arriving
- Fewer no-shows, improved on-time performance



Policy on Ride Cancellations

- Two hours advance notice successfully implemented
- Greater operational flexibility and responsiveness

Travel Training

- 12 customers completed travel training in 2009
- Saves money, increases travel options for customers

21

Cost Control and Efficiencies

samTrans

Customer Education & Mobility Management

- Staff attend AARP and CHP training sessions to promote seniors using SamTrans fixed-route service

Fare Increase, effective 7-1-10

- One-way trip goes from \$3.00 to \$3.50
- Lifeline one-way goes from \$1.50 to \$1.75
- Agency trip fares adjusted, based upon historical rate and services



22

Customer Service

samTrans

- Staff provides tether straps to facilitate securement of mobility devices
- Staff fields numerous phone calls each day, answering a variety of questions from the public
- Of 753 comments received in 2009:
 - 19% were verified service issues
 - 42% were compliments
 - Average response time was 2.74 days



23

Customer Service Testimonials

samTrans

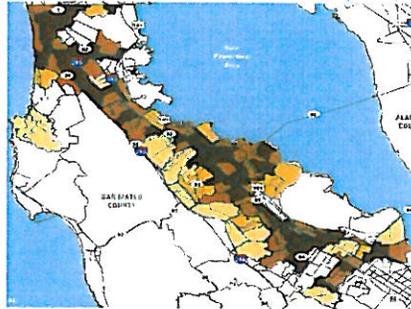
- "... the Dispatchers are quick to be helpful and really go out of their way...."
- "RW does a lot of things I'm not crazy about, but I can NEVER say anything negative about what good drivers they employ. The 'RW Driving School' must be very tough to pass, and very, very thorough. You turn out the best drivers I've ever had the opportunity to ride with."
- "There are SO many good drivers in the RW fleet, and she is one of the best. I felt safe and secure in her hands."

24

Senior Mobility Concerns

samTrans

- 65+ population will double in 20 years
- More seniors will live in places difficult to serve
- Seniors are not accustomed to public transit
- Existing services insufficient
- Strain on families
- Isolation
- Traffic injuries and death
- Strain on public, private & non-profit services

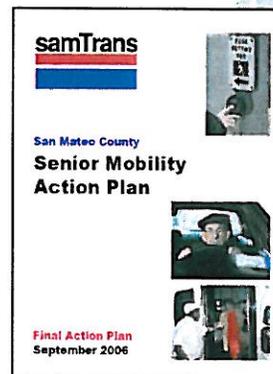


25

Senior Mobility Action Plan

samTrans

- The plan is a joint effort to keep older people safe and connected to their communities.
- Community Transit Services
- Community-based Transportation
- Encouraging Use of Transit
- Safe Driving and Driving Retirement
- Taxicabs
- Information & Assistance
- Walking and Pedestrian Safety



26

Mobility Ambassadors

samTrans

- Volunteer program to assist seniors
- Up and running -- > 200 March contacts
- How to Ride the Bus Guide, SamTrans Web site
 - Reading schedules
 - Boarding and alighting
 - Fare payment
 - Seating
- Six Senior Centers, recruiting and scheduling trainees
- Participation in SSF Wellness Fair



27

Summary

samTrans

- Paratransit: a legal and human necessity
- Program conforms to Strategic Plan
- Service provision is fiscally daunting
- Stable performance metrics
- Incremental improvements
- Striving for superior customer service
- Senior Mobility



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

SUBJECT: **QUARTERLY INVESTMENT REPORT AND
FIXED INCOME MARKET REVIEW AND OUTLOOK**

ACTION

Staff recommends that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended March 31, 2010.

SIGNIFICANCE

The Transportation Authority's Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on April 19, 2010 in order to meet the 30 day requirement.

BUDGET IMPACT

As this reports on the Quarterly Market Review and Outlook, there is no budget impact.

BACKGROUND

The Transportation Authority is required by state law to submit quarterly reports within 30 days of the end of the quarter covered by the report to the Board of Directors. The report is required to include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;

3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on page 6 & 7. The schedule separates the investments into two groups: The Investment Portfolio which is managed by CSI Capital Management, Inc. ("CSI"), recently transferred from Tamalpais Wealth Advisors, and Liquidity funds which are managed by Transportation Authority staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

CSI provides the Transportation Authority a current market valuation of all the assets under its management for each quarter. The valuation is provided by FT Interactive Data, the major operating division of Interactive Data Corporation (IDC). IDC is a leading provider of global securities data. They offer one of the largest information databases with current and historical prices on securities traded in all major markets including daily evaluations for more than 2.5 million fixed income securities.

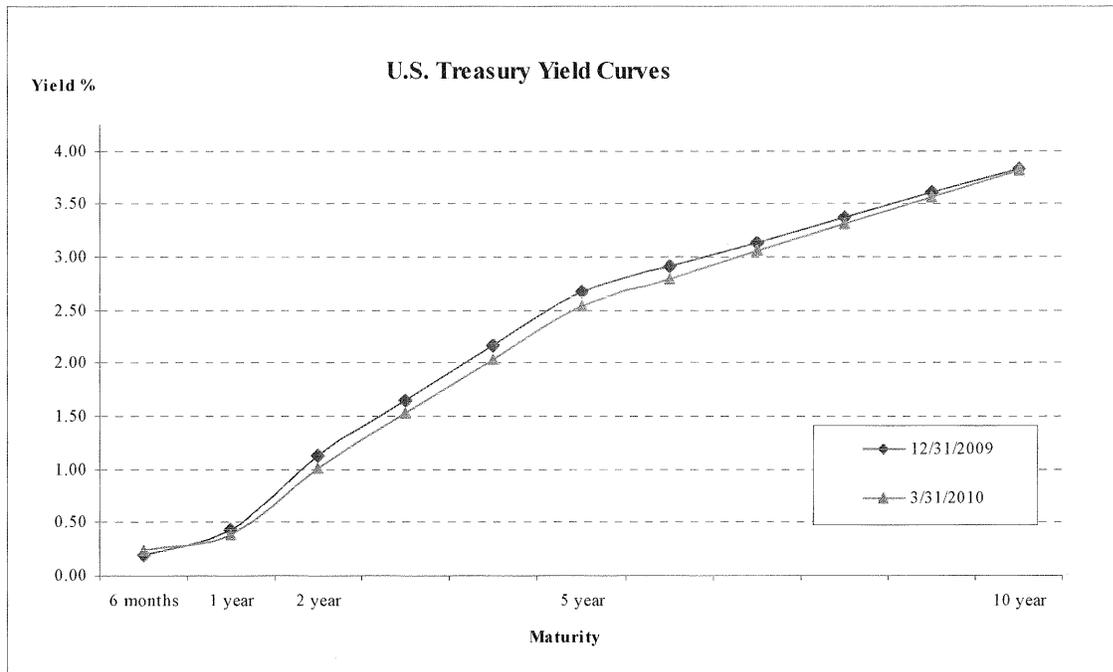
Due to the nature of securities which are bought and sold in a principal market, such as fixed income securities, multiple market values may exist for a given security at any given time. CSI has chosen IDC as an unbiased estimator of these prices based on their leading role as a provider of end of the day pricing, an evaluation of their methodology and the experience of their evaluation staff. Unfortunately, given the recent volatility in the markets, not every security is currently supported or accurately reflected by IDC. Therefore at the end of the quarter, CSI surveyed a number of Wall Street firms to get an accurate market value of the securities held in the Transportation Authority's portfolio. These surveys reflect the levels at which someone is actually willing to purchase the securities held by the Transportation Authority. In the case of money market instruments, which are not supported by IDC, CSI uses adjusted cost.

The Liquidity funds managed by Transportation Authority staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share, book and market value are equal and rate of income is recalculated on a daily basis.

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

DISCUSSION

Market Review and Outlook



Data Source: Bloomberg

Interest rates were quite volatile during the first quarter of 2010, initially falling and then retracing most of their earlier decline. By the end of the quarter, the market was trading near beginning of the year levels, but with decidedly more concern about the future direction of rates. With the Fed signaling an end to many of its programs, the market began to focus on when the Fed was likely to start moving short-term interest rates higher again.

One of the enduring characteristics of the recent crisis and subsequent recovery has been the sheer number of important issues that have the potential to appreciably influence the outlook.

What follows is a list of what CSI believes to be some of the more important issues that have the potential to influence the future course of both the economy and interest rates:

1. *Greece and the Euro*: Due to financial troubles in European countries such as fiscal deficits and possible default on debt, the concept of the European Monetary Union, including the Euro, has been called into question. A favorable outcome here could strengthen the Euro versus the dollar, while an unfavorable outcome would likely have the opposite effect.
2. *China and the Yuan*: Depending on the source, the yuan may currently be undervalued 25 to 50 percent. Devaluing will bring down the price of U.S. exports to China making them more attractive, but also substantially lower the value of the U.S. Government Securities China holds in reserves. The U.S. believes the yuan should be allowed to appreciate, while China has been reluctant to increase the relative value of the yuan to the dollar.

3. *TIPS and Inflation:* TIPS (Treasury Inflation Protected Securities) provide investors with a way to protect themselves from any unanticipated increases in inflation. By comparing the yield on a regular Treasury bond to a comparable TIP, investors can glean the market's expectations for future inflation. Since the beginning of the year, expectations for future inflation have been steadily falling and have declined by 25 basis points consequently causing TIPS to under-perform their comparable Treasury Bonds.
4. *Forward Rates:* Despite the modestly lower inflation expectations discussed above, the market has also been steadily building in an expectation of an increasing pace of interest rate hikes over the coming year.
5. *Poor Treasury Auctions:* While the United States Treasury auctioned off \$1.6 Trillion dollars of securities in the first quarter of 2010, recently auctions have not gone well and the Treasury had to offer securities at higher rates than expected.
6. *Equity Market Rally:* Since the bottom of the market in early March 2009, the S&P 500 has increased by a stunning 77 percent including dividends. During the same period, housing prices stabilized. Economists have determined that both the values of an individual's investment portfolio as well as their home(s) are important factors when it comes to spending decisions. Of the two, the value of the stock market is deemed to have the larger and more immediate impact. Consumer spending continues to surprise on the strong side. As long as the stock market remains strong, consumers are likely to continue to drive economic growth. In such an environment, it will not be long before employment picks up (as evidenced by the March employment data) and the Fed starts to raise rates.
7. *Fed Activity:* The Federal Reserve Board has maintained an exceptionally low Fed Funds rate since the end of 2008. Estimates for the likely level of Fed Funds by the end of the year range from unchanged to as high as 1.75 percent. CSI anticipates a modest increase in the Fed Funds rate by year-end, followed by another extended period of inactivity.
8. *Health Care:* Although health care reform is now a reality, it remains an extremely polarizing issue among the electorate. If small business owners remain uncertain of the future impact on their employee costs, hiring is likely to be constrained. It is important not to dismiss these concerns, real or imagined, as small businesses have historically been the driver of employment in our country.
9. *Employment:* The hope is that employment numbers finally climb out of negative territory and show signs of solid yet unspectacular growth. This could lead to higher interest rates, and the market is likely to reflect this confidence rather quickly.
10. *Financial Reform:* When Congress returns from its break, financial reform is likely to be its top priority. The centerpiece of this legislation is likely to be a banking bill. The risk for the economy here is over-regulation. Should financial regulation take the form of putting safety and soundness ahead of the banking system's ability to make loans, we could be in for an extended period of sluggish growth.

The issues portrayed here paint a picture which when considered as a whole, certain inevitable conclusions emerge. Namely, the economy is emerging from a recession, interest rates are poised to rise, the global economy still faces many hurdles before it can fully return to health, and policy mistakes are likely to prove costly.

CSI's strategy in this environment is threefold. First, avoiding credit risk, as the consequences of

a low probability event are still too severe and the likelihood of such an occurrence is still not quite low enough to provide comfort. Second, choosing the middle ground for new investments, investing for higher yields but not going so far out on the curve that we could experience big price declines if rates jump. Lastly, remaining patient, choosing those periods when rates are trading towards the upper end of their recent range before committing any capital.

Strategy

Interest rates have begun to factor in a modest increase in the Fed Funds Rate by the middle of the year. Spread product has continued to narrow with high quality paper returning to pre-crisis levels and low quality paper continuing to show improvement.

Over the foreseeable future CSI expects interest rates to move gradually higher. Currently, the portfolio's sensitivity to a change in interest rates is below that of the benchmark. The current low rate environment leaves the bond market without much of a yield cushion to avoid negative rates of returns should interest rates begin to rise more than already anticipated by the market.

During the quarter, the duration of the portfolios was maintained at a level that was less than the benchmark's duration. Given our outlook and the current level of uncertainty in the markets, CSI is comfortable keeping the portfolio's exposure to a change in interest rates below that of the benchmark. As of the end of the quarter, the Transportation Authority's portfolio consisted of approximately 14.0 percent Government Guaranteed Corporate Bonds, 52.5 percent Agency Securities, 31.6 percent US Treasury securities, 1.9 percent Agency MBS and 0 percent Cash Equivalents; see Exhibit 6.

Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending March 31, the portfolio returned **0.49** percent. This compares to the benchmark return of **0.93** percent. The Performance graph in Exhibit 3 shows the relative performance of the Authority since inception. The Growth of a Thousand Dollars graph in Exhibit 4 shows the cumulative performance over this same time frame for the Authority's portfolio.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, the portfolio's yield to maturity was 1.28 percent. The benchmark's yield to maturity was 1.42 percent.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the portfolio's rate of return on investments, at cost, was 1.43 percent.

Prepared by: Lori Snow, Manager Finance Treasury

650-508-6425

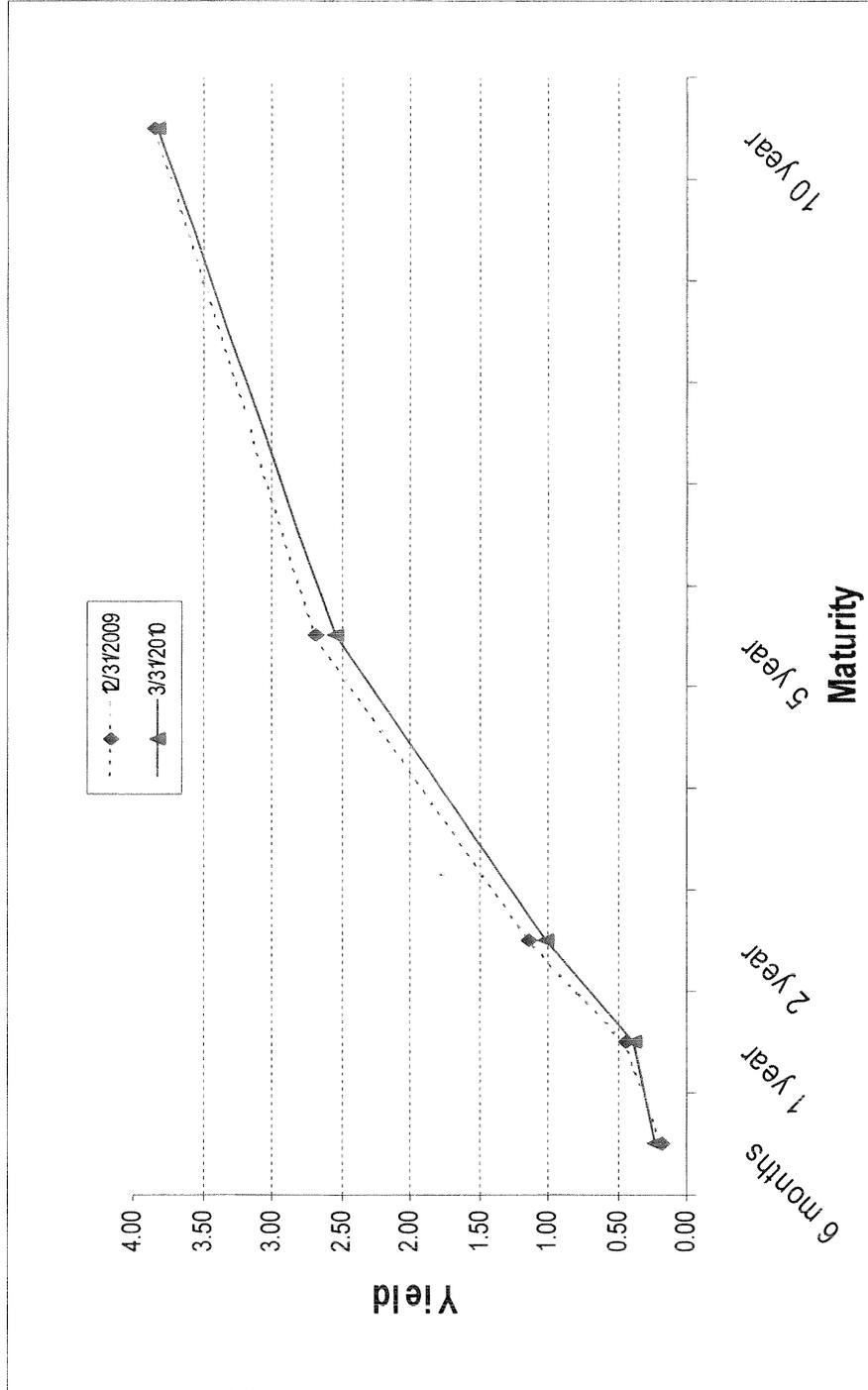
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 REPORT OF INVESTMENTS (Cont'd)
 FOR QUARTER ENDED MARCH 31, 2010

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
FUNDS MANAGED BY CSI CAPITAL MANAGEMENT, INC.						
INVESTMENT PORTFOLIO:						
CORPORATE BONDS						
JP Morgan Chase & Co.	12-01-10	2,000,000	2,048,520	2,029,000	17,500	2,046,500
Bank of America Corp.	12-23-10	2,000,000	2,023,112	2,018,342	9,256	2,027,598
General Electric Capital Corp	03-11-11	2,000,000	2,018,032	2,023,792	1,900	2,025,692
Bank of America Corp.	04-30-12	2,000,000	2,032,960	2,036,830	10,733	2,047,563
General Electric Capital Corp	06-08-12	1,500,000	1,530,600	1,527,841	642	1,528,483
Goldman Sachs	06-15-12	3,000,000	3,104,697	3,128,100	28,437	3,156,537
Wells Fargo & Co.	06-15-12	3,000,000	3,058,440	3,046,239	2,656	3,048,895
John Deere Capital	06-19-12	3,000,000	3,107,970	3,104,064	3,594	3,107,658
GOVERNMENT BONDS						
FHLM	05-28-10	8,000,000	8,125,350	8,027,500	64,917	8,092,417
U.S. Treasury Cash Management Bill	06-17-10	5,000,000	4,988,117	4,998,450	0	4,998,450
FHLB	07-16-10	2,000,000	2,050,625	2,019,375	14,583	2,033,958
FHLB	11-02-10	5,000,000	5,225,000	5,107,812	87,361	5,195,173
U.S. Treasury Note	11-30-10	3,500,000	3,526,250	3,521,466	14,486	3,535,952
FNMA	03-23-11	3,500,000	3,532,813	3,539,375	1,361	3,540,736
FHLM	04-20-11	4,000,000	4,019,600	4,002,232	31,111	4,033,343
FNMA	11-15-11	2,000,000	2,180,625	2,141,875	40,312	2,182,187
FNMA	01-09-12	4,000,000	4,040,000	4,062,500	18,000	4,080,500
U.S. Treasury Note	01-15-12	2,800,000	2,782,500	2,810,282	6,512	2,816,794
FHLB	01-23-12	3,000,000	3,030,938	3,054,375	11,725	3,066,100
FHLM	01-26-12	4,000,000	4,006,000	3,995,120	9,028	4,005,148
FNMA	03-23-12	5,000,000	5,026,563	5,056,250	2,309	5,058,559
FHLB	06-08-12	2,000,000	2,105,000	2,101,250	3,826	2,105,076
FHLM	06-15-12	2,000,000	1,992,500	2,019,380	10,208	2,029,588
U.S. Treasury Note	06-15-12	1,500,000	1,525,313	1,524,492	703	1,525,195
FNMA	08-10-12	5,000,000	4,996,300	5,032,812	12,396	5,045,208
FHLB	08-10-12	3,000,000	3,033,750	3,039,375	2,733	3,042,108
FHLB	08-10-12	3,000,000	3,031,875	3,039,375	1,367	3,040,742
U.S. Treasury Note	08-15-12	2,000,000	2,028,125	2,024,532	1,847	2,026,379
U.S. Treasury Note	01-13-13	15,000,000	15,462,500	15,578,913	72,591	15,651,504
FNMA - Step Up	03-29-13	8,000,000	7,996,900	7,987,500	444	7,987,944
FNMA - Step Up	04-01-14	3,000,000	3,007,350	3,000,000	10,833	3,010,833

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS (Con't)
FOR QUARTER ENDED MARCH 31, 2010**

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR.INT.
<u>FUNDS MANAGED BY CSI CAPITAL MANAGEMENT, INC.</u>						
<u>INVESTMENT PORTFOLIO:</u>						
TREASURY INFLATION PROTECTED SECURITIES						
US Inflation Indexed Note	04-15-10	2,000,000	2,251,020	2,287,797	9,036	2,296,833
US Inflation Indexed Note	04-15-14	6,500,000	6,932,404	6,878,059	12,691	6,890,750
US Inflation Indexed Note	04-15-14	2,000,000	2,126,906	2,116,326	1,982	2,118,308
US Inflation Indexed Note	04-15-14	1,000,000	1,062,712	1,058,163	939	1,059,102
COLLATERIZED MORTGAGE OBLIGATIONS						
FHR Series 1832 Class F	03-15-11	136,726	136,595	136,672	2,897	139,569
FHLB Series 00-0606 Class Y	12-28-12	1,436,540	1,535,030	1,532,529	610	1,533,139
FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS						
FHLM Gold Pool	03-01-11	926,826	955,076	942,128	5,348	947,476
TOTAL FUNDS MANAGED BY CSI CAPITAL MANAGEMENT, INC.		128,800,092	131,638,065	131,551,123	526,875	132,077,998
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u>						
BANK OF AMERICA CHECKING						
L/AF			604,797	604,797	0	604,797
SAN MATEO COUNTY POOL						
CD ACCT REGISTRY SERVICE ("CDARS")	03-31-11		4,200,726	4,200,726	17,468	4,218,193
CD ACCT REGISTRY SERVICE ("CDARS")	04-07-11		273,161,541	273,161,541	173,046	273,334,587
			2,038,053	2,038,053	0	2,038,053
			1,220,428	1,220,428	192	1,220,620
TOTAL FUNDS MANAGED BY DISTRICT STAFF			281,225,545	281,225,545	190,706	281,416,251
TOTAL AS OF MARCH 31, 2010			412,863,610	412,776,668	717,582	413,494,250

San Mateo County Transportation Authority
Historical Yield Curve



Data Source: Bloomberg

Tampa Bay Wealth Advisors

San Mateo County Transportation Authority

Monthly Review – Account vs. Benchmark

Rolling 24 Months

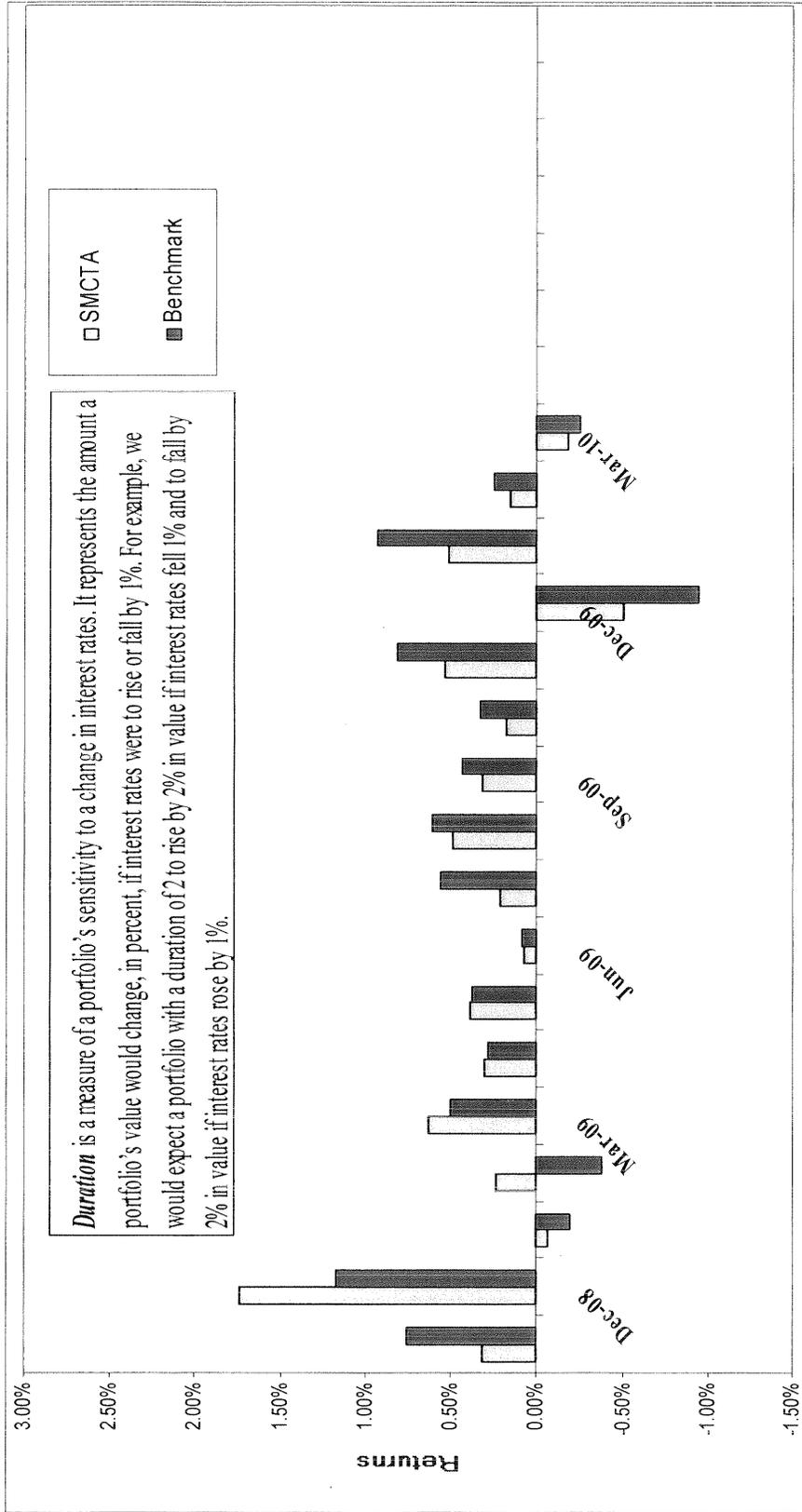
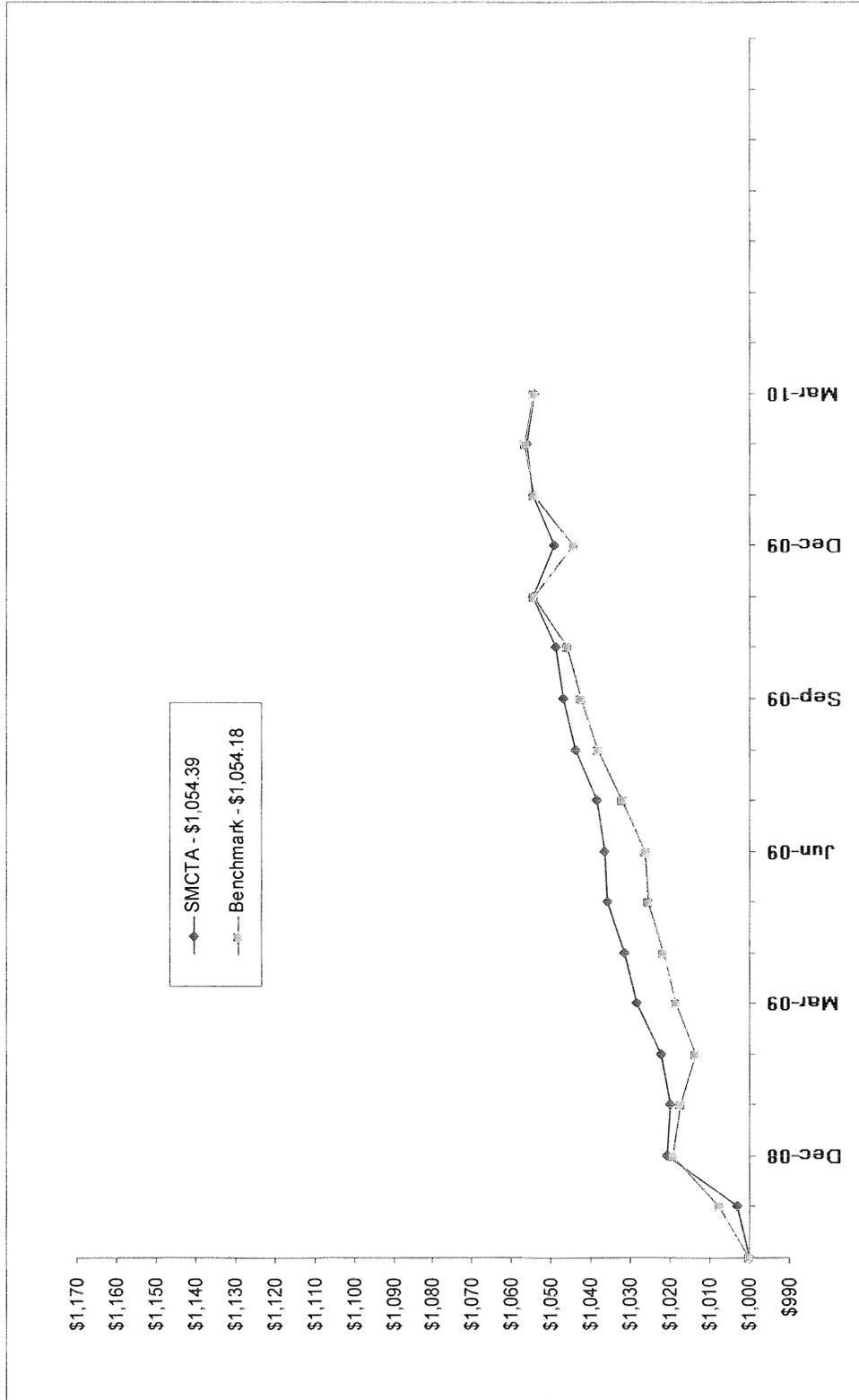


EXHIBIT 3

Trailing 12 Months	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Trailing 12
MONTHLY PERFORMANCE DATA													
SMCTA	0.30%	0.38%	0.07%	0.21%	0.49%	0.31%	0.18%	0.54%	-0.51%	0.51%	0.16%	-0.18%	2.49%
Benchmark	0.28%	0.38%	0.09%	0.56%	0.60%	0.43%	0.32%	0.82%	-0.95%	0.93%	0.25%	-0.25%	3.49%

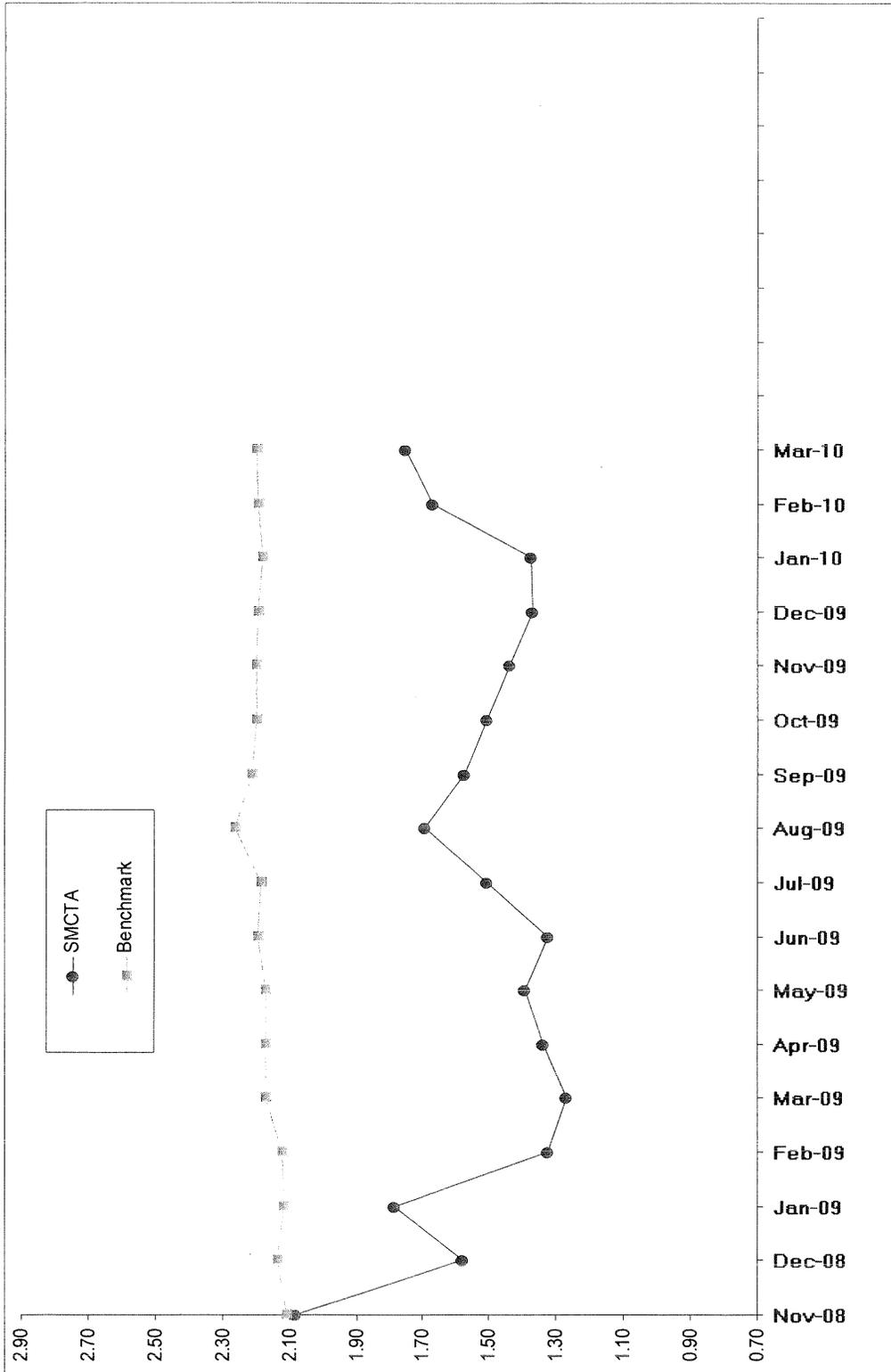
Tamalpais Wealth Advisors

San Mateo County Transportation Authority
 Growth of a Thousand Dollars
 Rolling 24 Months



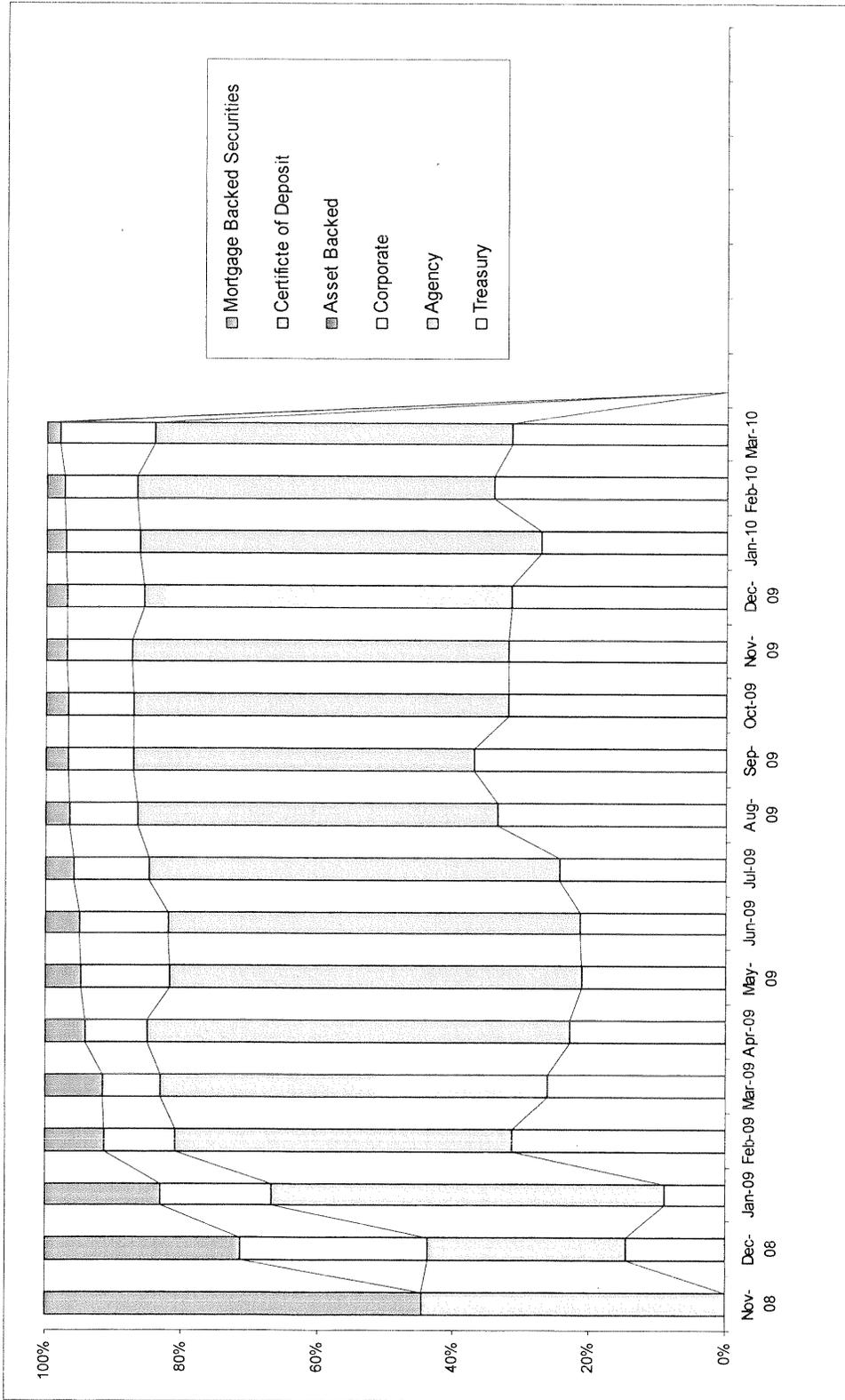
Tamalpais Wealth Advisors

San Mateo County Transportation Authority
Duration vs. Benchmark



Tamalpais Wealth Advisors

San Mateo County Transportation Authority Percent of Assets Held by Type



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: **ROUTE 101 AUXILIARY LANES PROJECT BETWEEN MARSH
ROAD AND EMBARCADERO ROAD**

ACTION

Staff proposes that the Board:

1. Amend the Fiscal Year 2010 Capital Budget to increase the line item for the Route 101 Auxiliary Lanes Project between Marsh Road and Embarcadero Road (TA Project #629: Marsh to San Mateo/Santa Clara) (hereinafter "Project") in the Streets and Highways program category by \$30,000,000 of original Measure A funds for a total of \$36,912,000;
2. Allocate \$32,584,000 in original Measure A funds to California Department of Transportation (Caltrans) for the Project; and
3. Authorize the Executive Director or his designee to execute a Cooperative Agreement between the Transportation Authority and Caltrans for up to \$32,584,000 in original Measure A funds for the right of way and construction phases of the Project.

SIGNIFICANCE

Caltrans seeks to continue its work on the Project with the Transportation Authority's support. Execution of the cooperative agreement will allow the Project to proceed into the right of way and construction phases. This action will allow Caltrans and the Transportation Authority to meet the time line requirements of the Proposition 1B Corridor Mobility Improvement Account (CMIA) funding.

BUDGET IMPACT

The Fiscal Year 2010 Capital Budget will be amended to increase the Route 101 Auxiliary Lanes Marsh to SM/SC line item (TA Project #629) in the Streets and Highways program category by \$30,000,000 in original Measure A funds for a total of \$36,912,000. Of the \$36,912,000, \$32,584,000 will be allocated to Caltrans for the Project.

BACKGROUND

In 2007, the Project became a listed project in the Corridor Mobility Improvement Account (CMIA) and is subject to the California Transportation Commission's (CTC) project delivery

timeline for CMIA projects. Caltrans is the lead agency for the Project and is responsible for delivery of the environmental, design, right of way, and construction phases. The City/County Association of Governments (C/CAG) is working closely with the Transportation Authority and Caltrans staff to administer the CMIA program in San Mateo County.

The Project will widen Highway 101 to add auxiliary lanes in each direction from Marsh Road to Embarcadero Road, widen /modify various existing on/off ramps for ramp metering and Intelligent Transportation System (ITS) equipment, reconstruct the Ringwood Pedestrian Overcrossing, and widen the Hetch Hetchy Aqueduct Bridge. The environmental phase is complete and Plans, Specifications & Estimate (PS&E) work continues. The project will be delivered in three segments. The first segment, Marsh to University, is scheduled to be advertised in fall 2010 and start construction in winter 2011. Segment 2, University to Embarcadero, is scheduled to start construction in winter 2012, and Segment 3, replacement landscaping, is scheduled to start construction in fall 2013. Segment 3 will be incorporated in a separate cooperative agreement to be prepared after the scope of landscaping is determined. The Project is almost entirely within San Mateo County, with one small part of the southernmost segment extending into Santa Clara County. Transportation Authority funds will be used to support the Project in San Mateo County.

The total Project funding consists of \$60 million from CMIA, \$14,221,000 from the State Transportation Improvement Program (STIP), \$1,800,000 from Federal SAFTEA LU, and \$36,912,000 from Measure A.

The total Transportation Authority budget of \$36,912,000 for the Project includes \$32,584,000 for right of way and construction of Segments 1 and 2; \$3,000,000 for Segment 3; and \$1,328,000 for the Project Study Report and administrative costs.

Prepared by James W. McKim, Project Manager

650-508-7944

RESOLUTION NO. 2010 –

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

*** * ***

AUTHORIZE EXECUTION OF A COOPERATIVE AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE ROUTE 101 AUXILIARY LANE PROJECT FOR MARSH ROAD TO EMBARCADERO ROAD; AMEND THE FISCAL YEAR 2010 CAPITAL BUDGET; AND ALLOCATE \$32,584,000 OF ORIGINAL MEASURE A FUNDS FOR THE PROJECT

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as “Measure A,” which increased the local sales tax in San Mateo County by 1/2 percent with the new tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

WHEREAS, the Expenditure Plan included funding for the Route 101 Auxiliary Lane Project (“Project”); and

WHEREAS, the California Department of Transportation (Caltrans) and the San Mateo County Transportation Authority (Authority) are authorized to enter into cooperative agreements for improvements to State highways within San Mateo County; and

WHEREAS, the Authority and Caltrans desire to enter into a cooperative agreement to define the respective responsibilities for the Route 101 Auxiliary Lanes Project from Marsh Road to Embarcadero Road, it being understood that Caltrans will be responsible for the environmental, design, and construction phases and the Authority will provide original Measure A funds in the not-to-exceed amount of \$32,584,000; and

WHEREAS, staff recommends that the Fiscal Year 2010 (FY2010) Capital Budget be amended to increase the Route 101 Auxiliary Lanes Marsh to SM/SC line item (TA Project #629) in the Streets and Highways program category by \$30,000,000 of original Measure A funds for a total of \$36,912,000; and

WHEREAS, staff recommends authorization of the associated cooperative agreement and allocation of the associated \$32,584,000 in original Measure A funds.

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

1. Amend the FY2010 Capital Budget to increase the Route 101 Auxiliary Lanes Marsh to SM/SC line item (TA Project #629) in the Streets and Highways program category by \$30,000,000 of original Measure A funds for a total of \$36,912,000
2. Allocate \$32,584,000 of original Measure A funds to the California Department of Transportation for the Route 101 Auxiliary Lanes Marsh to SM/SC line project.
3. Authorize the Executive Director or his designee to execute a cooperative agreement with the California Department of Transportation for an amount of Measure A funds not-to-exceed \$32,584,000 for delivery of the Route 101 Auxiliary Lanes Project from Marsh Road to Embarcadero Road.

BE IT FURTHER RESOLVED that the Executive Director is authorized to execute any agreements and documents necessary to give effect to this resolution.

Regularly passed and adopted this 6th day of May 2010, 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: **SAN BRUNO GRADE SEPARATION PROJECT – FUNDING OPTIONS**

ACTION

This item is for discussion only; no action is required at this time. Staff expects to bring a Fiscal Year 2010 Capital Budget amendment item to the Board for action at the June 3, 2010 meeting.

SIGNIFICANCE

The total estimated cost of the San Bruno Grade Separation project (Project) is \$165 million. The Transportation Authority (TA) has previously allocated a total of \$60 million in original Measure A funds to the Project. In addition, the Project has been budgeted \$30 million in Proposition 1B Highway-Railroad Crossing Safety Account (Prop 1B HRCSA) funds and \$10 million in State Public Utilities Commission Section 190 (PUC 190) funds. In all, the Project has thus far secured a total of \$100 million. Funding options for the balance required to fully fund the Project, or \$65 million, are further discussed below.

Project is scheduled for contract award at the July 1, 2010 Peninsula Corridor Joint Powers Board meeting, and once the contract is awarded, the Project is anticipated to have an 18-month construction period.

Provided below are the various funding options, along with risks and issues associated with each:

1. Original Measure A - \$3 million

Staff estimates approximately \$3 million in interest income will be generated through Fiscal Year (FY) 2012 from the original Measure A program in the Grade Separation category. Only interest income generated through FY2012 is assumed since the Project has cash flow requirements only through FY2012, coinciding with when construction of the Project is scheduled to be completed.

2. New Measure A – up to \$62 million if the State, Federal, and Other funds do not materialize

The new Measure A Program sets asides 15 percent of annual sales tax receipts for the Grade Separation category. Assuming an annual generation of \$60 million in sales tax revenue, the Grade Separation category would receive approximately \$9 million a year. From the inception of the new Measure A Program in January 2009 to June 2010, the TA anticipates collecting a total of \$13 million for the Grade Separation category. Should the Project

require the maximum \$62 million from the new Measure A Program, the Project will need to secure funds from the Grade Separation category through the middle of FY2016. Because new Measure A funds from FY2013 through FY2016 would not be available during the time when cash flow is required for the Project, loans from original Measure A would need to be made. Loan payback is proposed to be made from the Grade Separation category in the new Measure A program to the original program once the funds are available.

Absent any project selection criteria for the Grade Separation category at this time, an exception would need to be granted to allocate new Measure A funds to projects requesting funding from this category. Exceptions may be granted if the request is for a project included in the TA Expenditure Plan, and if the project addresses a significant safety and/or security concern, and it leverages non-TA funding that have timing limitations. An exception may be granted for the Project in this case for the following reasons: 1) in light of the accident history of the railroad crossings included in the Project, the Project will address a safety concern by removing conflicts between train, vehicular, and pedestrian traffic; 2) the Project's ability to leverage significant amounts of State, Federal, and other funds; 3) there are attendant deadlines associated with the obligation and spend-down of these fund sources; 4) the Project is a candidate project that was included in the TA Expenditure Plan; and 5) TA Board's prior commitment to the Project.

3. Proposition 1B State Local Partnership Program Funds - \$3.75 million

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, or Proposition 1B, included \$1 billion for the State Local Partnership Program (Prop 1B SLPP). 95% of the \$1 billion is distributed by formula to match voter-approved transportation taxes and fees. Based on the formula established in this program, the TA is expected to receive \$9.25 million over the next five years. Of the \$9.25 million, \$3.75 million has so far been appropriated by the State. Staff proposes to allocate the \$3.75 million in Prop 1B SLPP funds to the Project.

4. State Transportation Improvement Program Funds - \$19.203 million

In coordination with the City/County Association of Governments (C/CAG), \$19.203 million in State Transportation Improvement Program (STIP) funds have been programmed to the Project in Fiscal Year 2011. In light of the State's current financial status, there is a high risk that this funding source may not be available during the time the project is being constructed. The availability of these funds will depend on the State's ability to sell general obligation bonds, and this ability will depend on market conditions when the State goes to market. The TA may, however, seek a Letter of No Prejudice from the State, which would allow the Project to proceed with TA funds and be reimbursed by the State once the STIP funds are made available at a later time.

5. Others

Staff has sought and will continue to secure other possible funding sources for the Project, including funds from California's share of the Federal High Speed Rail program announced in January 2010, infrastructure funds from a potential Federal Jobs bill, and Federal earmarks. Any possible funds that can be secured would help offset any new Measure A funds that need to be allocated for the Project.

BUDGET IMPACT

There is no impact to the Budget. A separate action item will be brought back to the TA Board at the June 3, 2010 meeting to increase the FY2010 Capital Budget for the Project.

BACKGROUND

The scope of the San Bruno Grade Separation Project includes elimination of three street-level grade crossings by lowering San Bruno, San Mateo and Angus avenues and raising the railroad tracks. Pedestrian underpasses will be built at Euclid, San Bruno and Sylvan avenues. A new elevated Caltrain station between San Bruno and San Mateo avenues will replace the existing station at Sylvan Avenue. Streets and sidewalks, including those at Posy Park, also will be improved.

With high-speed rail alignment potentially going through the project area, the project has been designed to accommodate a two-track railroad over a multi-track footprint. The total estimated cost of the project is \$165 million if the high speed rail alignment is not built. If the four-track grade-separated superstructure is to be built to accommodate both Caltrain and high speed rail, the project is estimated to cost \$300 million, with an estimated cost split of \$148 million for the JPB and \$152 million for California High Speed Rail Authority (CHSRA). Because the CHSRA is still going through the environmental assessment process, it will not be known until 2012 or later whether CHSRA's portion of the grade separated structure will be built.

Implementation of this project will provide grade separations to eliminate conflicts between train, vehicular, and pedestrian traffic. The proposed new grade separated pedestrian crossing between Euclid Avenue and Walnut Street will facilitate safe access across the tracks north of San Bruno Avenue by directly linking neighborhoods on the opposite side of the tracks and will serve to reduce trespassing on the right of way.

Prepared by April Chan, Director, Budgets and Grants

650-508-6228

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

SUBJECT: **PRELIMINARY BUDGET FOR FISCAL YEAR 2011**

ACTION

This report is submitted for informational purposes only. No policy action is requested at this time.

SIGNIFICANCE

The Fiscal Year 2011 Budget combines the operating and capital budgets in one budget statement, as shown in Attachment A.

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

For FY2011, total revenue for the San Mateo County Transportation Authority (Transportation Authority) is projected to be \$70.9 million, an increase of \$1.2 million or 1.7 percent over the FY2010 revised budget. The projected revenue is composed of the following:

- Sales tax revenue projections remain flat at \$60.0 million due to current economic conditions.
- Interest income is increasing by \$286,240, or 5.4 percent, due to a slight increase in interest rate projections.
- Grant proceeds are increasing by \$918,000, or 27.8 percent. This change includes \$4.2 million in State Transportation Improvement Program (STIP) funds for the Broadway Interchange project offset by the \$3.3 million required for the Dumbarton Rail Corridor project in FY2010. Grant funds for the ongoing Dumbarton work were included in prior year budgets.

Proposed expenditures for FY2011 fall in four categories, as further discussed below.

Annual Allocations (line 14)

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

Allocation to Local Entities	22.5%
Transfer to SMCTD for Caltrain Operations	8%
Paratransit Services	4%
Shuttle Services	4%
SFO BART Extension	2%

Total annual allocations are projected to increase by \$27,120, or 0.1 percent, compared to the FY2010 revised budget. This change is due to an increase in the allocation to the City of Menlo Park shuttle program in the amount of \$60,000, which was included in the Alternative Congestion Relief category in prior years, offset by a decrease in TA Caltrain Shuttles of \$32,880, which is attributed to a change in projected hourly rates for Parking Company of America.

The 4 percent allocation for the shuttle program is projected to be \$2.4 million. The amount set aside in the annual allocation section for shuttles includes \$1.1 million for the TA Caltrain Shuttles program, \$300,000 for City and County Association of Governments (C/CAG) and \$60,000 for the City of Menlo Park shuttle program. Approximately \$940,000 is included in the program expenditure section for the FY2011 call for shuttle projects.

Program Expenditures (line 16)

Program expenditures include projects with FY2011 funding requirements which are detailed in Attachment B. In previous years, these expenditures were captured in the Transportation Authority's Capital Budget. Staff will present the full list of ongoing projects to the Board with the budget adoption in June.

Program Expenditures include the following categories:

- **Alternative Congestion Relief** –The \$600,000 budgeted for FY2011 is the full 1 percent of projected sales tax outlined in the 2004 TEP.
- **Dumbarton** –The budget of \$420,500 for Dumbarton Maintenance of Way (TA project #745) will fund the annual insurance premium and maintenance activities associated with the Dumbarton Rail Corridor right of way.

- **Caltrain** –The San Mateo County Local Share (TA project #605) for the system-wide improvement program for FY2011 is tentatively budgeted at \$3 million, subject to potential changes to the final FY2011 Caltrain Capital Budget. System-wide capital improvements anticipated to be undertaken in FY2011 for the Caltrain system include: “State of Good Repair” rolling stock, signal and track rehabilitation work, communication upgrades and safety improvements.
- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$1.8 million includes FY2011 funding for a call for projects and a C/CAG pedestrian and bicycle plan. The 2004 TEP designates 3 percent of sales tax revenues for this category. Staff anticipates initiating a call for projects in the second quarter of FY2011.
- **Local Shuttle** – In accordance with the 2004 TEP, a line item titled “Local Shuttle Call for Projects” has been added to the budget. The \$941,112 budget for this line item will fund projects that are selected under the call for projects currently underway.
- **Streets and Highways** – The FY2011 budget for the Streets and Highways program category is \$6,218,000, which includes funding for projects including the Broadway Interchange (TA project #621), the Willow Interchange (TA project #622) and the 84/101 Interchange (TA project #768). Broadway Interchange funds of \$4,218,000 will provide the budget capacity necessary if the TA successfully secures STIP funds to supplement Measure A funds for the design phase of the project. The additional funds of \$1 million each for the Willow and 84/101 Interchanges are needed to complete the environmental work on the projects.

Oversight (line 18)

The oversight category contains \$970,000 for Transportation Authority costs associated with implementing the various TEP categories of the original and new Measure A programs. Oversight includes programming and monitoring of projects, calls for projects and development of the 2004 TEP policy and procedures. These expenditures will be funded with investment interest earned on fund balances.

Administrative (line 24)

Total administrative expenditures are projected to increase by \$56,598 or 6.5 percent from the FY2010 revised budget. This increase is mostly due to an increase in Transportation Authority programs which require additional staff support. For FY2011, it is proposed that \$588,981 be used for staff support, which represents less than 1 percent of projected sales tax revenue as allowed for such expenditures in the TEP.

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

650-508-7755
 650-508-6416

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2011 PROPOSED BUDGET**

	<u>FY2009 ACTUAL</u> A	<u>FY2010 ADOPTED</u> B	<u>FY2010 REVISED</u> C	<u>FY2011 PROPOSED</u> D	<u>FY11 PROPOSED TO FY10 REVISED Increase (Decrease) E = D-C</u>	<u>BUDGET PERCENT CHANGE F = E/C</u>	
REVENUE:							
1 Sales Tax	60,022,443	64,716,300	60,000,000	60,000,000	-	0.0%	1
2							2
3 Interest Income	(15,810,960)	7,292,600	5,271,000	5,557,240	286,240	5.4%	3
4							4
5 Rental Income	1,076,495	1,077,120	1,077,120	1,085,640	8,520	0.8%	5
6							6
7 Grant Proceeds	7,419,581	3,300,000	3,300,000	4,218,000	918,000	27.8%	7
8							8
9 TOTAL REVENUE	52,707,560	76,386,020	69,648,120	70,860,880	1,212,760	1.7%	9
10							10
11							11
EXPENDITURES:							
12							12
13							13
14 Annual Allocations	17,762,681	25,053,218	23,331,768	23,358,888 (2)	27,120	0.1%	14
15							15
16 Program Expenditures	49,571,443	34,642,506	116,507,039 #	12,979,612 (2)	(103,527,427)	-88.9%	16
17							17
18 Oversight	1,392,660	800,000	800,000	970,000 (2)	170,000	21.3%	18
19							19
20 Administrative:							20
21 Staff Support	487,298	510,955	510,955	588,981	78,026	15.3%	21
22 Information and Education	13,169	17,500	17,500	12,000	(5,500)	-31.4%	22
23 Other Admin Expenses	245,352	349,037	349,037	333,109	(15,928)	-4.6%	23
24 Total Administrative	745,819	877,492	877,492	934,090	56,598	6.5%	24
25							25
26 TOTAL EXPENDITURES	69,472,603	61,373,216	141,516,299	38,242,590	(103,273,709)	-73.0%	26
27							27
28 EXCESS/(DEFICIT)	(16,765,044)	15,012,805	(71,868,179)	32,618,290	104,486,469	-145.4%	28
29							29
30 BEGINNING FUND BALANCE	463,713,314	449,848,997	421,948,270	350,080,091	(71,868,179)		30
31							31
32 TRANSFER OF PARATRANSIT FUNDS	(25,000,000)	-	-	-	-	0.0%	32
33							33
34 ESTIMATED ENDING FUND BALANCE	421,948,270	464,861,802	350,080,091	382,698,381	32,618,290	9.3%	34
35							35
36							36
37							37
FUND BALANCE							
38							38
39		<u>1988 Measure</u>	<u>2004 Measure</u>	<u>Aggregate</u>			39
40 Beginning Fund Balance		295,854,091	54,226,000	350,080,091			40
41 Excess/(Deficit)		(6,783,380)	39,401,670	32,618,290			41
42 Ending Fund Balance		<u>289,070,711</u>	<u>93,627,670</u>	<u>382,698,381</u>			42
43							43
44 Capital Appropriation Carryover		186,959,004	15,833,380	202,792,384			44
45 Undesignated		102,111,707	77,794,290	179,905,997			45
46 Total Ending Fund Balance		<u>289,070,711</u>	<u>93,627,670</u>	<u>382,698,381</u>			46

(1) Includes: \$30M for Route 101 Auxiliary Lane (Marsh to Embarcadero) before the Board May 6, 2010

(2) See Attachment B for details.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2011 BUDGET STATEMENT

ATTACHMENT B

FY2011 ALLOCATIONS AND EXPENDITURES

	Prior Approved Budget	FY2011 Proposed	Total Approved Budget	Budgeted Non-Measure A	Total Measure A Share
ANNUAL ALLOCATIONS:					
ALLOCATION TO LOCAL ENTITIES	N/A	13,500,000			N/A
PARATRANSIT	N/A	2,400,000			N/A
SAN MATEO COUNTY SHUTTLE	N/A	1,458,888			N/A
TRANSFER TO SMCTD FOR CALTRAIN	N/A	4,800,000			N/A
SFO BART EXTENSION	N/A	1,200,000			N/A
		<u>23,358,888</u>			
PROGRAM EXPENDITURES:					
ALTERNATIVE CONGESTION RELIEF	-	600,000	600,000		600,000
DUMBARTON					
00741 Maintenance of Way	415,000	420,500	835,500	-	835,500
CALTRAIN					
00605 San Mateo Local Share JPB CIP	43,804,440	3,000,000	46,804,440	-	46,804,440
PEDESTRIAN AND BICYCLE PROGRAM					
TBD Set-aside for Call for Projects	-	1,700,000	1,700,000	-	1,700,000
TBD CCAG Pedestrian and Bicycle Plan	-	100,000	100,000	-	100,000
LOCAL SHUTTLE					
TBD Set-aside for Call for Projects	-	941,112	941,112	-	941,112
STREETS AND HIGHWAYS					
00621 Broadway Interchange	8,000,000	4,218,000	12,218,000	4,218,000 (a)	8,000,000
00622 Willow Interchange	4,000,000	1,000,000	5,000,000	-	5,000,000
00768 84/101 Interchange	6,200,000	1,000,000	7,200,000	-	7,200,000
	<u>62,419,440</u>	<u>12,979,612</u>	<u>75,399,052</u>	<u>4,218,000</u>	<u>71,181,052</u>
OVERSIGHT:					
TBD Program Planning and Management	500,000	970,000	1,470,000	-	1,470,000
	<u>500,000</u>	<u>970,000</u>	<u>1,470,000</u>	<u>-</u>	<u>1,470,000</u>

(a) State Transportation Improvement Program funds for FY2011

AGENDA ITEM # 11(e)
MAY 6, 2010

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

SUBJECT: **CALL FOR A PUBLIC HEARING AT THE JUNE 3, 2010 MEETING ON
THE PROPOSED BUDGET FOR FISCAL YEAR 2011**

ACTION

Staff requests the Authority establish a public hearing on June 3, 2010, to consider adoption of the Proposed Fiscal Year 2011 Budgets enclosed in the current agenda packet.

Prepared by: Ladi Bhuller, Manager, Budgets

650-508-7755

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 consistent with the approved Legislative Program.

STATE ISSUES

State High Speed Rail Legislation;

AB 2121 (Harkey)

This bill would have reduced the amount of State of California general obligation bond debt authorized pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted by the California High Speed Rail Authority (CHSRA) as of January 1, 2011.

The bill was defeated in the Assembly Transportation Committee on April 19. The bill was subsequently amended to include language that provides enhanced accountability and oversight over the expenditure of bond proceeds. Staff worked with our legislative advocates and regional stakeholders to oppose this bill.

AB 1375 (Galgiani)

This bill would reorganize the staff responsible for delivering the California high speed train project so that it is under the jurisdiction of the Business Transportation and Housing Agency (BTH) along with Caltrans. The bill was recently amended to create a Department of Railroads under BTH and to transfer all CHSRA staff to that department. The amendments retain the CHSRA Board of Directors to advise the Department of Railroads and make key decisions regarding alignment and funding for each section.

Staff will continue to monitor this bill and report to the Board as needed.

SB 965 (DeSaulnier)

This bill would authorize the CHSRA to expend the \$2.25 billion in Federal funds made available by the Federal American Recovery and Reinvestment Act (ARRA) for high-speed rail purposes, upon appropriation of those funds by the Legislature. The bill is one component of Senate President pro Tem Darrell Steinberg's Jobs Agenda and has the goal of maximizing opportunities for job creation.

The bill passed out of the Senate Appropriations Committee On April 26 by a vote of 8 to 1. The next stop for the bill is the Senate Floor. Additional amendments are expected. Staff will continue to monitor the bill closely to ensure that it advances opportunities for the Caltrain system to benefit from available funding.

Prepared by: Seamus Murphy, Manager, Government Affairs

650-508-6388

SMCTA Bill Matrix as of 4/27/2010

Bill ID/Topic	Location	Summary	Position
<p>AB 133 Smyth R</p> <p>Subdivisions: major thoroughfares.</p>	<p>SENATE L. GOV. 2/4/2010 - Referred to Com. on L. GOV.</p>	<p>The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The fees collected are deposited in a planned bridge or major thoroughfare fund. If the benefit area of a bridge fund is one in which more than one bridge is required to be constructed, a fund may be established that covers all of the bridge projects in that benefit area. For the unincorporated area of San Diego County only, "construction" is defined to include design, acquisition of rights-of-way, actual construction, and reasonable administrative expenses, as specified. This bill would authorize a local agency to establish a fund for a benefit area that covers all of the bridge and major thoroughfare projects in that benefit area when that benefit area is one in which more than one bridge or major thoroughfare is required to be constructed. The definition of "construction" for the unincorporated area of San Diego County would also be applied to the unincorporated area of Los Angeles County . However, with respect to Los Angeles County only, in specified circumstances, "construction" would be defined to include administration of construction contracts, rather than administrative expenses .</p> <p>Last Amended on 1/4/2010</p>	
<p>AB 153 Ma D</p> <p>High-Speed Rail Authority.</p>	<p>SENATE T. & H. 7/2/2009 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law authorizes the authority to prepare a plan for the construction and operation of that system and to enter into contracts, acquire rights-of-way through purchase or eminent domain, and take other actions, subject to specified contingencies. Under existing law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets certain requirements. Existing law generally prohibits a state agency from employing legal counsel other than the Attorney General unless there is a specific statute authorizing that employment. This bill would eliminate those contingencies to the exercise of the authority's authority and would specify that the authority constitutes a "governing body" for the purpose of adopting a resolution of necessity. The bill would authorize the authority to employ its own legal staff or contract with other state agencies for legal services, or both. This bill contains other related provisions and other existing laws.</p>	
<p>AB 231 Huffman D</p> <p>California Global Warming Solutions Act of 2006: Climate Protection Trust Fund.</p>	<p>SENATE E.Q. 6/18/2009 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on EQ.</p>	<p>Requires that revenues collected pursuant to the California Global Warming Solutions Act of 2006 be deposited into a Climate Protection Trust Fund, and establishes parameters by which those funds can be distributed for the reduction of GHG and mitigation of climate change impacts.</p> <p>Last Amended on 6/26/2009</p>	
<p>AB 266 Carter D</p>	<p>SENATE RLS. 6/11/2009 - Referred to Com. on RLS.</p>	<p>Requires the California Transportation Commission (CTC) to, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, , as well as an assessment of available funding for transportation purposes and</p>	

Transportation needs assessment.		unmet transportation needs on a statewide basis. Last Amended on 4/20/2009	
AB 497 Block D Vehicles: high-occupancy vehicle lanes: used by physicians.	SENATE T. & H. 6/23/2009 - From T. & H.: Failed passage Reconsideration granted.	Existing law authorizes a physician when traveling in response to an emergency call to be exempt from certain speed limit requirements, as specified, if the vehicle being used by the physician displays an insigne approved by the Department of the California Highway Patrol indicating that the vehicle is owned by a licensed physician. This bill would authorize the Department of Transportation and local authorities to also permit exclusive or preferential use of high-occupancy vehicle lanes by a vehicle driven by a physician if the vehicle is driven by a physician in response to an emergency call and the vehicle displays the insignia approved by the Department of the California Highway Patrol. The exemption from certain speed limit requirements would not apply to the use of an HOV lane by a physician under this provision. This bill contains other related provisions and other existing laws. Last Amended on 5/14/2009	
AB 569 Emmerson R Meal periods: exemptions.	SENATE L. & I.R. 2/4/2010 - Re-referred to Com. on L. & I.R.	Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the order is consistent with the health and welfare of affected employees. This bill would exempt from these provisions employees in a construction occupation, commercial drivers in the transportation industry, and employees in the security services industry employed as security officers if those employees are covered by a valid collective bargaining agreement containing specified terms, including meal period provisions. It would specify that its provisions do not affect the requirements for meal periods for certain other employees or employers. Last Amended on 9/11/2009	
AB 619 Blumenfeld D Transportation projects: federal funds: delays.	SENATE T. & H. 6/17/2009 - In committee: Set, first hearing. Hearing canceled at the request of author.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law provides for allocation of federal transportation funds made available to the state. This bill would require the department to notify the Legislature within 30 days of making a determination that a project, including a project designated in the National Corridor Infrastructure Improvement Program, will be delayed beyond its scheduled completion date due to state cashflow or other funding issues, if the delay places at risk federal funds, including funds earmarked for the project.	
AB 726 Nielsen R Transportation capital improvement projects.	SENATE T. & H. 6/16/2009 - In committee: Set, first hearing. Hearing canceled at the request of author.	Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds.	
AB 732 Jeffries R Transportation projects: design-sequencing	SENATE APPR. SUSPENSE FILE 8/27/2009 - In committee: Held under submission.	Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct phase 2 of a pilot project through the utilization of design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, which are selected by the Director of Transportation taking into consideration specified geographical considerations. This bill would extend the operative date of those provisions until July 1, 2010, thereby extending the authority of the department to conduct phase 2 of the pilot project. The bill would instead specify that the pilot	

contracts.		project consist of not more than 9 transportation projects. Last Amended on 6/16/2009	
AB 744 Torrico D Transportation: toll lanes: Express Lane Network.	SENATE APPR. SUSPENSE FILE 12/10/2009 - (Corrected December 10.) In committee: Held under submission.	Authorize development of a comprehensive network of high-occupancy toll — or HOT — lanes on Bay Area freeways, and allows solo drivers to pay a toll to use these lanes. Last Amended on 7/15/2009	
AB 1375 Galgiani D High-speed rail.	SENATE T. & H. 4/21/2010 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.	Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would revise and recast these provisions by repealing and reenacting the California High- Speed Train Act. The bill would continue the High-Speed Rail Authority in existence to establish compensation of certain employees of the department, advise the Secretary of Business, Transportation and Housing and the Director of the Department of Railroads concerning high- speed rail matters, and annually adopt a 6-year high-speed train program for submission to the Governor and the Legislature . The bill would create the Department of Railroads within the Business, Transportation and Housing Agency, which would succeed to most of the existing powers and responsibilities of the authority and would be responsible for implementing the high- speed train project . The director of the department would be appointed by the Governor, who would serve at the pleasure of the Governor , and the Governor would be authorized to appoint up to 10 executive employees of the department who would be exempt from civil service and serve at the pleasure of the director. The bill would provide for acquisition and disposition by the department of rights-of-way for the high-speed rail project. The bill would transfer the existing employees of the authority, other than the executive director, to the department. The bill would enact other related provisions. Last Amended on 4/21/2010	
AB 1405 De Leon D California Global Warming Solutions Act of 2006: Community Benefits Fund.	SENATE INACTIVE FILE 9/10/2009 - To inactive file on motion of Senator Cedillo.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board 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 the use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee to be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for purposes of carrying out the act. This bill would establish the Community Benefits Fund, and would require a minimum of 30% of revenues generated pursuant to the act, including the fee discussed above, other than revenues collected for administrative purposes, to be deposited into that fund. The moneys in the fund would be used, upon appropriation by the Legislature, in the most impacted and disadvantaged communities in California to accelerate greenhouse gas emission reductions or	

		<p>mitigate direct health impacts of climate change in those communities. The state board would be required to develop a methodology to identify the most impacted and disadvantaged communities. The state board would be required to prepare a report by June 30, 2011, that describes how this bill will be implemented. The bill would require the report to provide for the formation of an independent panel to review, evaluate, and recommend approval of projects and programs solicited for funding. The state board would also be required to develop and adopt biennial plans for the use of funds.</p> <p>Last Amended on 9/1/2009</p>	
<p>AB 1409 John A. Perez D</p> <p>Public contracts: county highways: work authorizations.</p>	<p>SENATE T. & H. 2/2/2010 - Joint Rule 62(a), file notice suspended. (Page 1756.) In committee: Hearing postponed by committee. (Refers to 7/16/2009 hearing)</p>	<p>Existing law sets forth procedures pursuant to which work being done by contract on county highways may be done. Existing law specifies that in any county that has appointed a road commissioner, or in any county that has abolished the office of road commissioner, as prescribed, the board of supervisors of the county may authorize the road commissioner, or a registered civil engineer under the direction of the county director of transportation, to have any work upon county highways done under his or her supervision and direction. In this connection, existing law provides that the work on those contracts may be done by: (1) letting a contract covering both work and material, as provided; (2) purchasing the material and letting a contract for the performance of the work, as provided; or (3) purchasing the material and having the work done by day labor, in which case advertising for bids is not required. This bill would revise that provision authorizing the work on those county highway contracts to be done by (1) purchasing the material and having the work done by day labor, as defined, only after advertising and requesting bids, as provided, and the board passing a resolution making a specified finding; or (2) purchasing the material and having the work done by specified employees, as defined .</p> <p>Last Amended on 6/2/2009</p>	
<p>AB 1500 Lieu D</p> <p>High-occupancy lanes: single occupancy vehicles: sunset date.</p>	<p>SENATE INACTIVE FILE 9/11/2009 - To inactive file on motion of Senator Florez.</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, 2011, by certain low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. Existing law, until January 1, 2011, makes it a misdemeanor to illegally use a decal, label, or other identifiers issued by the department. This bill would extend the date, to January 1, 2014 , that specified low-emission vehicles can use high-occupancy lanes, the department can issue low-emission decals or other identifiers, and illegal use of a department-issued decal on a low-emission vehicle is considered a misdemeanor, creating a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 7/14/2009</p>	
<p>AB 1609 Evans D</p> <p>2010-11 Budget.</p>	<p>ASSEMBLY BUDGET 1/21/2010 - Referred to Com. on BUDGET.</p>	<p>This bill would make appropriations for support of state government for the 2010-11 fiscal year. This bill contains other related provisions.</p>	
<p>AB 1747 Galgiani D</p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY THIRD READING 4/22/2010 - Read second time. To third reading. 4/29/2010 #91 ASSEMBLY ASSEMBLY THIRD READING FILE</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. This bill would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts including purchasing high-speed</p>	

		trains, as specified. Last Amended on 4/14/2010	
<u>AB 1760</u> <u>Blumenfeld</u> D Design-sequencing contracts.	ASSEMBLY APPR. 4/20/2010 - Re-referred to Com. on APPR. 4/28/2010 9 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, FUENTES, Chair	Until January 1, 2010, the Department of Transportation was authorized to conduct a pilot project to let design-sequencing contracts, as defined, for design and construction of not more than 12 transportation projects. These provisions are now repealed. This bill would reenact similar provisions, authorizing the department to let design-sequencing contracts for the design and construction of transportation projects, to be effective until January 1, 2016. The bill would require the department to prepare a status report to the Legislature each year during which design-sequencing contracts are underway, as specified. Last Amended on 4/19/2010	
<u>AB 1794</u> <u>Gilmore</u> R Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.	ASSEMBLY PRINT 2/11/2010 - From printer. May be heard in committee March 13.	The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures, as defined, by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012. This bill would make technical and nonsubstantive revisions to the above requirements.	
<u>AB 2121</u> <u>Harkey</u> R High-speed rail.	ASSEMBLY APPR. 4/19/2010 - Do pass as amended and be re-referred to the Committee on Appropriations.	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. This bill would reduce the amount of general obligation debt authorized pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2011.	
<u>AB 2144</u> <u>Gilmore</u> R Commercial motor vehicles: driver compliance.	ASSEMBLY APPR. 4/15/2010 - Re-referred to Com. on APPR. 4/28/2010 9 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, FUENTES, Chair	Existing law authorizes a court to order a person issued a notice to appear for a traffic violation to attend a traffic violator school licensed under certain provisions of the Vehicle Code, in lieu of adjudicating the traffic offense, and with the consent of the defendant, or after conviction of a traffic offense. A court may order a continuance against a person who receives a notice to appear in court for a violation of a statute relating to the safe operation of a vehicle, in consideration for attendance at a licensed school for traffic violators, a licensed driving school, or any other court-approved program of driving instruction. After that attendance, the court may dismiss the complaint and the record of the Department of Motor Vehicles relating to this proceeding and dismissal of the complaint is confidential. This bill would delete all references to "complaint" and instead substitute a "traffic violator school conviction" for dismissal of the complaint and would provide that the department's record of a traffic violator school conviction is not confidential if either of 2 conditions applies. This bill contains other related provisions and other existing laws. Last Amended on 4/14/2010	

<p><u>AB 2147</u> <u>V. Manuel</u> <u>Perez D</u></p> <p>Safe Routes to School construction program.</p>	<p>ASSEMBLY APPR. 4/20/2010 - Re-referred to Com. on APPR.</p> <p>4/28/2010 9 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, FUENTES, Chair</p>	<p>Existing law requires the Department of Transportation, in consultation with the Department of the California Highway Patrol, to establish and administer a "Safe Routes to School" construction program pursuant to authority granted under specified federal law and to use federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects. Existing law requires the department to make grants available to local agencies under the program through a competitive grant process that considers various factors in rating the proposals. This bill would additionally require, in rating a proposal, the consideration of the proposal's benefit to a disadvantaged community, as defined, and the use of a public participation process, including a public meeting, as specified . Last Amended on 4/19/2010</p>	
<p><u>AB 2311</u> <u>Mendoza D</u></p> <p>California Global Warming Solutions Act of 2006: low-carbon fuel standard review.</p>	<p>ASSEMBLY APPR. 4/20/2010 - Re-referred to Com. on APPR.</p> <p>4/28/2010 9 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, FUENTES, Chair</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reduction. This bill would require the executive officer of the state board to conduct 3 reviews on the implementation of the low- carbon fuel standard regulations adopted by the state board to regulate greenhouse gas emissions from transportation fuels . The bill would also require the executive officer of the state board to establish a low-carbon fuel standard advisory panel for purposes of participating in the reviews, as specified. Last Amended on 4/19/2010</p>	
<p><u>AB 2324</u> <u>John A. Perez D</u></p> <p>Transit: public transit facilities.</p>	<p>ASSEMBLY APPR. 4/14/2010 - From committee: Do pass, and refer to Com. on APPR. Re-referred. (Ayes 6. Noes 0.) (April 13). 4/28/2010 9 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, FUENTES, Chair</p>	<p>Existing law prohibits a person from knowingly possessing specified weapons and other items within any sterile area, as defined, of an airport or passenger vessel terminal, except as specified. This bill would make it a misdemeanor, punishable as specified, for any person to knowingly possess at a public transit vehicle station, as defined, specified weapons. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 4/5/2010</p>	
<p><u>AB 2355</u> <u>Smyth R</u></p> <p>Public works: design-build.</p>	<p>ASSEMBLY B. & P. 4/20/2010 - In committee: Set second hearing. Failed passage. Reconsideration granted.</p>	<p>Existing law authorizes the Director of General Services, when authorized by the Legislature to use the design-build procurement process for a specific project, to contract and procure state office facilities, other buildings, structures, and related facilities, as provided. This bill would require the Department of General Services to submit to the Joint Legislative Budget Committee, by January 1, 2015, a report containing a description of each public works project procured through the design-build process that is completed after January 1, 2010, and before December 1, 2014. The requirement for submitting a report would become inoperative on January 1, 2019, in accordance with other specified provisions. This bill contains other related provisions and other existing laws. Last Amended on 4/5/2010</p>	
<p><u>AB 2489</u> <u>Berryhill, Tom R</u></p> <p>Vehicles: bicycles: state highways.</p>	<p>ASSEMBLY PRINT 2/22/2010 - Read first time.</p>	<p>Existing law authorizes the Department of Transportation and local authorities, by order, ordinance, or resolution, with respect to freeways, expressways, or designated portions thereof under their respective jurisdictions, to which vehicle access is completely or partially controlled, to prohibit or restrict the use of those freeways, expressways, or any portion thereof by pedestrians, bicycles or other nonmotorized traffic or by any person operating a motor-driven cycle, motorized bicycle, or motorized scooter. This bill would make a technical, nonsubstantive change to these provisions.</p>	

<p><u>AB 2579</u> <u>Evans D</u></p> <p>Master Plan for Infrastructure Financing and Development Commission.</p>	<p>ASSEMBLY APPR. 4/22/2010 - From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 6. Noes 2.) (April 21).</p>	<p>The California Constitution regulates the issuance of debt by the state and requires that debt in excess of \$300,000 for which the state will be generally obligated be submitted to, and approved by, the voters. This bill would create the Master Plan for Infrastructure Financing and Development Commission, the mission of which would be to develop and recommend a plan to be presented to the Governor and Legislature that provides for financing, building , and maintaining the infrastructure necessary to meet the needs of Californians from the present to the year 2050, and to establish a process for periodically adjusting and adapting the plan in coming years to meet changing circumstances. The bill would require that the commission consist of 11 members: the Treasurer or his or her designee, and members appointed by the Governor, the Speaker of the Assembly, and the Senate Committee on Rules. The bill would authorize the Governor to appoint the chair of the commission who would work full time on commission business for an unspecified salary. The bill would authorize the chair, with the concurrence of the commission, to appoint an executive director, who would be exempt from civil service and be paid an unspecified salary. The bill would require that funding for the operating costs of the commission be available upon appropriation by the Legislature. The bill would require the chair of the commission to appoint the members of specified task force committees, to be composed of both members and nonmembers of the commission, and would require commission members to chair at least one task force committee in which they have expertise. The bill would provide that the subject matter responsibilities of these task force committees include, but not be limited to, planning and financing, transportation, housing, natural resources and conservation, and education. The commission would be required to establish a timeline for submission of periodic reports on its findings to the Governor and Legislature, provide opportunity for public comment and participation, and to incorporate existing state and local infrastructure reports, as specified, that reflect current or future infrastructure needs into its recommendations. The bill would require the commission to submit its final report to the Governor and Legislature no later than December 1, 2012, and to be dissolved 30 days after issuance of the final report.</p> <p>Last Amended on 4/19/2010</p>	
<p><u>AB 2620</u> <u>Eng D</u></p> <p>Transportation: toll facilities.</p>	<p>ASSEMBLY APPR. 4/26/2010 - Read second time and amended.</p>	<p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system and associated property. Existing law provides for the development of high-occupancy toll lanes on the state highway system by regional transportation agencies under specified circumstances and specifies the use of toll revenues generated from these facilities. This bill would require an unspecified percentage of net toll revenues generated by certain toll facilities on the state highway system developed on and after January 1, 2011, to be dedicated to maintenance, preservation, and rehabilitation of the state highway system, including funding of projects in the state highway operation and protection program. The bill would also make legislative findings and declarations in that regard.</p> <p>Last Amended on 4/26/2010</p>	
<p><u>AB 2672</u> <u>Cook R</u></p> <p>Public officers and employees: removal from office.</p>	<p>ASSEMBLY L. GOV. 4/21/2010 - Re-referred to Com. on L. GOV.</p> <p>4/28/2010 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SMYTH, Chair</p>	<p>Under existing law, an office becomes vacant on the occurrence of certain events. Existing law specifies that when a public officer is removed, declared insane, or convicted of a felony or offense involving a violation of his or her official duty, or when his or her election or appointment is declared void, the body or person before whom the proceedings are had is required to give notice thereof to the officer empowered to fill the vacancy. This bill would provide that an appointed individual also vacates an office where the individual has been debarred, suspended, disqualified, or otherwise excluded from participating in federal "covered transactions," as prescribed under federal law.</p>	

		Last Amended on 4/20/2010	
<u>AB 2703</u> <u>John A. Perez D</u> Federal transportation economic stimulus funds: 2nd round.	ASSEMBLY APPR. 4/26/2010 - From committee: Amend, and do pass as amended, and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (April 19). 4/29/2010 #13 ASSEMBLY ASSEMBLY SECOND READING FILE	Existing law establishes special procedures and formulas for allocation and expenditure of federal transportation economic stimulus funds awarded to the state in 2009. Under these provisions, the Department of Transportation, with the approval of the Department of Finance, may make a loan or loans from a specified portion of those federal funds for the purpose of advancing projects meeting certain criteria that otherwise would be funded from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a general obligation bond measure approved by the voters in November 2006 as Proposition 1B. This bill would provide similar authority to advance those projects with loans of federal funds awarded to the state in 2010 under the 2nd round of federal transportation economic stimulus funds. In order to be eligible for an advance, a project would need to have been programmed for Proposition 1B bond funds by an unspecified date and be ready to be awarded within 90 days of federal apportionment. Upon repayment of the loans, these funds would be available for appropriation by the Legislature for the State Highway Operation and Protection Program. Last Amended on 4/8/2010	
<u>AB 2704</u> <u>Gaines R</u> Transportation: local government funds.	SENATE RLS. 4/22/2010 - In Senate. Read first time. To Com. on RLS. for assignment.	Existing law requires state fuel excise tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to, and deposited monthly in, the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for annual and monthly apportionment by the Controller of specified revenues in the Highway Users Tax Account to counties and cities for the transportation purposes authorized by Article XIX of the California Constitution. This bill would require funding to be maintained to cities and counties for local snow removal from specified revenues in the Highway Users Tax Account as in effect on January 1, 2010. Last Amended on 4/8/2010	
<u>AB 2710</u> <u>Blumenfield D</u> Vehicles: signs: parking violations: removal.	ASSEMBLY TRANS. 4/19/2010 - In committee: Set, second hearing. Hearing canceled at the request of author.	Existing law authorizes local authorities, by ordinance or resolution, to prohibit or restrict the stopping, parking, or standing of vehicles, including, but not limited to, vehicles that are 6 feet or more in height, including any load thereon, within 100 feet of any intersection, on certain streets or highways, or portions thereof, during all or certain hours of the day. Existing law requires, with the exception of alleys, that the ordinance or resolution does not apply until signs or markings giving adequate notice thereof have been placed. This bill would authorize a local authority, in lieu of posting signs that prohibit or restrict the stopping, parking, or standing of vehicles, to provide notice by issuing a warning citation advising the registered owner of the vehicle that he or she may be subject to a notice of violation for a subsequent violation and that a subsequent violation may result in the impounding of the vehicle. This bill contains other related provisions and other existing laws. Last Amended on 4/12/2010	
<u>ACA 9</u> <u>Huffman D</u> Local government bonds: special taxes: voter approval.	ASSEMBLY INACTIVE FILE 1/14/2010 - To inactive file on motion of Assembly Member Torrico.	Creates an additional exemption to the 1% limit on the tax rate on real property for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs that is approved by 55% of the voters of the city, county, or city and county. Last Amended on 6/26/2009	
<u>ACA 15</u>	ASSEMBLY INACTIVE FILE	Amends the California Constitution to change the two-thirds voter-approval requirement for	

<p><u>Arambula I</u></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>6/1/2009 - To inactive file on motion of Assembly Member Arambula.</p>	<p>transportation related special taxes to 55%.</p>	
<p><u>ACR 14 Niello R</u></p> <p>California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY NAT. RES. 4/27/2009 - In committee: Refused adoption.</p>	<p>This measure would call upon the State Air Resources Board, prior to any regulatory action being taken consistent with the scoping plan for the implementation of the California Global Warming Solutions Act of 2006, to perform an economic analysis that will give the State of California a more complete and accurate picture of the costs and benefits of the act's implementation. The measure would also call upon the Governor to use the authority granted by the act to adjust any applicable deadlines for regulations. Last Amended on 3/27/2009</p>	
<p><u>SB 165 Lowenthal D</u></p> <p>Vehicles: parking violation.</p>	<p>ASSEMBLY TRANS. 6/29/2009 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law makes it a violation for a person to park or leave standing a vehicle in a stall or space designated for disabled persons and disabled veterans unless the vehicle displays a special identification license plate or a distinguishing placard. This bill would establish a schedule of penalties, which are collected as civil penalties, for the violation of the above provision. Last Amended on 6/23/2009</p>	
<p><u>SB 535 Yee D</u></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY INACTIVE FILE 9/10/2009 - Placed on inactive file on request of Assembly Member Torrico.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2011, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime. This bill would revise that provision to provide that it shall remain in effect only until the Secretary of State receives that specified notice, with respect to a vehicle that meets California's super ultra-low exhaust emission standard and the federal inherently low-emission evaporative emission (ILEV) standard and a vehicle produced during the 2004 model-year or earlier that meets the California ultra-low emission vehicle standard and the ILEV standard. With respect to all other vehicles described above, this provision shall be operative only until January 1, 2011, or only until the Secretary of State receives that specified notice, whichever occurs first. This bill contains other related provisions and other existing laws. Last Amended on 9/4/2009</p>	
<p><u>SB 686 DeSaulnier D</u></p> <p>Environment: CEQA exemption: addition and deletion.</p>	<p>ASSEMBLY NAT. RES. 5/11/2009 - To Com. on NAT. RES.</p>	<p>The California Environmental Quality Act requires the Office of Planning and Research to adopt guidelines that include criteria for public agencies to follow in determining whether or not a proposed project may have a significant effect on the environment and a list of classes of projects that are exempted from the act's requirements. The act establishes procedures for the certification and adoption of the guidelines. The act authorizes a public agency to request, in writing, the addition or deletion of a class of projects to the list. The office is required to review each request and, as soon as possible, submit its recommendation to the Secretary of Natural Resources Agency. This bill would make technical, nonsubstantive changes to the provision regarding the addition or deletion of a class of projects.</p>	

<p>SB 894 Committee on Local Government</p> <p>Local Government Omnibus Act of 2010.</p>	<p>SENATE APPR. 4/20/2010 - Set for hearing May 3.</p> <p>5/3/2010 11 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, KEHOE, Chair</p>	<p>Existing law authorizes the use of mediation in any action brought in the superior court relating to the approval or denial by a public agency of any development project, any act or decision of a public agency made pursuant to the California Environmental Quality Act, the failure of a public agency to meet the time limits specified by the Permit Streamlining Act or the Subdivision Map Act, fees levied against development projects by school districts or for construction or reconstruction of school facilities, fees for development projects, the adequacy of a general plan or specific plan, the validity of any sphere of influence, urban service area, change of organization or reorganization, or any other decision made pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, the adoption or amendment of a redevelopment plan pursuant to the Community Redevelopment Law, the validity of any specified zoning decision, or the validity of any decision made pursuant by an Airport Land Use Commission, as specified. This bill would include a cross-reference to this authorization in each of the affected provisions. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 4/12/2010</p>	
<p>SB 927 Huff R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE RLS. 2/11/2010 - To Com. on RLS.</p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision of law.</p>	
<p>SB 1010 Correa D</p> <p>Environment: California Environmental Quality Act (CEQA).</p>	<p>SENATE E.Q. 4/5/2010 - Set, first hearing. Failed passage in committee. (Ayes 2. Noes 4. Page 3083.) Reconsideration granted.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR. The bill would enact the CEQA Litigation Protection Pilot Program of 2010 and would require the Business, Transportation and Housing Agency to select projects that meet specified requirements from specified regions for each calendar year between 2010 and 2014. The bill would exempt from judicial review, pursuant to CEQA, a lead agency's decision to certify the EIR of, or to adopt a mitigated negative declaration based on an initial study for, the selected projects, a lead agency's and responsible agency's approval of the selected project, and the Business, Transportation and Housing Agency's selection of the projects. The bill would require the Business, Transportation and Housing Agency, by December 31 of each year, to submit an annual report to the Governor and to the Legislature summarizing the designation of projects, and the job creation and investment attributable to the designated projects. This bill contains other related provisions.</p>	
<p>SB 1012 Runner R</p> <p>Environmental quality: California</p>	<p>SENATE RLS. 2/18/2010 - To Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, 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. This bill would make technical, nonsubstantive changes to those provisions.</p>	

<p>Environmental Quality Act:(CEQA).</p>			
<p><u>SB 1061 Hancock D</u> San Francisco-Oakland Bay Bridge: capital projects.</p>	<p>SENATE APPR. SUSPENSE FILE 4/26/2010 - Placed on APPR suspense file.</p>	<p>Existing law specifies the respective powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority relative to the state-owned toll bridges in the Bay Area. Existing law specifies the major capital projects on the bridges that may be funded from toll revenues. Existing law provides that the authority may increase the toll rates to provide funds for various purposes, including the planning, design, construction, operation, maintenance, repair, replacement, rehabilitation, and seismic retrofit of these bridges. This bill would include, among the projects that may be funded from state-owned toll bridge revenues, a major project on the San Francisco-Oakland Bay Bridge consisting of a bicycle-pedestrian-maintenance pathway linking the pathway on the replacement eastern span with San Francisco , subject to certain conditions . The bill would provide that the project may be sponsored by the Metropolitan Transportation Commission. The bill would prohibit the Bay Area Toll Authority from increasing tolls to fund this project. Last Amended on 4/8/2010</p>	
<p><u>SB 1245 Simitian D</u> High-occupancy vehicle lanes.</p>	<p>SENATE APPR. 4/26/2010 - Re-referred to Com. on APPR. pursuant to Joint Rule 10.5.</p>	<p>Existing law provides for the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles (HOVs). Existing law authorizes the development and implementation of high-occupancy toll (HOT) lanes under limited circumstances, pursuant to which vehicles that do not meet the vehicle occupancy requirements for use of an HOV lane may use the lane upon payment of a toll. This bill would provide that a vehicle that meets the applicable occupancy level for a high-occupancy vehicle for use of an HOV lane, including a HOT lane, shall not be charged a toll. The bill would also provide that an increase in the vehicle occupancy level for an HOV lane may only be implemented if the department determines that the change will maximize person throughput with respect to the affected highway. The bill would require the department to obtain the approval of the applicable transportation planning agency and report to the Legislature before implementing the change . Last Amended on 4/22/2010</p>	
<p><u>SB 1268 Simitian D</u> Toll bridges, lanes, and highways: electronic toll collection mechanisms: disclosure of personal information.</p>	<p>SENATE APPR. 4/20/2010 - Set for hearing May 3. 5/3/2010 11 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, KEHOE, Chair</p>	<p>Existing law authorizes development and implementation of various electronic bridge and highway toll collection mechanisms. This bill would prohibit a transportation agency, as defined, from selling or providing personally identifiable information of a person obtained pursuant to the person's participation in an electronic toll collection system or use of a toll facility, subject to specified exceptions. The bill would require a transportation agency to establish a privacy policy regarding personally identifiable information in that regard and to provide the policy to subscribers and post the policy on its Internet Web site. The bill would allow a transportation agency to store certain personally identifiable information of a person and would require it to discard other information within a designated time period. The bill would authorize a person whose personally identifiable information has been sold or provided in violation of the bill to bring specified actions for recovery of damages, costs, and attorney's fees. By imposing new duties on local transportation agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 4/20/2010</p>	

<p><u>SB 1299</u> <u>Lowenthal D</u></p> <p>Vehicles: vehicle miles traveled fee (VMT).</p>	<p>SENATE APPR. 4/23/2010 - Set for hearing May 3.</p> <p>5/3/2010 11 a.m. - <u>John L. Burton Hearing Room (4203)</u> <u>SENATE APPROPRIATIONS, KEHOE, Chair</u></p>	<p>Existing law requires the Department of Motor Vehicles and the Department of the California Highway Patrol to each shall file, at least monthly with the Controller, a report of money received by the department covering all fees for applications accepted by the department and all other moneys received by the Department of Motor Vehicles under the Vehicle Code and, at the same time, to remit all money so reported to the Treasurer. This bill would require the Department of Motor Vehicles to develop and implement, by January 1, 2012, a pilot program designed to assess the following issues related to implementing a vehicle miles traveled (VMT) fee in California. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2012. This bill contains other existing laws.</p>	
<p><u>SB 1320</u> <u>Hancock D</u></p> <p>Transit fare evasion and passenger misconduct: administrative adjudication.</p>	<p>SENATE RLS. 4/26/2010 - Read second time. Amended. Re-referred to Com. on RLS.</p>	<p>Existing law provides that it is an infraction, punishable by a fine not to exceed \$250 and by specified community service, to evade the payment of any fare of, or to engage in passenger misconduct on or in a facility or vehicle of a public transportation system. Existing law authorizes the City and County of San Francisco and the Los Angeles County Metropolitan Transportation Authority to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties, with specified administrative adjudication procedures for the imposition and enforcement of the administrative penalties , including an initial review and opportunity for a subsequent administrative hearing . Fare evasion and passenger misconduct violation penalties are deposited in the general fund of the City and County of San Francisco or the County of Los Angeles, as applicable. This bill would authorize the Alameda-Contra Costa Transit District to adopt and enforce a similar administrative adjudication ordinance. Fare evasion and passenger misconduct violation penalties would be deposited in the general fund of the county in which the citation is administered . This bill contains other related provisions.</p> <p>Last Amended on 4/26/2010</p>	
<p><u>SB 1371</u> <u>Lowenthal D</u></p> <p>Federal transportation economic stimulus funds: 2nd round.</p>	<p>SENATE APPR. 4/21/2010 - From committee: Do pass, but first be re-referred to Com. on APPR with recommendation: To Consent Calendar. (Ayes 8. Noes 0. Page 3311.) Re-referred to Com. on APPR.</p> <p>5/3/2010 11 a.m. - <u>John L. Burton Hearing Room (4203)</u> <u>SENATE APPROPRIATIONS, KEHOE, Chair</u></p>	<p>Existing law generally provides for programming and allocation of state and federal transportation capital improvement program funds pursuant to the state transportation improvement program process administered by the California Transportation Commission. Under these provisions, 25% of available funds are available for interregional improvement projects nominated by the Department of Transportation, subject to a requirement that 60% of these funds be available for projects in nonurbanized areas on the interregional road system and for intercity rail projects. The remaining 75% of available funds are available for regional improvement projects nominated by regional agencies. All funds programmed through the state transportation improvement program process are subject to the north-south split, and the regional improvement funds are further subject to the county shares formula. This bill would require the Department of Transportation to work with local transportation agencies to develop a list of potential projects that may be awarded within a 90-day period of the award to the state of 2nd round federal transportation economic stimulus funds. The bill would require the department to submit a monthly status report to the Legislature, as specified, with respect to certain milestones for expenditure of these funds. The bill would make related legislative findings and declarations. This bill contains other related provisions and other existing laws.</p>	
<p><u>SB 1418</u> <u>Wiggins D</u></p>	<p>SENATE APPR. 4/26/2010 - Read second time. Amended. Re-</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority.</p>	

<p>Transportation: motorist aid services.</p>	<p>referred to Com. on APPR.</p>	<p>Existing law authorizes the Metropolitan Transportation Commission to function as the service authority for freeway emergencies in the San Francisco Bay area counties upon adoption of a resolution, as specified. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires any plan or amendment to a plan for a motorist aid system of call boxes for any state highway route to be approved by the Department of Transportation and the Department of the California Highway Patrol. This bill would authorize those service authorities to be established for freeway and expressway services, instead of only freeway emergencies, and would revise the provisions authorizing excess moneys to be used for additional motorist aid services to authorize those moneys to be used for the implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, among other things, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, and traveler information systems. The bill would authorize the Metropolitan Transportation Commission to place call boxes to assist motorists in specified parking or roadway areas in mutually agreed upon state and federal parks. The bill would authorize a service authority to impose a fee of up to \$2 per year on vehicles registered in the counties served by the service authority. The bill would provide that any amendment to an existing plan for a motorist aid network of call boxes adopted by a service authority shall be deemed to be approved by the Department of Transportation and the Department of the California Highway Patrol unless rejected within 120 days of receipt of the amendment. Last Amended on 4/26/2010</p>	
<p>SCA 5 Hancock D State budget.</p>	<p>SENATE THIRD READING 9/1/2009 - Read second time. To third reading. 4/29/2010 #81 SENATE SENATE BILLS-THIRD READING FILE</p>	<p>The California Constitution requires the Governor to submit to the Legislature by January 10 of each year a budget for the ensuing fiscal year, accompanied by a Budget Bill itemizing recommended expenditures. The Constitution requires specified bills, including a bill making a change in state taxes for the purpose of raising revenue, a bill containing an urgency clause, and a bill, including the Budget Bill, that makes certain appropriations from the General Fund, to be passed in each house of the Legislature by a 2/3 vote. This measure would exempt General Fund appropriations in the Budget Bill from the 2/3 vote requirement. This bill contains other related provisions and other existing laws.</p>	
<p>SCA 9 Ducheny D Finance: state budget: taxes.</p>	<p>SENATE B. & F.R. 4/22/2010 - Hearing postponed by committee. (Refers to 4/22/2010 hearing)</p>	<p>Existing constitutional provisions require each house of the Legislature to pass a bill appropriating money from the General Fund, except appropriations for the public schools, by a 2/3 vote. This measure would also exempt from this 2/3-vote requirement appropriations made in a Budget Bill, and appropriations made in a bill identified in the Budget Bill as containing only changes in law necessary to implement the Budget Bill. Instead, this measure would require that a Budget Bill, and any bill identified in the Budget Bill as containing only changes in law necessary to implement the Budget Bill, be passed by a 55% vote in each house. This bill contains other related provisions and other existing laws.</p>	
<p>SCA 10 Ducheny D Statewide</p>	<p>SENATE THIRD READING 1/12/2010 - Read second time. To third reading.</p>	<p>Existing provisions of the California Constitution provide that the initiative is the power of the electors to propose statutes and amendments to the Constitution and to adopt or reject those proposals. Those provisions require the Secretary of State to submit the measure at the next general election held at least 131 days after it qualifies or at any special statewide election held</p>	

<p>initiative measures: legislative amendment.</p>	<p>4/29/2010 #83 SENATE SENATE BILLS-THIRD READING FILE</p>	<p>prior to that general election. The Governor may also call a special statewide election on the measure. This measure would require the Secretary of State to transmit a copy of an initiative measure certified for the ballot to each house of the Legislature no later than 176 days prior to the election at which the measure is to be voted upon. Within 30 days , the Legislature may propose an amended form of the initiative measure by adopting a concurrent resolution. If the Legislature proposes an amended form of the initiative measure, the measure would provide that if the proponent, or a majority of the proponents if there is more than one proponent, of the initiative measure accepts the proposed amendments, the Legislature's proposal would appear on the ballot in place of the certified initiative measure. The measure would require that, if the amended form proposed by the Legislature is not accepted, information regarding the proposed amended form be included in the ballot materials relating to the initiative measure, as prescribed by statute. This bill contains other existing laws. Last Amended on 8/17/2009</p>	
<p>SCA 14 Ducheny D Initiative measures: funding source.</p>	<p>SENATE THIRD READING 1/12/2010 - Read second time. To third reading. 4/29/2010 #84 SENATE SENATE BILLS-THIRD READING FILE</p>	<p>The California Constitution provides that the electors may propose statutes or amendments to the state constitution through the initiative process by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution and is certified to have been signed by a certain number of electors. This measure would prohibit an initiative measure that would result in a net increase in state or local government costs other than costs attributable to the issuance, sale, or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs. Last Amended on 8/17/2009</p>	
<p>SCA 15 Calderon D State budget.</p>	<p>SENATE B. & F.R. 4/16/2010 - Set for hearing April 26.</p>	<p>The California Constitution requires the Governor to submit to the Legislature by January 10 of each year a budget for the ensuing fiscal year, accompanied by a Budget Bill itemizing recommended expenditures. The Constitution requires specified bills, including a bill making a change in state taxes for the purpose of raising revenue, a bill containing an urgency clause, and a bill, including the Budget Bill, that makes certain appropriations from the General Fund, to be passed in each house of the Legislature by a 2/3 vote. This measure would exempt General Fund appropriations in the Budget Bill for the ensuing fiscal year from the 2/3 -vote requirement if the total amount of General Fund revenues estimated by the Legislative Analyst, on or after May 15, for the current fiscal year is at least 5% below the estimate of General Fund revenues set forth in the Budget Bill enacted for the current fiscal year . This bill contains other related provisions and other existing laws. Last Amended on 4/13/2009</p>	
<p>SCA 16 DeSaulnier D Initiatives: indirect initiatives.</p>	<p>SENATE THIRD READING 9/1/2009 - Read second time. To third reading. 4/29/2010 #82 SENATE SENATE BILLS-THIRD READING FILE</p>	<p>The measure would alternatively authorize the electors to propose, and to adopt or reject, statutes and amendments to the Constitution pursuant to a process of initial review by the Legislature. The measure would require that the petition presented to the Secretary of State be certified as signed by electors equal in number to 3% in the case of a statute, or 6% in the case of an amendment to the Constitution, of the votes for all candidates for Governor at the last gubernatorial election. The measure would require the Secretary of State to transmit that petition to the Legislature within 10 days. This bill contains other existing laws.</p>	