



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

July 1, 2010 - Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Consent Calendar MOTION
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a) Approval of Minutes of June 3, 2010
 - b) Acceptance of Statement of Revenues and Expenses for May 2010
4. Public Comment
Public testimony by each individual speaker shall be limited to one minute
5. Citizens Advisory Committee (CAC) Report
6. Chairperson's Report
7. Nominating Committee for Citizens Advisory Committee MOTION
 - a) Appointment of Citizens Advisory Committee Member
Elizabeth Lasensky
8. SamTrans Liaison Report – June 9, 2010
9. Joint Powers Board Report
10. Report of Executive Director
11. Finance
 - a) Authorization to Allocate an Additional \$50 Million in Funds to the Investment Portfolio Managed by CSI Capital Management, Inc. RESOLUTION
 - b) Award of Contracts to The Louis Berger Group, Inc. and to Jones & Stokes Associates, Inc. to Provide On-call Environmental Planning Consulting Services for up to \$500,000 for a Three-year Term RESOLUTION
 - c) Allocation of New Measure A Funds: Local Shuttle Program (Part One of Two) RESOLUTION

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

17. 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 JUNE 3, 2010

MEMBERS PRESENT: C. Groom, J. Lee, K. Matsumoto, T. Nagel, J. Vreeland

MEMBERS ABSENT: R. Foust (Chair), R. Gordon

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

Vice Chair John Lee called the meeting to order at 5:03 p.m. Director Carole Groom led the Pledge of Allegiance.

PUBLIC HEARING FOR PROPOSED FISCAL YEAR 2011 BUDGET

Authority Secretary Martha Martinez reported that Section 131265a of the California Public Utilities Code (CPUC) requires all county transportation authorities adopt an annual budget. Section 131266 of the code requires that a public hearing be held concerning the annual budget after notifying the public of the time and place of the public hearing by published notice at least 15 days prior to the date of the hearing. Upon the chair's approval, a public notice was placed in the San Francisco Chronicle on May 19, 2010, notifying the public of the proposed Fiscal Year (FY) 2011 budget. The Board agenda was also posted in the lobby of the San Mateo County Transit District (District) administrative offices. No correspondence or telephone calls were received on this item.

Manager of Budgets Ladi Bhuller provided an update on the proposed budget. A presentation was provided on the FY2011 budget at the May 6 Transportation Authority (TA) Board meeting. Since then, the only item that changed is the Staff Support line item, which increased by \$17,000. This change was made to properly reflect the TA's share of the District's administrative costs. Therefore, the total proposed expenditures are \$38.3 million. Ms. Bhuller said staff proposes the TA adopt the proposed FY2011 budget.

Director Jim Vreeland arrived at 5:06 p.m.

Public Comment

None

Legal Counsel David Miller provided a brief summary and description of the action and closed the public hearing.

A motion (Groom/Matsumoto) to adopt the FY2011 budget in the amount of \$38,259,999 was approved.

CONSENT CALENDAR

- a. Approval of Minutes of May 6, 2010
- b. Acceptance of Statement of Revenues and Expenses for April 2010
- c. Authorize Adoption of Appropriations Limit for Fiscal Year 2011 in the Amount of \$506,713,853

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

PUBLIC COMMENT

None

CITIZENS ADVISORY COMMITTEE REPORT

Chair Pat Dixon said, at its May 4, 2010 meeting, the CAC received information on the following:

- San Mateo County TA Local Shuttle Program.
- FY2011 Budget.
- FY2011 appropriations limit.
- Funding for the San Bruno Grade Separation Project.
- Update on the South San Francisco and Redwood City ferry projects.
- State and Federal legislative report.
- Capital Project Status Report – 3rd Quarter Fiscal Year 2010.

Charles King resigned because of a move to Marin County.

Vice Chair Lee congratulated CAC members for their diligence.

CHAIRPERSON'S REPORT – ROSANNE FOUST

Chair Foust was absent. Vice Chair Lee had no report.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The May 12, 2010 report is in the agenda packet.

JOINT POWERS BOARD REPORT

Executive Director Michael Scanlon reported on the meeting of June 3, 2010.

- Public comment covered the Federal Railroad Administration (FRA) waiver, quad gates, and Transportation Investment Generating Economic Recovery grants (Tiger II) for possible bicycle expansion.
- Metropolitan Transportation Commission (MTC) liaison Sue Lempert was absent.
- Heard a report from the CAC.
- Year-to-date performance statistics for April 2010 compared to April 2009
 - a. Total Ridership was 9,871,908, a decrease of 6.4 percent.
 - b. Average Weekday Ridership was 37,308, a decrease of 7 percent.
 - c. Total Revenue was \$34,968,920, a decrease of 2.8 percent.
 - d. On-time Performance was 94.2 percent, a decrease of 1.3 percent. This was affected by a bomb scare and two fatalities.
 - e. Average Caltrain Shuttle Ridership was 5,658, a decrease of 8.4 percent. The decrease is tied to unemployment.

- Special service:
 - a. Bay to Breakers ridership was more than 7,000, double the number from 2009.
 - b. Baseball ridership is approximately 4,800 per game, up 2 percent to about 142,000 for the first 31 games.
 - c. Extra service will be provided for the July 4th fireworks in San Francisco.
 - d. A Saturday schedule supplemented with a few additional limited trains will be in effect for Monday, July 5.
 - e. The Bikes-on-Board count and dwell time study is complete and a report will be available soon.
 - f. The Bicycle Advisory Committee is planning to have their first meeting in July.
 - g. A Request for Proposals was released for the operating contract for Caltrain service. A pre-proposal meeting on May 26 was attended by 80 people representing firms from around the world. A tour of the facilities was held on May 27.
 - h. The April Safety and Security Report includes a list of significant events with which Transit Police have to deal.
 - i. Peninsula Rail Program Director Bob Doty presented an update. He was recognized for his outstanding work with the FRA over three years. The JPB received a letter from the FRA granting a waiver to allow compliant and non-compliant trains to operate together, which means heavy cars can operate on the same railroad with more modern, lightweight vehicles that incorporate crash management technology to prevent collisions.
- The Board:
 - a. Held a public hearing to declare a fiscal emergency for FY2011.
 - b. Declared a fiscal emergency for FY2011.
 - c. Approved the Consent Calendar.
 - d. Authorized filing an application to receive \$1.25 million of FY2010 FRA Railroad Research and Development earmark funds for the Caltrain Positive Train Control/Communications Based Overlay Signal System Project.
 - e. Authorized entering into a funding agreement in the amount of \$4,943,089 with Caltrans for seismic retrofit work on four Caltrain bridges in the City of San Mateo.
 - f. Authorized execution of the memorandum of understanding with the MTC for operations and maintenance of the Clipper fare collection system.
 - g. Received a letter from Congresswoman Anna Eshoo signed by the Bay Area congressional delegation urging U.S. Secretary of Transportation Ray LaHood to fund Caltrain improvements that were part of the application for American Recovery and Reinvestment Act funds.
 - h. Received an update on the preliminary FY2011 Operating and Capital budgets, which included efforts made to reduce the \$12.5 million deficit. MTC Executive Director Steve Heminger, Ms. Lempert, and Director Ken Yeager were acknowledged for their assistance with SamTrans' share of Caltrain operating funds. Options may include trading some capital money for operating money in conjunction with a fare increase and minor service reductions to carry Caltrain until FY2012.
 - i. Authorized a budget amendment to the FY2010 Capital Budget in the amount of \$47 million from \$158,861,042 to \$205,861,042 for the San Bruno Grade Separation Project.
 - j. Authorized approval of bid documents and execution of a contract for the Fuel Hedging Program.
 - k. Received a legislative update.

1. Received the Quarterly Capital Progress Report.

Director Terry Nagel asked if there are any new ideas presented from the public or anyone else for sustainable funding for Caltrain. Mr. Scanlon said a gentleman spoke during the public hearing to charge High Speed Rail \$5,000 per train coming up the Peninsula. Another speaker said the Santa Clara Valley Transportation Authority (VTA) should not build the BART connection. Mr. Scanlon said Caltrain's Capital Budget also will be cut and deferred maintenance may be necessary. A speaker made a proposal relative to the \$10 vehicle motor license fee, which has been discussed with the City/County Association of Governments of San Mateo County (C/CAG). C/CAG has expressed willingness to, perhaps, split some of that in San Mateo County; but dedicating these funds to Caltrain has not been embraced by the other two JPB partners.

Director Groom said the \$10 vehicle motor license fee is on the C/CAG agenda a week from tonight to recommend it goes to the ballot.

REPORT OF THE EXECUTIVE DIRECTOR

Executive Officer, Planning and Development Marian Lee provided details on the San Mateo County TA Local Shuttle Program.

- Staff is near the end portion of the local shuttles call for projects.
- The TA CAC received a presentation on the local shuttle program on June 1.
- Part 1 of the process involved CAC input on all existing and three new applications on June 1 and the TA Board is to take action on these at the July 1 Board meeting. Staff will re-evaluate five applications for Part 2 of the process, return to the June 29 CAC meeting for additional input and ask for Board approval at the August/September Board meeting.

FINANCE

Authorize an Amendment to the Fiscal Year 2010 Budget in the Amount of \$54.1 Million from \$68.61 Million to \$120.01 Million and Allocation of Measure A Funds to the Peninsula Corridor Joint Powers Board for the San Bruno Grade Separation Project

Budgets and Grants Director April Chan said staff recommends the Board approve three actions:

- a. Authorize an amendment to increase the FY2010 Capital Budget for TA Project #759 by \$51.4 million.
- b. Allocate the \$51.4 million in a combination of original and new Measure A funds to the project.
- c. Authorize Mr. Scanlon to executive any necessary document.

Ms. Chan reported budget information shared at the May 6 TA Board meeting and current updates:

- Total estimated cost of the project was \$165 million. Since that time a number of favorable bids have been received and staff was able to adjust project costs to \$147 million.
- Staff has secured \$100 million for the project: \$60 million previously allocated in Measure A funding; \$30 million in Proposition 1B funds; and \$10 million in Public Utilities Commission (PUC) 190 funds. Ms. Chan said, due to the fact that the total cost of the project is reduced and according to the grant guidelines for Proposition 1B and PUC 190, the total secure funding for this project is now \$95.6 million. The difference between the \$147 million and the secured funding of \$95.6 million is \$51.4 million, which is the amount staff is recommending for approval.
- Funding options were discussed. Ms. Chan said the only amount of funding that is actually programmed is \$19.2 million in State Transportation Improvement Plan funding. The State has

informed the TA, while they will approve the funding, there is no State money available at this time. Therefore, the TA has been given pre-award spending authority, and can spend local money first. Once the State has the money, it will allocate the funds to the TA. In order to keep the project going forward, staff is recommending amendment to the FY2010 budget in the amount of \$51.4 million. At the same time, the TA will continue to work with a number of the other funding sources including High Speed Rail. At this time, staff's recommendation is to go with the \$51.4 million in combination of original and new Measure A funds.

Director Nagel asked about the probability of receiving State and Federal funding and what projects might be impacted if funding is not received. Ms. Chan said it would be other grade separation projects; the recommended funding comes out of the TA grade separation category.

Mr. Scanlon said the San Bruno Grade Separation Project will take most of the funding from the grade separation category to resolve one of the most dangerous grade crossings in the State.

A motion (Vreeland/Groom) to authorize amendment to the FY2010 budget in the amount of \$54.1 million from \$68.61 million to \$120.01 million and allocate Measure A funds to the Peninsula Corridor Joint Powers Board for the San Bruno Grade Separation Program was approved.

Program

Program Report: Transit: South San Francisco and Redwood City Ferry Projects

Ms. Lee introduced Water Emergency Transportation Authority (WETA) Planning and Development Director John Sindzinski and Planner/Analyst Michael Gougherty. Topics for discussion included shuttle service and funding, construction activities and Redwood City ferry service.

Mr. Sindzinski provided the following details:

South San Francisco Ferry Project:

- The Project will be the first new regional ferry service since 1990 and will run between the East Bay from Jack London Square in Oakland to Oyster Point in South San Francisco, with an estimated travel time of 35 minutes.
- Dredging and demolition are completed at a cost of \$1.1 million. Construction contracts have been awarded for the terminal and pier package in the amount of \$8.6 million and gangway and float costs are \$10.5 million.
- No structural piers will penetrate adjacent landfill property. The structures are built to standards to protect human life during a seismic event. First responders will have priority in any emergency.
- The terminal will be 90 feet in length. The gangway and float will accommodate any public transit ferry in any tidal conditions and meets Americans with Disabilities Act standards.
- Boats will carry 149 or 199 passengers with a minimum of 34 bike spaces. Boats are built with low wake and low wash to mitigate any damage to the shoreline. Vessels are mandated to use clean diesel fuel and WETA is working to meet greenhouse gas emission standards on the Catalytic Reduction System.
- WETA is working to provide intermodal service connections and is applying for \$84,500 in TA Measure A Local Shuttle Bus Program funds to support expanded shuttle service between job centers and the ferry. They are required to make Bay Trail improvements to provide bike linkages to the ferry and will install new bike lockers on the east side of the trail. Genentech will provide employer shuttle services.

- WETA has made a commitment to have Clipper as fare media and the terminal has been designed to accommodate this operation.

Director Matsumoto asked if the Genentech shuttle will stop at all shuttle stops. Mr. Sindzinski said WETA does not know.

- Shuttles will connect all employment sites to the ferry terminal. WETA will be able to communicate with shuttle operators regarding delays and weather issues.
- Construction is to begin in fall 2010 and piles should be driven before the December 1 deadline. Shuttle route and service scheduling work will begin this fall. WETA is taking over the ferry service of the City of Vallejo and the City of Alameda and is looking at a comprehensive fare structure. Fares will be comparable to BART with the addition of a guaranteed seat and other amenities. Discounts will be offered to passengers using different modes of transit.
- WETA will do outreach on services and ridership with employers in the spring.

Vice Chair Lee commented on TA funding of \$15 million that helped move the project forward. Mr. Sindzinski said TA and State funding helped tremendously.

Director Matsumoto asked if the State funding was Proposition 1B money. Mr. Sindzinski replied that WETA relied on Proposition 1B money because the organization, unlike most regional transit agencies, does not have fare revenue and has a cash-flow issue.

Redwood City Ferry Project:

- Environmental review began in 2004, which was supported by Proposition 1B funds. The review was stopped in 2008 when funds were frozen by the State. WETA received \$44 million from the State several months ago and restarted the environmental review; secured services to provide conceptual design and engineering for the environmental review process; and expects a draft by summer 2011. The environmental study will be done to qualify for the National Environmental Policy Act and California Environmental Quality Act to ensure access to any Federal funding.

Vice Chair Lee asked if it would be feasible to move first responders in the event of a major disaster. Mr. Sindzinski said his forte is emergency response planning and moving first responders is absolutely considered in planning.

- The ferry terminal is designed for fueling at the terminal. Tankers can be driven to the site in the event central fueling facilities are knocked out.

Director Nagel asked how many passengers would be served at the South San Francisco ferry terminal in an average day. Mr. Sindzinsky said this will depend on the amount of operating subsidies available. Regional Measure 2 (RM2) money is the principal and only operating subsidy; and fare toll collection is down. Ridership estimates are 1,500 passenger trips a day by 2025.

Director Nagel asked if service would have to be subsidized. Mr. Sindzinski said WETA must get 40 percent of costs from the farebox. Vallejo and Alameda ferry services operate in the mid-40-50 percent farebox recovery.

Director Nagel asked what a fare would be if comparable to BART, but with a premium. Mr. Sindzinski said WETA has not reached this level of analysis.

Director Nagel asked why WETA is called an emergency operation. Mr. Sindzinski said when the Legislature recreated WETA they gave broad powers about coordinating disaster preparedness in the event of a major catastrophe with all water agencies except Golden Gate Ferry. WETA participates in all the regional disaster planning efforts and also carries out internal drills.

Director Nagel asked if the majority of people served by the ferry would be employees of companies in the area. She asked if there was a parking facility available for other people. Mr. Sindzinski said the route was initially designed from the East Bay to South San Francisco and from South San Francisco to downtown San Francisco. The City of South San Francisco requested WETA not do the last leg of the route because there is a Caltrain/BART station and other development plans for that area. Ridership estimates are modest for a reverse commute, which may change.

Director Groom said there should be a way to augment weekend/family trips. She said she did not notice this in WETA's marketing plan. Mr. Sindzinski said WETA is first and foremost a public agency to take care of commuters and emergency disaster preparedness and staff did not spend a lot of time on this issue because it is not a priority at the moment. He said WETA staff is looking at a special fare for baseball service.

Director Groom said a lot of people would like to get out of their cars with their families and public agencies always deal with both pleasure and commute choices. Mr. Sindzinski said it could be a wonderful marketing tool.

Director Matsumoto said there will be some sort of surface parking available at Oyster Point and there is also other parking at Oyster Point besides the dedicated parking for the Yacht Club. Mr. Sindzinski said WETA had to reserve some spots as part of the San Francisco Bay Conservation and Development Commission permit for public access.

Director Vreeland said the ferry project has morphed from what it was several years ago to have an emergency component, which resurrected this as a public project; and it was creative of the County, Redwood City and South San Francisco to make this come together.

Verbal Update on State and Federal Legislative Program

Government Affairs Manager Seamus Murphy reported:

State:

The governor released his State budget May Revise last month. Even though the deficit has increased significantly since the gas tax swap was approved, the governor did not propose altering the funding levels negotiated by the California Transit Association earlier this year. That means this year's \$400 million funding levels are preserved and the framework of the swap will probably survive the current budget cycle.

Federal

The American Power Act is the Senate's latest proposal to address climate change. Similar to previous proposals, the legislation includes cap and trade provisions, and also includes fees imposed on the production of motor fuels, which would eventually be passed on to consumers and would have the

same effect as a gas tax increase. The problem is that only a small portion of these revenues would be invested back into transportation programs, even though financing for a long-term surface transportation authorization is dependent on these revenues. Staff has contacted our Senate offices to ask them to work with the American Public Transportation Association to amend the bill and ensure that 100 percent of the funding associated with an increase in motor fuel fees be dedicated to transportation programs.

Another recent issue is the Public Transportation Preservation Act, which would authorize \$2 billion in emergency operating assistance for transit agencies to help restore and prevent service cuts or fare increases. If it is passed, the Bay Area would receive \$85.5 million. The MTC would be responsible for allocating the funds throughout the region.

Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2010

Director of TA Program Joe Hurley extended an invitation to discuss any issues.

Mr. Hurley said a public information meeting associated with the Calera Parkway Project has been scheduled for June 22 at 6 p.m. in the Pacifica City Council chambers. There has been significant effort to notify the public about this meeting. Materials for the meeting can be accessed at www.smcta.com.

Director Vreeland asked that any information sent out be linked to the city's Web page. Mr. Hurley said staff has already worked with the city to organize this request.

Mr. Vreeland would like to have a prep meeting with Mr. Hurley and meeting presenters to make sure there will be thoughtful analyses of the alternatives.

REQUESTS FROM THE AUTHORITY

Director Matsumoto said there is no TA representative to C/CAG since Rosalie O'Mahony left the Board. Mr. Scanlon said he will discuss this with Authority Secretary Martha Martinez.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None

LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

The next meeting is scheduled for Thursday, July 1, 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.

Adjourned 6:18 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 MAY 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 May 2010 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$61,054,134 - line 6) is *worse* than staff projections by \$1,126,131 or 1.8 percent. Within total revenue, *Sales Tax* (\$53,725,669 - line 1) is \$120,098 or 0.02 percent *worse* than projections. *Miscellaneous Income* (\$1,580,042 - line 4) is \$924,496 or 36.9 percent *worse* than staff projections due to slower than anticipated progress on capital projects resulting in lower corresponding revenue.

Total Revenue (\$61,054,134 - line 6) is \$14,313,830 or 30.6 percent *higher* than prior year performance, driven by *Interest Income* (\$4,766,157 - line 2) which is \$21,476,501 or 128.5 percent *higher* due to prior year investment losses.

Expenditures: *Total Administration* (\$611,632 - line 32) is *better* than the year-to-date staff projections by \$143,283 or 19.0 percent. Within total administration, *Staff Support* (\$429,847 - line 25), *Professional/Legal* (\$152,428 - line 27) and *Other Services & Supplies* (\$19,878 - line 28) combined are \$137,861 or 18.6 percent *better* than staff projections.

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

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

650-508-6274
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SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2010
MAY 2010

% OF YEAR ELAPSED: **91.67**

	MONTH		YEAR TO DATE			ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% of PROJ	ADOPTED BUDGET	STAFF PROJECTION	% of PROJ
REVENUE								
Sales Tax	4,866,231	56,797,690	53,725,669	53,845,767	99.8%	64,716,300	60,000,000	89.5%
Interest Income	326,421	(16,710,344)	4,766,157	4,842,780	98.4%	7,292,600	5,271,010	90.4%
Rental Income	89,752	983,104	982,267	987,180	99.5%	1,077,120	1,077,120	91.2%
Miscellaneous Revenue	59,440	5,669,853	1,580,042	2,504,538	63.1%	3,300,000	3,300,000	47.9%
TOTAL REVENUE	5,341,844	46,740,304	61,054,134	62,180,265	98.2%	76,386,020	69,648,130	87.7%
EXPENDITURES:								
LOCAL ENTITIES	1,094,902	11,948,456	12,088,275	12,115,297	99.8%	14,561,168	13,500,000	89.5%
PARATRANSIT	194,649	942,269	2,149,027	2,153,831	99.8%	2,588,652	2,400,000	89.5%
TSM/ACR	38,133	456,824	434,381	850,439	51.1%	987,506	940,343	46.2%
MEASURE A INFORMATION & EDUCATION	0	13,169	9,000	16,455	54.7%	17,500	17,500	51.4%
SM COUNTY SHUTTLE PROGRAM	111,975	1,227,693	1,279,209	1,328,095	96.3%	1,431,768	1,431,768	89.3%
TRANSFER TO SMCTD FOR CALTRAIN	389,299	2,106,665	4,298,053	4,307,661	99.8%	5,177,304	4,800,000	89.5%
BART SERVICE OPERATING COST	97,325	471,134	1,074,513	1,076,915	99.8%	1,294,326	1,200,000	89.5%
ADMINISTRATION								
Staff Support	33,784	448,768	429,847	468,376	91.8%	510,955	510,955	84.1%
Board Of Directors	618	7,444	7,063	7,250	97.4%	8,400	8,400	84.1%
Professional/Legal	11,156	131,441	152,428	245,311	62.1%	295,770	295,770	51.5%
Other Services & Supplies	2,874	38,577	19,878	26,327	75.5%	35,167	35,167	56.5%
Travel & Meeting	70	9,486	2,416	7,651	31.6%	9,700	9,700	24.9%
TOTAL ADMINISTRATION	48,502	635,716	611,632	754,915	81.0%	859,992	859,992	71.1%
SUB-TOTAL	1,974,784	18,008,633	21,944,092	22,603,608	97.1%	26,918,216	25,149,603	87.3%
CAPITAL PROGRAMS	12,321,541	39,944,168	46,425,798 (1)	46,425,798	100.0%	116,366,696	116,366,696	39.9%
TOTAL EXPENDITURES	14,296,325	57,952,801	68,369,890	69,029,406	99.0%	143,284,912	141,516,299	48.3%
EXCESS (DEFICIT)	(8,954,481)	(11,212,497)	(7,315,756)	(6,849,141)		(66,898,892)	(71,868,169)	
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	427,500,817	418,012,363 (2)	442,999,856		382,950,105	377,980,828	
Includes the following balances:								
Cash and Liquid Investments		8,621,259		FY 2009 Capital Carryover (Budgeted)		176,980,683		
TSM		585,217		FY 2010 Additional Capital Appropriation		34,455,000		
Capital Appropriation Balance		236,493,208 (3)		Resolution 2009-15		596,696		
Undesignated Cash & Net Receivables		172,312,679		Resolution 2009-16		1,515,000		
Total		418,012,363 (2)		Resolution 2009-17		11,000,000		
				Resolution 2010-01		35,000,000		
				Resolution 2010-02		3,800,000		
				Resolution 2010-09		30,000,000		
				Approved Budget - Total Capital Appropriation		293,347,379		
				Less: Year End Adjustment for Audited Carryover		(9,773,201)		
				Less: Excess budget for completed projects		(655,172) (1)		
				Less: Current YTD Capital Expenditures		(46,425,798) (3)		
				Current Capital Appropriation Balance		236,493,208		

"% 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
MAY 2010

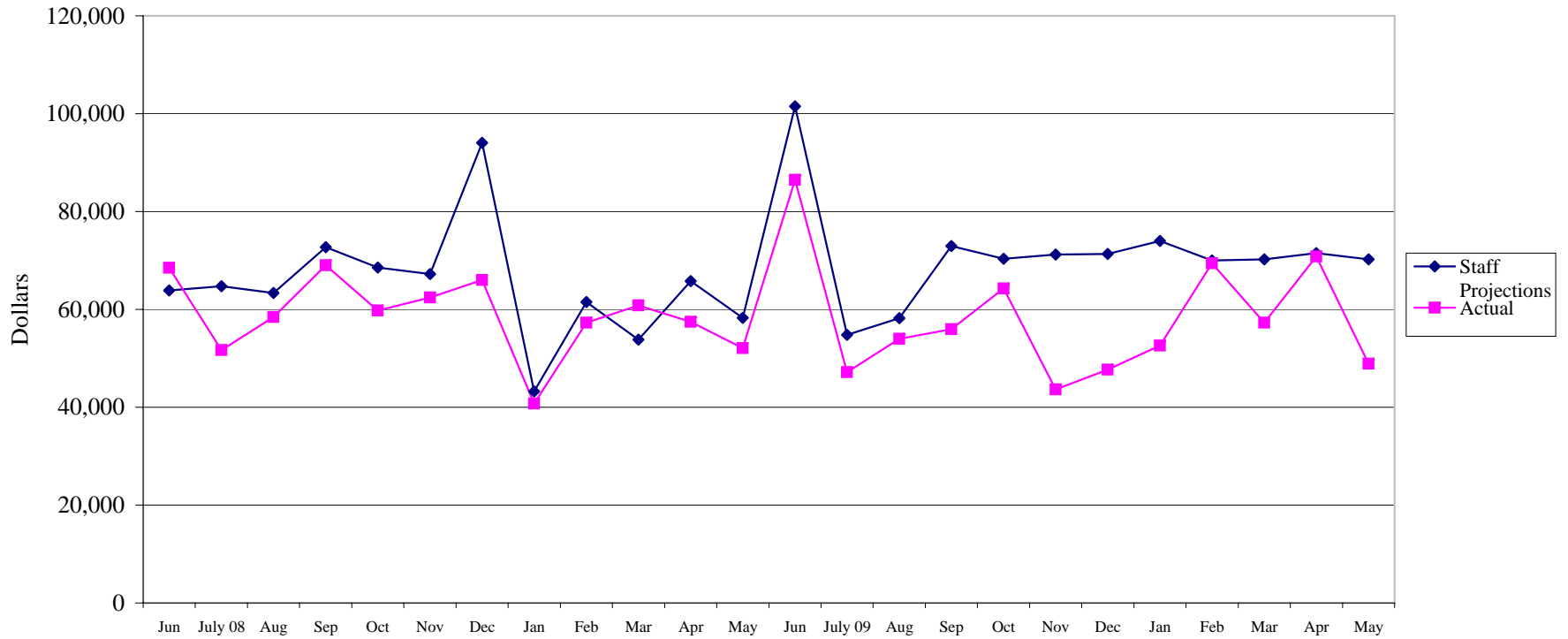
% OF YEAR ELAPSED: **91.67**

	MONTH	YEAR TO DATE				ANNUAL	
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% of PROJECT.	STAFF PROJECTION	% of PROJECT.
REVENUE	48,662	229,237	563,586	538,455	104.7%	600,000	93.9%
TOTAL REVENUE	48,662	229,237	563,586	538,455	104.7%	600,000	93.9%
ALLOCATIONS	38,133	456,824	434,381	850,438	51.1%	940,343	46.2%
TOTAL ALLOCATIONS	38,133	456,824	434,381	850,438	51.1%	940,343	46.2%
EXCESS (DEFICIT)	10,530	(227,587)	129,205	(311,983)		(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	587,083	723,578 *	94,367	766.8%	66,007	1096.2%

"% 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 \$138,361 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	71,525	70,225	
Actual	47,163	53,965	55,937	64,268	43,640	47,668	52,573	69,421	57,289	70,790	48,919	
CUMULATIVE EXPENSES												
Staff Projections	54,784	113,013	185,975	256,334	327,559	398,905	472,913	542,938	613,164	684,689	754,915	
Actual	47,163	101,127	157,064	221,332	264,972	312,640	365,213	434,634	491,923	562,713	611,632	
Variance-F(U)	7,621	11,886	28,911	35,002	62,587	86,265	107,700	108,304	121,241	121,976	143,283	
Variance %	13.91%	10.52%	15.55%	13.65%	19.11%	21.63%	22.77%	19.95%	19.77%	17.81%	18.98%	



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 MAY, 2010

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	1.030%	\$ 252,880,012	\$ 253,305,782
Local Agency Investment Fund	Liquid Cash	0.560%	\$ 16,747,100	\$ 16,766,913
Investment Portfolio	Liquid Cash	2.265%	\$ 123,888,463	\$ 124,517,159
Other	Liquid Cash	0.050%	\$ 8,621,259	\$ 8,621,259
			<u>\$ 402,136,835</u>	<u>\$ 403,211,114</u>

Accrued Earnings for May 2010 \$ 459,011.09 (1)
 Cumulative Earnings FY2010 \$ 4,782,853.73

(1) Earnings do not include prior period adjustments

* County Pool average yield for the month ending May 31, 2010 was 1.030%. As of May 31, 2010, the amortized cost of the Total Pool was \$2,794,467,476.09 and the fair market value per San Mateo County Treasurer's Office was \$2,799,172,481.93.

** 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
 TERRY NAGEL
 JIM VREELAND

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TSM RESERVE ACCOUNT

AS OF MAY, 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	1.030%	\$ 585,217	\$ 586,202
			<u>\$ 585,217</u>	<u>\$ 586,202</u>

Interest Income:

Accrued Earnings for May 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 May 31, 2010 was 1.030%. As of May 31, 2010, the amortized cost of the Total Pool was \$2,794,467,476.09 and the fair market value per San Mateo County Treasurer's Office was \$2,799,172,481.93.

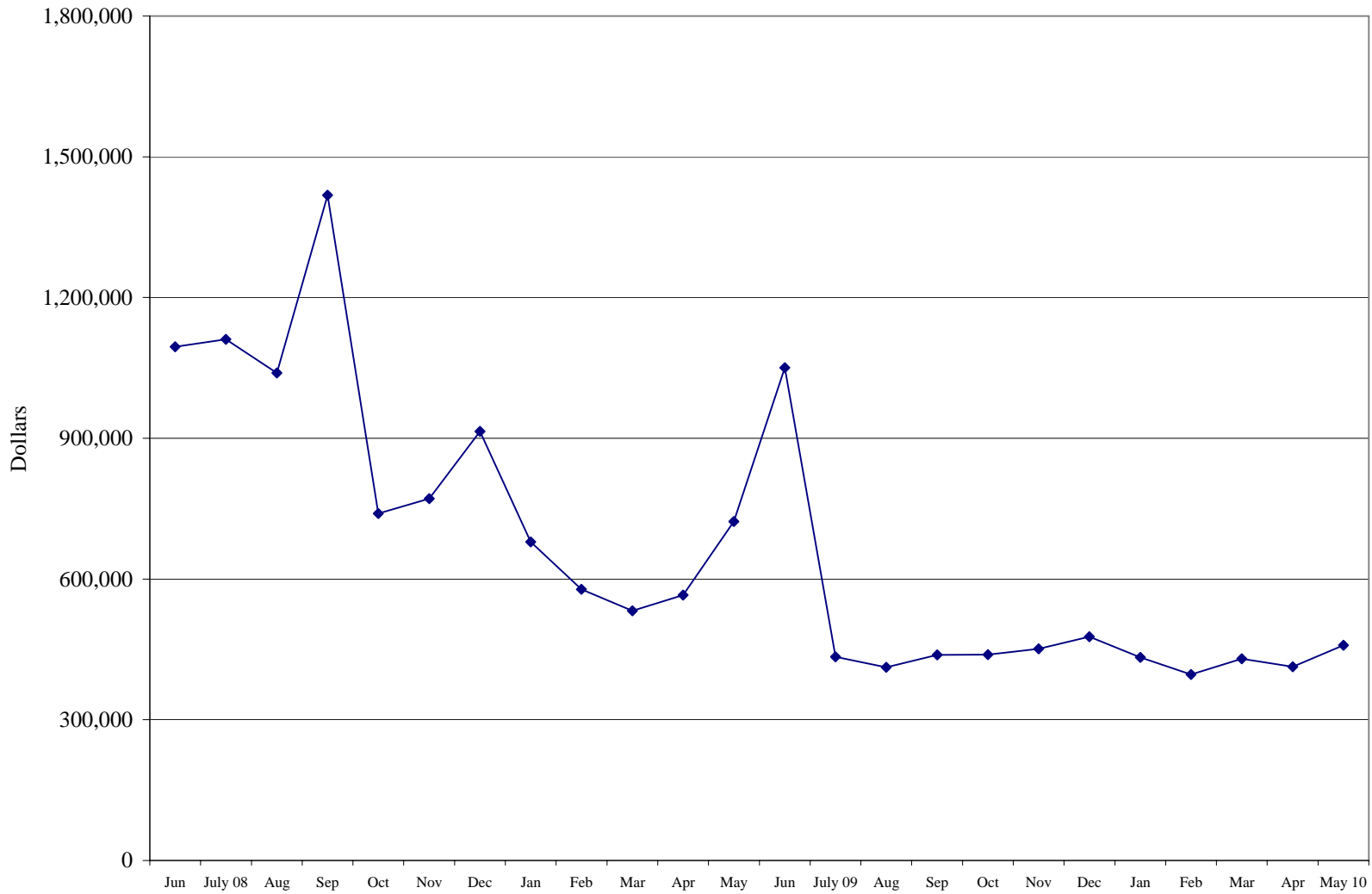
*** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST STATEMENT
MAY 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 (1)	412,755.93	4,323,842.64
MAY	459,011.09	4,782,853.73
JUNE		

(1) Includes prior period adjustments

SMCTA Interest Income



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

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

DESCRIPTION	TOTAL INVESTMENT 05-31-10	INTEREST RECEIVABLE 04-30-10	INTEREST EARNED 05-31-10	INTEREST RECEIVED 05-31-10	ADJ.	INTEREST RECEIVABLE 05-31-10
LAIF	16,747,099.93	7,342.65	7,965.20	0.00	0.00	15,307.85
COUNTY POOL	253,465,228.38	174,409.55	221,794.82	0.00	0.00	396,204.37
BANK OF AMERICA	8,621,259.39	0.00	2.83	2.83	0.00	0.00
INVESTMENT PORTFOLIO	123,888,463.42	653,883.59	229,244.13	270,005.41	4.11	613,126.42
	<u>402,722,051.12</u>	<u>835,635.79</u>	<u>459,006.98</u>	<u>270,008.24</u>	<u>4.11</u>	<u>1,024,638.64</u>

MAY 2010 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 05/31/10	459,011.09
Add:	
County Pool Adj.	
Misc. Income	89.13
GASB 31	
Less:	
Management Fees	(5,670.00)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(127,009.51)</u>
Total Interest & Capital Gain(Loss)	<u><u>326,420.71</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	4,782,853.73
Add:	
County Pool Adj.	
Misc. Income	16,689.18
GASB 31	
Less:	
Management Fees	(61,763.05)
Securities Transaction Activity Fees	(12,210.44)
Capital Gain(Loss)	<u>40,587.08</u>
Total Interest	<u><u>4,766,156.50</u></u>
Balance Per Ledger as of 05/31/10	
Int Acct. 409100 - Co. Pool	2,509,163.84
Int Acct. 409100 - LAIF	46,761.97
Int Acct. 409100 - B of A	560.92
Int Acct. 409100 - Misc. Income	16,689.18
Int Acct. 409101 - Portfolio Funds	2,152,393.51
Gain(Loss) Acct. 405210	40,587.08
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>4,766,156.50</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
MAY 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 05-31-10					REC'VBLE 04-30-10	EARNED 05-31-10			REC'VBLE 05-31-10	
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,122,021.25	10,142,688.00	04-15-14	1.250%	334.1083	31	6,165.01	10,357.36			16,522.37	9,729,235 7.49%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FHR SERIES 1832 - F	3133T65S6	11-26-08	103,755.86	100,933.46	101,775.00	03-15-11	6.500%	21.6709	30	2,897.39	650.13	650.12		2,897.40	101,753
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	1,400,007.94	1,466,624.95	1,463,110.00	12-28-12	5.270%	205.0876	30	609.58	6,152.63	6,152.64		609.57	1,369,620 1.13%
<u>FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS</u>															
FHLM GOLD POOL	31282SAC6	12-22-08	838,995.16	857,397.09	841,473.00	03-01-11	4.000%	98.5585	30	5,347.60	2,956.76	2,956.75		5,347.61	830,175 0.64%
*CALLED / MATURED			(8,125,350.00)	(8,125,350.00)											(8,000,000.00)
SUBTOTAL			120,617,706.88	120,823,119.42	121,246,402.00					653,883.59	224,002.31	264,759.51	0.03	613,126.42	118,630,781.90
<u>CERTIFICATE OF DEPOSITS</u>															
CDARS	(N/A)	04-02-09	2,044,500.59	2,044,500.59	2,044,500.59	03-31-11	1.890%	105.6961	31	0.00	3,276.58	3,279.12	2.54	(0.00)	2,044,501
CDARS	(N/A)	04-09-09	1,226,255.95	1,226,255.95	1,226,255.95	04-07-11	1.890%	63.3947	31	0.00	1,965.24	1,966.78	1.54	(0.00)	1,226,256 2.52%
SOLD / MATURED			-	-											-
TOTAL			<u>123,888,463.42</u>	<u>124,093,875.96</u>	<u>124,517,158.54</u>					<u>653,883.59</u>	<u>229,244.13</u>	<u>270,005.41</u>	<u>4.11</u>	<u>613,126.42</u>	<u>121,901,538.44</u>

Weighted Average Interest Rate 2.2650%

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

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Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
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	3,532,900	(596,100)	3,532,900
Mar. 10	1,385,500	May 10	4,900,100	3,514,600	4,900,100
3rd Qtr. Adjustment	1,379,000	Jun. 10		1,031,546	2,410,546 (1)
9 Months Total	44,353,500		41,582,660	(360,294)	43,993,206
Apr. 10	4,224,600	Jun. 10		0	4,224,600 (1)
May 10	4,224,600	Jul. 10		0	4,224,600 (1)
Jun. 10	5,632,700	Aug. 10		0	5,632,700
4th Qtr. Adjustment	1,564,600	Sep. 10		360,294	1,924,894 (1) Apr & May Portion
FY2010 Total	60,000,000	FY2010 Total	41,582,660	0	60,000,000
	14,555,215	1st Quarter			
	15,241,445	2nd Quarter			
	14,196,546	3rd Quarter			
	9,732,463	4th Quarter			
	<u>53,725,669</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

	<u>5/31/2010</u>
Cash -- Bank of America Checking Account	8,621,259.39
LAIF	16,747,099.93
County Pool	253,465,228.38
Investment Portfolio	123,888,463.42
Total	<u><u>402,722,051.12</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- MAY 2010

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000596	PENINSULA CORRIDOR JOINT POWERS BOARD	2010-05-03	6,182,663.36	WIR	Capital Programs
SMCTA	000597	SAN MATEO COUNTY TRANSIT DISTRICT	2010-05-03	611,591.49	WIR	Capital Programs
SMCTA	000598	MATSUMOTO, KARYL M.	2010-05-10	100.00	WIR	Board of Directors Compensation
SMCTA	000599	GROOM, CAROLE	2010-05-10	100.00	WIR	Board of Directors Compensation
SMCTA	000600	NAGEL, TERRY	2010-05-10	100.00	WIR	Board of Directors Compensation
SMCTA	000601	PENINSULA CORRIDOR JOINT POWERS BOARD	2010-05-17	40,416.40	WIR	Capital Programs
SMCTA	000602	SAN MATEO COUNTY TRANSIT DISTRICT	2010-05-17	5,534,020.00	WIR	Capital Programs
SMCTA	002696	BANK OF NEW YORK MELLON, THE	2010-05-03	3,609.32	CHK	Other Contract Services
SMCTA	002697	FOUST, ROSANNE	2010-05-03	100.00	CHK	Board of Directors Compensation
SMCTA	002698	GOVERNMENT FINANCE OFFICERS ASSN	2010-05-03	160.00	CHK	Dues and Subscriptions
SMCTA	002699	LEE, JOHN	2010-05-03	100.00	CHK	Board of Directors Compensation
SMCTA	002700	MAZE & ASSOCIATES	2010-05-03	10,080.00	CHK	Annual Audit Services
SMCTA	002701	PBS&J	2010-05-03	124,179.06	CHK	Capital Programs
SMCTA	002702	RAJAPPAN & MEYER CONSULTING	2010-05-03	3,463.73	CHK	Capital Programs
SMCTA	002703	SHAW/YODER & ANTWIH, INC.	2010-05-03	3,612.00	CHK	Legislative Advocate
SMCTA	002704	CARTER & BURGESS, INC.	2010-05-10	18,720.63	CHK	Capital Programs
SMCTA	002705	FOUST, ROSANNE	2010-05-10	100.00	CHK	Board of Directors Compensation
SMCTA	002706	LEE, JOHN	2010-05-10	100.00	CHK	Board of Directors Compensation
SMCTA	002707	MENLO PARK, CITY OF	2010-05-10	14,871.75	CHK	TSM
SMCTA	002708	PARKING COMPANY OF AMERICA	2010-05-10	96,589.77	CHK	SMCTA Caltrain Shuttles
SMCTA	002709	RACONTECH INC	2010-05-10	2,568.80	CHK	Capital Programs
SMCTA	002710	SELF-HELP COUNTIES COALITION	2010-05-10	4,400.00	CHK	Dues and Subscriptions
SMCTA	002711	VREELAND, JIM	2010-05-10	100.00	CHK	Board of Directors Compensation
SMCTA	002712	BKF ENGINEERS	2010-05-17	443.85	CHK	Capital Programs
SMCTA	002713	DMJM HARRIS/MARK THOMAS JV	2010-05-17	2,932.11	CHK	Capital Programs
SMCTA	002714	GREEN CARPET LANDSCAPING	2010-05-17	3,460.00	CHK	Grounds Maintenance Service
SMCTA	002715	***VOID***	2010-05-17	-	CHK	
SMCTA	002716	SF BAY AREA WATER EMERGENCY TRANS AUTH	2010-05-17	72,461.16	CHK	Capital Programs
SMCTA	002717	SHAW/YODER & ANTWIH, INC.	2010-05-17	3,612.00	CHK	Legislative Advocate
SMCTA	002718	SIRE TECHNOLOGIES, INC	2010-05-17	50.00	CHK	Seminar and Training
SMCTA	002719	URS CORPORATION	2010-05-17	76,366.63	CHK	Capital Programs
SMCTA	002720	AT&T	2010-05-24	1,271.65	CHK	Capital Programs
SMCTA	002721	CARTER & BURGESS, INC.	2010-05-24	12,103.74	CHK	Capital Programs
SMCTA	002722	CDW GOVERNMENT, INC.	2010-05-24	251.50	CHK	Software Maint & License
SMCTA	002723	DMJM HARRIS/MARK THOMAS JV	2010-05-24	73,389.17	CHK	Capital Programs
SMCTA	002724	SAN MATEO DAILY JOURNAL	2010-05-24	500.00	CHK	Legal Advertising
				<u>12,898,588.12</u>		

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
June 9, 2010**

The Community Relations Committee and Board

Manager of Accessible Transit Services Bill Welch reported May was an outstanding month for Redi-Wheels performance due to the new demand response system, which has improved efficiencies. Staff met with San Francisco International Airport staff to discuss the Redi-Wheels stop at the United Airlines terminal. There is a possibility of an additional stop at the southern end of the airport near the Air Trans terminal.

Paratransit Coordinating Council Nancy Keegan reported:

- She was appointed chair and Dale Edwards vice chair.
- Pat Dixon has been actively involved in the PCC and with transportation and disability-related issues and was appointed to the PCC.

Citizens Advisory Committee

There was no report.

Director of Bus Transportation Chester Patton presented the Shuttles Performance Report and Manager of Planning and Research Marisa Espinosa presented Measure A: Local Shuttle Program (attached).

Average weekday ridership for all modes for April 2010 compared to April 2009 was 91,435, a decrease of 6.3 percent.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for April 2010. Revenues and expenses are under budget. Staff is monitoring sales tax revenue, which is slightly under budget. Fuel was \$2.14 per gallon last week and \$2.17 per gallon year-to-date. The fuel hedge was tripped in May and a payment was received from the bank.

Adopted the Fiscal Year 2011 Operating Budget in the amount of \$131,810,465. Proposed revenues for FY2011 are \$136.9 million. One time funds have been used to reduce the deficit to \$20 million. The SamTrans Financial Capacity Board Sub-committee and staff are continuing to examine long-term financial issues.

Adopted the Fiscal Year 2011 Capital Budget in the amount of \$8,624,325. Staff has added upgrades for the Transit Fleet Vehicle 2010 California Air Resources Board regulation and PeopleSoft and appropriation authority for third party projects, which will not require additional District sales tax funds. The total amount of sales tax required for the budget is \$4,176,971, and the remaining amount of \$4,447,354 will come from Federal, State and other fund sources.

Approved bid documents and authorized execution of documents for the Fuel Hedging Program. The fuel hedging transaction for FY2011 will be implemented for no more than 75 percent of annual fuel consumption. Staff proposed the District hedge 0.9 million gallons, which currently represents approximately 50 percent of its expected annual fuel consumption.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
June 9, 2010**

Authorized execution of the Memorandum of Understanding with the Metropolitan Transportation Commission regarding operations and maintenance of the Clipper fare collection system in a form acceptable to the initial seven participating transit operators in the regional fare collection program, to take effect upon execution by all parties. Clipper is an automated fare payment system for intra- and inter-operator transit trips in the San Francisco Bay Area.

Authorized revisions to the Settlement Authority Policy for general liability claims by replacing the position of risk manager, which no longer exists, with Deputy CEO (Finance and Administration). This will bring the levels of authority listed in the policy up to date with recent staffing reorganization, which is required to continue the process of effective and efficient processing and settlement of general liability claims.

Authorized revisions to the Settlement Authority Policy for employment claims by replacing the position of chief administrative officer, which no longer exists, with Deputy CEO.

Rejected the low monetary bid as non-responsive and awarded a contract for Pico Boulevard Paving Improvements Project. The project will provide for the resurfacing of the main access road to the District's South Base Maintenance and Operations facility.

Authorized award of a contract for provision of Workers' Compensation Program Administration Services, which will allow the District to retain the services of a third party administrator to manage the District's Workers' Compensation Program as required by State of California law.

Rejected all bids for providing electrical maintenance services and on-call emergency repairs and authorized re-solicitation of bids that includes Federal contract clauses, which will then allow the use of Federal funds on the contract. The District issued an amendment to extend the existing contract to continue services until a new contract is awarded.

The Legislative Committee and Board

Federal

The Public Transportation Preservation Act has been introduced, which would authorize \$2 billion in emergency operating assistance for transit agencies to specifically help restore and prevent service cuts or fare increases. If passed, the Bay Area would receive approximately \$85.5 million. Staff has asked Senators Barbara Boxer and Dianne Feinstein to support the bill.

State

Gus Khouri from Shaw/Yoder/Antwih provided the following information:

- The Board was thanked for meeting with delegation staff in Sacramento to advocate for transit funding. They were successful in securing \$400 million statewide for public transportation funding, which means \$5 million each for SamTrans and Caltrain in Fiscal Years 2010 and 2011.
- The governor released his May Revision to the 2011 State budget. The January \$19.9 billion budget shortfall is now \$19.1 billion. The governor is considering elimination of the California Working Opportunity and Responsibility to Kids Program and severe cuts to

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
June 9, 2010**

mental health services. Senate Democrats are proposing to increase the vehicle license fee from 1.15 percent to 1.5 percent but a two-thirds vote requirement makes approval unlikely.

- The California Transit Association, California Alliance for Jobs and California League of Cities submitted signatures to the Secretary of State for certification of the Local Taxpayer, Public Safety and Transportation Protection Act ballot measure, which is expected to qualify for the November ballot.

Planning, Development and Sustainability Committee and Board

Executive Officer, Customer Service and Marketing Rita Haskin presented the SamTrans 2009 Customer Survey key findings.

Board of Directors

Report of the General Manager/CEO Michael Scanlon:

- The American Planning Association of Northern California presented its 2010 Distinguished Leadership Award to the Grand Boulevard Initiative on May 14.
- An award ceremony was held on May 13 for the Grand Boulevard Initiative. Seven projects were recognized for exemplifying the goals and guiding principles adopted by the initiative.
- Staff continues to participate in Older Driver Safety Seminars in Pacifica and Millbrae.
- All new buses are in-house; disposal of old buses will commence soon.
- Staff is working on extending shuttle contracts.
- Route 17 ridership increased 15.4 percent in March and 11.1 percent in April. Staff is working on a possible reconfiguration of Routes 294 and 17 to improve the connection between Half Moon Bay and Pacifica on weekends and holidays.
- The Peninsula Avenue bridge over Highway 101 is scheduled to reopen in July and it will enable Route 250 to return to its normal route.
- Sustainability efforts continue with a greenhouse gas emissions inventory and sustainable return on investments analysis. Staff is developing a policy to give some weight to green products under certain conditions.
- Fixed route service recorded more than 27,000 miles between service calls in May and Redi-Wheels recorded more than 40,000.
- Paratransit fares are scheduled to increase from \$3 to \$3.50 on July 1.
- The Summer Youth Pass is on sale. There is a SamTrans youth account on Facebook.
- Staff is partnering with the San Mateo County Fair to promote SamTrans as the best way to get to the fair.
- The Metropolitan Transportation Commission will officially launch Clipper on June 16.
- The Joint Powers Board (JPB) hopes to adopt the Operating Budget on July 1 by utilizing one-time funds, including swapping capital money and by increasing fares and reducing service.
- The JPB received a waiver from the Federal Railroad Administration to operate compliant and non-compliant equipment along the Caltrain corridor between San Francisco and San Jose.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
June 9, 2010**

The board met in closed session on the following:

1. Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Teamsters Union, Local 856 (Bus Transportation Supervisors, Dispatchers and Radio Controllers)
2. Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Amalgamated Transit Union, Local 1574 (Customer Service Center Employees)

Legal Counsel discussed pending labor negotiations. A report was given on recent developments.

The next meeting of the Board is scheduled for Wednesday, July 14, 2010.



samTrans

Mobility Management – Shuttle Performance & Programs

San Mateo

June 9, 2010

Performance



samTrans

- Shuttle Mode Details
- Business Partners
- Public Partners
- FY2010 Allocation
- Funding
- Ridership
- Operational Flexibility
- FY2011 Issues



Shuttle Mode Details

samTrans

Caltrain – 31 routes

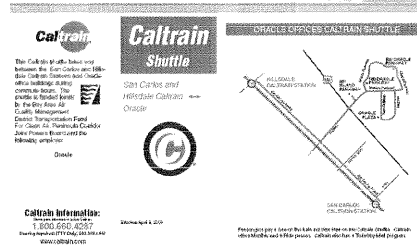
- Operates in 3 counties
- Serves 19 stations

BART – 8 routes

- Serves 6 stations

2,093,920 annual trips

6,631,280 passenger miles on Shuttles



Business Partners

samTrans

Some of the Partners:

- Genentech
- Stanford University
- Oracle
- AMD
- UPS Freight Systems
- Intel
- Hewlett Packard
- Google
- See's Candy



Public Partners

samtrans

- BAAQMD
- C/CAG (Grant Program and TFCA funding)
- Peninsula Traffic Congestion Relief Alliance
- Several cities through the Alliance
- San Mateo County Transportation Authority

FY2010 Allocation

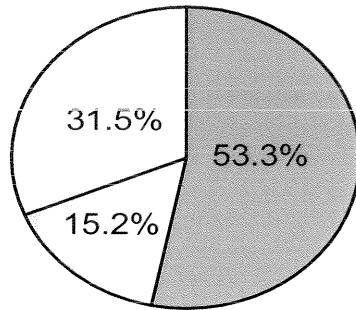
samtrans



SamTrans/BART Shuttles	\$1,848,955
Caltrain (SM Co.) & Community Shuttles	\$1,457,005
Caltrain Shuttles	\$2,726,120

SamTrans/BART Funding

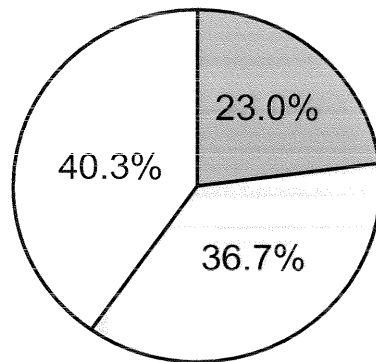
samTrans



- Employer
- SamTrans
- AB 434

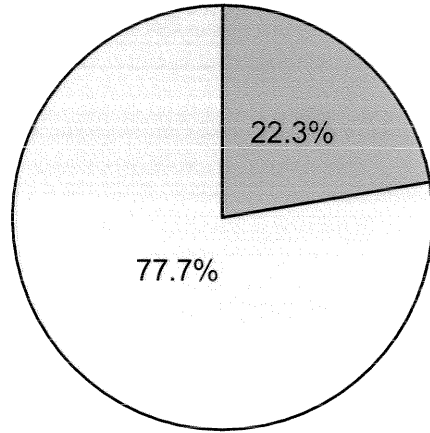
JPB-funded Caltrain

samTrans



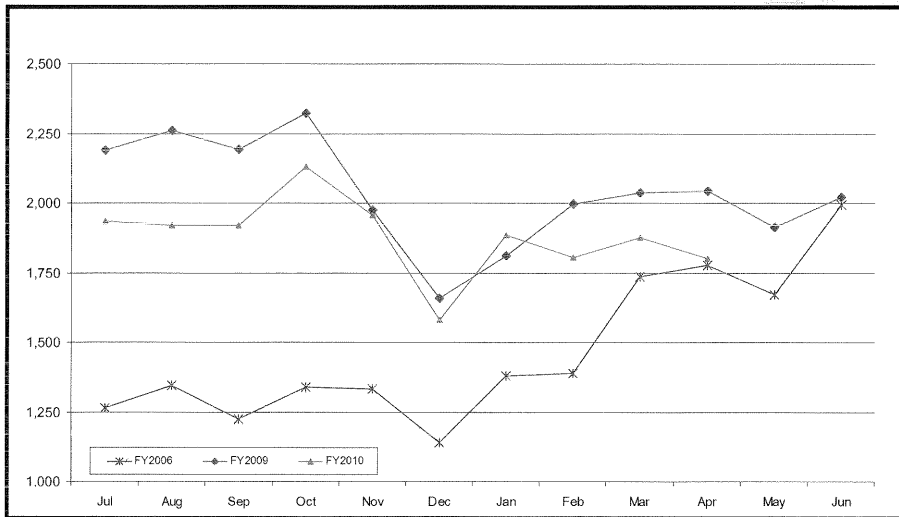
- Employer
- Caltrain
- AB 434

Caltrain/SMC & Community Funding



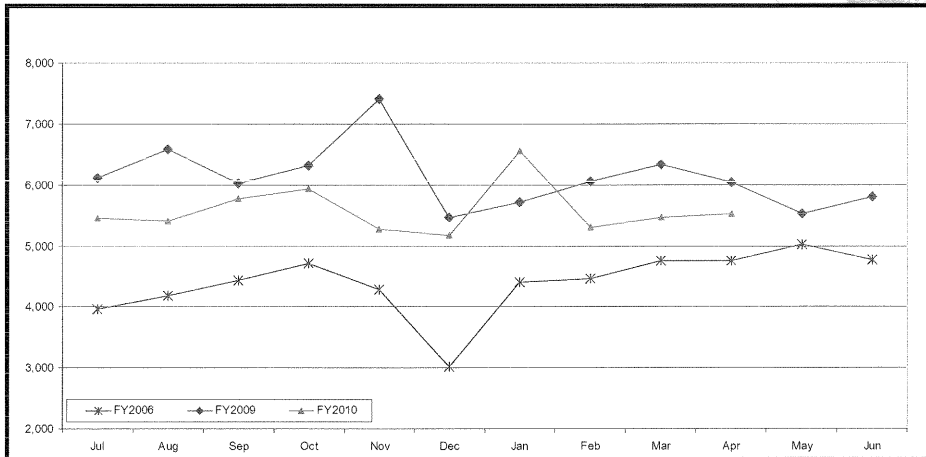
- Employer
- TA

Shuttle AWR - BART



Shuttle AWR - Caltrain

samTrans



Operational Flexibility

samTrans

April 19 bomb threat on Caltrain
Train 158 halted and searched in SSF

Shuttle Assistance:

Special shuttle buses moved 100+ riders from the South San Francisco Caltrain station to Millbrae Transit Center

Oyster Point Shuttle was re-routed through the SSF Caltrain Station en route to the SSF BART Station

FY2011 Issues

samTrans

- Operator contract for JPB shuttles ends Sept. 30, 2010
 - Contract to be extended, currently in negotiations
- 1-year \$1 million BAAMQD grant executed Jan 26, 2010 for calendar year 2010
 - Second half of FY2011 funding at risk
- C/CAG grant fluctuates based on license plate fees, down from \$631,000 in FY2009 to \$540,000 in FY2011

Programs

samTrans

- Measure A
- Biennial Call for Projects
- Project Evaluation Criteria
- Applications
- Transportation Authority Process
- SamTrans Project Sponsorship

Measure A

samTrans

Measure A: Local Shuttle Program

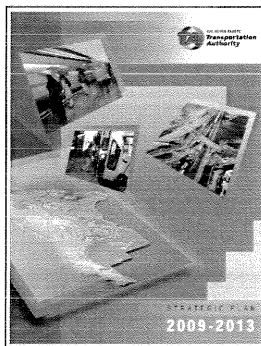
TA: program administration

SamTrans: project sponsorship

Measure A Policy

samTrans

- 2004 Expenditure Plan
- 2009 – 2013 Strategic Plan
- 2009 Implementation Plan



Shuttle Program Administration

samTrans

Project Sponsor: SamTrans

- \$60 million estimated sales tax
- Estimated match 50%
- Funding for shuttle operations
- Competitive Project Selection

Biennial Call for Projects

samTrans

Estimated Available Funding			
	FY2011	FY2012	Total
Existing ("grandfathered")	\$1.45 million	\$1.45 million	\$2.9 million
New ("to TA")	\$800,000	\$800,000	\$1.6 million
Total	\$2.25 million	\$2.25 million	\$4.5 million

Project Evaluation Criteria

samTrans

Category	Max. Points
Project Need	20
Policy Consistency	20
Readiness	20
Effectiveness	30
Sustainability	10
Total	100

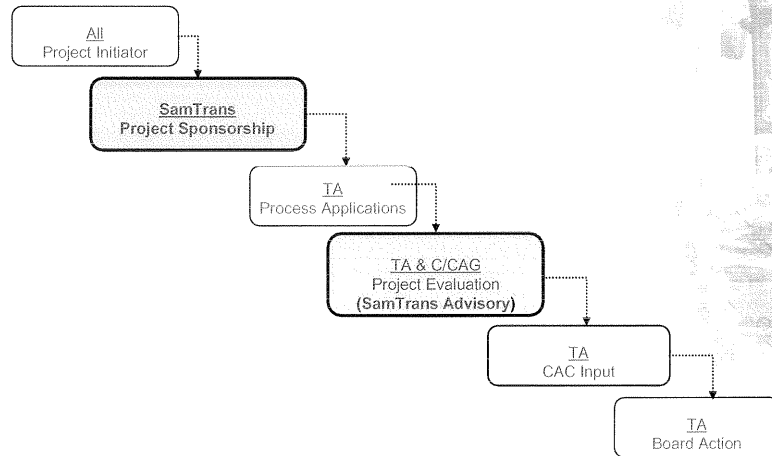
Applications

samTrans

Service Areas	Existing	New
Belmont	X	
Brisbane	X	
Burlingame	X	
East Palo Alto	X	X
Foster City	X	X
Menlo Park	X	X
Millbrae	X	X
Redwood City	X	X
San Mateo	X	
South San Francisco	X	X

TA Process

samTrans



SamTrans Project Sponsorship

samTrans

- Staff Letters of Support
- Advisory to TA
- Areas of Concern for Monitoring
 - Lowest cost-effective services
 - Potential duplicative service with bus
- Future call for projects coordination
 - SamTrans Comprehensive Operational Analysis

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

SUBJECT: **AUTHORIZATION TO ALLOCATE AN ADDITIONAL
\$50 MILLION IN FUNDS TO THE INVESTMENT PORTFOLIO
MANAGED BY CSI CAPITAL MANAGEMENT, INC.**

ACTION

Staff recommends the Board of Directors (Board) authorize the Executive Director to allocate an additional \$50 million in unreserved funds currently invested in the San Mateo County Pool (County Pool) to the investment portfolio managed by CSI Capital Management, Inc. (CSI).

SIGNIFICANCE

In August 2008, the Board approved a resolution to appoint CSI, formerly Tamalpais Wealth Advisors, as an investment advisor and portfolio manager for the Transportation Authority (TA). At that time, \$100 million was allocated to start an investment portfolio according to the TA's established Investment Policy. A resolution for an additional allocation of \$50 million was approved by the Board of Directors in December 2009. Currently, the TA has an investment balance of approximately \$150 million in the new investment portfolio managed by CSI and a balance in the County Pool of approximately \$250 million.

Staff recommends moving an additional \$50 million to the portfolio managed by CSI in order to further enhance the TA's portfolio. The portfolio managed by CSI has done well, with overall returns exceeding the benchmark and a very low level of risk as reported and presented to the Board quarterly (see Exhibit A which traces the growth of \$1,000 since inception in the TA's CSI investment portfolio). The TA's portfolio with CSI is 100 percent invested in U.S. Agency and Treasury securities (see Exhibit B) and has a high level of control, monthly reporting and investment transparency. In addition to the monthly financial reports provided to the Board, the Board now receives quarterly written reports on the fixed-investment portfolio, which include investment strategy, budgetary impact and market conditions and an economic summary presented by CSI's Chief Economist and Director of Fixed Income Investments, Bill Osher.

BUDGET IMPACT

The Fiscal Year 2011 operating budget includes sufficient funding for investment advisory services.

BACKGROUND

The TA, Joint Powers Board (JPB) and San Mateo County Transit District (District) portfolios are overseen by Bill Osher at CSI, who presents each Board with reports and updates on a quarterly basis and staff on a monthly basis. As an experienced fixed income advisor, Bill Osher's specialty is the management of limited-duration, high-quality portfolios with a primary objective of capital preservation, as well as stability and income. The CSI team performs quantitative analyses within a proprietary economic framework and recommends the strategic placement of investments to provide the highest total rate of return while minimizing risk.

The TA Board approved plans for the reallocation of \$100 million of investment funds in August 2008, and a second reallocation of \$50 million in December 2009. Approximately \$150 million was moved from the County Pool to the TA's investment portfolio through strategic investment purchases recommended by CSI staff. The purchased securities are held in TA's custodial account at Bank of New York (BNY).

The plan for the requested reallocation is to strategically move an additional \$50 million from the County Pool to purchase investments recommended by CSI, which will be held in a custodial account at BNY. Staff recognizes that TA funds make up a substantial portion of the County Pool portfolio. As a result, there could be an unintended impact on the County's financial status by the withdrawal of large amounts of TA funds from the County Pool. In order to minimize the effect on San Mateo County of moving the investments, the TA will commit to drawing funds for investment at a rate of no more than \$10 million per month over a five month period beginning September 2010.

The Deputy CEO retains the responsibility of making and approving all specific investment decisions and investment plan recommendations prior to initiation in the same manner followed by the JPB and the District. The BNY holds the funds as the custodial bank on behalf of the TA, the JPB and the District. Funds are not held by CSI as they are solely a financial advisory firm and not an investment house. While the TA currently maintains a significant investment portfolio, it is expected the balances will diminish relatively quickly as anticipated Caltrain capital improvement projects, including various grade separation projects, become more active.

Prepared by: Lori Snow, Manager, Finance - Treasury

650-508-6425

EXHIBIT A

Growth of a Thousand Dollars

Rolling 24 Months

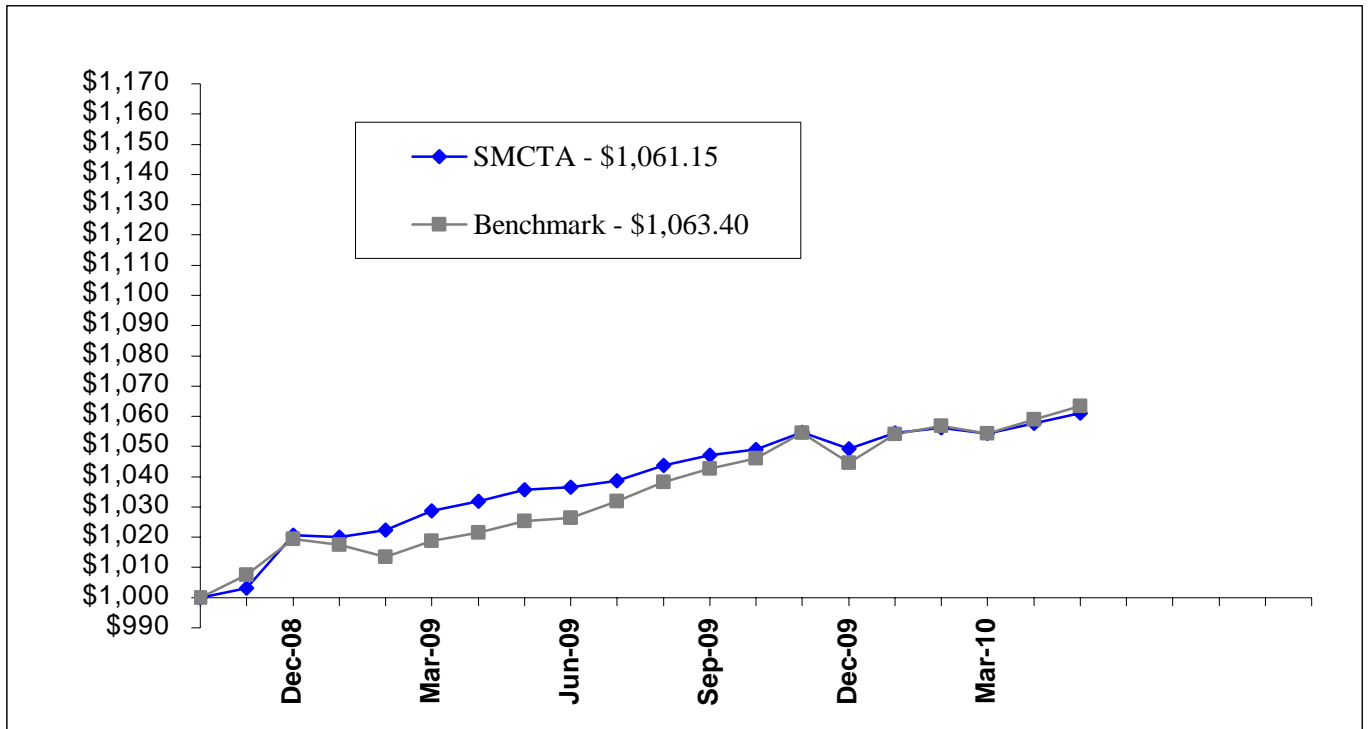


EXHIBIT B

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS
FOR MONTH ENDED MAY 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>						
CORPORATE BONDS						
JP Morgan Chase & Co.	12-01-10	2,000,000	2,048,520	2,021,744	26,250	2,047,994
Bank of America Corp.	12-23-10	2,000,000	2,023,112	2,013,974	14,922	2,028,896
General Electric Capital Corp	03-11-11	2,000,000	2,018,032	2,019,076	7,900	2,026,976
Bank of America Corp.	04-30-12	2,000,000	2,032,960	2,041,898	3,500	2,045,398
General Electric Capital Corp	06-08-12	1,500,000	1,530,600	1,533,357	6,142	1,539,499
Goldman Sachs	06-15-12	3,000,000	3,104,697	3,131,361	44,687	3,176,048
Wells Fargo & Co.	06-15-12	3,000,000	3,058,440	3,060,000	13,281	3,073,281
John Deere Capital	06-19-12	3,000,000	3,107,970	3,106,674	17,969	3,124,643
GOVERNMENT BONDS						
U.S. Treasury Cash Management Bill	06-17-10	5,000,000	4,988,117	4,999,681	0	4,999,681
FHLB	07-16-10	2,000,000	2,050,625	2,008,125	26,250	2,034,375
FHLB	11-02-10	5,000,000	5,225,000	5,084,375	16,528	5,100,903
U.S. Treasury Note	11-30-10	3,500,000	3,526,250	3,517,091	21,777	3,538,868
FNMA	03-23-11	3,500,000	3,532,813	3,533,906	11,569	3,545,475
FNMA	11-15-11	2,000,000	2,180,625	2,133,125	4,479	2,137,604
FNMA	01-09-12	4,000,000	4,040,000	4,071,250	31,333	4,102,583
U.S. Treasury Note	01-15-12	2,800,000	2,782,500	2,821,110	11,762	2,832,872
FHLB	01-23-12	3,000,000	3,030,938	3,060,000	22,225	3,082,225
FHLM	01-26-12	4,000,000	4,006,000	4,009,924	17,361	4,027,285
FNMA	03-23-12	5,000,000	5,026,563	5,054,687	22,101	5,076,788
FHLB	06-08-12	2,000,000	2,105,000	2,105,000	15,910	2,120,910
FHLM	06-15-12	2,000,000	1,992,500	2,029,375	16,042	2,045,417
U.S. Treasury Note	06-15-12	1,500,000	1,525,313	1,533,750	5,391	1,539,141
FNMA	08-10-12	5,000,000	4,996,300	5,068,750	26,979	5,095,729
FHLB	08-10-12	6,000,000	6,065,625	6,076,875	24,600	6,101,475
U.S. Treasury Note	08-15-12	2,000,000	2,028,125	2,039,532	7,681	2,047,213
U.S. Treasury Note	01-13-13	15,000,000	15,462,500	15,705,466	144,466	15,849,932
FNMA - Step Up	03-29-13	8,000,000	7,996,900	8,010,000	13,778	8,023,778
FNMA - Step Up	04-12-13	4,000,000	3,993,200	4,086,250	5,867	4,092,117
FNMA	04-15-13	2,800,000	2,796,920	2,821,000	7,000	2,828,000
TREASURY INFLATION PROTECTED SECURITIES						
US Inflation Indexed Note	04-15-14	9,729,235	10,122,021	10,142,688	16,522	10,159,210
COLLATERIZED MORTGAGE OBLIGATIONS						
FHR Series 1832 Class F	03-15-11	101,753	100,933	101,775	2,897	104,672
FHLB Series 00-0606 Class Y	12-28-12	1,369,620	1,466,625	1,463,110	610	1,463,720
FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS						
FHLM Gold Pool	03-01-11	830,175	857,397	841,473	5,348	846,821
TOTAL FUNDS MANAGED BY CSI CAPITAL MANAGEMENT, INC.		118,630,783	120,823,119	121,246,402	613,126	121,859,528

RESOLUTION NO. 2010 –

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

* * *

**AUTHORIZING THE ALLOCATION OF AN ADDITIONAL \$50 MILLION FROM
THE SAN MATEO COUNTY INVESTMENT POOL FOR INVESTMENT
MANAGEMENT SERVICES BY CSI CAPITAL MANAGEMENT, INC.**

WHEREAS, by Resolution No. 2008- 16 enacted on August 7, 2008, the San Mateo County Transportation Authority (Authority) authorized the execution of a contract with CSI Capital Management, Inc. (CSI), formerly Tamalpais Wealth Advisors, for advisory and investment management services for up to \$100 million of the Authority’s investment portfolio; and

WHEREAS, by Resolution No. 2009-23 enacted on December 3, 2009, the Authority authorized the reallocation of an additional \$50 million from the San Mateo County Investment Pool to the investment portfolio managed by CSI based on the benefits received; and

WHEREAS, Authority staff has evaluated the performance of the investment portfolio and determined the resulting benefits as follows:

- (1) enhanced returns overall exceeding the benchmark
- (2) lowered investment and credit risk
- (3) improved reporting transparency
- (4) reduced costs based on the combined buying power of the San Mateo County Transit District, the Peninsula Corridor Joint Powers Board and the Authority’s funds, resulting in a lower fee structure; and

WHEREAS, the Authority's current \$150 million portfolio managed by CSI is in compliance with the Authority's Investment Policy; and

WHEREAS, based on the benefits recited above and the Authority's decision to reallocate its investment portfolio between funds contained in the San Mateo County Investment Pool and funds managed by CSI, it is in the Authority's best interest to increase the amount of funds managed by CSI pursuant to the existing contract; and

WHEREAS, staff recommends the Board authorize a transfer of an additional \$50 million from the San Mateo County Investment Pool to the Authority's portfolio currently managed by CSI for investment management services.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the Executive Director or his designee to allocate an additional \$50 million of the Authority's investment funds from the San Mateo County Investment Pool to the Authority's portfolio managed by CSI pursuant to the existing contract between the Authority and CSI.

Regularly passed and adopted this 1st day of July, 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: Virginia Harrington
Deputy CEO

Marian Lee
Executive Officer
Planning and Development

SUBJECT: **AWARD OF CONTRACTS TO PROVIDE ON-CALL
ENVIRONMENTAL PLANNING CONSULTING SERVICES**

ACTION

Staff recommends that the Board:

1. Award contracts to The Louis Berger Group, Inc. and to Jones & Stokes Associates, Inc., a wholly-owned subsidiary of ICF Consulting Group, Inc. to provide on-call environmental planning consulting services for up to \$500,000 over a three-year base period to be shared in the aggregate between the above two firms.
2. Authorize the Executive Director or his designee to execute a contract with The Louis Berger Group, Inc. and Jones & Stokes Associates, Inc. in full conformity with the terms and conditions of the solicitation documents and negotiated agreements.
3. Authorize the Executive Director or his designee to exercise up to two additional one-year option terms with the above two firms for up to \$250,000 in total for both option terms, to be shared in the aggregate between the above two firms, if deemed in the best interest of the San Mateo County Transportation Authority (TA).

SIGNIFICANCE

Approval of the above actions will provide on-call environmental planning consulting services for the TA.

BUDGET IMPACT

Work Directives issued under this contract will be funded by a mix of Federal, State, regional, and/or local revenues and grants on a project basis. Funds for Work Directives will come from approved TA planning and capital project budgets.

BACKGROUND

A Request for Proposals (RFP) to provide on-call environmental planning consulting services was issued as a joint procurement detailing the scope of services for the San Mateo County Transit District, the Peninsula Corridor Joint Powers Board, and the TA. This is the second solicitation for these services. The first solicitation included two categories of services:

(1) Transportation Planning and Program Support, and (2) Environmental Planning. The Board approved the rejection of all proposals for Environmental Planning at its December 2009 meeting.

The second solicitation, for environmental planning only, was advertised in a newspaper of general circulation and on the TA's procurement Web site. Solicitation notices also were sent to interested firms, small business enterprises, and Disadvantaged Business Enterprises (DBEs). Five proposals were received.

An Evaluation Committee (Committee), composed of qualified TA staff and a consultant, reviewed and scored the proposals in accordance with the following weighted criteria:

- Team Organization and Staffing Approach 0-25 points
- Lead Firm Qualifications and Past Performance 0-25 points
- Project Manager and Key Staff Qualifications and Experience 0-20 points
- Project Management Approach and Quality Control Assurance 0-15 points
- Understanding of Scope of Services 0-15 points

After review, evaluation, and initial scoring of proposals, the Committee invited three firms in the competitive range for interviews. Following interviews, the Committee completed the final evaluation and consensus ranking. The three highest-ranking firms are listed below in order of their consensus rankings.

- The Louis Berger Group, Inc. of Sacramento, CA
- Jones & Stokes Associates, Inc. of San Francisco, CA
- URS Corporation of San Francisco, CA

The Committee determined that The Louis Berger Group, Inc. and Jones & Stokes Associates, Inc. are qualified to be selected for contract awards. The firms possess the requisite depth of experience, have the required qualifications to successfully perform the scope of services defined in the solicitation documents, and are fully capable of providing the specified services at a fair and reasonable price. The Louis Berger Group, Inc. included nine subconsultants, including five DBE firms, in its consulting team. Similarly, Jones & Stokes Associates, Inc. included eight subconsultants, including four DBE firms, in its consulting team.

The on-call environmental planning consulting services work will be authorized on a Work Directive basis. There is no guarantee of any specific amount of on-call work to be authorized under the contracts and the total cost will be shared in the aggregate between the two firms. Before issuance of any Work Directive for which \$250,000 or more collectively in State or Federal funds will be used, the firms may be required to undergo an audit by Caltrans or a designated external auditor.

Currently, environmental planning consulting services are being provided under General Engineering Consulting Agreements.

Contract Officer: Evelyn Marcal

650-508-7958

Project Manager: Hilda Lafebre, Manager, Capital Projects & Environmental Planning 650-622-7842

RESOLUTION NO. 2010 -

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

* * *

**AUTHORIZING AWARD OF CONTRACTS
TO THE LOUIS BERGER GROUP, INC. AND JONES & STOKES ASSOCIATES, INC.
FOR ON-CALL ENVIRONMENTAL PLANNING CONSULTING SERVICES
FOR UP TO \$500,000 FOR A THREE-YEAR TERM**

WHEREAS, the San Mateo County Transportation Authority (TA), along with the San Mateo County Transit District and Peninsula Corridor Joint Powers Board, issued a Request for Proposals (RFP) to provide on-call environmental planning consulting services; and

WHEREAS, in response to the RFP, proposals were received from five firms; and

WHEREAS, an Evaluation Committee has reviewed and scored proposals, conducted interviews with three firms in the competitive range, and ranked the proposals according to the evaluation criteria set forth in the RFP, and determined that The Louis Berger Group, Inc. of Sacramento, CA and Jones & Stokes Associates, Inc., a wholly-owned subsidiary of ICF Consulting Group, Inc., of San Francisco, CA received the first and second highest consensus rankings, respectively; and

WHEREAS, staff and Legal Counsel have reviewed the The Louis Berger Group, Inc. and Jones & Stokes Associates, Inc. proposals and determined that both proposals complied with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that contracts for on-call environmental planning consulting services be awarded to The Louis Berger Group, Inc. and Jones & Stokes Associates, Inc. for a three-year base term for up to \$500,000, which amount will be shared in the aggregate between the two firms.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the TA hereby awards two contracts for on-call environmental planning consulting services to The Louis Berger Group, Inc. of Sacramento, CA and Jones & Stokes Associates, Inc., a wholly-owned subsidiary of ICF Consulting Group, Inc., of San Francisco, CA for three-year base terms for up to \$500,000, which is to be shared in the aggregate between the two firms; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to execute contracts on behalf of the TA with The Louis Berger Group, Inc. and Jones & Stokes Associates, Inc., in full conformity with the terms and conditions of the solicited documents and negotiated agreements; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to exercise up to two additional, one-year option terms to the contracts with The Louis Berger Group, Inc. and Jones & Stokes Associates, Inc. in an amount of up to \$250,000 in total for both option years, which will be shared in the aggregate between the two firms, if in the best interest of the TA.

Regularly passed and adopted this 1st day of July 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: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer,
Planning & Development

Gigi Harrington
Deputy CEO

**SUBJECT: ALLOCATION OF NEW MEASURE A FUNDS: LOCAL SHUTTLE
PROGRAM (PART 1 OF 2)**

ACTION

Staff recommends Board approval of the following actions:

1. Allocate a total of \$99,718 in new Measure A Local Shuttle Program Category funds for Fiscal Year (FY) 2011. The FY2011 allocation breakdown by shuttle is:
 - \$23,600 for the Foster City Blue Line Shuttle
 - \$28,218 for the Foster City Red Line Shuttle
 - \$47,900 for the Redwood City Mid Point Shuttle
2. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

SIGNIFICANCE

Consistent with the TA Measure A Expenditure Plan, Strategic Plan 2009-13, and Measure A Implementation Plan, this Board action funds Local Shuttle Program projects that use vehicles that are typically larger than vans and smaller than buses to meet local mobility needs and provide access to regional transit. Shuttles are one mode of transportation that feeds into the County's overall strategy of providing a multimodal transportation network that efficiently and effectively meets the mobility needs of our residents and workers.

BUDGET IMPACT

This proposed allocation of \$99,718 is included in the 4 percent of Measure A sales and use tax revenues programmed for the Local Shuttle Program in the TA Budget, which is estimated at \$2.4 million for FY2011.

For FY2012, the total planned allocation for this aspect of the Local Shuttle Program is \$103,389, which will be brought to the Board as part of the proposed FY2012 TA Budget next spring.

BACKGROUND

On March 31, 2010 staff issued a notice of a biennial Call for Projects for the new Measure A Local Shuttle Program category with an estimated \$4.5 million dollars available for FY2011 and 2012. The Board-adopted Implementation Plan sets aside \$2.9 million for continuation of shuttle operations previously funded by the TA. An additional estimated \$1.6 million was made available for new applications and is the subject of this Board action. The TA received applications for eight shuttles.

The following new applications are recommended for approval at this time:

1. Foster City Blue Line Shuttle
2. Foster City Red Line Shuttle
3. Redwood City Mid Point Shuttle

Staff found that these projects' applications were complete and that the projects met the required eligibility criteria as defined in the Expenditure Plan and rated well under the scoring criterion defined in the Strategic Plan and Implementation Plan. More information on the projects is attached hereto.

Staff will present recommendations on the remaining five applications at future Citizen's Advisory Committee and Board meetings after review of additional information on the following projects as the project applications submitted were deemed incomplete:

1. South San Francisco Ferry Shuttle
2. East Palo Alto Shopper Shuttle
3. East Palo Alto Youth Shuttle
4. Menlo Park Senior Shopper Shuttle
5. Millbrae On-Demand Shuttle

Prepared by: Stacy Cocke, Senior Planner

650-508-6207

Attachment A: Recommended New Applicant Information

Attachment A: Recommended New Applicant Information

The Blue Line is an existing community fixed-route shuttle in Foster City. The Blue Line utilizes one 28-passenger shuttle and operates Monday through Friday from 9 a.m. to 3:30 p.m. at 30-minute headways. The Blue Line shuttle provides service to community destinations such as the Metro Center and the Bridgepointe Shopping Center. Average daily ridership is 84 trips. The Blue Line shuttle total project cost for FY2011 is \$94,400. Funding sources include:

Foster City Blue Line		
FY2011 Funding Source	Amount	Percentage
Measure A	\$ 23,600	25%
City/County Association of Governments of San Mateo County (C/CAG)	\$ 23,600	25%
City	\$ 47,200	50%
Total	\$ 94,400	100%

The Red Line is an existing community fixed-route shuttle in Foster City. The Red Line utilizes two 40-passenger shuttles and operates Monday through Friday from 9 a.m. to 4 p.m. at 30-minute headways. The Red Line shuttle provides service to community destinations such as the Bridgepointe Shopping Center and the Hillsdale Shopping Center. The Red Line also provides a connection to the Hillsdale Caltrain Station. Average daily ridership is 200 trips. The Red Line shuttle total project cost for FY2011 is \$114,995. Funding sources include:

Foster City Red Line		
FY2011 Funding Sources	Amount	Percentage
Measure A	\$ 28,218	25%
C/CAG	\$ 28,483	25%
City	\$ 58,028	50%
Total	\$ 114,729	100%

The Redwood City Mid Point is an existing commuter fixed-route shuttle in Redwood City. The Redwood City Mid Point utilizes one 24-passenger shuttle and operates Monday through Friday in the morning and afternoon commute peak periods; the schedule is coordinated with northbound and southbound Caltrain trains. The Redwood City Mid Point shuttle provides service from the Redwood City Caltrain Station to four employers in the Mid Point Technology Park in southeastern Redwood City. Average daily ridership is 70 trips. The Redwood City Mid Point Shuttle total project cost for FY2011 is \$95,800. Funding sources include:

Redwood City Mid Point		
FY2011 Funding Sources	Amount	Percentage
Measure A	\$ 47,900	50%
City/Employer	\$ 47,900	50%
Total	\$ 95,800	100%

RESOLUTION NO. 2010 -

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

* * *

**ALLOCATION OF A TOTAL OF \$99,718 IN NEW MEASURE A FUNDS FROM THE
LOCAL SHUTTLE PROGRAM CATEGORY FOR THE FOSTER CITY BLUE LINE,
FOSTER CITY RED LINE AND REDWOOD CITY MID POINT SHUTTLES**

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

WHEREAS, the 2004 Transportation Expenditure Plan designates 4 percent of the new Measure A revenues to fund Local Shuttle projects; and

WHEREAS, the TA budget programs 4 percent of anticipated sales and use tax revenues for the Local Shuttle Program, anticipated to be \$2.4 million in Fiscal Year 2011; and

WHEREAS, the cities of Foster City and Redwood City have requested that the TA consider applications for Fiscal Year 2011 new Measure A funding for the Foster City Blue Line shuttle (\$23,600), the Foster City Red Line shuttle (\$28,218) and the Redwood City Mid Point Caltrain shuttle (\$47,900); and

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

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

1. Allocate a total of \$51,818 in new Measure A Local Shuttle Program category funds to the City of Foster City (\$23,600 for the Foster City Blue Line and \$28,218 for the Foster City Red Line shuttles); and

2. Allocate a total of \$47,900 in new Measure A Local Shuttle Program category funds to the City of Redwood City for the Redwood City Mid Point Caltrain Shuttle; and
3. Authorize the Executive Director or his designee to execute any necessary documents or agreements to allocate the subject funding.

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

Regularly passed and adopted this 1st day of July 2010, by the following vote:

AYES:

NOES:

BSENT:

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: 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

Local Taxpayer, Public Safety and Transportation Protection Act of 2010:

On June 22, the California Secretary of State's Office announced that the ballot measure being sponsored by the California Transit Association, the League of California Cities and the California Alliance for Jobs has officially qualified for the November 2010 ballot.

The initiative campaign submitted over a million signatures to the secretary of state for verification, much more than the required 694,354 valid signatures to qualify a constitutional amendment for the statewide ballot.

If passed in November, the measure would:

- Prohibit the State from borrowing local government property tax funds, which are vital for public safety and other local services.
- Prohibit the State from borrowing or taking gasoline taxes, which are dedicated to transportation and transit improvements and services.
- Prevent taking locally levied taxes, including parcel taxes, sales taxes, and other locally imposed taxes that are currently dedicated to cities, counties, transit agencies, and other special districts.
- Prohibit the State from taking, borrowing or redirecting existing funding for public transit, including existing taxes on diesel fuel dedicated to the Public Transportation Account.

- Add additional constitutional protections to prevent the State from raiding redevelopment funds or shifting redevelopment funds to other state purposes.

AB 2620 Potential Amendments:

In its current form, this bill would dedicate 15 percent of future toll revenue to the State Highway Operation and Protection Program (SHOPP). Staff has indicated an oppose position consistent with established principle that toll revenue should be invested in the corridor where it was collected.

Professional Engineers in California Government (PECG) is proposing to gut and amend this bill with language that prevents Caltrans from adding “indirect overhead costs” to the amount that it charges local agencies as a part of its reimbursed work program. PECG asserts that the language is intended to make Caltrans services more competitive with private contractors.

If amended, Staff will withdraw the current oppose position and review the amended language to determine whether a new position is warranted.

Russell J. Peterson et al. v. Peninsula Corridor Joint Powers Board, et al.:

On June 22, Sacramento Superior Court Judge Kevin Culhane ruled in favor of Caltrain’s motion to dismiss the case, which sought to halt study of future high-speed rail service on the Caltrain corridor between San Francisco and San Jose.

FEDERAL ISSUES

Climate Change Legislation:

With efforts languishing to move legislation that includes an economy-wide cap and trade system that would establish the cost of carbon emissions across all industries, key Democratic Senators are considering an approach that would limit carbon fees to emissions generated by utilities.

Staff worked to oppose earlier legislation that failed to dedicate 100 percent of revenues associated with a fee on the production of gasoline to transportation. A utility-only approach would generate far less revenue than the more comprehensive approach.

Staff will monitor this issue and take action if necessary.

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<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.</p> <p>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>Transportation needs assessment.</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 unmet transportation needs on a statewide basis.</p> <p>Last Amended on 4/20/2009</p>	
<p>AB 497 Block D</p> <p>Vehicles: high-occupancy vehicle lanes: used by physicians.</p>	<p>SENATE T. & H. 6/23/2009 - From T. & H.: Failed passage Reconsideration granted.</p>	<p>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.</p> <p>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</p>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 569</u> <u>Emmerson R</u></p> <p>Meal periods: exemptions.</p>	<p>SENATE L. & I.R. 6/23/2010 9:30 a.m. - Rose Ann Vuich Hearing Room (2040)</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the order is consistent with the health and welfare of affected employees.</p> <p>This bill would exempt from these provisions employees in a construction occupation, commercial drivers in the transportation industry, employees in the security services industry employed as security officers, and employees of electrical and gas corporations or local publicly owned electric utilities, as defined, 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 6/16/2010</p>	
<p><u>AB 619</u> <u>Blumenfield D</u></p> <p>Transportation projects: high-speed rail.</p>	<p>SENATE T. & H. 6/17/2010 - 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.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law gives the authority the power to, among other things, enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. Existing law, the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would establish procedures to be followed by entities that intend to bid or submit a proposal to contract with the authority for goods or services related to the high-speed train network, as specified. Among other provisions, the bill would require any entity applying for a contract with the authority to affirmatively certify whether it had any direct involvement in the deportation of any individuals to extermination camps, work camps, concentration camps, prisoner of war camps, or any similar camps between specified dates during World War II. The bill would also authorize the authority to disqualify an entity from bidding on a contract based on its disclosures and would authorize civil penalties to be imposed on an entity that submits a false certification under those provisions, as provided. Last Amended on 6/17/2010</p>	
<p><u>AB 726</u> <u>Nielsen R</u></p> <p>Transportation capital improvement projects.</p>	<p>SENATE T. & H. 6/16/2009 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>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.</p> <p>This bill would state that local road rehabilitation projects are eligible for these funds.</p>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 987</u> <u>Ma D</u></p> <p>Transit village development districts.</p>	<p>SENATE THIRD READING 6/17/2010 - Read second time. To third reading.</p> <p>6/24/2010 #95 SENATE ASSEMBLY BILLS- THIRD READING FILE</p>	<p>Existing law, the Transit Village Development Planning Act of 1994, authorizes a city or county to create a transit village plan for a transit village development district. A transit village development district is required to include all land within not less than 1/4 mile of the exterior boundary of the parcel on which is located a transit station, as defined.</p> <p>This bill would recast the area included in a transit village development district to include all land within not more than 1/2 mile of the main entrance of a transit station and make additional legislative findings . The bill also would make technical, nonsubstantive changes.</p> <p>Last Amended on 5/20/2010</p>	<p>Support</p>
<p><u>AB 1104</u> <u>Monning D</u></p> <p>Transportation: bond-funded projects: letter of no prejudice.</p>	<p>SENATE T. & H. 5/26/2010 - 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.</p>	<p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes. Existing law designates the state agency responsible for programming bond funds under the act as the administrative agency for those purposes. Existing law authorizes a regional or local agency that is a lead agency for a project for which bond funding has been programmed, approved, or otherwise targeted to be available, as specified, to apply to an administrative agency for a letter of no prejudice that would make the regional or local agency eligible for reimbursement from bond funds for expenditures of funds for the project or project component, as specified. Existing law excepts specified projects regarding grade separation and railroad crossing safety improvements from the authorization to apply for a letter of no prejudice.</p> <p>This bill would permit a regional or local agency to apply for a letter of no prejudice for specified projects regarding grade separation and railroad crossing safety improvements, which are currently prohibited from making that application, as described above. This bill contains other related provisions.</p> <p>Last Amended on 5/26/2010</p>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1375</u> <u>Galgiani D</u></p> <p>High-speed rail.</p>	<p>SENATE T. & H. 6/17/2010 - In committee: Set, first hearing. Hearing canceled at the request of author.</p> <p>6/29/2010 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, ALAN LOWENTHAL, Chairman</p>	<p>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.</p> <p>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 limit the department's authority to use eminent domain to the powers previously granted to the authority in that regard, as specified. 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 5/24/2010</p>	
<p><u>AB 1409</u> <u>John A. Perez D</u></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.</p> <p>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. Last Amended on 6/2/2009</p>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1500</u> <u>Lieu D</u></p> <p>High-occupancy lanes: single occupancy vehicles: sunset date.</p>	<p>ASSEMBLY CONCURRENCE 6/17/2010 - In Assembly. Concurrence in Senate amendments pending. May be considered on or after June 19 pursuant to Assembly Rule 77.</p> <p>6/21/2010 #27 ASSEMBLY UNFINISHED BUSINESS CONCURRENCE IN SENATE AMENDMENTS</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.</p> <p>This bill would extend the date, to January 1, 2015, 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. Last Amended on 5/26/2010</p>	
<p><u>AB 1747</u> <u>Galgiani D</u></p> <p>High-Speed Rail Authority.</p>	<p>SENATE RLS. 6/3/2010 - Referred to Com. on RLS.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts including purchasing high-speed trains, as specified. Last Amended on 4/14/2010</p>	
<p><u>AB 1760</u> <u>Blumenfield D</u></p> <p>Design-sequencing contracts.</p>	<p>SENATE T. & H. 6/22/2010 1:30 p.m. - John L. Burton Hearing Room (4203)</p>	<p>Until January 1, 2010, the Department of Transportation was authorized to conduct a pilot project to let design-sequencing contracts, as defined, for design and construction of not more than 12 transportation projects. These provisions are now repealed.</p> <p>This bill would reenact similar provisions, authorizing the department to let design-sequencing contracts for the design and construction of 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</p>	
<p><u>AB 1955</u> <u>De La Torre D</u></p> <p>Public officers: incompatible offices.</p>	<p>SENATE L. GOV. 6/30/2010 9:30 a.m. - Room 112</p>	<p>Existing law prohibits a public officer, including, but not limited to, an appointed or elected member of a governmental board, commission, committee, or other body, from simultaneously holding 2 incompatible public offices, as specified. This bill would provide additional circumstances when 2 public offices are incompatible.</p> <p>This bill contains other related provisions and other existing laws. Last Amended on 4/12/2010</p>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 2121</u> <u>Harkey R</u></p> <p>High-speed rail.</p>	<p>SENATE RLS. 6/10/2010 - Referred to Com. on RLS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would require the authority to annually adopt a 6-year high-speed train program, as specified, for submission to the chairs of the appropriate policy and budget committees of the Legislature. The bill would also require the authority to annually prepare and submit to the chairs of those committees of the Legislature a report including, among other things, a description of the progress made on the program and a detailed financial plan to pay for construction of the high-speed train network. Last Amended on 5/28/2010</p>	
<p><u>AB 2144</u> <u>Gilmore R</u></p> <p>Commercial motor vehicles: driver compliance.</p>	<p>SENATE T. & H. 6/10/2010 - 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.</p>	<p>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.</p> <p>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 6/10/2010</p>	
<p><u>AB 2147</u> <u>V. Manuel</u> <u>Perez D</u></p> <p>Safe Routes to School construction program.</p>	<p>SENATE T. & H. 6/22/2010 1:30 p.m. - John L. Burton Hearing Room (4203)</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.</p> <p>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 5/3/2010</p>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 2324</u> <u>John A. Perez D</u></p> <p>Transit: public transit facilities.</p>	<p>SENATE PUB. S. 6/22/2010 9 a.m. - Room 3191</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.</p> <p>This bill would make it a misdemeanor, punishable as specified, for any person to knowingly possess at a public transit vehicle facility, as defined, specified weapons, if a notice is posted at the facility, as specified. 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 6/10/2010</p>	
<p><u>AB 2620</u> <u>Eng D</u></p> <p>Transportation: toll facilities.</p>	<p>SENATE T. & H. 6/29/2010 1:30 p.m. - John L. Burton Hearing Room (4203)</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.</p> <p>This bill would require up to 15 percent of net toll revenues , as specified, generated by certain toll facilities on the state highway system to be dedicated to funding projects in the state highway operation and protection program (SHOPP) . The bill would make legislative findings and declarations in that regard. The bill would require those revenues to be used for SHOPP projects in the transportation corridor in which the revenues are generated , but would also authorize the department to apply jointly with the public agency implementing the toll facility to the California Transportation Commission to direct those revenues to other projects on the state highway system within the county in which the toll facility is located and the revenue is generated , including non-SHOPP projects. This bill would not apply to toll facilities authorized in statute on or before January 1, 2010 Last Amended on 5/28/2010</p>	Oppose
<p><u>AB 2672</u> <u>Cook R</u></p> <p>Public officers and employees: removal from office.</p>	<p>6/24/2010 #100 SENATE ASSEMBLY BILLS- THIRD READING FILE</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.</p> <p>This bill would provide that an appointed or ex officio 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. Last Amended on 6/2/2010</p>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 2703</u> <u>John A. Perez D</u></p> <p>Federal transportation economic stimulus funds: 2nd round.</p>	<p>SENATE T. & H. 6/29/2010 1:30 p.m. - John L. Burton Hearing Room (4203)</p>	<p>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.</p> <p>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 May 1, 2010 , 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. This bill contains other related provisions. Last Amended on 5/17/2010</p>	
<p><u>ACR 14</u> <u>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.</p> <p>Last Amended on 3/27/2009</p>	
<p><u>SB 82</u> <u>Hancock D</u></p> <p>Community colleges: parking and transportation fees.</p>	<p>ASSEMBLY HIGHER ED. 6/22/2010 1:30 p.m. - State Capitol, Room 437 ASSEMBLY HIGHER EDUCATION, BLOCK, Chair</p>	<p>Existing law establishes the California Community Colleges, administered by the Board of Governors of the California Community Colleges, as one of the segments of public postsecondary education in the state. Existing law establishes community college districts under the administration of community college governing boards , and authorizes these districts to provide instruction at community college campuses throughout the state.</p> <p>This bill would increase the limits on the parking services fee to \$50 per semester and \$25 per intersession, and \$35 per semester and \$15 per intersession for students who rideshare or carpool. The bill would authorize the governing board of a community college district to increase these fees based on a specified calculation. This bill contains other related provisions and other existing laws. Last Amended on 6/14/2010</p>	
<p><u>SB 165</u> <u>Lowenthal D</u></p> <p>Vehicles: parking violation.</p>	<p>ASSEMBLY TRANS. 6/28/2010 1:30 p.m. - State Capitol, Room 4202</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.</p> <p>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>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<p>SB 535 Yee D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>6/21/2010 #50 ASSEMBLY SENATE THIRD READING FILE</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.</p> <p>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>SB 686 DeSaulnier D</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.</p> <p>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>ASSEMBLY L. GOV. 6/30/2010 1:30 p.m. - State Capitol, Room 447</p>	<p>Existing law requires a challenge to the validity of any proceedings for the incorporation of a municipal corporation, the annexation of territory to a municipal corporation, or for the consolidation of municipal corporations, to be brought within 3 months after the completion of those proceedings.</p> <p>This bill would repeal this requirement. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/7/2010</p>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1010</u> <u>Correa D</u></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.</p> <p>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><u>SB 1061</u> <u>Hancock D</u></p> <p>San Francisco-Oakland Bay Bridge: capital projects.</p>	<p>ASSEMBLY TRANS. 6/21/2010 1:30 p.m. - State Capitol, Room 4202</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 major capital projects on the bridges and other expenditures 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.</p> <p>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.</p> <p>Last Amended on 5/25/2010</p>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1245</u> <u>Simitian D</u></p> <p>High-occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 6/21/2010 1:30 p.m. - State Capitol, Room 4202</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.</p> <p>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</u> <u>Simitian D</u></p> <p>Toll bridges, lanes, and highways: electronic toll collection mechanisms: disclosure of personal information.</p>	<p>ASSEMBLY TRANS. 6/10/2010 - To Coms. on TRANS. and JUD. 6/21/2010 1:30 p.m. - State Capitol, Room 4202</p>	<p>Existing law authorizes development and implementation of various electronic bridge and highway toll collection mechanisms.</p> <p>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 , on and after July 1, 2011, 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. The bill would authorize a transportation agency to impose an administrative fee to implement these provisions, as specified. 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 5/28/2010</p>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<p>SB 1320 Hancock D</p> <p>Transit fare evasion and passenger misconduct: administrative adjudication.</p>	<p>ASSEMBLY TRANS. 6/17/2010 - From committee: Do pass as amended. (Ayes 8. Noes 4.) (Heard in Committee on June 14.)</p> <p>6/21/2010 #21 ASSEMBLY SENATE SECOND READING FILE</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.</p> <p>This bill would authorize the Santa Clara Valley Transportation Authority, the Sacramento Regional Transit District, Foothill Transit, and 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 6/10/2010</p>	
<p>SB 1371 Lowenthal D</p> <p>Federal transportation economic stimulus funds: 2nd round.</p>	<p>ASSEMBLY APPR. 6/16/2010 - Read second time. Amended. Re-referred to Com. on APPR.</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.</p> <p>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 to the Legislative Analyst's Office and specified committees, or to post on its Internet Web site, a monthly status report with respect to 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>Last Amended on 6/16/2010</p>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1418</u> <u>Wiggins D</u></p> <p>Transportation: motorist aid services.</p>	<p>ASSEMBLY TRANS. 6/10/2010 - To Com. on TRANS.</p> <p>6/28/2010 1:30 p.m. - State Capitol, Room 4202</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. 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.</p> <p>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><u>SCA 5</u> <u>Hancock D</u></p> <p>State budget.</p>	<p>6/24/2010 #18 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.</p> <p>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>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<p><u>SCA 9</u> <u>Ducheny D</u></p> <p>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.</p> <p>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><u>SCA 10</u> <u>Ducheny D</u></p> <p>Statewide initiative measures: legislative amendment.</p>	<p>6/24/2010 #20 SENATE SENATE BILLS-THIRD READING FILE</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 prior to that general election. The Governor may also call a special statewide election on the measure.</p> <p>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.</p> <p>Last Amended on 8/17/2009</p>	
<p><u>SCA 14</u> <u>Ducheny D</u></p> <p>Initiative measures: funding source.</p>	<p>6/24/2010 #21 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.</p> <p>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>	

**San Mateo County Transportation Authority
State Legislative Matrix as of 6/21/2010**

Bill ID/Topic	Location	Summary	Position
<u>SCA 15</u> <u>Calderon D</u> State budget.	SENATE B. & F.R. 4/28/2010 - Hearing postponed by committee. (Refers to 4/22/2010 hearing)	<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.</p> <p>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>	
<u>SCA 16</u> <u>DeSaulnier D</u> Initiatives: indirect initiatives.	6/24/2010 #19 SENATE SENATE BILLS-THIRD READING FILE	<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.</p> <p>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>	