



# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**March 3, 2011 - Thursday**

**5:00 p.m.**

1. Pledge of Allegiance
2. Swearing in Karyl Matsumoto (Representing SamTrans)
3. Call to Order/Roll Call
4. Consent Calendar  
Members of the public or Board may request that an item under the Consent Calendar be considered separately
  - a) Approval of Minutes of February 3, 2011
  - b) Acceptance of Statement of Revenues and Expenditures for January 2011
5. Public Comment  
Public testimony by each individual speaker shall be limited to one minute
6. Citizens Advisory Committee (CAC) Report
7. Chairperson's Report
8. SamTrans Liaison Report – February 9, 2011
9. Joint Powers Board Report
10. Report of Executive Director
11. Finance
  - a) Authorization to Convey Property to the City of San Mateo
12. Program
  - a) Program Report: Transit – Dumbarton Corridor
  - b) Update on State and Federal Legislative Program
  - c) Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter Fiscal Year 2011

MOTION

RESOLUTION

INFORMATIONAL

INFORMATIONAL

INFORMATIONAL

13. Requests from the Authority

14. Written Communications to the Authority

15. Report of Legal Counsel

16. Date, Time and Place of Next Meeting

Thursday, April 7, 2011 at 5:00 p.m., at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

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](http://www.smcta.com).

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

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

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

### **Public Comment**

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

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

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

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

### **Availability of Public Records**

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

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

**MINUTES OF FEBRUARY 3, 2011**

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

**MEMBERS ABSENT:** J. Vreeland

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

**SWEARING IN OF MEMBERS**

Directors Don Horsley (Board of Supervisors), Terry Nagel (Central) and Rosanne Foust (South) were administered the oath of office.

Chair Rosanne Foust called the meeting to order at 5:02 p.m. and led the Pledge of Allegiance.

**ELECTION OF 2011 OFFICERS**

Director Foust was elected chair (Groom/Matsumoto).

Director Carole Groom was elected vice chair (Lee/Horsley).

**CONSENT CALENDAR**

- a. Approval of Minutes of January 6, 2011
- b. Acceptance of Statement of Revenues and Expenditures for December 2010

The Board approved the consent calendar (Nagel/Lee).

**PUBLIC COMMENT**

Pat Giorni, Burlingame, said she would like to see Bike-to-Work Day in May only organized by staff of the Alliance. If possible, in the future, she would like to see 6 percent of new Measure M money for Safe Routes for Schools combined with Measure A money that goes to the City/County Associations of Governments (C/CAG) for bicycle/pedestrian projects to make the pot sweeter.

Director Karyl Matsumoto said she sits on the Bicycle and Pedestrian Advisory Committee (BPAC) of C/CAG and they have \$900,000 to do a joint call for projects with the TA, which has \$3 million for a total of \$3,900,000 available for the call for projects for the bicycle/pedestrian program.

Executive Director Michael Scanlon asked if Ms. Giorni was referring to the vehicle license fee. Ms. Giorni said she was talking about a 6 percent in the vehicle license fee after the 50 percent is given to cities.

Mr. Scanlon said the TA has no discretion over this; it is C/CAG's area.

Greg Conlon, Atherton, said there are two blind rail intersections in Atherton and people can't see down the tracks in either direction. Caltrain installed quad gates at one of the intersections and he urged Caltrain to install quad gates at the other intersection at an estimated cost of \$500,000. He said Atherton pays about \$500,000 per year in Measure A funds and they may be able to help with the funding. Mr. Conlon distributed a memo from 2006 on mitigating fatalities on the Caltrain corridor.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, presented the possibility of using all or part of the \$5.5 million that is provided annually in Regional Measure 2 funding for the Dumbarton Rail project to be allocated to Caltrain on the theory that employees come from the East Bay on BART and buses across the Dumbarton Bridge and get on Caltrain.

### **CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

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

- Supported acceptance of the Statement of Revenue and Expenses for December 2010.
- Supported the allocation of \$55,000 to the city of Brisbane for the Route 101/Candlestick Interchange Project Study Report.
- Received a presentation on the Dumbarton Rail Corridor.
- Reported on two Caltrain summits to address Caltrain's future.
- Staff reported on the Belmont bicycle/pedestrian overcrossing project and allocation of \$32 million from the California Transportation Commission (CTC) for the Highway 101-Marsh to San Mateo County/Santa Clara County Line Auxiliary Lane project.

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

- Complimented the TA CAC for being such an engaged, dynamic and committed group.
- Presented a certificate of appreciation to outgoing CAC Chair Pat Dixon.

Ms. Dixon said it has been a pleasure to serve on the CAC for 14 years.

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

The report for January 12, 2011 is in the agenda packet.

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

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

- Adrienne Tissier was sworn in to represent the San Mateo County Board of Supervisors. She is also the new chair of the Metropolitan Transportation Commission (MTC).
- Sean Elsbernd was re-elected chair and Director Omar Ahmad was elected vice chair for 2011.
- Public comments were received on bike issues and Caltrain's finances.
- Outgoing MTC liaison Sue Lempert wished everyone good luck.
- Received a report from the JPB CAC chair.
- Year-to-Date Performance Statistics December 2010 compared to December 2009:
  - a. Total Ridership was 6,318,810, an increase of 4.0 percent.
  - b. Average Weekday Ridership was 39,879, an increase of 4.5 percent.
  - c. Total Revenue was \$23,344,216, an increase of 9.1 percent.

- d. On-time Performance was 93.8 percent, an increase of 0.2 percent.
- e. Caltrain Shuttle Ridership was 5,269, a decrease of 1.6 percent.
- The Silicon Valley Leadership Group spearheaded a summit on the future of Caltrain on January 21 at Stanford University and the Friends of Caltrain held their own public summit a week later on January 29 at the San Mateo County Transit District (District) offices.
- The roll-out of Clipper's automated fare system continues with assistance from MTC.
- Reported on accomplishments of the Bicycle Advisory Committee.
- Distributed the monthly Safety and Security Report.
- Discussed capital funding available for expansion of onboard bicycle capacity.
- Special service:
  - a. Sharks ridership has increased.
  - b. The Kraft Fight Hunger Bowl ridership decreased.
  - c. The Dr. Martin Luther King Jr. Freedom Train ridership increased 19 percent.
  - d. A modified Saturday schedule will operate on February 21 for President's Day.
- Data is being collected for a report on weekend Baby Bullet express service.
- Major work on High Speed Rail (HSR) is to begin in the Central Valley, which provides an opportunity for Caltrain to focus on issues and trying to advance the concept to operate HSR on Caltrain tracks contingent on a more robust signal system and electrification of the railroad.
- Received a report on outreach efforts of the three-legged dialogue between Caltrain, HSR and stakeholders, including cities.
- Called for a public hearing at the March 3, 2011 JPB meeting on a proposal to declare a fiscal emergency for JPB Fiscal Year (FY) 2012.
- Called for a public hearing at the March 3, 2011 JPB meeting on proposed service suspensions, fare increases and station closures for JPB FY2012.
- Received a presentation on Caltrain's Customer Survey Key Findings.
- Received a video presentation by a young woman about her developmentally disabled brother who loved to ride the train and taught her their rides together were not about a destination but the joy of the ride.
- Received a presentation from Director Ahmad on the intricacies and complexities of the history of Caltrain and where it is today.
- The Board:
  - a. Accepted the Statement of Revenues and Expenses for December 2010.
  - b. Will send a certificate of appreciation to outgoing JPB CAC Chair John Hronowski who was unable to attend the meeting.
  - c. Presented a resolution of appreciation to outgoing MTC liaison Sue Lempert.
  - d. Accepted the Quarterly Investment Review and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2010.
  - e. Accepted the Fiscal Year 2010 Comprehensive Annual Financial Report.
  - f. Received a State and Federal legislative update.

Director Nagel echoed the comment on Dumbarton funding being a source of revenue for Caltrain. She said others have commented on JPB partners paying back SamTrans for the loan on the purchase of the Caltrain corridor.

Mr. Scanlon said staff will pursue Dumbarton funding. A settlement was reached for member agencies to pay back money to SamTrans but the State discontinued spillover payments when the

agencies reached the agreement. The real issue is that the funds in question already are programmed into the SamTrans financial model to preserve SamTrans. If SamTrans had the money, it wouldn't need to reduce its contribution to Caltrain, which causes a reduction for the other two partners.

Director Nagel asked about the amount of money owed. Mr. Scanlon said it was the principal rolled up to about \$40 million. The Santa Clara Valley Transportation Authority's share was \$7.1 million and SamTrans has received between \$1-\$2 million. He said all member agencies have financial problems.

Director Nagel attended the two summits on Caltrain's financial issues and heard many people say it was a matter of getting more riders on the system but the problem is much more complex. Mr. Scanlon said Caltrain could make a dent in ridership when there is available capacity but more riders can actually drive expenses up and Caltrain can't make it up in volume.

Director Horsley asked about the negative side of \$5 million funding from Dumbarton. Mr. Scanlon said the source of the money is tolls paid by people crossing the Bay and the Dumbarton Rail Project is definitely a Bay crossing. The MTC does not seem to be enthralled about this.

Chair Foust said there are a lot of people on the Peninsula interested in solving Caltrain's problems. Stanford University and Genentech are engaged and their involvement is critical. The public needs to understand the consequences of adding traffic on the freeway, the effects on quality of life and on small companies setting up along the rail corridor.

Mr. Scanlon said there is an illusion roads are free unless there is a toll; gas taxes pay for less than half the cost of roads and highways in the nation and it's a hidden subsidy.

#### Public Comment

Pat Giorni, Burlingame, said just because SamTrans can't pay its member contribution this year is no reason the other two counties shouldn't cough up what they should.

#### **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon reported:

- Welcomed Director Horsley to the Board, congratulated Chair Foust and Director Nagel on reappointment to the Board and congratulated Chair Foust and Director Groom on their election for 2011 officers.
- The CTC allocated \$32.6 million to the TA for the Marsh to the County Line Auxiliary Lane project and construction may begin this summer.
- Work on the Belmont bike/pedestrian overcrossing continues with an anticipated opening this spring.
- The TA and the City/County Association of Governments is announcing a joint call for projects for the county's Pedestrian & Bicycle Program, beginning February 14, 2011.
- The reading file includes a letter of certification from the county controller that the management study is completed and the county is in compliance with the requirements of the TA agreement.

## FINANCE

### **Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the San Mateo County Transportation Authority**

CSI, Inc. Investment Advisor, Bill Osher said there is an expectation that employment will increase soon, which will lead to more sales tax. Interest rates began to rise in the fourth quarter of last year. Capital preservation is the most important goal for the portfolio even with rising interest rates. The portfolio was flat for the quarter even with a 0.5 percent rise in interest rates. Economic growth is predicted to be greater than 3 percent this quarter, the unemployment rate will fall and businesses will borrow more money. CSI is concerned about the inaction on national and international debt and its consequences. The portfolio is doing well with money invested at substantially higher rates of interests than short-term instruments.

Director Lee said some European counties seem to be kicking the can down the road and asked if the Federal government is doing the same. Mr. Osher said kicking the can is postponing the inevitable. The Federal government is moving in the opposite direction and will worsen the problem.

Director Matsumoto said our school systems aren't up to par on math and science to fill jobs. Mr. Osher said this is one of the biggest issues today and his focus as an economic strategist is the difficulty the middle class find itself in because the bulk of jobs for them are moving overseas and the government must find ways to replace these jobs. That requires an investment in education and money isn't available.

Director Lee asked if money is the main problem with education. Mr. Osher said the lack of education in the U.S. shows in declining math and science scores globally and there must be a focus in education on how to solve problems and to encourage the entrepreneurial spirit.

A motion (Horsley/Lee) to accept the quarterly report was approved.

### **Fiscal Year 2010 Comprehensive Annual Financial Report**

Deputy CEO Gigi Harrington said new auditors were brought in this year and found no concerns.

Chair Foust commented on the excellent quality and functionality of the report.

### **Allocation of Original Measure A Funds in an Amount up to \$55,000 to the City of Brisbane's Route 101/Candlestick Interchange Modification Project Study Report (PSR)**

Manager, Programming and Monitoring Melanie Choy presented the following:

- The interchange sits on the county line between San Francisco and San Mateo counties.
- The project will bring the interchange to Caltrans standards, enhance transit, pedestrian, and bicycle mobility and address traffic from existing conditions and planned developments including the Schlage Lock Company property, Bay View/Hunter's Point and Brisbane Baylands proposals.
- A PSR is required to pursue interchange improvements and prior to doing any environmental work. Caltrans has historically provided the oversight and approval of PSRs but due to State budget cuts, they do not have funds to continue doing PSRs. Caltrans has limited authority to approve PSRs but requires funding from project sponsors to provide oversight.

- Twenty percent of the PSR is to be finalized by Caltrans at a cost of \$110,000: \$55,000 each from the San Mateo County TA and San Francisco County TA (SFCTA).
- Measure A funding considerations include: It is fully funded by the developer and City of Brisbane; it is an original Measure A project; and \$1 million has already been budgeted in the TA's existing budget for the project. Also, some future traffic conditions are due to growth in existing conditions and there is an equal share contribution requested from both counties.

Ms. Choy said the allocation is contingent upon the SFCTA taking an equivalent action of \$55,000.

Director Groom asked when the SFCTA intends to take action. Ms. Choy said they are currently in discussions on the process and can't specify a date.

Chair Foust asked what would happen if the SFCTA doesn't make the allocation. Mr. Scanlon said the recommendation is conditioned on the SFCTA coming up with their share.

Director Horsley asked if there were advantages for the SFCTA to do the project. Mr. Scanlon said the interchange goes directly through the county line and affects developments in San Francisco County.

Director Groom said if the TA approves the allocation, a letter should be sent to the SFCTA noting approval by the TA Board and encouraging the SFCTA to take action within 30 or 60 days. Mr. Scanlon said if the Board approves the allocation, staff will send the letter, attach the resolution, and express the urgency in getting the project moving.

Director Nagel asked if original Measure A money must be spent by a certain date. Mr. Scanlon replied no.

Legal Counsel David Miller said the purpose of the monies accumulated, since the 2004 Measure didn't repeal the old Measure, is that the TA is trying to give credence to the will of the voters going back to 1988. If a project becomes infeasible at some point, then it becomes possible to move the monies.

#### Public Comment

Pat Giorni, Burlingame, said Tunnel Road is part of this intersection and is part of the San Mateo County official north/south bike route to San Francisco, through Candlestick Park using a tunnel under the stadium. If the 49ers move, Candlestick will become prime development land and will need connections to the Brisbane side of the freeway.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said the TA and C/CAG are looking to do auxiliary lanes to finish the north end of the San Francisco border. The PSR should move ahead because the design for the auxiliary lanes will tie together in the design. The TA likes to leverage funding and this does that in addition to getting into a state of readiness for any available funding.

Director Groom asked when construction would begin. Mr. Scanlon said the environmental work needs to be completed first.

Director Groom is concerned about the City and County of San Francisco's right-to-hire work proposal, because San Mateo County workers could be excluded on a public works project. She asked if the project will come back to the Board for additional review. Mr. Scanlon said it would come back if there is a need for more funding.

A motion (Horsley/Nagel) to approve the allocation was passed.

## **PROGRAM**

### **Program Report – Dumbarton Corridor**

Due to time constraints this presentation was moved to the March 3, 2011 meeting.

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

Government Affairs Manager Seamus Murphy reported:

#### State

- The governor's budget was released last month and Governor Brown proposed to do what is needed to preserve the gas tax swap. Propositions 22 and 26 have an impact on the swap and in order for the terms of the swap to be carried forward, the Legislature will need to approve the same or similar terms by a two-thirds vote. The Legislative Analyst Office (LAO) presented some alternatives that would result in more General Fund savings for the State but would reduce the State Transit Assistance (STA) program or maybe even eliminate it. The first proposal suggested is to completely rescind the increase in the diesel fuel sales tax that the gas tax swap created. That would result in a STA program that is about \$130-\$280 million less than the program should be under the gas tax swap terms. It was also suggested that the Legislature could choose to eliminate the sales tax on diesel fuel completely and replace it with an increase in truck weight fees, which can be used to fund bond debt service and other General Fund needs. This would completely eliminate the STA program. The LAO said in their analysis this elimination would have no significant impact on local transit service. The financial challenges Caltrain is facing would be worsened if all three member agencies had no funding flowing through the STA program. Staff has talked to legislators and no one seems to regard the LAO options as good ones. Legislative staff is optimistic the Legislature will have a budget passed that will include the gas tax swap reapproval, they will be able to get a two-thirds vote and revenue options will follow as a result of ballot measures in June.

#### Federal

- Staff is waiting to see how the Senate will handle congressionally-directed appropriations this year. The Senate Appropriations Committee confirmed on February 1 that they will comply with the president and the House and issue a two-year moratorium on earmarks. Staff is expecting another continuing resolution to be considered this month and House Republicans are continuing efforts to reduce non-defense spending to 2008 levels and want to rescind any unobligated Recovery Act funds. There are some funds that are going to benefit Caltrain that have been awarded to other agencies that are eligible participants, particularly the California High-Speed Rail Authority, which is eligible to receive \$16 million for work on the Caltrain corridor. The Capitol Corridor system has received \$18 million for work at the South Terminal. Staff is taking steps to make sure those funds are obligated and under contract, and have moved far enough along that they can't be rescinded by the House.

Chair Foust said she doesn't know how the LAO could make those statements. Mr. Murphy said staff has shown examples of fare increases and service reductions that have resulted from STA diversions over the last five years and they continue to think it's just a small fraction of the operating budget and wouldn't have an impact if it was gone.

**REQUESTS FROM THE AUTHORITY**

Director Matsumoto said there is confusion on the bike/pedestrian call for projects, policies and procedures and would like to meet with staff and other city council members to discuss concerns.

Executive Officer Planning and Development Marian Lee said it would be good to set some context. A few concerns have been raised because as the call for projects has been advancing, different practices and policy directions from the two decision-making bodies, C/CAG and TA, have surfaced. She mentioned that they were not insurmountable obstacles and staff will set up time to meet with Director Matsumoto and C/CAG staff to figure out how best to respect the policies of C/CAG and the TA and reconcile differences to advance the joint call for projects.

Mr. Miller said this is a good way to proceed on a non-agendized item and return to the Board if necessary.

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

Correspondence is in the reading file.

**REPORT OF LEGAL COUNSEL**

No report

**DATE AND PLACE OF NEXT MEETING**

The next meeting is scheduled for Thursday, March 3, 2011 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070.

Adjourned 6:36 p.m.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: 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 JANUARY, 2011**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$39,805,302 - line 6) is *worse* than staff projections by \$821,224 or 2.0 percent. Within total revenue, *Interest Income* (\$2,983,567 - line 2) is \$417,303 or 12.3 percent *worse* than projections due to lower than budgeted returns. *Grant Proceeds* (\$323,436 - line 4) are \$930,436 or 74.2 percent *worse* than staff projections.

*Total Revenue* (\$39,805,302 - line 6) is \$529,420 or 1.3 percent *lower* than prior year performance. *Sales Tax* (\$35,883,434 - line 1) is \$533,848 or 1.5 percent *better* than prior year but is offset by *Interest Income* (\$2,983,567 - line 2) and *Grant Proceeds* (\$323,436 - line 4), which are \$1,054,388 or 24.2 percent *worse*.

**Expenditures:** *Total Administrative* (\$455,771 - line 21) is *better* than the year-to-date staff projections by \$105,492 or 18.8 percent. Within total administrative, *Staff Support* (\$322,683 - line 17) and *Other Admin Expenses* (\$133,088 - line 19) are \$98,497 or 17.8 percent *better* than staff projections.

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

Prepared by: Sheila Tioyao, Manager, General Ledger

650-508-7752

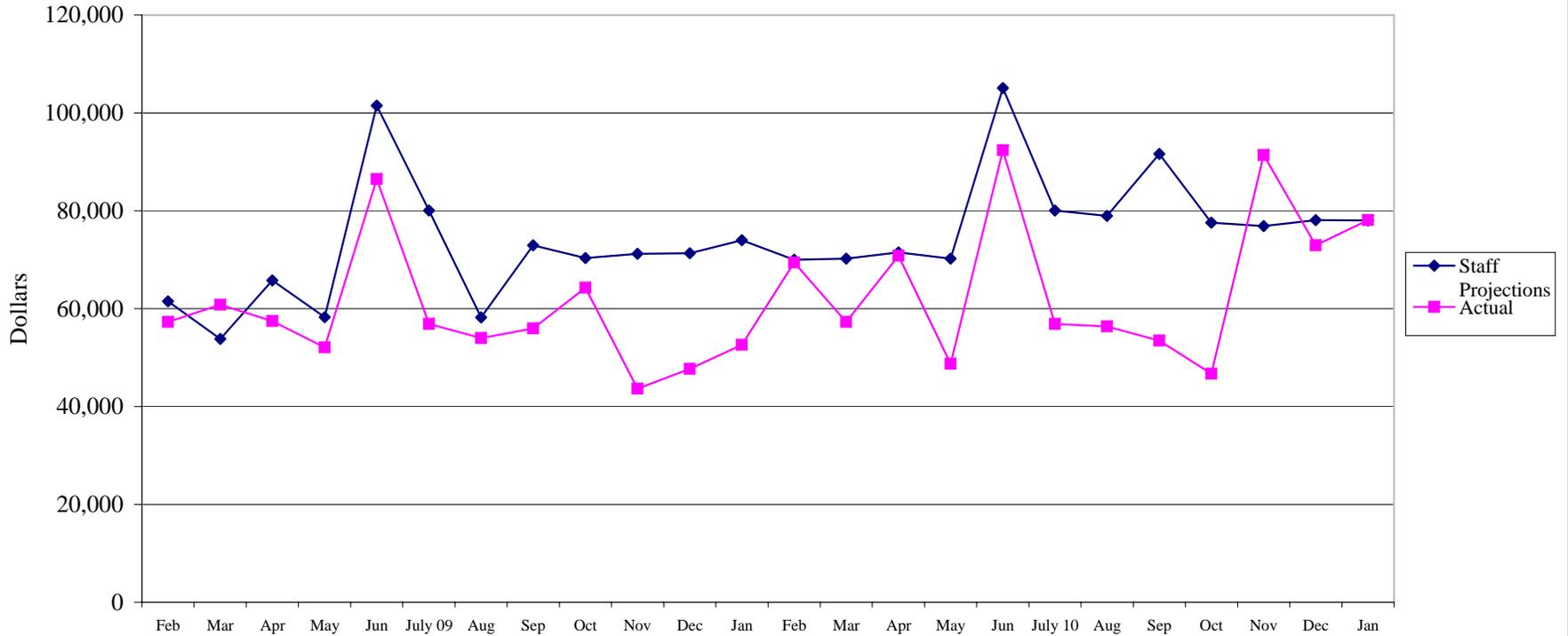
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**Fiscal Year 2011**  
**January 2011**

% OF YEAR ELAPSED: **58.3%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET *	STAFF PROJECTION **	% OF PROJ
<b>REVENUES:</b>								
1 Sales Tax	4,258,953	35,349,586	35,883,434	35,338,000	101.5%	60,000,000	60,000,000	58.9%
2 Interest Income	407,705	3,093,044	2,983,567	3,400,870	87.7%	5,557,240	5,557,240	61.2%
3 Rental Income	89,958	623,746	614,865	633,290	97.1%	1,085,640	1,085,640	56.6%
4 Grant Proceeds	54,061	1,268,347	323,436	1,254,366	25.8%	4,218,000	4,218,000	7.7%
5								
6 <b>TOTAL REVENUE</b>	<b>4,810,678</b>	<b>40,334,722</b>	<b>39,805,302</b>	<b>40,626,526</b>	<b>98.0%</b>	<b>70,860,880</b>	<b>70,860,880</b>	<b>56.2%</b>
7								
<b>EXPENDITURES:</b>								
8								
9								
10 Annual Allocations	1,668,493	13,716,708	13,900,748	13,749,388	101.1%	23,358,888	23,358,888	59.5%
11								
12 Program Expenditures	14,428,907	24,692,064	26,097,519	9,787,235	266.6%	12,979,612	25,486,612	102.4%
13								
14 Oversight	17,420	183,146	156,707	565,810	27.7%	970,000	970,000	16.2%
15								
16 Administrative								
17 Staff Support	67,483	266,075	322,683	360,281	89.6%	606,390	606,390	53.2%
18 Measure A Info-Others	-	-	-	6,995	0.0%	12,000	12,000	0.0%
19 Other Admin Expenses	10,581	103,138	133,088	193,987	68.6%	333,109	333,109	40.0%
20								
21 Total Administrative	78,064	369,213	455,771	561,263	81.2%	951,499	951,499	47.9%
22								
23 <b>TOTAL EXPENDITURES</b>	<b>16,192,884</b>	<b>38,961,131</b>	<b>40,610,746 (1)</b>	<b>24,663,697</b>	<b>164.7%</b>	<b>38,259,999</b>	<b>50,766,999</b>	<b>80.0%</b>
24								
25 <b>EXCESS (DEFICIT)</b>	<b>(11,382,207)</b>	<b>1,373,591</b>	<b>(805,444)</b>	<b>15,962,829</b>		<b>32,600,881</b>	<b>20,093,881</b>	
26								
27 <b>BEGINNING FUND BALANCE</b>	<b>Not Applicable</b>	<b>423,098,841</b>	<b>413,096,727</b>	<b>413,096,727</b>		<b>298,820,434</b>	<b>413,096,727</b>	
28								
29 <b>ENDING FUND BALANCE</b>	<b>Not Applicable</b>	<b>424,472,432</b>	<b>412,291,283 (2)</b>	<b>429,059,556</b>		<b>331,421,315</b>	<b>433,190,608</b>	
30								
31								
32 Includes the following balances:								
33 Cash and Liquid Investments		(2,225,160)		FY 2010 Carryover of Commitments (Unaudited)			281,239,724	
34 Current Committed Fund Balance		291,395,977 (3)		FY 2011 Additional Commitments (Budgeted)			38,259,999	
35 Undesignated Cash & Net Receivable		123,120,465		Reso # 2010-24			45,000	
36 Total		<u>412,291,283 (2)</u>		Reso # 2010-25			12,462,000	
37				Less: Current YTD expenditures			<u>(40,610,746) (1)</u>	
38				Current Committed Fund Balance			<u>291,395,977 (3)</u>	
39								
40 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
41 against the annual budget. When comparing it to the amounts shown in the								
42 "% OF PROJECT" column, please note that individual line items reflect variations								
43 due to seasonal activities during the year.								
44								
45 * The TA Adopted Budget is the Board adopted budget effective June 3, 2010.								
46 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
47								

2/18/11 12:36 PM

## SMCTA Administrative Expenses



### Current Year Data

	Jul '10	Aug '10	Sep '10	Oct '10	Nov '10	Dec '10	Jan '11	Feb '11	Mar '11	Apr '11	May '11	Jun '11
<b>MONTHLY EXPENSES</b>												
Staff Projections	80,076	78,947	91,647	77,583	76,864	78,103	78,043					
Actual	56,893	56,343	53,444	50,319	91,368	72,953	78,064					
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	80,076	159,023	250,670	328,253	405,117	483,220	561,263					
Actual	56,893	113,236	163,068	213,387	304,755	377,707	455,771					
Variance-F(U)	23,183	45,787	87,602	114,866	100,363	105,513	105,492					
Variance %	28.95%	28.79%	34.95%	34.99%	24.77%	21.84%	18.80%					



BOARD OF DIRECTORS 2011

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

MICHAEL J. SCANLON  
 EXECUTIVE DIRECTOR

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## CAPITAL PROJECT RESERVES

AS OF JANUARY, 2011

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	0.980%	\$ 201,815,370	\$ 202,020,457
Local Agency Investment Fund	Liquid Cash	0.538%	\$ 11,098,770	\$ 11,114,989
Investment Portfolio	Liquid Cash	1.660%	\$ 188,790,967	\$ 189,333,280
Other	Liquid Cash	0.050%	\$ (2,225,160)	\$ (2,225,160)
			<u>\$ 399,479,948</u>	<u>\$ 400,243,566</u>

Accrued Earnings for January 2011 \$ 431,785.58 (1)  
 Cumulative Earnings FY2011 \$ 3,392,209.71

(1) Earnings do not include prior period adjustments

\* County Pool average yield for the month ending January 31, 2011 was 0.980%. As of January 31, 2011, the amortized cost of the Total Pool was \$2,419,062,712.25 and the fair market value per San Mateo County Treasurer's Office was \$2,421,520,992.50.

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

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



BOARD OF DIRECTORS 2011

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

MICHAEL J. SCANLON  
 EXECUTIVE DIRECTOR

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TSM RESERVE ACCOUNT

AS OF JANUARY, 2011

<u>TYPE OF SECURITY</u>	<u>MATURITY DATE</u>	<u>INTEREST RATE</u>	<u>PURCHASE PRICE</u>	<u>MARKET VALUE</u>
2004 Measure A Funds: County Pool #3 (Restr)	Liquid Cash	0.980%	\$ 771,056	\$ 771,840
			<u>\$ 771,056</u>	<u>\$ 771,840</u>

Interest Income:

Accrued Earnings for January 2011	\$	-
Cumulative Earnings FY2011	\$	-

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

\*\* County Pool average yield for the month ending January 31, 2011 was 0.980%. As of January 31, 2011, the amortized cost of the Total Pool was \$2,419,062,712.25 and the fair market value per San Mateo County Treasurer's Office was \$2,421,520,992.50.

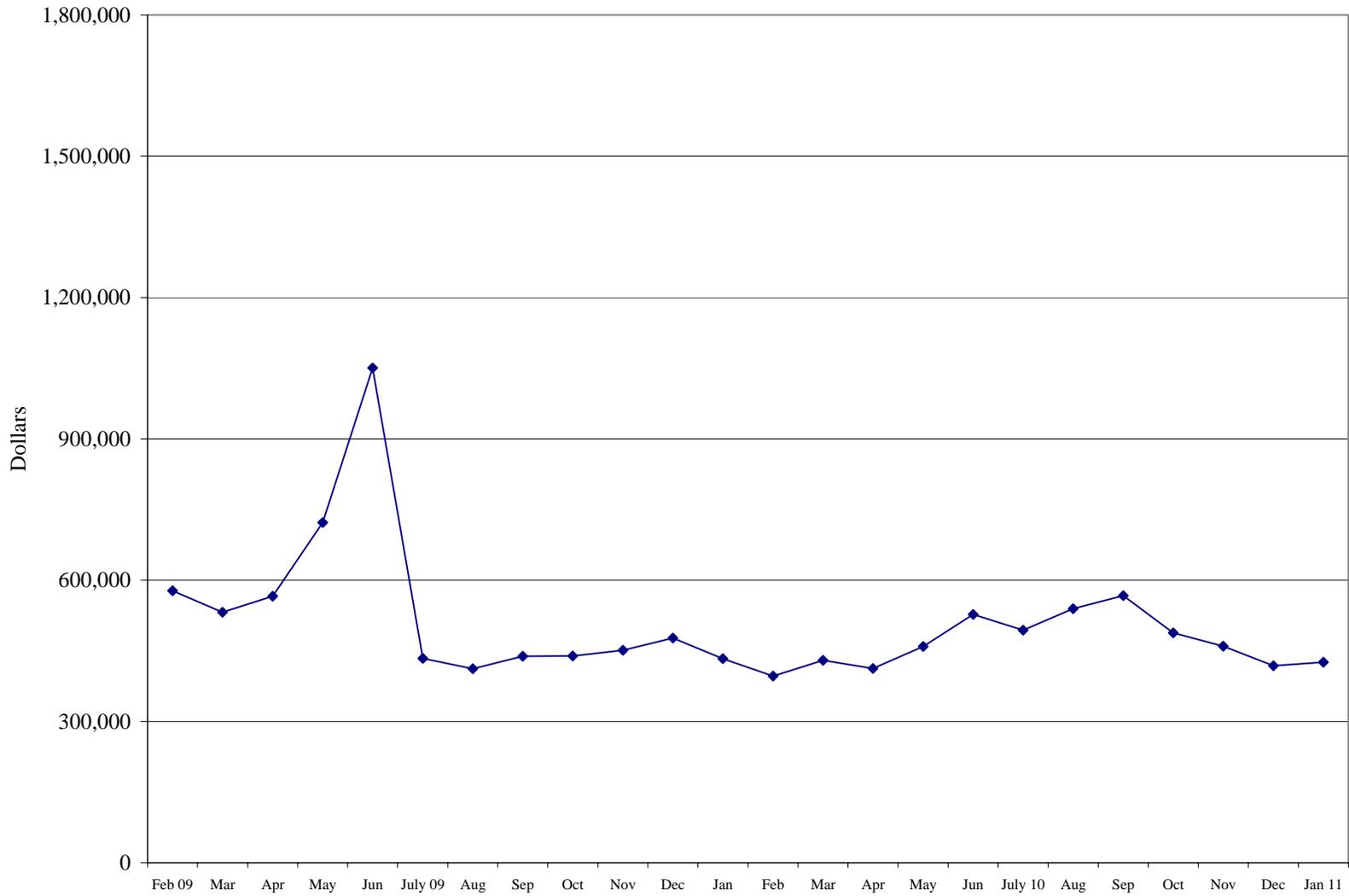
\*\*\* The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INTEREST STATEMENT  
JANUARY 2011**

FY2011	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	493,670.18	493,670.18
AUGUST	539,654.96	1,033,325.14
SEPTEMBER	567,277.49	1,600,602.63
OCTOBER (1)	488,039.11	2,088,641.74
NOVEMBER	459,645.54	2,548,287.28
DECEMBER	418,343.88	2,966,631.16
JANUARY (1)	425,578.55	3,392,209.71
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

(1) Includes prior period adjustments

## SMCTA Interest Income



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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**INTEREST ON INVESTMENTS**  
**JANUARY 31, 2011**

DESCRIPTION	TOTAL INVESTMENT 01-31-11	INTEREST RECEIVABLE 12-31-10	INTEREST EARNED 01-31-11	INTEREST RECEIVED 01-31-11	ADJ.	INTEREST RECEIVABLE 01-31-11
LAIF	11,098,769.81	22,751.58	3,069.88	22,277.11	(474.47)	3,069.88
COUNTY POOL	202,586,426.34	628,774.22	173,506.36	623,041.66	(5,732.56)	173,506.36
BANK OF AMERICA	(2,225,159.60)	0.00	52.91	52.91	0.00	0.00
INVESTMENT PORTFOLIO	<u>188,790,967.40</u>	<u>725,499.77</u>	<u>254,816.49</u>	<u>419,763.29</u>	<u>339.94</u>	<u>560,892.91</u>
	<u><u>400,251,003.95</u></u>	<u><u>1,377,025.57</u></u>	<u><u>431,445.64</u></u>	<u><u>1,065,134.97</u></u>	<u><u>(5,867.09)</u></u>	<u><u>737,469.15</u></u>

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

Interest Earned Per Report 01/31/11	425,578.55
<b>Add:</b>	
County Pool Adj.	
Misc. Income	3,877.90
GASB 31	
<b>Less:</b>	
Management Fees	(14,147.62)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(7,603.98)</u>
Total Interest & Capital Gain(Loss)	<u><u>407,704.85</u></u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	3,392,209.71
<b>Add:</b>	
County Pool Adj.	
Misc. Income	3,877.90
GASB 31	
<b>Less:</b>	
Management Fees	(47,772.04)
Securities Transaction Activity Fees	(35.76)
Capital Gain(Loss)	<u>(364,712.69)</u>
Total Interest	<u><u>2,983,567.12</u></u>
Balance Per Ledger as of 01/31/11	
Int Acct. 409100 - Co. Pool	1,653,321.83
Int Acct. 409100 - LAIF	38,208.73
Int Acct. 409100 - B of A	359.96
Int Acct. 409100 - Misc. Income	3,877.90
Int Acct. 409101 - Portfolio Funds	1,652,511.39
Gain(Loss) Acct. 405210	(364,712.69)
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>2,983,567.12</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**INVESTMENT PORTFOLIO**  
**JANUARY 31, 2011**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	INTEREST	INTEREST RECEIVED	ADJ.	INTEREST	PAR VALUE
			PURCHASE PRICE	ADJUSTED 6-30-10	VALUE 01-31-11					REC'VBLE 12-31-10	EARNED 01-31-11			REC'VBLE 01-31-11	
<b><u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u></b>															
<b><u>CORPORATE BONDS</u></b>															
GENERAL ELECTRIC	36967HAL1	04-24-09	2,014,900.00	2,019,360.00	2,003,468.00	03-11-11	1.800%	100.0000	30	11,000.00	3,000.00			14,000.00	2,000,000
BANK OF AMERICA	06050BAG6	12-28-09	2,032,960.00	2,048,120.00	2,041,354.00	04-30-12	2.100%	116.6667	30	7,116.67	3,500.00			10,616.67	2,000,000
GENERAL ELECTRIC	36967HAH0	03-24-10	1,530,600.00	1,539,582.00	1,532,863.50	06-08-12	2.200%	91.6667	30	2,108.34	2,750.00			4,858.34	1,500,000
GOLDMAN SACHS	38146FAA9	05-29-09	3,124,650.00	3,141,387.00	3,112,521.00	06-15-12	3.250%	270.8333	30	4,333.33	8,125.00			12,458.33	3,000,000
WELLS FARGO & CO	949744AC0	03-16-10	3,058,440.00	3,080,598.00	3,063,405.00	06-15-12	2.125%	177.0833	30	2,833.33	5,312.50			8,145.83	3,000,000
JOHN DEERE CAPITAL	24424DAA7	03-16-10	3,107,970.00	3,119,658.00	3,098,475.00	06-19-12	2.875%	239.5833	30	2,875.00	7,187.50			10,062.50	3,000,000
															7.59%
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>															
US TREASURY NOTE	912828KB5	04-30-09	2,789,062.50	2,826,578.08	2,822,204.00	01-15-12	1.125%	87.5000	30	14,551.63	2,625.00	15,750.00	52.65	1,479.28	2,800,000
US TREASURY NOTE	912828KX7	03-22-10	1,525,312.50	1,537,032.13	1,530,528.00	06-15-12	1.875%	78.1250	30	1,313.53	2,343.75		51.51	3,708.79	1,500,000
US TREASURY NOTE	912828LH1	03-12-10	2,028,125.00	2,046,406.22	2,040,546.00	08-15-12	1.750%	97.2222	30	13,220.11	2,916.67		31.70	16,168.48	2,000,000
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,801,571.35	15,700,785.00	01-31-13	2.875%	1,197.9167	30	180,468.75	35,937.50	215,625.00	410.05	1,191.30	15,000,000
															11.15%
<b><u>U.S. GOVERNMENT AGENCIES</u></b>															
FNMA	31398AVQ2	03-23-09	3,512,845.00	3,533,906.25	3,507,826.00	03-23-11	1.750%	170.1389	30	16,673.63	5,104.17			21,777.80	3,500,000
FHLB	3133XRY46	06-10-10	5,191,000.00	5,192,187.50	5,104,195.00	09-09-11	3.750%	520.8333	30	58,333.33	15,625.00			73,958.33	5,000,000
FNMA	31359MLS0	11-18-08	2,131,400.00	2,131,250.00	2,079,506.00	11-15-11	5.375%	298.6111	30	13,736.09	8,958.33			22,694.42	2,000,000
FANNIE MAE	31398AUU4	01-23-09	4,014,560.00	4,081,250.00	4,062,084.00	01-09-12	2.000%	222.2222	30	38,222.24	6,666.67	40,000.00		4,888.91	4,000,000
FHLB	3133XSWM6	01-23-09	3,000,000.00	3,067,500.00	3,050,390.62	01-23-12	2.100%	175.0000	30	27,650.00	5,250.00	31,500.00		1,400.00	3,000,000
* FHLM	3128X9TY6	01-26-10	4,006,000.00	4,015,212.00	0.00	01-26-12	1.250%	138.8889	25	21,527.81	3,472.22	25,000.00	(0.03)	0.00	4,000,000
FNMA	3136FHEV3	04-24-09	5,035,200.00	5,053,125.00	5,011,410.00	03-23-12	2.375%	329.8611	30	32,326.37	9,895.83			42,222.20	5,000,000
FHLB	3133XR5T3	03-12-10	2,105,000.00	2,111,250.00	2,086,014.00	06-08-12	3.625%	201.3889	30	4,631.96	6,041.67			10,673.63	2,000,000
FHLM	3137EACC1	05-27-09	1,995,080.00	2,039,375.00	2,035,000.00	06-15-12	1.750%	97.2222	30	1,555.58	2,916.67			4,472.25	2,000,000
FHLB	3133XUD91	03-15-10	6,065,625.00	6,084,375.00	6,049,494.00	08-10-12	2.050%	341.6667	30	48,175.00	10,250.00			58,425.00	6,000,000
FNMA	31398AYM8	07-10-09	4,996,300.00	5,096,875.00	5,093,560.00	08-10-12	1.750%	243.0556	30	34,270.85	7,291.67			41,562.52	5,000,000
FHLM	3128X9T5	06-14-10	7,544,225.00	7,567,755.00	7,521,840.00	01-15-13	1.750%	364.5833	30	60,520.84	10,937.50	65,625.00		5,833.34	7,500,000
FHLM - STEP UP	3134G1HD9	06-28-10	5,995,800.00	6,005,064.00	6,002,832.00	03-28-13	0.750%	125.0000	30	11,625.00	3,750.00			15,375.00	6,000,000
FNMA - STEP UP	31398AL59	03-29-10	7,996,900.00	8,015,000.00	8,005,744.00	03-29-13	1.000%	222.2222	30	20,444.46	6,666.67			27,111.13	8,000,000
FNMA - STEP UP	3136FMJN5	04-12-10	3,993,200.00	4,018,750.00	4,006,044.00	04-12-13	1.100%	122.2222	30	9,655.58	3,666.67			13,322.25	4,000,000
FNMA	31398AM25	04-15-10	2,796,920.00	2,828,000.00	2,808,346.80	04-15-13	2.000%	155.5556	30	11,822.24	4,666.67			16,488.91	2,800,000
FNMA	31398AW32	12-10-10	3,360,861.33	3,360,861.33	3,360,358.20	07-19-13	1.375%	127.9514	30	2,686.98	3,838.54	4,990.10		1,535.42	3,350,000
FHLM	3134G1VS0	10-27-10	5,010,400.00	5,010,400.00	4,971,465.00	10-21-13	1.125%	156.2500	30	10,000.00	4,687.50			14,687.50	5,000,000
FNMA	3136FPRL3	11-15-10	14,977,500.00	14,977,500.00	14,866,455.00	10-28-13	0.625%	260.4167	30	11,979.17	7,812.50			19,791.67	15,000,000
FHLM - STEP UP	3134G1XT6	11-04-10	2,245,725.00	2,245,725.00	2,237,937.75	11-04-13	0.500%	31.2500	30	1,781.25	937.50			2,718.75	2,250,000
FHLB - STEP UP NT	313371RV0	12-02-10	19,936,000.00	19,936,000.00	19,953,560.00	12-02-13	0.500%	277.7778	30	8,055.56	8,333.33			16,388.89	20,000,000
FNMA	3136FPW60	12-30-10	10,000,000.00	10,000,000.00	10,004,620.00	12-30-13	1.500%	416.6667	30	416.67	12,500.00			12,916.67	10,000,000
FNMA - STEP UP	3136FPX85	12-30-10	5,093,625.00	5,093,625.00	5,103,248.70	12-30-13	0.750%	106.2500	30	106.25	3,187.50			3,293.75	5,100,000
FNMA - STEP UP	3136FMV50	11-01-10	2,502,350.00	2,502,350.00	2,509,445.00	07-28-15	1.500%	104.1667	30	6,250.00	3,125.00	9,062.50		312.50	2,500,000

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INVESTMENT PORTFOLIO  
NOVEMBER 30, 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 6-30-10	VALUE 11-30-10					REC'VBLE 10-31-10	EARNED 11-30-10			REC'VBLE 11-30-10	
FHLM - STEP UP	3134G1VQ4	11-01-10	2,554,998.00	2,554,998.00	2,523,594.75	10-15-15	1.250%	88.5417	30	5,312.50	2,656.25			7,968.75	2,550,000
FNMA STR NT	3136FP2U	01-27-11	4,988,750.00	4,988,750.00	5,002,520.00	01-27-16	1.000%	138.8889	4	0.00	555.56			555.56	5,000,000 73.55%
<b><u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u></b>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,216,079.74	10,446,371.00	04-15-14	1.250%	337.2859	30	25,446.43	10,118.58		(5.26)	35,559.75	9,821,765 5.14%
<b><u>COLLATERIZED MORTGAGE OBLIGATIONS</u></b>															
FHLM SERIES 1832 - F	3133T65S6	11-26-08	8,955.73	7,257.35	8,779.21	03-15-11	6.500%	2.9895	30	89.68	89.69	89.69	(42.11)	47.57	8,783
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	1,098,416.63	1,163,462.52	1,134,976.40	12-28-12	5.270%	163.8713	30	491.61	4,916.14	4,916.14	(19.69)	471.92	1,074,575 0.57%
<b><u>FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS</u></b>															
FHLM GOLD POOL	31282SAC6	12-22-08	530,275.68	532,263.38	526,998.93	03-01-11	4.000%	63.0668	30	1,892.00	1,892.00	1,892.00	(143.00)	1,749.00	524,701 0.27%
<b>* CALLED</b>			(4,006,000.00)	(4,015,212.00)											(4,000,000.00)
<b>SUBTOTAL</b>			185,478,453.62	186,575,227.85	186,020,765.86					725,499.77	249,507.75	414,450.43	335.82	560,892.91	183,779,823.18
<b><u>CERTIFICATE OF DEPOSITS</u></b>															
CDARS	(N/A)	04-02-09	2,070,602.28	2,070,602.28	2,070,602.28	03-31-11	1.890%	107.0455	31	0.00	3,318.41	3,320.99	2.58	0.00	2,070,602
CDARS	(N/A)	04-09-09	1,241,911.50	1,241,911.50	1,241,911.50	04-07-11	1.890%	64.2041	31	0.00	1,990.33	1,991.87	1.54	(0.00)	1,241,912 1.73%
<b>SOLD / MATURED</b>			-	-											-
<b>TOTAL</b>			188,790,967.40	189,887,741.63	189,333,279.64					725,499.77	254,816.49	419,763.29	339.94	560,892.91	187,092,336.96

18-Feb-11 Weighted Average Interest Rate 1.6597%

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

2/18/11 12:36 PM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
<b>FY2010:</b>					
1st Quarter	16,177,000	1st Quarter	14,555,215	(1,621,785)	14,555,215
2nd Quarter	17,154,000	2nd Quarter	15,241,445	(1,912,555)	15,241,445
3rd Quarter	11,022,500	3rd Quarter	13,642,315	2,619,815	13,642,315
4th Quarter	15,646,500	4th Quarter	15,046,049	(600,451)	15,046,049
<b>FY2010 Total</b>	<b>60,000,000</b>	<b>FY2010 Total</b>	<b>58,485,023</b>	<b>(1,514,977)</b>	<b>58,485,023</b>
<b>FY2011:</b>					
Jul. 10	4,110,600	Sep. 10	4,008,600	(102,000)	4,008,600
Aug. 10	4,110,600	Oct. 10	4,232,000	121,400	4,232,000
Sep. 10	5,480,800	Nov. 10	5,344,800	(136,000)	5,344,800
1st Qtr. Adjustment	1,522,400	Dec. 10	1,780,623	258,223	1,780,623
3 Months Total	15,224,400		15,366,023	141,623	15,366,023
Oct. 10	4,295,900	Dec. 10	4,473,600	177,700	4,473,600
Nov. 10	4,295,900	Jan. 11	4,721,500	425,600	4,721,500
Dec. 10	5,727,900	Feb. 11		236,900	5,964,800 (1)
2nd Qtr. Adjustment	1,591,100	Mar. 11		(327,343)	1,263,757 (1)
6 Months Total	31,135,200		24,561,123	654,480	31,789,680
Jan. 11	3,741,000	Mar. 11		0	3,741,000 (1)
Feb. 11	3,741,000	Apr. 11		0	3,741,000
Mar. 11	4,987,900	May 11		0	4,987,900
3rd Qtr. Adjustment	1,385,500	Jun. 11		(327,240)	1,058,260 (1) Jan
9 Months Total	44,990,600		24,561,123	327,240	45,317,840 (1) Portion
Apr. 11	4,052,500	Jun. 11		0	4,052,500
May 11	4,052,500	Jul. 11		0	4,052,500
Jun. 11	5,403,400	Aug. 11		0	5,403,400
4th Qtr. Adjustment	1,501,000	Sep. 11		(327,240)	1,173,760
<b>FY2011 Total</b>	<b>60,000,000</b>	<b>FY2011 Total</b>	<b>24,561,123</b>	<b>0</b>	<b>60,000,000</b>
	15,366,023	1st Quarter			
	16,423,657	2nd Quarter			
	4,093,753	3rd Quarter			
		4th Quarter			
	<u>35,883,434</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF JANUARY 31, 2011

	<u>1/31/2011</u>
Cash -- Bank of America Checking Account	(2,225,159.60)
LAIF	11,098,769.81
County Pool	202,586,426.34
Investment Portfolio	188,790,967.40
Total	<u><u>400,251,003.95</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN -- JANUARY 2011

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000648	SAN MATEO COUNTY TRANSIT DISTRICT	1/3/2011	847,799.36	WIR	Capital Programs
SMCTA	000649	PENINSULA CORRIDOR JOINT POWERS BOARD	1/10/2011	58,713.37	WIR	Capital Programs
SMCTA	000650	MATSUMOTO, KARYL M.	1/10/2011	100.00	WIR	Board of Directors Compensation
SMCTA	000651	STATE TREASURER'S OFFICE	1/10/2011	9,800,000.00	WIR	Capital Programs
SMCTA	000652	NAGEL, TERRY	1/10/2011	100.00	WIR	Board of Directors Compensation
SMCTA	000653	PENINSULA CORRIDOR JOINT POWERS BOARD	1/18/2011	1,005,153.26	WIR	Capital Programs
SMCTA	000654	SAN MATEO COUNTY TRANSIT DISTRICT	1/24/2011	636,270.26	WIR	Capital Programs
SMCTA	000655	SAN MATEO COUNTY TRANSIT DISTRICT	1/31/2011	3,000,000.00	WIR	Capital Programs
SMCTA	002865	BANK OF NEW YORK MELLON, THE	1/3/2011	35.76	CHK	Interest Income-Inv Portfolio
SMCTA	002866	BKF ENGINEERS	1/3/2011	66,939.12	CHK	Capital Programs
SMCTA	002867	BKF ENGINEERS	1/10/2011	77,651.01	CHK	Capital Programs
SMCTA	002868	DMJM HARRIS/MARK THOMAS JV	1/10/2011	118,600.79	CHK	Capital Programs
SMCTA	002869	FOUST, ROSANNE	1/10/2011	100.00	CHK	Board of Directors Compensation
SMCTA	002870	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	1/10/2011	12,394.53	CHK	Legal Services
SMCTA	002871	HOLLAND & KNIGHT LLP	1/10/2011	5,000.00	CHK	Legislative Advocate
SMCTA	002872	HURLEY, JOSEPH	1/10/2011	97.80	CHK	Business Travel
SMCTA	002873	LEE, JOHN	1/10/2011	100.00	CHK	Board of Directors Compensation
SMCTA	002874	URS CORPORATION	1/10/2011	72,599.53	CHK	Capital Programs
SMCTA	002875	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	1/24/2011	9,196.00	CHK	Legal Services
SMCTA	002876	MAZE & ASSOCIATES	1/24/2011	2,520.00	CHK	Audit Fees
SMCTA	002877	OFFICEMAX CONTRACT INC.	1/24/2011	64.08	CHK	Office Supplies
SMCTA	002878	PARKING COMPANY OF AMERICA	1/24/2011	91,801.47	CHK	SMCTA Caltrain Shuttles
SMCTA	002879	PBS&J	1/24/2011	76,635.18	CHK	Consultant
SMCTA	002880	SHAW/YODER & ANTWIH, INC.	1/24/2011	3,702.00	CHK	Legislative Advocate
SMCTA	002881	CARTER & BURGESS, INC.	1/31/2011	8,231.10	CHK	Consultant
SMCTA	002882	FOSTER CITY, CITY OF	1/31/2011	5,924.80	CHK	Capital Programs
SMCTA	002883	FOSTER CITY, CITY OF	1/31/2011	6,663.36	CHK	Capital Programs
SMCTA	002884	GREEN CARPET LANDSCAPING	1/31/2011	10,730.00	CHK	Grounds Maintenance Service
SMCTA	002885	HURLEY, JOSEPH	1/31/2011	363.24	CHK	Business Travel
SMCTA	002886	PENINSULA TRAFFIC CONGESTION RELIEF	1/31/2011	35,662.25	CHK	Shuttles Payable
SMCTA	002887	PENINSULA TRAFFIC CONGESTION RELIEF	1/31/2011	18,881.00	CHK	Shuttles Payable
SMCTA	002888	REDWOOD CITY, CITY OF	1/31/2011	11,659.45	CHK	Capital Programs
				<u>15,983,688.72</u>		

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

The Oath of Office was administered to Jerry Deal (Central), Carole Groom (Board of Supervisors) and Karyl Matsumoto (North).

The Community Relations Committee and Board

Accessibility Coordinator Tina DuBost reported:

- Accessibility Manager Bill Welch attended the Paratransit Technical Advisory Committee for the Metropolitan Transportation Commission's Transit Sustainability Project, which provided an opportunity to learn about best practices from other transit agencies and to share ways to improve service efficiencies.
- 5310 funding will be used to purchase two new vehicles to replace two Redi-Wheels' sedans.
- A video, "Telling Our Story," was shown that showcases how important Redi-Wheels is for the lives of SamTrans customers.

Paratransit Coordinating Council (PCC) Chair Nancy Keegan said the PCC is collaborating with staff on the Interactive Voice Response System, which will benefit riders. San Mateo County PCC member May Nichols was inducted into the San Mateo County Women's Hall of Fame.

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

- Recruitment has begun for four bus riders, three community riders and one multimodal rider.
- Received a presentation on the Greenhouse Gas Emissions Inventory.

Director of Bus Transportation Chester Patton presented the Performance Report: Paratransit/Senior Mobility (attached).

Average weekday ridership for all modes for December 2010 compared to December 2009 was 81,242, a decrease of 1.8 percent.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for December 2010. Revenues are on budget with savings on the expense side. Year-to-date fuel is \$2.36 per gallon and the fuel hedge was tripped in January and a check for \$30,000 was received from the bank.

Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 30, 2010. There is an expectation for economic growth this year; interest rates are rising and unemployment figures have improved. The portfolio is protected and will reprice itself against the rise in interest rates and falling bond prices.

Authorized execution of the Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) Certifications and Assurances. Beginning this year, Caltrans is requiring agencies that receive PTMISEA funds to execute certifications and assurances on a one-time basis prior to receiving funding allocation. SamTrans uses these funds to support capital projects.

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

Accepted the Fiscal Year 2010 Comprehensive Annual Financial Report (CAFR). New auditors conducted the annual audit of the financial statements for the year with no findings. The CAFR provides the detail as well as the perspective with which to assess the District's financial condition.

The Legislative Committee and Board

**State Update**

- The governor's budget proposed to do what is needed to preserve the gas tax swap. The Legislature will need to approve the same or similar terms by a two-thirds vote to overcome the impact of Proposition 26. The Legislative Analyst Office (LAO) agreed that it needs to be reenacted by a two-thirds vote but presented some alternatives, which would result in more General Funds savings for the State but would reduce the State Transit Assistance (STA) program or maybe even eliminate it. The first proposal suggested is to completely rescind the increase in the diesel fuel sales tax that the gas tax swap created. That increased amount is not protected by Proposition 22 so it could be used for General Fund purposes. It was also suggested that the Legislature could choose to eliminate the sales tax on diesel fuel completely and replace it with an increase in truck weight fees, which can be used to fund bond debt service and other General Fund needs. Reductions in the STA program over the years and diversions of more than \$2.5 billion in the last several years has had a tremendous impact on local transit services resulting in fare increases and service reductions throughout the State. Members of key legislative committees do not want to move forward with the LAO proposals and are prepared to approve the gas tax swap with all modifications that the transit community asked for. Staff expects this to happen as part of the overall budget agreement the Legislature will proceed with in early March. Budget cuts will happen then too and the revenue measures would be part of the proposals for the June ballot.

**Federal Update**

- Staff is waiting to see how the Senate will handle congressionally-directed appropriations this year. The Senate Appropriations Committee confirmed on February 1 that they will comply with the president and the House and issue a two-year moratorium on earmarks. Congressionally-directed appropriations will not happen. Staff is expecting another continuing resolution that needs to be approved before March 4. House Republicans are continuing efforts to reduce non-defense spending to 2008 levels, which would trigger an approximate reduction of \$17 billion in transportation funding and they also want to rescind any unobligated Recovery Act funds. Some of these funds have gone to the South Terminal Project and to the California High Speed Rail Authority for the Communications Based Overlay Signal System Project. Funds must be obligated and under contract as soon as possible to prevent them from being rescinded by Congress.

Planning, Development and Sustainability Committee

Received a presentation on the Grand Boulevard Economic and Housing Opportunities Assessment Phase 1. The purpose of the assessment was to make the case for transforming the corridor into a livable, walkable transit-oriented corridor.

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

Board of Directors

Director Karyl Matsumoto was elected chair and Director Jerry Deal vice chair.

Director Matsumoto was reappointed to represent SamTrans on the San Mateo County Transportation Authority Board.

Report of the General Manager/CEO Michael Scanlon:

- Investment in human capital continues with Department of Motor Vehicle's mandated-operator training, maintenance training and professional development classes.
- Ten bus operators laid off in December 2009 will be recalled on March 11.
- On March 20, bus stops at Hillsdale Shopping Center will be relocated to accommodate a redesign of the former Mervyns store. Affected routes include Routes 54, 250, 251, 262, 294 and 295.
- On February 17, SamTrans will be relocating bus stops at Menlo Atherton High School in order to reduce overcrowding on buses.
- There have been major improvements in data communications through the use of fiber optics at the Brewster facility in Redwood City and to the central servers at the San Mateo County Transit District administrative offices.
- Caltrain/SamTrans financial details:
  - Caltrain is important for the Grand Boulevard Initiative.
  - Caltrain has set two public hearings for the March 3 Peninsula Corridor Joint Powers Board meeting to propose service reductions, station closures, fare increases and for the declaration of a fiscal emergency. Proposed service changes include a 48-train schedule with five-day per week peak hour only commuter service and no midday, evening or weekend service or service south of Diridon Station. Up to seven stations would be closed.
  - The Silicon Valley Leadership Group and Friends of Caltrain held summits to address Caltrain's future. Numerous recommendations received are being evaluated by staff.
  - Repayment of right-of-way funds due SamTrans will not serve any purpose in the short term because these funds have been programmed into the SamTrans system.
  - SamTrans strategy for survival includes elimination of the non-Transportation Authority portion of SamTrans contribution to Caltrain over a two-year period or roughly \$5.8 million in 2011 and 2012. Last year the MTC helped with a capital swap of \$4 million with SamTrans agreeing to eliminate the purchase of 10-11 buses. Other savings have come from service cuts, furlough days, frozen salaries since July 2008, refinancing of debt service and employer contributions to retirees for medical have been frozen. The operating deficit remains at \$15-\$20 million for Fiscal Year 2012.
  - Details on his compensation package detract from the hard work of all his co-workers and divert public attention from solving the real problems.

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

The board met in closed session to discuss the following:

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

The next meeting of the Board is scheduled for Wednesday, March 9, 2011.

**samTrans**

# Paratransit and Senior Mobility

February 9, 2011

## Report on ADA Paratransit Service

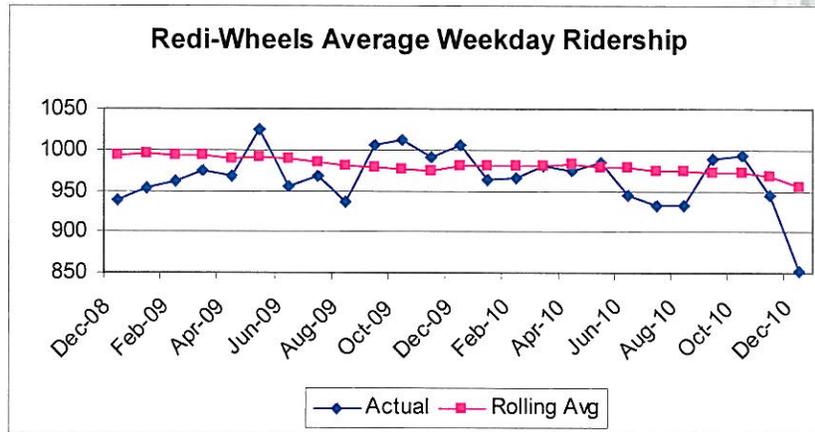
**samTrans**

- Operating Statistics – Redi-Wheels & RediCoast
- Customer Service
- Paratransit Eligibility
- ADA Program Costs
- Efficiency Measures
- Senior Mobility Program
- Summary



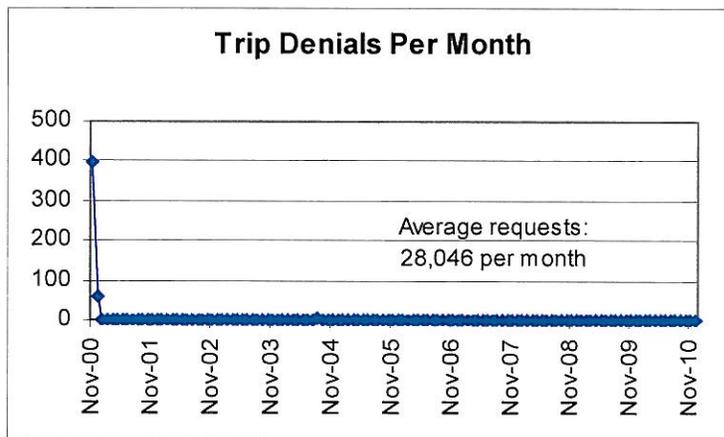
2

# Redi-Wheels Ridership



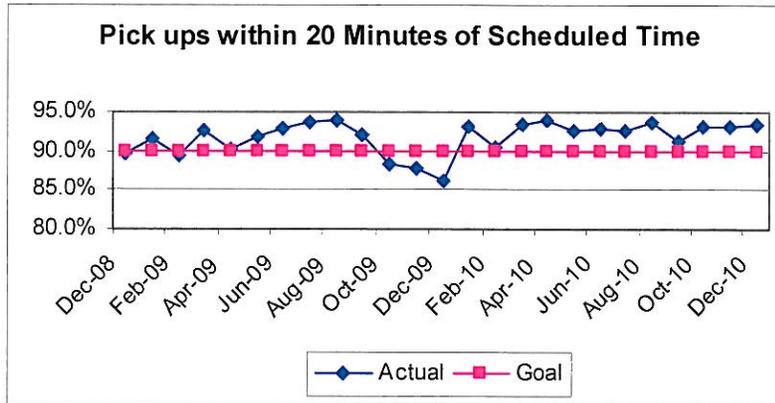
3

# Trip Denials



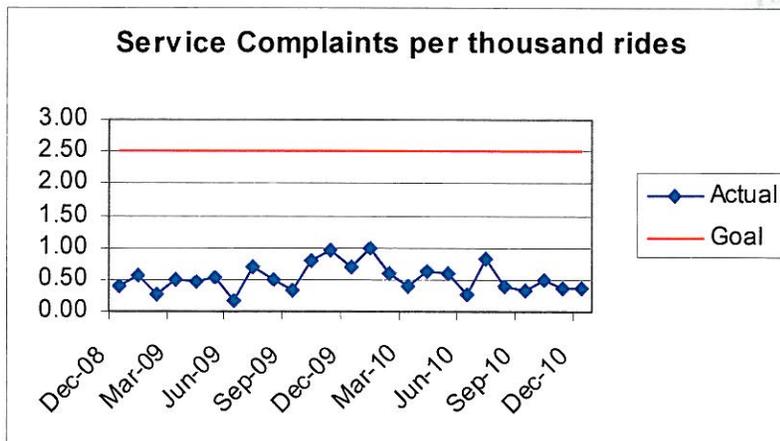
4

# On-time Performance



5

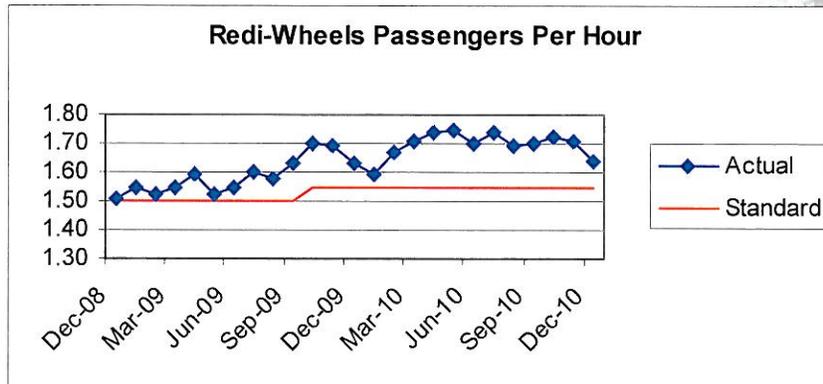
# Service Complaints



6

# Redi-Wheels Productivity

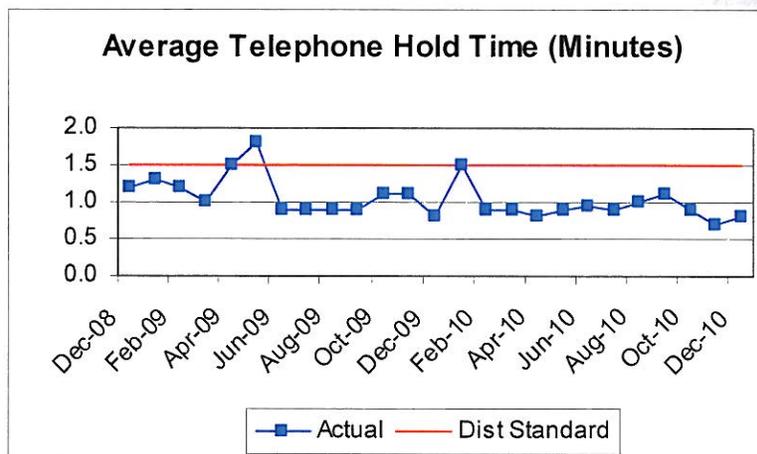
samTrans



7

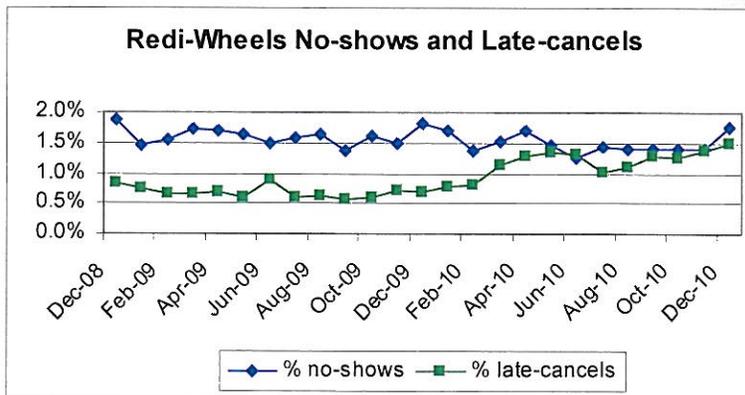
# Telephone Hold Time

samTrans



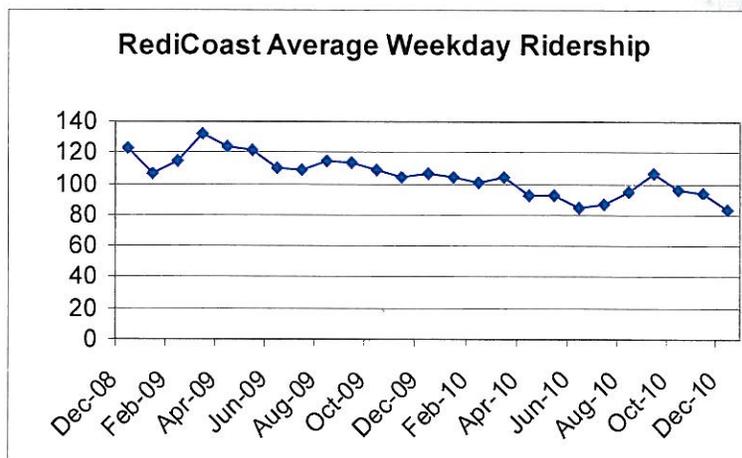
8

# No-show and Late-cancels



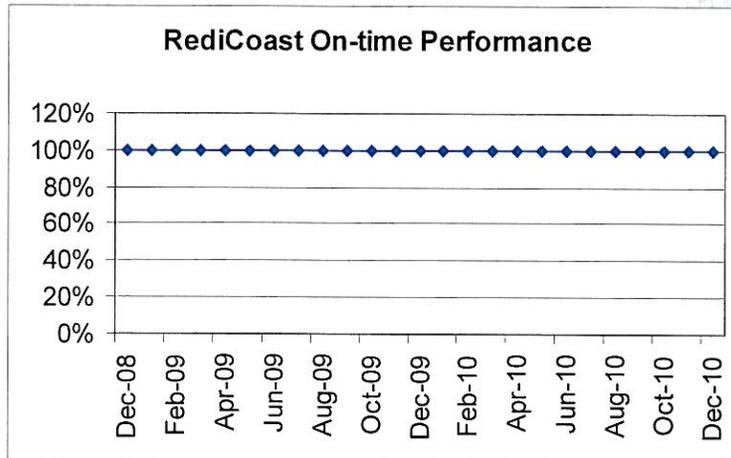
9

# RediCoast Ridership



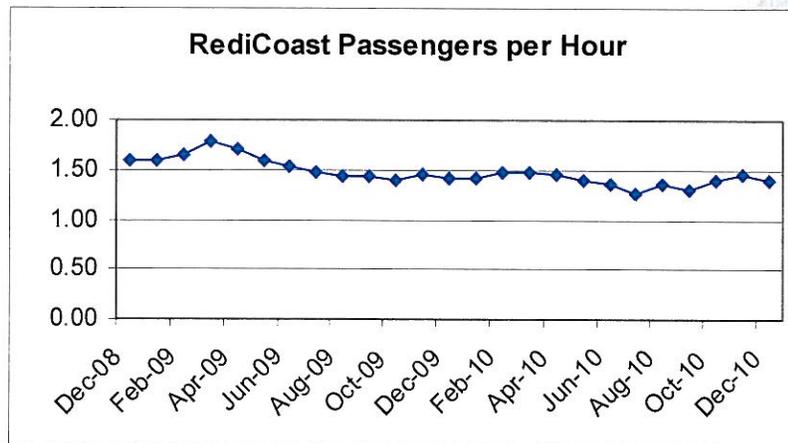
10

## RediCoast On-time Performance



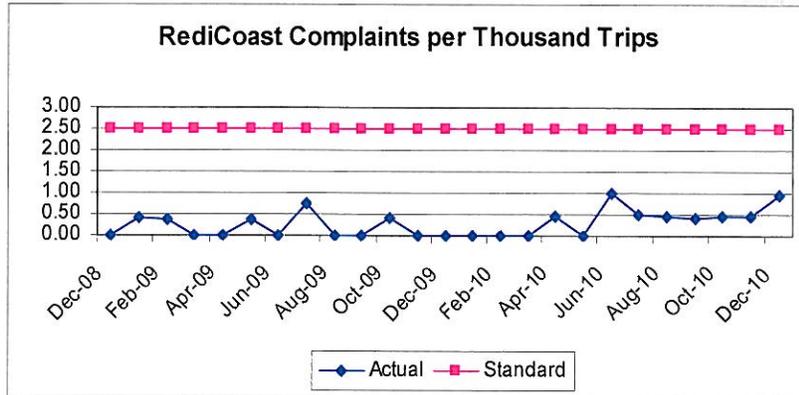
11

## RediCoast Productivity



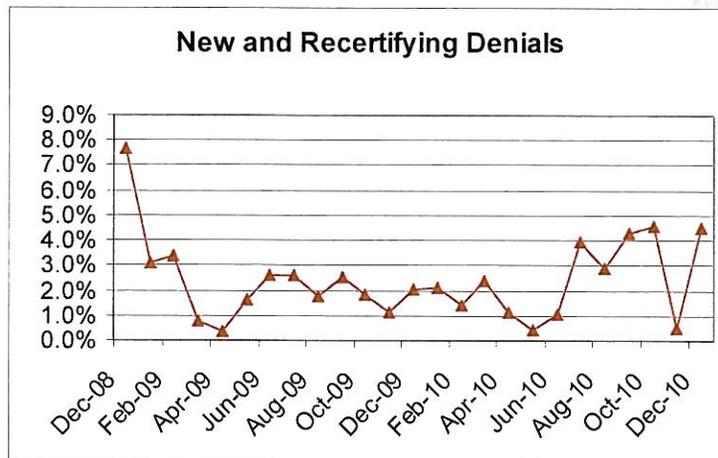
12

# RediCoast Service Complaints



13

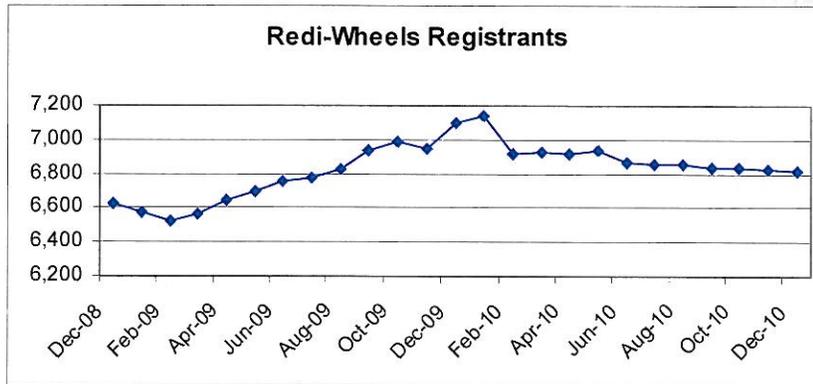
# Eligibility Denials



14

## Total Registrants

samTrans



15

## ADA Program Costs

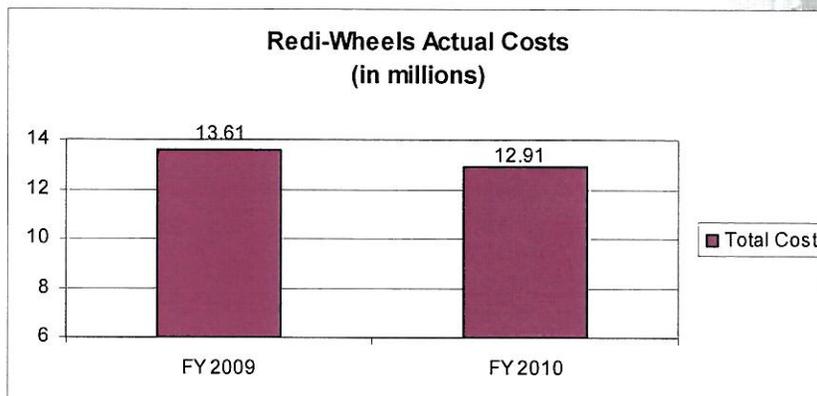
samTrans

	<u>FY2009</u>	<u>FY2010</u>
<b>Total Trips</b>	332,138	321,071
<b>Average Cost Per Trip</b>	\$40.99	\$40.20
<b>Regular Fare</b>	\$3.00	\$3.50
<b>Farebox Recovery</b>	4.5%	5.3%

16

## Annual Cost Savings

samTrans



17

## Efficiency Measures

samTrans

- **Interactive Voice Response**
  - Imminent arrival & night-before reminder
- **Adjust Trapeze scheduling software**
  - Periodic fine-tuning as conditions change
- **Replace two sedans with two new buses**
  - Upgrading, not expanding
- **Result: more passengers per hour**
  - Greater efficiency, lower cost

18

## Senior Mobility Program

samTrans

- **Mobility Ambassadors**
  - Helping seniors ride
- **Peninsula Fleet Share**
  - Public/private vehicle resource partnerships
  - Compiling comprehensive resource inventory
- **Volunteer drivers**
  - Driving seniors to medical appointments
  - Spring symposium to explore expansion
- **Accessible information**
  - 8,000 Senior Mobility Guides distributed
  - [www.seniormobility.org](http://www.seniormobility.org)

19

## Summary

samTrans

- **Ridership is down**
- **Service quality remains high**
  - Zero denials
  - Few complaints
  - Good on-time performance
- **Program costs decline, but still very expensive**
- **Efficiency measures save money**
- **Senior Mobility Program gives options to seniors**

20

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

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Marian Lee  
Executive Officer, Planning and Development

SUBJECT: **AUTHORIZATION TO CONVEY PROPERTY TO CITY OF SAN MATEO**

**ACTION**

Staff recommends the Board authorize the Executive Director, or his designee, to convey all of the Transportation Authority's right, title, and interest in San Mateo County Assessor's Parcel Number APN 033-171-01, consisting of 924 sq. ft. (the Property), to the City of San Mateo (City).

**SIGNIFICANCE**

The Property was purchased to allow reconstruction of the City of San Mateo-owned Monte Diablo pedestrian overcrossing as part of the TA's Route 101 Auxiliary Lanes, Third to Millbrae Project. Conveyance of said Property will relieve the Authority of any future maintenance obligations and potential liability associated with the pedestrian overcrossing facility.

**BUDGET IMPACT**

There is no impact to the budget.

**BACKGROUND**

The Route 101 Auxiliary Lanes, Third to Millbrae Project required that the existing Monte Diablo pedestrian overcrossing be replaced to achieve horizontal clearance for the construction of auxiliary lanes. Accordingly, the TA acquired a portion of APN 033-171-01 from Chirag Investments Inc. in 2006. Cooperative Agreement No. 4-1971-C, between the Authority and State of California, acting by and through its Department of Transportation (Caltrans), requires that all property purchased for the project be conveyed to Caltrans after construction of the Project. The Property, which Caltrans refers to as Caltrans Parcel Number 59824, is outside the Route 101 highway corridor and therefore Caltrans District 4 management has requested the Authority directly transfer the Property to the City. The City has inspected the construction and accepted the pedestrian overcrossing facility and has requested the Authority transfer the Property to the City.

Prepared by: Gary Cardona, Senior Real Estate Officer 650-508-6353  
Brian Fitzpatrick, Manager, Real Estate & Property Development 650-508-7781

GENERAL NELY LINE  
 - PARCEL 4 -  
 3534 O.R. 377

MONTE DIABLO AVE.

P.O.B.  
 WLY COR. LOT 10

15.240m  
 (50.00')

N50°16'42"E  
 6.503m  
 (21.34')

S39°49'01"E  
 8.210m  
 (26.94')

N3°58'35"E  
 11.388m  
 (37.36')

85.8 M<sup>2</sup>  
 (924 S.F.)

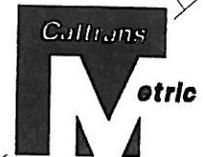
14.384m  
 (47.19')

S50°10'59"W

10 MAP NO. 6 TRACT  
 25 RSM 63  
 CHIRAG INVESTMENT, INC.  
 92188799 O.R.

GENERAL NELY LINE  
 PARCEL 4  
 3534 O.R. 377

BAYSHORE BOULEVARD



BEARINGS AND DISTANCES SHOWN HEREON ARE ON THE CALIFORNIA COORDINATE SYSTEM, ZONE 3 NAD 83. DISTANCES ARE IN METERS AND DECIMALS THEREOF. TO OBTAIN GROUND LEVEL DISTANCES, MULTIPLY DISTANCE SHOWN BY 1.0000681.



**KIER & WRIGHT**  
 CIVIL ENGINEERS & SURVEYORS, INC.  
 1233 Quarry Lane, Suite 145 Phone (925) 249-6555  
 Pleasanton, California 94566 Fax (925) 249-6563

**EXHIBIT "A"**

**PEDESTRIAN OVER CROSSING  
 PARCEL**

SCALE	1:200
DATE	MAY 2005
BY	ACR
JOB NO.	A00546-1

**RESOLUTION NO. 2011 -**

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

**\* \* \***

**AUTHORIZING EXECUTIVE DIRECTOR TO APPROVE CONVEYANCE OF  
APN 033-171-010 TO CITY OF SAN MATEO**

**WHEREAS**, the Route 101 Auxiliary Lanes, Third to Millbrae Project, which was constructed pursuant to an agreement between the Authority and the State of California, acting by and through its Department of Transportation (Caltrans), required the replacement of the then-existing Monte Diablo pedestrian overcrossing in order to achieve the necessary horizontal clearance for the auxiliary lanes; and

**WHEREAS**, the San Mateo County Transportation Authority (Authority) acquired a parcel of property from the property owner, Chirag Investments, Inc., consisting of 924 sq. ft., to accommodate the replacement Monte Diablo pedestrian overcrossing (Property); and

**WHEREAS**, Cooperative Agreement No. 4-1971-C, between the Authority and Caltrans, requires that all property purchased for the project be conveyed to Caltrans after construction of the Project; and

**WHEREAS**, the Property, which Caltrans has designated as Caltrans Parcel Number 59824, is outside the Route 101 highway corridor right of way and Caltrans District 4 management has therefore requested the Authority directly transfer the Property to the City of San Mateo (City); and

**WHEREAS**, the City has inspected the construction and has accepted the new Monte Diablo pedestrian overcrossing as complete and has therefore requested that the Property be conveyed to the City; and

**WHEREAS**, staff has determined that conveyance of Property will relieve the Authority of any future maintenance obligations and or potential liability associated with the Monte Diablo pedestrian overcrossing and recommends conveying the Property to the City; and

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority authorizes the Executive Director, or his designee, to execute a Quitclaim Deed to transfer the Property to the City of San Mateo in a form acceptable to legal counsel; and

**BE IT FURTHER RESOLVED** that the Executive Director, or his designee, is authorized to take all other actions necessary to give effect to this resolution.

Regularly passed and adopted this 3<sup>rd</sup> day of March 2011 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:** Marian Lee  
Executive Officer, Planning & Development

**SUBJECT: PROGRAM REPORT: TRANSIT - DUMBARTON CORRIDOR**

**ACTION**

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

**SIGNIFICANCE**

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

This month features a presentation that will provide an update on the Dumbarton Rail project.

**BUDGET IMPACT**

There is no impact to the budget.

**BACKGROUND**

In preparation for the submittal of the administrative draft environmental document, during 2010, the project team was tasked with developing alternative service plans to maximize ridership projections and defining a funding strategy that meets Federal environmental guidance.

The work was completed in the fall of 2010 and presented to the project Policy Advisory Committee on November 5, 2010. The committee took action approving staff recommendations. The project team is now focused on finalizing the administrative draft environmental document and moving forward with the draft and final plan.

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

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Mark Simon  
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

**STATE ISSUES**

Legislation

Lawmakers introduced over 2,300 bills before the introduction deadline on February 18. The legislative matrix includes a number of transportation-related bills that staff will be reviewing and actively monitoring.

**FEDERAL ISSUES**

2011 Appropriations

On February 19 the House passed legislation that includes appropriations for the remainder of Fiscal Year (FY) 2011. The bill includes over \$60 billion in cuts to existing programs including an almost \$8 billion reduction in transportation funding and a rescission of \$3.75 billion in unobligated American Recovery and Reinvestment Act funding.

These cuts include the elimination of over \$6 billion in funding for the High Speed Intercity Passenger Rail Program (HSIPR) and \$50 million for the Federal Railroad Administration program that funds Positive Train Control projects.

Instead of approving a version of the House appropriations bill, Senate Majority Leader Harry Reid (D-Nev.) has announced that he will introduce a Continuing Resolution (CR) next week that will extend government funding at FY2010 levels for 30 days to avoid a government

shutdown after the current CR expires on March 4. House Speaker John Boehner has indicated that House Republicans will oppose any short-term extension that does not include cuts that are consistent with the appropriations bill already passed by the House.

Even though final FY2011 appropriations have not yet been determined, the Administration released its FY2012 budget requests last week. The request would more than double investment in transportation programs compared to FY2010 levels and includes:

- \$22.4 billion for FTA programs
- \$8 billion for HSIPR program
- \$2 billion for Transportation Investments Generating Economic Recovery (TIGER)
- \$5 billion for a National Infrastructure Bank

#### Surface Transportation Authorization

Embedded within its FY2012 budget request was the Administration's blueprint for long term surface transportation authorization. The proposal includes:

- \$556 billion over six years, with \$119 billion for FTA programs
- \$53 billion for HSIPR programs
- \$30 billion for a National Infrastructure Bank

More details about this proposal are expected to be released soon by the Department of Transportation.

Prepared by: Seamus Murphy, Government Affairs Manager

650-508-6388

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 16</a> <a href="#">Perea D</a></p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY TRANS. 1/24/2011 - Referred to Com. on TRANS.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. The federal American Recovery and Reinvestment Act of 2009 (ARRA) provides funding for allocation nationally to high-speed rail projects.</p> <p>This bill would require the authority to make every effort to purchase high-speed train rolling stock and related equipment that are manufactured in California, consistent with federal and state laws.</p>	
<p><a href="#">AB 31</a> <a href="#">Beall D</a></p> <p>Land use: high-speed rail: local master plan.</p>	<p>ASSEMBLY L. GOV. 2/15/2011 - Re-referred to Com. on L. GOV.</p>	<p>The California High-Speed Rail Act establishes the High-Speed Rail Authority to develop and implement an intercity high-speed rail system in the state, exclusively grants to the authority the responsibility for planning, construction, and operation of that system, and confers upon the authority specified powers and duties relating to that system. This bill would establish the High-Speed Rail Local Master Plan Pilot Program, applicable to specified cities and counties, and would authorize each of those jurisdictions to prepare and adopt, by ordinance, a master plan for development in the areas surrounding the high-speed rail system in each jurisdiction. The bill would authorize the high-speed rail master plan to include incentives for encouraging investment and coherent growth in the areas surrounding the high-speed rail system in each participating jurisdiction. The bill would also authorize the participating jurisdictions to collaborate with the State Air Resources Board to develop incentives to encourage development while concurrently reducing greenhouse gas emissions, consistent with or pursuant to the California Global Warming Solutions Act of 2006 or another specified provision of law requiring the board to provide greenhouse gas emission reduction targets for the preparation of regional sustainable communities strategies.</p> <p>The bill would authorize the master plan to exceed the requirements of the jurisdiction's general plan or the applicable regional sustainable communities' strategy with respect to fostering sustainable communities around the high-speed rail system. This bill contains other related provisions and other existing laws. <b>Last Amended on 2/14/2011</b></p>	
<p><a href="#">AB 41</a> <a href="#">Hill D</a></p> <p>Conflicts of interest: disqualification.</p>	<p>ASSEMBLY E. &amp; R. 1/24/2011 - Referred to Com. on E. &amp; R.</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. This bill contains other related provisions and other existing laws.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AB 57</u></a> <a href="#"><u>Beall D</u></a></p> <p>Metropolitan Transportation Commission.</p>	<p>ASSEMBLY TRANS. 2/3/2011 - Re-referred to Com. on TRANS.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose.</p> <p>The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 2/2/2011</b></p>	
<p><a href="#"><u>AB 58</u></a> <a href="#"><u>Galgiani D</u></a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 1/27/2011 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Existing law provides for appointment of an executive director by the authority, who is exempt from civil service and serves at the pleasure of the authority.</p> <p>This bill would authorize the Governor to appoint up to 5 deputy directors exempt from civil service who would serve at the pleasure of the executive director. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 147</u></a> <a href="#"><u>Dickinson D</u></a></p> <p>Subdivisions.</p>	<p>ASSEMBLY L. GOV. 2/3/2011 - Referred to Com. on L. GOV.</p>	<p>The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met.</p> <p>This bill would authorize the fee to additionally be used for defraying the actual or estimated cost of other transportation facilities, as described.</p>	
<p><a href="#"><u>AB 286</u></a> <a href="#"><u>Berryhill, Bill R</u></a></p> <p>Streets and highways.</p>	<p>ASSEMBLY PRINT 2/9/2011 - From printer. May be heard in committee March 11.</p>	<p>Existing law permits a city to lay out, acquire, and construct any section or portion of any street or highway within its jurisdiction as a freeway and to make any existing street or highway a freeway. Existing law permits a city to close and work on any street or highway within its jurisdiction for specified purposes, subject to approval of the Department of Transportation with regard to any action affecting a state highway.</p> <p>This bill would make a technical, non-substantive change to those provisions.</p>	
<p><a href="#"><u>AB 294</u></a> <a href="#"><u>Portantino D</u></a></p> <p>Design-sequencing contracts.</p>	<p>ASSEMBLY PRINT 2/10/2011 - From printer. May be heard in committee March 12.</p>	<p>Until January 1, 2010, the Department of Transportation was authorized to conduct a pilot project to let design-sequencing contracts, as defined, for design and construction of not more than 12 transportation projects. These provisions are now repealed.</p> <p>This bill would reenact similar provisions, authorizing the department to let design-sequencing contracts for the design and construction of not more than 5 transportation projects, to be effective until January 1, 2015. The bill would require the department to compile data on the transportation projects pursuant to the design-sequencing contracts awarded under these provisions and to include that material in a report to the Legislature each year during which the projects are underway, as specified.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AB 296</u></a> <a href="#"><u>Skinner D</u></a></p> <p>Global warming: urban heat island effects pavement.</p>	<p>ASSEMBLY PRINT 2/10/2011 - From printer. May be heard in committee March 12.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to address global warming caused by the emission of greenhouse gases by reducing the emission of those gases to certain specified levels.</p> <p>This bill would state the intent of the Legislature to enact legislation that would regulate the reflectivity (albedo) of pavement to reduce the urban heat island effect.</p>	
<p><a href="#"><u>AB 320</u></a> <a href="#"><u>Hill D</u></a></p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p>	<p>ASSEMBLY PRINT 2/10/2011 - From printer. May be heard in committee March 12.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, which includes a local agency, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to file a notice of approval or a notice of determination containing specified information with the Office of Planning Research or the county clerk of each county in which the project is located, as appropriate. CEQA provides a procedure by which a party may attack, review, set aside, void, or annul the determination, finding, or decision of a public agency on specified grounds and requires that a petitioner or plaintiff name, as a real party in interest, a recipient of an approval that is the subject of an action or proceeding challenging the determination, finding, or decision of a public agency pursuant to CEQA. This bill would require that the named recipient be as identified by the public agency in its notice of determination or notice of exemption.</p> <p>The bill would require that a petition or complaint be subject to dismissal if a petitioner or plaintiff fails to serve any recipient of an approval within the statute of limitations period. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 333</u></a> <a href="#"><u>Grove R</u></a></p> <p>California Global Warming Solutions Act of 2006: unemployment.</p>	<p>ASSEMBLY PRINT 2/11/2011 - From printer. May be heard in committee March 13.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions.</p> <p>This bill would require the state board to exempt from an emission reduction requirement adopted pursuant to the act an emissions source located within a county that on January 1, 2012, has an unemployment rate of 7% or greater, until that county's unemployment rate drops below 7% for 6 consecutive months.</p>	
<p><a href="#"><u>AB 348</u></a> <a href="#"><u>Buchanan D</u></a></p> <p>Highways.</p>	<p>ASSEMBLY PRINT 2/11/2011 - From printer. May be heard in committee March 13.</p>	<p>Existing law requires the Department of Transportation to designate a state highway segment as a Safety Enhancement-Double Fine Zone if specified conditions are met, including that the governing board of the city or county in which the segment is located has by resolution indicated that it supports the designation.</p> <p>This bill would make technical, non-substantive changes to that provision.</p>	
<p><a href="#"><u>AB 365</u></a> <a href="#"><u>Galgiani D</u></a></p> <p>State highways: route locations.</p>	<p>ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.</p>	<p>Existing law authorizes the California Transportation Commission to adopt a location for a state highway on a route established by law. Existing law also authorizes the commission to alter or change the location of a state highway if the alteration is in the best interest of the state.</p> <p>This bill would make non-substantive changes to these provisions.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AB 381</u></a> <a href="#"><u>Alejo D</u></a></p> <p>Department of Transportation.</p>	<p>ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.</p>	<p>Existing law creates the Department of Transportation, within the Business, Transportation and Housing Agency, under the administration of the Director of Transportation, who is required to organize the department, as specified, with the approval of the Governor and the Secretary of the Business, Transportation and Housing Agency.</p> <p>This bill would make a non-substantive, grammatical change to that provision.</p>	
<p><a href="#"><u>AB 385</u></a> <a href="#"><u>Harkey R</u></a></p> <p>High-speed rail.</p>	<p>ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.</p>	<p>Existing law creates the High-Speed Rail Authority, with various powers and duties relative to development and implementation of high-speed train service.</p> <p>This bill would state the intent of the Legislature to enact legislation relative to the implementation of high-speed rail.</p>	
<p><a href="#"><u>AB 427</u></a> <a href="#"><u>John A. Pérez D</u></a></p> <p>Transportation bond funds: transit system safety.</p>	<p>ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.</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 specified purposes. Existing law requires the deposit of \$1 billion of the bond proceeds in the Transit System Safety, Security, and Disaster Response Account to be used, upon appropriation, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing that movement. Existing law requires the allocation of 25% of these funds for capital expenditures to regional public waterborne transit agencies authorized to operate a regional public water transit system, as specified, and requires the California Emergency Management Agency to administer a grant application and award program.</p> <p>This bill would make non-substantive changes to these provisions.</p>	
<p><a href="#"><u>AB 471</u></a> <a href="#"><u>Lowenthal,</u></a> <a href="#"><u>Bonnie D</u></a></p> <p>High-speed rail: Inspector General.</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</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, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would provide for an Office of the Inspector General and would require the authority to appoint an inspector general, who would serve at the pleasure of the authority, and would prepare specified reports and audits relating to high-speed rail.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AB 485</u></a> <a href="#"><u>Ma D</u></a></p> <p>Local planning: transit village development districts.</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p>	<p>The Transit Village Development Planning Act of 1994 authorizes a city or county to create a transit village plan for a transit village development district that addresses specified characteristics. Existing law authorizes the legislative body of the city or county to adopt an infrastructure financing plan, create an infrastructure financing district, and issue bonds for which only the district is liable, to finance specified public facilities, upon voter approval. This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit village development district. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified.</p> <p>The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit village development districts be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code.</p>	
<p><a href="#"><u>AB 492</u></a> <a href="#"><u>Galgiani D</u></a></p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains, as specified.</p>	
<p><a href="#"><u>AB 508</u></a> <a href="#"><u>Swanson D</u></a></p> <p>Displaced public transit, solid waste handling, and recycling services employees.</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p>	<p>Existing law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain, for a period of at least 90 days, certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Under this law, contractors or subcontractors who agree to retain employees must offer employment to those employees except for reasonable and substantiated cause. Additionally, the law provides that if a successor contractor or subcontractor determines that fewer employees are needed than under the prior contract, qualified employees must be retained by seniority within the job classification. Further, the existing contractor, when required by the awarding authority, must provide employment information relating to wage rates, benefits, dates of hire, and job classifications of employees under the existing service contract to the awarding authority or a successor contractor. This bill would add employees of solid waste handling and recycling contractors and subcontractors to those provisions. By requiring local agencies to give a bidding preference to such contractors and subcontractors, this bill would impose a state-mandated local program.</p> <p>This bill contains other related provisions and other existing laws.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AB 516</u></a> <a href="#"><u>V. Manuel</u></a> <a href="#"><u>Pérez D</u></a></p> <p>Safe routes to school.</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law requires the department to rate proposals submitted by applicants using specified factors. One of the factors relates to consultation of and support for projects by school-based organizations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other relevant community stakeholders. This bill would delete that factor and instead substitute a factor relating to use of a specified public participation process, with involvement by the public, schools, parents, teachers, local agencies, the business community, key professionals, and others, which process identifies community priorities and ensures those priorities are reflected in the proposal, and secures support for the proposal by relevant community stakeholders.</p> <p>The bill would add another factor relating to benefit of a proposal to a disadvantaged community, as defined.</p>	
<p><a href="#"><u>AB 522</u></a> <a href="#"><u>Bonilla D</u></a></p> <p>Vacation of public streets, highways, and public service easements.</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p>	<p>Existing law establishes the processes and procedures necessary for vacation of public streets, highways, and public service easements, and defines "vacation" for these purposes to mean the complete or partial abandonment or termination of the public right to use a public street, highway, or public service easement. Under these provisions, proof of publication of a required notice is made by affidavit.</p> <p>This bill would make a non-substantive change to these provisions.</p>	
<p><a href="#"><u>AB 535</u></a> <a href="#"><u>Morrell R</u></a></p> <p>Regulations: 5-year review and report.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>The Administrative Procedure Act generally sets forth the requirements for the adoption, publication, review, and implementation of regulations by state agencies. This bill would additionally require a state agency to review and report on regulations that it adopts or amends on and after January 1, 2012, 5 years after adoption, as specified. The bill would require that the review and report include 10 specified factors, including a summary of the written criticisms of the regulation received by the agency within the immediately preceding 5 years and the estimated economic, small business, and consumer impact of the regulation.</p> <p>The bill would require the Office of Administrative Law to make the review and report available on the office's Internet Web site.</p>	
<p><a href="#"><u>AB 551</u></a> <a href="#"><u>Campos D</u></a></p> <p>Public contracts: prevailing wage requirements: violations.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>Existing law generally requires that not less than the general prevailing rate of per diem wages, as specified, be paid to workers employed on a public work, as defined. Existing law requires a contractor or subcontractor to submit, to the state or political subdivision on whose behalf a public work is being performed, a penalty of not more than \$50 per calendar day, and not less than \$10 per calendar day, as provided and determined by the Labor Commissioner, for violations of these prevailing wage provisions. This bill would increase that maximum penalty to \$100 for each calendar day and would increase the minimum penalty to no less than \$40 for each calendar day. The bill would also increase the penalty assessed to contractors and subcontractors with prior violations from \$20 to \$80, and from \$30 to \$120 for willful violations.</p> <p>This bill contains other related provisions and other existing laws.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AB 567</u></a> <a href="#"><u>Valadao</u></a> <b>R</b></p> <p>Transportation funds: capital improvement projects.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>Existing law requires specified funds made available for transportation capital improvement projects to be programmed and expended for interregional and regional improvements, as specified.</p> <p>This bill would make non-substantive changes to these provisions.</p>	
<p><a href="#"><u>AB 570</u></a> <a href="#"><u>Smyth</u></a> <b>R</b></p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012.</p> <p>This bill would make technical and non-substantive changes to the above requirements.</p>	
<p><a href="#"><u>AB 595</u></a> <a href="#"><u>Norby</u></a> <b>R</b></p> <p>State highways: naming and designation by the Legislature.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law, when the Legislature, by concurrent resolution, has designated names for certain districts and state highway bridges and requested the placement of name plaques, authorizes the department to expend reasonable sums on those plaques. This bill would revise the existing provisions to also apply to designation of other transportation facilities owned and operated by the department, and would authorize the department to expend reasonable sums on plaques or signs for designated districts, highways, highway bridges, or other facilities only upon receipt of non-state funds sufficient to cover the cost.</p> <p>This bill contains other related provisions.</p>	
<p><a href="#"><u>AB 598</u></a> <a href="#"><u>Grove</u></a> <b>R</b></p> <p>Environmental quality: environmental impact report.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make technical, non-substantive changes to these provisions.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AB 605</u></a> <a href="#"><u>Dickinson D</u></a></p> <p>Environmental quality: California Environmental Quality Act: transportation impacts.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require the Office of Planning and Research, in consultation with specified entities, to prepare and adopt guidelines that would, among other things, establish the percentage reduction in the projected trip generation and vehicle miles traveled for a project as compared to the average for trip generation and vehicle miles traveled for that project type that would assist a region in meeting the greenhouse gas emission reduction targets established by the State Air Resources Board for the automobile and light truck sector for that region, and develop a list of mitigation measures that a project may incorporate to reduce the project's projected trip generation and vehicle miles traveled. The bill would provide that a project meeting or exceeding the percentage reduction in trip generation and vehicle miles traveled or a project that incorporates the listed mitigation measures sufficient to allow the project to meet the percentage reduction would not need to consider the transportation-related impact of the project in environmental documents prepared pursuant to CEQA. Because a lead agency would be required to determine whether a project would meet the percentage reduction established by the guidelines, this bill would impose a state-mandated local program.</p> <p>This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 650</u></a> <a href="#"><u>Blumenfield D</u></a></p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>Existing law establishes various boards and commissions within state government. Existing law establishes various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. The Institute of Transportation Studies of the University of California studies all aspects of transportation, including technological advances to social and environmental consequences. The Public Transportation Account is designated as a trust fund and funds in the account shall be available only for specified transportation planning and mass transportation purposes. This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 specified members and would require the Senate Committee on Rules and the Speaker of the Assembly to jointly appoint these members, including a chair, by March 31, 2012. The bill would require the task force to prepare a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, in preparing its written report, to consult with appropriate state agencies and departments and would require the Institute of Transportation Studies of the University of California, subject to their agreement, to provide staffing to the task force.</p> <p>The bill would appropriate \$750,000 from the Public Transportation Account to the Department of Transportation, as specified, to accomplish the purposes of these provisions.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AB 676</u></a> <b>Torres D</b></p> <p>Transportation funds.</p>	<p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</p>	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	
<p><a href="#"><u>AB 710</u></a> <b>Skinner D</b></p> <p>Local planning: infill and transit-oriented development.</p>	<p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</p>	<p>The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities' strategy, for the purpose of using local planning to reduce greenhouse gas emissions.</p> <p>This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 819</u></a> <b>Wieckowski D</b></p> <p>Bicycles.</p>	<p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</p>	<p>Existing law provides that every person riding a bicycle upon a highway has all the rights applicable to the driver of a vehicle and is subject to specified provisions in the Vehicle Code, including the rules of the road and specified equipment requirements. Existing law also governs minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted.</p> <p>This bill would declare the intent of the Legislature to enact legislation relating to bicycle lanes and transportation, as specified.</p>	
<p><a href="#"><u>AB 890</u></a> <b>Olsen R</b></p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</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. This bill would additionally exempt a roadway improvement project or activity that is undertaken by a city, county, or city and county.</p> <p>This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 892</u></a> <b>Carter D</b></p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</p>	<p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2012, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program.</p> <p>This bill would delete this repeal date, thereby extending the operation of these provisions indefinitely.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AB 912</u></a> <a href="#"><u>Gordon D</u></a></p> <p>Local government: organization.</p>	<p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</p>	<p>The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires a local agency formation commission, where the commission is considering a change of organization that consists of a dissolution, disincorporation, incorporation, establishment of a subsidiary district, consolidation, or merger, to either order a change of organization subject to confirmation of the voters, as specified, or order the change of organization without an election if the change of organization meets certain requirements.</p> <p>This bill would authorize the commission, where the commission is considering a change of organization that consists of the dissolution of a district with zero sphere of influence, to immediately order the dissolution if the dissolution was initiated by the district board, or to, within 30 days following the approval of the application by the commission, hold at least one noticed public hearing on the proposal, and order the dissolution without an election, unless a majority protest exists, as specified.</p>	
<p><a href="#"><u>AB 952</u></a> <a href="#"><u>Jones R</u></a></p> <p>High-speed rail.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor. Members of the authority are subject to the Political Reform Act of 1974. This bill would prohibit a member or employee of the authority from being the recipient of any gift, as defined, for purposes of the Political Reform Act. The bill would prohibit a construction company, engineering firm, consultant, legal firm, or any other company, vendor, or business entity with a contract or seeking a contract with the authority, or subcontractor of any of the foregoing, or owner, employee, or any member of their immediate families of any of these companies, firms, vendors, entities, or subcontractors, from making any gift to a member or employee of the authority, or to any member of their immediate families. The bill would allow the authority itself to receive gifts, subject to approval of the Senate.</p> <p>The bill would also allow the authority to transfer the gifts it receives to any person only with the approval of the Senate. This bill contains other related provisions.</p>	
<p><a href="#"><u>AB 953</u></a> <a href="#"><u>Jones R</u></a></p> <p>High-speed rail.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects. This bill would provide that no funds from Proposition 1A shall be available to the High-Speed Rail Authority for construction of the high-speed train system until adequate environmental studies are completed based on a new ridership study that uses an acceptable ridership evaluation methodology. The bill would require the authority to contract with the Institute of Transportation Studies at the University of California at Berkeley to complete a revised ridership study, using the ridership methodology of the institute. The bill would require the authority to use that ridership study as the basis for subsequent environmental studies.</p> <p>The bill would also require the authority to reconsider its adoption of the optimal high-speed rail route based both on the new ridership study and the ridership methodology.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AB 957</u></a> <b>Committee on Transportation</b></p> <p>Transportation omnibus bill.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law authorizes the impoundment of a vehicle operating as a taxicab or other passenger vehicle for hire in violation of licensing requirements adopted by a local authority for a period of 30 days or less. Existing law requires an impoundment agency to release to the registered owner or his or her agency a vehicle so impounded prior to the expiration of the impoundment period under specified circumstances. This bill would additionally require the release of an impounded vehicle operating as a taxicab or other passenger vehicle for hire in violation of the licensing requirements if the vehicle is a rental car. Because a violation of this provision is a crime, this bill would impose a state-mandated local program.</p> <p>This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 988</u></a> <b>Grove R</b></p> <p>Prevailing wages.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers' compensation for public works projects. Existing law further requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations as specified, be paid to workers employed on public works projects, and imposes misdemeanor penalties for certain violations of this requirement. This bill would revise the manner in which the director determines the rate of general prevailing wages, including deleting the requirement that he or she consider the applicable wage rates established by collective bargaining agreements and the rates that may have been predetermined for federal public works, and deleting the requirement that the director consider further data from labor organizations and employers or employer associations and concerns where the rates do not constitute the rates actually paid in the locality. The bill would also revise the methodology that the director is required to use in determining the general prevailing rate of per diem wages in the locality in which the public work is to be performed, including deleting certain requirement, and requiring the director to conduct a survey of the wages paid for work performed in each locality in which the public work is to be performed.</p> <p>This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 1092</u></a> <b>Lowenthal, Bonnie D</b></p> <p>High-speed rail.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would require the authority to report biannually to the Legislature beginning March 1, 2012, on the status of the project, including overall progress, the project budget, expenditures to date, a comparison of the current and project work schedule and the baseline schedule contained in the 2009 business plan, project milestones, and other related issues.</p>	
<p><a href="#"><u>AB 1097</u></a> <b>Skinner D</b></p> <p>Transit projects: domestic content.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects. This bill would require the Secretary of Business, Transportation and Housing to adopt, by regulation, a policy that specifically authorizes providing a preference on a transit project receiving funding from the Federal Transit Administration to a bidder that uses, for the project, a higher percentage of domestic contents in the materials, supplies, and equipment than otherwise required by federal law.</p> <p>The bill would require the secretary to consult with affected local and regional transportation agencies in that regard.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AB 1126</u></a> <a href="#"><u>Calderon,</u></a> <a href="#"><u>Charles D</u></a></p> <p>Sales and use taxes.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The State Board of Equalization administers the collection of taxes as imposed under those laws. Existing law requires every seller, certain retailers, and every person storing, using, or otherwise consuming in this state tangible personal property purchased from a retailer to keep any records, receipts, invoices, and other pertinent papers in any form as the board may require.</p> <p>This bill would make various technical, non-substantive changes to this requirement.</p>	
<p><a href="#"><u>AB 1134</u></a> <a href="#"><u>Bonilla D</u></a></p> <p>Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: allocation of funds.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law, implementing the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, requires specified entities receiving an allocation of the proceeds of bonds issued under the act to expend those funds within 3 fiscal years of the fiscal year in which the funds were allocated.</p> <p>This bill would specify that for an allocation of the funds made prior to June 30, 2011, the entity receiving the allocation would be required to expend them within 4 fiscal years of the fiscal year in which the funds were allocated. This bill contains other related provisions.</p>	
<p><a href="#"><u>AB 1164</u></a> <a href="#"><u>Gordon D</u></a></p> <p>High-Speed Rail Authority: appointees: Senate confirmation.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law creates the High-Speed Rail Authority within the state government with various powers and duties relative to development and implementation of a high-speed passenger train system. Existing law provides that 5 of the 9 members comprising the authority shall be appointed by the Governor.</p> <p>This bill would require that those gubernatorial appointments be made with the advice and consent of the Senate.</p>	
<p><a href="#"><u>AB 1206</u></a> <a href="#"><u>Galgiani D</u></a></p> <p>High-speed rail: contracts: small businesses.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects. This bill would require the authority to identify essential components of, and adopt, a small emerging business enterprise program as part of contracts to be awarded by the authority relative to development and construction of the high-speed rail system. The bill would require the authority to provide certain bidding preferences and to establish a goal methodology to determine the appropriate level of involvement of small emerging business enterprises in authority contracts. The bill would require at least one public hearing by the authority before the program is adopted and would require the authority to include a plan for outreach to small emerging business enterprises.</p> <p>The bill would require the authority to report annually to the Legislature in that regard. This bill contains other related provisions and other existing laws.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AB 1229</u></a> <b>Feuer D</b></p> <p>California Transportation Financing Authority Fund: subsidies: local agency revenue bonds.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>The California Transportation Financing Authority Act sets forth the duties of the California Transportation Financing Authority in issuing certain transportation financing instruments, or approving their issuance by various local or regional agencies. The authority is authorized to expend moneys in the continuously appropriated California Transportation Financing Authority Fund to secure the issuance of bonds issued by the authority and cover various related costs, among other things.</p> <p>This bill would authorize the authority to direct the Treasurer to utilize unrestricted moneys in the fund to subsidize the payment of interest by those local or regional agencies on revenue bonds issued by those agencies pursuant to these provisions.</p>	
<p><a href="#"><u>AB 1242</u></a> <b>Achadjian R</b></p> <p>Vehicles: toll highways.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently.</p> <p>This bill would make a technical, non-substantive change to these provisions.</p>	
<p><a href="#"><u>AB 1287</u></a> <b>Buchanan D</b></p> <p>Local government: audits.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law requires school districts to comply with General Accounting Office standards for financial and compliance audits, as specified, and prohibits an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards.</p> <p>This bill would require local agencies, defined to include cities, counties, a city and county, special districts, authorities, or public agencies, to comply with General Accounting Office standards for financial and compliance audits and would prohibit an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AB 1308</u></a> <a href="#"><u>Miller R</u></a></p> <p>Highway Users Tax Account: appropriation of funds.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Article XIX of the California Constitution requires revenues from state excise taxes on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the cost of collection and any refunds authorized by law, to be used for various street and highway purposes and for certain mass transit guideway purposes. Existing law requires state excise fuel tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to and deposited monthly in the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for formula apportionment of specified revenues in the Highway Users Tax Account to cities and counties for the transportation purposes authorized by Article XIX of the California Constitution, and requires other portions of those revenues to be transferred to and deposited in the State Highway Account in the State Transportation Fund. Existing law provides that the money in the Highway Users Tax Account is appropriated for the above-described transportation purposes, but also generally provides that the money in the State Highway Account may not be expended until appropriated by the Legislature. This bill, in any year in which the Budget Act has not been enacted by July 1, would provide that all moneys in the Highway Users Tax Account in the Transportation Tax Fund, except as specified, are continuously appropriated and may be encumbered for certain purposes until the Budget Act is enacted.</p> <p>The bill would thereby make an appropriation. The bill would authorize the Controller to make estimates in order to implement these provisions.</p>	
<p><a href="#"><u>AB 1332</u></a> <a href="#"><u>Donnelly R</u></a></p> <p>State Air Resources Board: abolishment.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law establishes the State Air Resources Board as the state agency with primary jurisdiction over the regulation of air pollution, including greenhouse gas emissions. Existing law creates the state board within the California Environmental Protection Agency with prescribed membership.</p> <p>This bill would abolish the State Air Resources Board and transfer its authority, duties, powers, purposes, responsibilities, and jurisdiction to the California Environmental Protection Agency.</p>	
<p><a href="#"><u>AB 1335</u></a> <a href="#"><u>Lara D</u></a></p> <p>Local government: officials: salary increases.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law makes certain findings and declarations relating to the prohibition against the availability of state surplus or state loan funds, in the 1978-79 fiscal year, to any local public agency that provides an increase in salary in that fiscal year to any elected or appointed official, and cost-of-living increase for other individuals.</p> <p>This bill would make technical, non-substantive changes to these findings and declarations.</p>	
<p><a href="#"><u>AB 1388</u></a> <a href="#"><u>Wieckowski D</u></a></p> <p>California Alternative Energy and Advanced Transportation Financing Authority Act.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law establishes the California Alternative Energy and Advanced Transportation Financing Authority Act, which is intended to provide industry within this state with an alternative method of financing alternative methods and sources of energy in this state. The act includes various legislative findings and declarations relating to the need to develop renewable energy sources and promote energy sources that reduce the degradation of the environment and protect the health, welfare, and safety of the public.</p> <p>This bill would make a technical, clarifying change in those legislative findings and declarations.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>AJR 5</u></a> <a href="#"><u>Lowenthal,</u></a> <a href="#"><u>Bonnie D</u></a></p> <p>Transportation revenues.</p>	<p>ASSEMBLY PRINT 2/11/2011 - From printer.</p>	<p>This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure.</p>	
<p><a href="#"><u>SB 22</u></a> <a href="#"><u>La Malfa R</u></a></p> <p>High-speed rail.</p>	<p>SENATE RLS. 1/20/2011 - Referred to Com. on RLS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would state the intent of the Legislature to reexamine the bond funding mechanism of the authority relative to the authority's high-speed rail project.</p>	
<p><a href="#"><u>SB 46</u></a> <a href="#"><u>Correa D</u></a></p> <p>Local government: compensation disclosure.</p>	<p>SENATE G. &amp; F. 1/20/2011 - Referred to Com. on Gov. &amp; F.  3/16/2011 9:30 a.m. - <b>John L. Burton Hearing Room (4203)</b> <b>SENATE GOVERNANCE AND FINANCE, WOLK, Chair</b></p>	<p>Existing law provides for the compensation of local government officers and employees, as specified. This bill would require filers, as defined, to annually file a compensation disclosure form, as specified. This bill would require the Secretary of State to develop the form, which would provide for the disclosure of, among other things, salaries and stipends, automobile and equipment allowances, and incentive and bonus payments. This bill would also require a county, city, city and county, school district, special district, or joint powers agency that maintains an Internet Web site to post the information contained on the filed form on that Internet Web site, as specified. The bill would authorize a district attorney or any interested person to commence an action by mandamus to enforce the provisions of the bill, as specified. The duties imposed on local departmental agencies by the bill would create a state-mandated local program.</p> <p>This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>SB 50</u></a> <a href="#"><u>Correa D</u></a></p> <p>Conflicts of interest: disqualification.</p>	<p>SENATE PRINT 1/20/2011 - Referred to Com. on E. &amp; C.A.</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified. This bill would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly.</p> <p>This bill contains other related provisions and other existing laws.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><b><u>SB 125</u></b> <b><u>Emmerson R</u></b></p> <p>Vehicles: toll highways or vehicular crossings: evading toll payments: penalties.</p>	<p>SENATE T. &amp; H. 2/10/2011 - Referred to Com. on T. &amp; H.</p>	<p>Existing law makes it unlawful for a person to evade or attempt to evade the payment of tolls or other charges on any vehicular crossing or toll highway and imposes a civil penalty for violation of this law.</p> <p>This bill would authorize a local authority, by ordinance or resolution, to implement a specified program under which the local authority may attach a wheel boot to, and in some cases impound, a vehicle registered to a "chronic evader of toll payments," as defined.</p>	
<p><b><u>SB 126</u></b> <b><u>Steinberg D</u></b></p> <p>California Transportation Commission: guidelines.</p>	<p>SENATE T. &amp; H. 2/10/2011 - Referred to Com. on T. &amp; H.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act.</p> <p>This bill contains other existing laws.</p>	
<p><b><u>SB 241</u></b> <b><u>Cannella R</u></b></p> <p>Environment: California Environmental Quality Act (CEQA).</p>	<p>SENATE E.Q. 2/17/2011 - Referred to Coms. on E.Q. and JUD.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR. The bill would enact the CEQA Litigation Protection Pilot Program of 2011 and would require the Business, Transportation and Housing Agency to select projects that meet specified requirements from specified regions for each calendar year between 2012 and 2016. The bill would exempt from judicial review, pursuant to CEQA, a lead agency's decision to certify the EIR of, or to adopt a mitigated negative declaration based on an initial study for, the selected projects, a lead agency's and responsible agency's approval of the selected project, and the Business, Transportation and Housing Agency's selection of the projects. The bill would require the Business, Transportation and Housing Agency, by December 31 of each year, to submit an annual report to the Governor and to the Legislature summarizing the designation of projects, and the job creation and investment attributable to the designated projects.</p> <p>This bill contains other related provisions.</p>	
<p><b><u>SB 310</u></b> <b><u>Hancock D</u></b></p> <p>Transit villages.</p>	<p>SENATE PRINT 2/15/2011 - From printer. May be acted upon on or after March 17.</p>	<p>Existing law requires cities and counties to implement certain planning and zoning plans for the orderly development of communities.</p> <p>This bill would express the intent of the Legislature to enact legislation that would require cities and counties to adopt permitting procedures for transit village green pathways developments, as specified.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>SB 316</u></a> <a href="#"><u>Emmerson R</u></a></p> <p>Meal periods: exemption: transportation industry.</p>	<p>SENATE PRINT 2/15/2011 - From printer. May be acted upon on or after March 17.</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. This bill would add employees employed in the transportation industry, as defined, to the list of employees exempt from the above provisions.</p> <p>This bill contains other existing laws.</p>	
<p><a href="#"><u>SB 392</u></a> <a href="#"><u>Gaines R</u></a></p> <p>Transportation: California Transportation Commission.</p>	<p>SENATE PRINT 2/16/2011 - From printer. May be acted upon on or after March 18.</p>	<p>Existing law establishes the California Transportation Commission and authorizes the commission to alter or change the location of any state highway if, in the opinion of the commission, the alteration is for the best interest of the state.</p> <p>This bill would make a non-substantive change to these provisions.</p>	
<p><a href="#"><u>SB 475</u></a> <a href="#"><u>Wright D</u></a></p> <p>Infrastructure financing.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>Existing law authorizes a governmental agency, as defined, to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and lease to, private entities, for specified types of fee-producing infrastructure projects. Existing law permits these agreements to provide for infrastructure facilities owned by a governmental entity, but constructed by a private entity, to be leased to or owned by that private entity for a period of up to 35 years. This bill would authorize a local governmental agency to enter into an agreement with a private entity for financing for specified types of revenue-generating infrastructure projects. The bill would require an agreement entered into under these provisions to include adequate financial resources to perform the agreement, and would permit the agreements to lease or license to, or provide other permitted uses by, the private entity for a term of up to 50 years, after which time the project would revert to the governmental agency.</p> <p>This bill would also require an unspecified entity to advise and educate local agencies and other interested stakeholders about the role that public-private partnerships can undertake in planning, studying, designing, financing, constructing, operating, maintaining, or managing local infrastructure projects.</p>	
<p><a href="#"><u>SB 498</u></a> <a href="#"><u>Liu D</u></a></p> <p>Bureau for Private Postsecondary Education: Successorship.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>Existing law establishes the California Private Postsecondary Education Act of 2009, which, among other things, provides for student protections and regulatory oversight of private postsecondary schools in the state. Existing law establishes the Bureau for Private Postsecondary Education within the Department of Consumer Affairs to regulate private postsecondary institutions through the powers granted, and the duties imposed, by the act. This bill would abolish the Bureau for Private Postsecondary Education, and would transfer the bureau's powers and duties under the act to the California Postsecondary Education Commission. The bill would require the commission to adopt the regulations of the bureau and, by January 1, 2013, to revise the regulations in accordance with specified procedures.</p> <p>The bill would make various conforming changes to existing law. This bill contains other existing laws.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>SB 517</u></a> <a href="#"><u>Lowenthal D</u></a></p> <p>High-Speed Rail Authority.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>Existing law creates the High-Speed Rail Authority in state government with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor. This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency. The bill would provide for the Secretary of Business, Transportation and Housing to serve on the authority as a nonvoting, ex officio member. The bill would require the secretary to propose an annual budget for the authority upon consultation with the authority. The bill would require the members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. The bill would provide for the members that are appointed to have specified background or experience, as specified.</p> <p>This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>SB 522</u></a> <a href="#"><u>Walters R</u></a></p> <p>Public employees' retirement: additional service credit.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>The Public Employees' Retirement Law calculates service retirement allowances, in part, based on years of credited service. Members of the Public Employees' Retirement System may receive service credit for public service not otherwise subject to credit, upon payment of specified additional contributions. Existing law authorizes specified members of that system, including employees or officers of the state, the university, a school employer, or a contracting agency and certain legislative employees, to elect to make additional contributions and receive up to 5 years of additional retirement service credit, as defined, subject to specified limitations.</p> <p>This bill would repeal that provision.</p>	
<p><a href="#"><u>SB 523</u></a> <a href="#"><u>Walters R</u></a></p> <p>Public employees' retirement: elected local officials.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>Existing law authorizes the creation of retirement systems for public employees by counties, cities, and districts. Existing law creates the Public Employees' Retirement System and the State Teachers' Retirement System, which provide a defined benefit to their members based on age at retirement, service credit, and final compensation. Existing law establishes the criteria for membership in the various public employee retirement systems and may exclude certain employment classifications from membership. The California Constitution provides for the division of the state into counties and requires that a county have an elected sheriff, elected district attorney, elected assessor, and elected governing body. Existing law provides for the incorporation of cities in various forms and requires that certain city offices be filled pursuant to elections, as prescribed. Existing law provides for the creation of districts, the governing bodies of which may be elected. This bill would prohibit a person who is publicly elected to a local office of any kind, on and after January 1, 2012, from becoming a member of a retirement system by virtue of that service or from acquiring any retirement right or benefit for serving in that elective local office.</p> <p>The bill would also apply these prohibitions to a person who is appointed to fill the term of a person so elected, but would not apply them to a person who obtained membership by virtue of holding an elective local office prior to January 1, 2012, for so long as he or she holds that office or is reelected to that office.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>SB 524</u></a> <a href="#"><u>Walters R</u></a></p> <p>Public employees' retirement: reinstatement.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>The Public Employees' Retirement Law (PERL) provides a comprehensive set of rights and benefits based upon age, service credit, and final compensation to members of the Public Employees' Retirement System. Any person who has been retired under the system is generally prohibited from being employed in any capacity unless he or she is first reinstated from retirement, except as authorized. PERL authorizes a person who has been reinstated to thereafter be employed by the state or by a contracting agency in accordance with the laws governing that service, in the same manner as a person who has not been so retired.</p> <p>This bill would prohibit a state member who retires on or after January 1, 2012, from serving without reinstatement or being hired as a contracted employee for the state until the person has been retired for at least 12 months.</p>	
<p><a href="#"><u>SB 545</u></a> <a href="#"><u>Anderson R</u></a></p> <p>Transportation.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>Existing law creates various transportation programs to develop and implement improvements to transportation systems.</p> <p>This bill would state the intent of the Legislature to enact legislation enabling the state to examine efficiency in administering solutions to California's transportation needs.</p>	
<p><a href="#"><u>SB 582</u></a> <a href="#"><u>Emmerson R</u></a></p> <p>Commute benefit policies.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>Existing law requires transportation planning agencies to undertake various transportation planning activities, including preparation of a regional transportation plan. Existing law requires transportation planning agencies that are designated under federal law as metropolitan planning organizations to include a sustainable communities strategy as part of the regional transportation plan for their region. Existing law creates air quality management districts with various responsibilities relative to reduction of air pollution. This bill, beginning on January 1, 2013, would authorize a metropolitan planning organization, in partnership with the local air quality management district, to adopt a commute benefit ordinance that requires covered employers operating within the common jurisdiction of the organization and district with 20 or more covered employees to offer those employees certain commute benefits.</p> <p>The bill would require that the ordinance specify certain matters, including any consequences for noncompliance.</p>	
<p><a href="#"><u>SB 624</u></a> <a href="#"><u>Harman R</u></a></p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012.</p> <p>This bill would make technical, non-substantive changes to the above requirements.</p>	
<p><a href="#"><u>SB 659</u></a> <a href="#"><u>Hernandez D</u></a></p> <p>Toll bridges.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>Existing law authorizes the Transportation Commission to direct the Department of Transportation to build or acquire toll bridges and other transportation facilities related to toll bridges, as specified.</p> <p>This bill would make a non-substantive, grammatical change to those provisions.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>SB 683</u></a> <a href="#"><u>Correa D</u></a></p> <p>Environment: California Environmental Quality Act: noncompliance allegations: public comment.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for a public review period for the public to review a draft EIR, proposed negative declaration, or proposed mitigated negative declaration. CEQA requires a lead agency to evaluate and respond to comments on a draft EIR, proposed negative declaration, or proposed mitigated negative declaration made during the public review period and authorizes a lead agency to evaluate and respond to comments made on a draft EIR when the comments are submitted after the public review period. CEQA requires an action or proceeding alleging noncompliance with its requirements to be based on grounds that were presented to the public agency orally or in writing by any person unless the person objected to the approval of the project orally or in writing, during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the issuance of the notice of determination.</p> <p>This bill instead would prohibit these actions or proceedings unless the oral or written presentation or objection occurs during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the filing, rather than issuance, of the notice of determination.</p>	
<p><a href="#"><u>SB 693</u></a> <a href="#"><u>Dutton R</u></a></p> <p>Public contracts: local agencies.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships for transportation projects under certain conditions. Existing law authorizes the department to delegate to any city or county any part of its powers and jurisdiction, except the power of approval, with respect to any portion of any state highway within the city or county, and to withdraw the delegation. This bill would specify that the delegation authority includes the authority to utilize private-public partnership agreements for transportation projects.</p> <p>The bill would also make findings and declarations related to local agency contracting.</p>	
<p><a href="#"><u>SB 733</u></a> <a href="#"><u>Price D</u></a></p> <p>High-speed rail: business plan: contracts: small business participation.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects. Existing law requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements beginning January 1, 2012, and every 2 years thereafter.</p> <p>This bill would require the authority to include in the business plan to be submitted on January 1, 2012, or as an addendum to that plan to be submitted as soon as possible after that date, a strategy for ensuring the participation of small business enterprises in contracts awarded by the authority with state or federal funds during all phases of the project.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>SB 749</u></a> <b>Steinberg D</b></p> <p>High-speed rail.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor.</p> <p>This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.</p>	
<p><a href="#"><u>SB 775</u></a> <b>Walters R</b></p> <p>Bonds.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>The existing State General Obligation Bond Law contains procedures for use in authorizing the issuance and sale and providing for the repayment of state general obligation bonds. Existing law also requires prescribed accountability measures to be included in local bond measures. This bill would incorporate a requirement into the State General Obligation Bond Law that would require a committee created by a bond act to periodically prepare a report on, among other topics, the amount of bonds that the committee has issued in the past five years and the likelihood that the committee will issue any additional bonds in the future.</p> <p>This bill would require that this report is submitted to standing committees in the Legislature with responsibility for budget and fiscal affairs. This bill would specifically authorize house committees to recommend to the Legislature, based upon the contents of that report, that the amount of bonds authorized by the act should be reduced if they conclude either that it is unlikely that the bond committee will issue any additional bonds in the future or that the amount of bonds authorized by the act is excessive or unnecessary in relation to the purpose for which the bond act was passed. This bill contains other related provisions.</p>	
<p><a href="#"><u>SB 783</u></a> <b>Dutton R</b></p> <p>Environment: CEQA.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make technical, non-substantive changes to the term "project" for the purposes of CEQA. This bill contains other existing laws.</p>	
<p><a href="#"><u>SB 785</u></a> <b>Dutton R</b></p> <p>Environmental quality CEQA: compliance: environmentally mandated projects.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</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. This bill would make a technical, non-substantive change in those provisions relating to the requirements imposed on a lead agency for the compliance project.</p> <p>This bill contains other existing laws.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE LEGISLATIVE MATRIX 2/22/2011**

<p><a href="#"><u>SB 832</u></a> <b>Strickland R</b></p> <p>California Global Warming Solutions Act of 2006.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020.</p> <p>This bill would make a technical, non-substantive change to a provision of the California Global Warming Solutions Act of 2006.</p>	
<p><a href="#"><u>SB 851</u></a> <b>Anderson R</b></p> <p>Transportation.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>Existing law provides the Department of Transportation with full possession and control of all state highways and authorizes the department to lay out and construct all state highways, as specified.</p> <p>This bill would state intent of the Legislature to enact legislation that would address the need for highway construction.</p>	
<p><a href="#"><u>SB 864</u></a> <b>Fuller R</b></p> <p>Emissions of greenhouse gases: market-based compliance mechanisms.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating greenhouse gas emission sources. The act requires the state board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program. The act also requires the state board to adopt regulations to provide for a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. Existing law authorizes the state board to include market-based compliance mechanisms, as defined, to comply with the regulations.</p> <p>This bill would make technical, non-substantive changes to this authorization.</p>	
<p><a href="#"><u>SB 867</u></a> <b>Padilla D</b></p> <p>Build California Bonds.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>Existing law creates the California Transportation Financing Authority with specified powers and duties relative to the issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds and toll revenues in order to increase the construction of new capacity or improvements for the state transportation system. This bill would, in addition, provide for the authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. The bill would provide for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. The bill would limit the principal amount of bonds to be issued by the authority under these provisions to \$5 billion over a 5-year period commencing January 1, 2012.</p> <p>The bill would enact other related provisions.</p>	

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

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –  
2nd QUARTER FISCAL YEAR 2011**

**ACTION**

No action required. The attached Capital Projects Quarterly Status Report is submitted to the Board for information only.

**SIGNIFICANCE**

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Prepared by: Kelvin Yu, Manager, Project Controls                      650-622-7853  
Joseph M. Hurley, Director, TA Program                      650-508-7942

The Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter  
Fiscal Year 2011 is available for review at the following link:

[http://www.smcta.com/pdf/Quarterly\\_Capital\\_Projects\\_Status\\_Report/FY11\\_Q2\\_TA\\_Quarterly\\_Report.pdf](http://www.smcta.com/pdf/Quarterly_Capital_Projects_Status_Report/FY11_Q2_TA_Quarterly_Report.pdf)