



BOARD OF DIRECTORS 2011

ROSANNE FOUST, CHAIR  
CAROLE GROOM, VICE CHAIR  
DON HORSLEY  
JOHN LEE  
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MICHAEL J. SCANLON  
EXECUTIVE DIRECTOR

# AGENDA

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

**May 5, 2011 - Thursday**

**5:00 p.m.**

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Consent Calendar MOTION  
Members of the public or Board may request that an item under the Consent Calendar be considered separately
  - a) Approval of Minutes of April 7, 2011
  - b) Acceptance of Statement of Revenues and Expenditures for March 2011
4. Public Comment  
Public testimony by each individual speaker shall be limited to one minute
5. Citizens Advisory Committee Report
6. Nominating Committee for Citizens Advisory Committee (Foust, Groom) MOTION
  - a) Appointment of Citizens Advisory Committee Members
7. Chairperson's Report
8. SamTrans Liaison Report
  - a) March 24, 2011
  - b) April 13, 2011
9. Joint Powers Board Report
10. Report of Executive Director
11. Finance
  - a) Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the San Mateo County Transportation Authority for the Quarter Ended March 31, 2011 MOTION
  - b) Assignment of Contract from CSI Capital Management, Inc. to SunTrust Bank for Providing Investment Management Services RESOLUTION
  - c) Preliminary Fiscal Year 2012 Budget INFORMATIONAL

12. Program

- a) Update on State and Federal Legislative Program

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, June 2, 2011 at 5:00 p.m., at San Mateo Country Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

17. Adjournment

## **INFORMATION FOR THE PUBLIC**

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at [www.smcta.com](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 APRIL 7, 2011**

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

**MEMBERS ABSENT:** J. Vreeland

**STAFF PRESENT:** R. Bolon, 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. Simon

Chair Rosanne Foust called the meeting to order at 5:03 p.m. Director Terry Nagel led the Pledge of Allegiance.

**CONSENT CALENDAR**

- a. Approval of Minutes of March 3, 2011
- b. Acceptance of Statement of Revenues and Expenditures for February 2011

The Board approved the consent calendar unanimously (Nagel/Horsley).

**PUBLIC COMMENT**

Jim Bigelow, Belmont, said this would be the last TA Board meeting for TA Citizens Advisory Committee (CAC) member Pat Dixon who is moving out of the area. He said it has been fantastic working with her over the years. Her heart was in Measure A and its implementation and she was an excellent chair for the CAC. He wished her the best and warm thoughts as she leaves the area.

Pat Giorni, Burlingame, asked that public comment be changed from one to three minutes. She said Caltrans refuses to fix storm drainage problems until Burlingame cuts down trees along El Camino Real. She said flooding on El Camino Real will hinder congestion management movement and asked that the TA speak to Caltrans. She said Ms. Dixon was a major mentor in all things transportation.

Chair Foust said concerns about the flooding and Caltrans will be forwarded to staff.

Michael McPherson, Atherton, requested quad gates be installed at the intersection of Watkins Avenue and Caltrain tracks in Atherton and said the city council was in support of this.

Chair Foust will follow up with staff.

Rich Hedges, San Mateo, invited the Board to a tour of the Contra Costa Transit Center on April 23. Interested members can meet at the agent's booth at 9:45 a.m. in the Millbrae BART station. The first 20 people will be given Clipper cards. He said Ms. Dixon is the model for activism on transportation and housing and thanked her for her service.

Ms. Dixon, Redwood Shores, said it is a sad night for her. She has enjoyed all Board members over the years. She thanked the TA for always providing her the opportunity to speak. She said she began her involvement with the TA's bicycle/pedestrian overpass project in 1991 and plans to attend the project completion celebration. Ms. Dixon said she is proud of her involvement with the bicycle path that goes from Whipple Avenue in Redwood City to the San Carlos airport. She thanked Facilities Technician Chuck Harris and wished all the best and said it was her pleasure to serve with everyone.

Director John Lee said he remembers the Disneyland expression of the E ticket and said Ms. Dixon is an E ticket. He said she represents the community and speaks her mind and thanked her for her service to all citizens of the county.

Director Nagel said she admires the passion and dedication Ms. Dixon has brought to the CAC and thanked her very much for her service.

Chair Foust said some of her best memories of Ms. Dixon are when she moved to Redwood City in 1995 and spent many hours with Ms. Dixon in her kitchen learning about local issues. She applauded Ms. Dixon's commitment to community issues. She thanked her for her service to the CAC, Redwood City and San Mateo County.

Greg Conlon, former California Public Utilities Commission president, supports installation of quad gates at Watkins Avenue in Atherton.

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

Director Karyl Matsumoto said the SamTrans Board held a study session on March 24 and received a presentation and had a discussion on the overview of SamTrans' financial situation for the next three years. Three SamTrans Board members went to Washington, D. C. to lobby for renewed funding and while there, the Grand Boulevard Initiative grant was extended.

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

- Applications for the CAC are due April 11. Recruitment information has been sent to all city clerks in the county and applications are available online. Chair Foust and Director Groom will be involved in the interview process with appointments of new members at the May 5 TA Board meeting.

#### **CITIZENS ADVISORY COMMITTEE REPORT**

Chair Barbara Arietta presented details of the April 5, 2011 meeting:

- Received a presentation on the rail grade separation program in San Bruno.
- Received a presentation on the Measure A Program Status Report.
- Forty-one applications have been received for the bicycle/pedestrian call for projects.
- She reported on two bills supporting expanding funding for sustainable transportation and rewarding commuters for using public transportation.
- Ms. Arietta thanked Ms. Dixon and said the CAC is losing a friend and leader and the county is losing a great transportation and land use advocate.

**JOINT POWERS BOARD REPORT (JPB)**

Deputy CEO Chuck Harvey reported on the meeting of April 7, 2011:

- The JPB discussed the prospects of the Fiscal Year (FY) 2012 budget and potential service and fare scenarios in order to balance the budget.
- Received a presentation on the Annual Passenger Count. Average weekday ridership was 41,442 in February 2011, the highest level of ridership in the history of the Caltrain system since it has been operated by the JPB. The same February count two years ago was 39,122 at the peak of 98 trains per day.
- Reported on the status of the budget:
  - a) A budget deficit of \$30 million was projected based on SamTrans' reduced contribution to Caltrain.
  - b) A series of financial transactions were negotiated between the JPB partners and the Metropolitan Transportation Commission (MTC) to balance the budget. This level of service and fare changes netted about a \$6 million positive impact to the budget. About \$24 million of the deficit was solved through a number of financial transactions.
  - c) A 48-train, peak-hour-only schedule was discussed at the March 3 JPB meeting with no midday, morning, late night, weekend, Gilroy or baseball service. The new proposal includes a 76-train schedule with service from 4 a.m. to midnight. It retains Gilroy service, weekend service and special service. Weekend-only service will be suspended at several stations due to changes in service patterns.
  - d) After extensive discussion by the Board and the public, the Board voted to continue the motion to adopt the 76-train schedule and schedule a special meeting for April 21 at 10 a.m. in order to do additional work with the MTC and JPB funding partners to identify the \$3.5 million that would be required to restore the existing 86-train schedule.
  - e) Staff is working on the daunting challenge that exists with balancing the FY2013 budget.
- The Board:
  - a) Authorized Entering into an Agreement and Covenant Running with the Land (to Construct and Maintain Train Station Platform and Light Pole into Public Right of Way) with the city of Santa Clara.
  - b) Approved an Assessment of the FY2011 Fuel Hedging Program and Adopted a Revised Fuel Hedging Policy.
  - c) Authorized the Appointment of Orrick, Herrington and Sutcliffe, LLP to Serve as Special Counsel in Connection with the FY2012 Fuel Hedging Program.
  - d) Rejected the Low Monetary Bid from GE Transportation Systems Global Signaling, LLC as Non-Responsive and Awarded a Contract to Invensys in the Total Amount of \$763,234 for Purchase and Delivery of Signal Equipment.

Director Lee asked about the status of the Hayward Park station. Mr. Harvey said the proposed changes do include suspension of service at Hayward Park. Staff acknowledged if Transit Oriented Developments (TOD) came online near the Hayward Park station, there would be consideration of the service patterns in a way to reactivate or change the service pattern.

Director Lee asked if the Hayward Park station would be closed. Mr. Harvey said the station is proposed to be closed but discussion of this item is on the table during the next two weeks.

Legal Counsel David Miller said if the money cannot be found and there is a service suspension, that the Board's resolution provide a periodic look at how TODs are progressing so that if they come to fruition, there is some process to revisit the issue of service suspension.

Director Nagel said she noticed in the San Mateo County Transit District's (District) organizational chart there are a couple of positions for the Peninsula Rail Program (PRP) that are vacant and asked if this is a possible source of funding. Mr. Harvey said staff is having a discussion with the California High Speed Rail Authority (CHSRA) to sort out what will be required for the initial operating program.

Director Carole Groom said the TOD projects around the Hayward Park station have been approved and a large part of the approval was Traffic Demand Management. Developers will not be able to get funding unless it is known that the train is operating there because TOD projects have less parking. The projects will not go forward if the station closes.

#### Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said because the new Measure A was renewed for 25 years, it has a component for capital and operating funding, which was not in the original Measure A. The TA provides \$4.9 million to Caltrain, which plays an important part in the puzzle. Dumbarton Rail would be operated by Caltrain service to Union City and that is \$5.5 million every year for 25 years. Caltrain is in trouble and is the future service provider and should continue to push the MTC to let loose with a couple of million dollars of the Regional Measure 2 money to make sure Caltrain service stays strong prior to going to some significant permanent funding.

Pat Giorni, Burlingame, said the San Francisco International Airport (SFO) Commission is still funding a free employee shuttle for its employees from BART to SFO and at one time funded a shuttle from Caltrain to SFO before BART. She asked if pressure could be put on the Airport Commission to contribute to Caltrain because Caltrain does deliver passengers to SFO.

Rich Hedges, San Mateo, said thousands of hours of work have gone into developing TODs at the Hayward Park station and these would be killed with the closure of the station.

Chair Foust said it is a responsibility of Caltrain and the TA that good transit in the county be made a priority with short- and long-term solutions for Caltrain.

Director Don Horsley asked what the long-term solution is for a dedicated source of funding for Caltrain. Chair Foust said the Silicon Valley Leadership Group (SVLG) is the lead agency in an effort to bring public, private and labor to the table to find a dedicated funding source.

Director Horsley asked if it would involve a tax. Mr. Harvey said it could be a gas tax or parcel tax. The JPB does not have the legislative authority to go out on its own for a tax measure but could go to the Legislature for enabling legislation. Staff is working with stakeholders and the MTC on the Transit Sustainability Project that might lead to a ballot measure.

Director Horsley said a gas tax would make more sense than a parcel tax. Mr. Miller said there is some existing legislative authority regionally for a gas tax going on the ballot at a limited level without going to Sacramento. A sales tax or other form of exemption would require legislation. Director Horsley asked what the limited level is. Mr. Miller said about 4-cents a gallon.

Mr. Harvey said 4-cents is pretty significant if Caltrain were the only stakeholder at the table but if it is being split among other transit agencies, that would not be enough.

Director Nagel asked if it would require a two-thirds vote. Mr. Miller said it would probably require a two-thirds vote.

Chair Foust said a parcel tax would require a two-thirds vote.

After referencing the legislation and upon further review, Mr. Miller said a measure could be up to 10 cents.

Chair Foust said the SVLG has a large number of comments on which ballot measure would be the most palatable to the electorate.

Director Horsley asked if a 10-cent measure would be for the three JPB counties or for the entire Bay Area. Mr. Miller said this authority resides with the MTC and in addition, transit agencies within our jurisdiction could go to the ballot for their own 1-cent measure. The MTC has the basic authority to do this but he is not certain this could be done county-by-county.

Mr. Harvey said regional transit agencies are all struggling, which is why the MTC launched the Transit Sustainability Study and there may be some form of a ballot measure that might include funding for more than just Caltrain.

Director Horsley asked if the Legislature is being asked to make this a simple majority vote. Mr. Miller said the MTC was at one time seeking that authority but he isn't aware of any pending legislation.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Harvey reported:

- Executive Director Michael Scanlon was unable to attend the meeting but asked Mr. Harvey on his behalf, to give Ms. Dixon a big bear hug and many thanks for her service, passion and dedication. Mr. Harvey said the TA and Planning and Development staff wish Ms. Dixon the best.
- The Highway 101/Broadway Interchange Project in Burlingame was environmentally cleared by Caltrans on March 24. Next steps include a request for an allocation of \$4.2 million of State Transportation Improvement Plan (STIP) money to match TA funds for the design phase. STIP funding is uncertain because the State may be unable to sell bonds. Staff is pursuing pre-award spending authority from the California Transit Commission, which will allow the TA to back-fill the design with Measure A funds and be reimbursed when STIP funds are available.
- Director Matsumoto attended the April 6 Water Emergency Transportation Authority (WETA) meeting, which provided updates on the South San Francisco Ferry Project. Terminal construction is proceeding within budget, construction is to be completed in December 2011 and service is to begin in Spring 2012. WETA is coordinating with the Peninsula Traffic Congestion Relief Alliance, SamTrans and surrounding employers to look at feeder bus and shuttle service to support ferry operations. WETA has a contract for

conceptual design on the Redwood City Ferry Project and they are working on ridership models.

**PROGRAM: Measure A Program Status Report**

Manager, Programming and Monitoring Melanie Choy reported:

- The report was requested by the TA Board and will be updated semi-annually and provides a general status review of each of the programs of the original and new Measures, which will provide context for funding decisions.
- The eight current programs in the original Measure A are primarily large infrastructure programs and include Caltrain, the Highway Program, and Dumbarton Rail.
- Bike/pedestrian funding remaining in the original Measure A will be rolled into the current bike/pedestrian call for projects.
- The new Measure A includes 11 program categories, which will be driven by the Strategic Plan and Implementation Plan.
- The joint TA and City/County Association of Governments (C/CAG) call for bike/pedestrian projects has received 41 applications from 18 jurisdictions for a total of about \$11 million. There is \$4 million in available funding: \$1 million of Transportation Development Act funding and \$3 million in Measure A money for two years of funding. Applications are being evaluated and a recommendation will be presented to the TA CAC in June and taken to the TA Board at their July meeting.
- The Highway Plan will be presented to the Board in summer 2011.

Director Matsumoto asked if it is still possible to redirect money from one project to another in the new Measure A. She said money in the original Measure A was redirected from the grade separation category to Dumbarton Rail. Mr. Miller said there are guidelines in the new Measure that govern situations where either a project is completed and is under budget or is no longer feasible and fundamentally calls for the money to be reallocated within the same category. He said the original Measure A didn't have implementing guidelines.

Director Matsumoto asked where money for the South San Francisco Ferry Project comes from if sales tax has not been collected by December 2011. Ms. Harrington said the TA Board made and approved an arrangement to advance funds when the project was approved before the actual cash collected would be available. Ms. Harrington said bills are received and there is a mechanism in place to advance funds to the project.

Chair Foust asked that the report be available on the TA website to distribute to other agencies in the county.

Authority Secretary Martha Martinez said she would have it available on the website and send a link to the Board.

**PROGRAM: Rail Grade Separations Program (San Bruno)**

Director, TA Program Joe Hurley quoted Winston Churchill to Ms. Dixon and said, "You make a living by what you get but you make a life by what you give." He said Ms. Dixon has given so much to San Mateo County to make it a better place for all of us.

Mr. Hurley said the Rail Grade Separation Program supports Caltrain's ongoing effort to improve safety along the Caltrain corridor and to improve local traffic flow that is adversely affected by the gate downtime. When the original Measure A was passed, there were 43 at-grade rail crossings in San Mateo County and four structures to be upgraded. Seven grade crossings were added as part of the Dumbarton Rail Corridor Project. To-date nine of those have been grade-separated, one was closed as part of the Burlingame Station Project, and four bridges identified for seismic retrofit and rehabilitation are currently under construction in San Mateo.

Project Manager Rafael Bolon provided details:

- Project goal: Improve safety by eliminating conflicts between trains and vehicular/pedestrian traffic at crossings between Highway 380 and San Felipe Avenue in San Bruno.
- The project involves raising the existing Caltrain tracks and partially lowering Angus, San Mateo and San Bruno avenues. Three pedestrian underpasses will be built at Sylvan and Euclid avenues and at the new station location.
- Box culvert construction was completed in October 2010 and grade separation construction is estimated for completion in summer 2012.
- Total estimated cost is \$147 million of which \$111.4 million is authorized from Measure A funding.
- Community outreach included community meetings, project kick-off events, weekly construction updates, weekly constituent contact reports to city staff and mailed and emailed construction notices in both English and Spanish.

Chair Foust thanked Mr. Bolon for the excellent presentation.

### **PROGRAM: Update on State and Federal Legislative Program**

Government Affairs Manager Seamus Murphy reported:

#### State

Components to the governor's budget include elimination and redirection of redevelopment funds and gas tax swap reenactment, which yields about \$1.7 billion in General Fund savings for the State and also protects about \$330 million for the State Transit Assistance (STA) program of which Caltrain receives about \$4.2 million and SamTrans receives about \$3.4 million. It also guarantees about \$2.5 billion for highway and local streets and roads. The governor proposed about \$11.7 billion in cuts and the extension of existing sales tax rates that were approved as part of the current year budget and those would yield \$14.7 billion for the next fiscal year. Cuts to existing programs of about \$11 billion have been passed and the governor signed the gas tax reenactment bill. Revenue extensions were to be put on the June ballot but the deadline has passed and the governor may ask the Legislature to pass additional cuts. The Department of Finance is looking at the STA program as a place where they can achieve additional General Fund savings. The TA's delegation and staff's goal is to keep transit whole and maintain the \$330 million fund. A portion is not protected by Proposition 22 and could be allocated to the General Fund, which is the new excise tax on diesel fuel. The existing excise tax on diesel fuel is protected but that funding source could be eliminated with an increase of another revenue source such as truck weight fees.

Federal

Congress has until midnight on April 8 to approve an extension of existing spending levels or the Federal government will shutdown, which wouldn't affect transit operations or services. Proposed cuts are potentially threatening to capital programs including any unobligated High Speed Rail (HSR) funding, which includes \$16 million as part of the FY2010 appropriations through that program that have been programmed for the Caltrain corridor. The House was looking to cut a TIGER II Award for the Grand Boulevard Project that is part of a discretionary program but those funds were recently obligated. The president of the State Senate has appointed Jim Hartnett to the CHSRA Board of Directors.

Director Matsumoto asked for an explanation of commuter rail versus intercity funding and HSR. Mr. Murphy said HSR at the Federal level is available to fund intercity rail or HSR service improvements but commuter rail agencies are not eligible to apply or receive funding directly for improvements that would primarily benefit commuter rail unless they have utility for intercity or HSR service, which is the situation for the modernization efforts on the Caltrain corridor relative to the CHSRA.

Director Matsumoto asked about funding for positive train control, which is Caltrain's Communications Based Overlay Signal System (CBOSS). Mr. Murphy said positive train control is an eligible project to be funded by the HSR intercity passenger rail program.

Director Matsumoto asked if Caltrain could receive any funding from the Florida HSR program. Mr. Murphy said the CBOSS project wasn't included in the CHSRA application for those funds. Caltrain's delegation is pursuing HSR program funding for that project but there are significant challenges by the Federal Railroad Administration in delivering funding from the Florida reallocation to that project.

Mr. Harvey said issues with positive train control are being faced by every commuter rail organization in the nation with an unfunded mandate for 2015. The JPB is working to secure small increments of money to help Caltrain with the positive train control project with the goal to award a contract in 2011 to get the project through the critical design phase.

**REQUESTS FROM THE AUTHORITY**

None

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

None

Director Nagel said she was thrilled to have Mr. Hartnett from the Peninsula on the CHSRA.

Director Nagel would appreciate any assistance from staff with Caltrans on the flooding issues in Burlingame.

Director Lee asked that a letter of congratulations from the TA Board be sent to Mr. Hartnett.

**REPORT OF LEGAL COUNSEL**

No report

**DATE AND PLACE OF NEXT MEETING**

The next meeting is scheduled for Thursday, May 5, 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.

Ms. Dixon gave special thanks to Mr. Hurley and Assistant District Secretary Rosemary Lake. She also thanked presenters at CAC meetings including Executive Officer, Planning and Development Marian Lee, Executive Officer, Customer Service and Marketing Rita Haskin, Public Information Specialist Tasha Bartholomew, TA Project Manager Jim McKim and Ms. Martinez.

Adjourned 6:32 p.m.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Virginia Harrington  
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENDITURES  
FOR THE PERIOD ENDING MARCH 31, 2011**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** Year-to-date *Total Revenue* (\$50,446,773 - line 6) is *worse* than staff projections by \$984,793 or 1.9 percent. Within total revenue, *Sales Tax* (\$45,483,611 – line 1) is \$493,011 or 1.1 percent better than staff projections offset by *Interest Income* (\$3,756,930 - line 2) which is \$527,140 or 12.3 percent *worse* than projections due to lower than budgeted returns and *Grant Proceeds* (\$411,193 - line 4) is \$931,473 or 69.4 percent *worse* than staff projections.

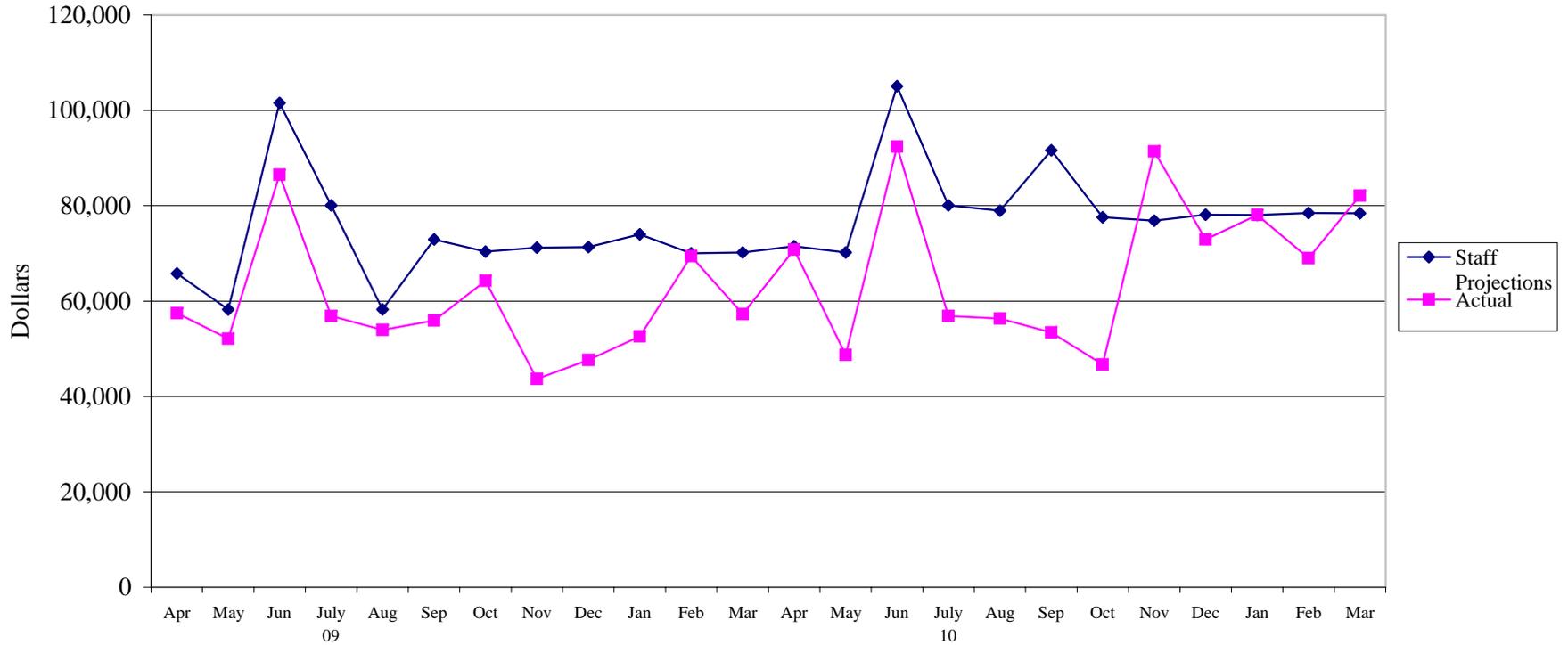
*Total Revenue* (\$50,446,773 - line 6) is \$405,231 or 0.8 percent *better* than prior year performance, mainly driven by *Sales Tax* (\$45,483,611 – line 1) which is \$1,580,355 or 3.6 percent *better* offset by *Grant Proceeds* (\$411,193 – line 4) which is \$1,030,614 or 71.5 percent *worse*.

**Expenditures:** *Total Administrative* (\$606,836 - line 21) is *better* than the year-to-date staff projections by \$111,299 or 15.5 percent. Within total administrative, *Staff Support* (\$416,248 – line 17) and *Other Admin Expenses* (\$190,589 - line 19) are \$102,304 or 14.4 percent *better* than staff projections.

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



## 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>												
<b>Staff Projections</b>	80,076	78,947	91,647	77,583	76,864	78,103	78,043	78,459	78,413			
<b>Actual</b>	56,893	56,343	53,444	50,319	91,368	72,953	78,064	68,984	82,082			
<b>CUMULATIVE EXPENSES</b>												
<b>Staff Projections</b>	80,076	159,023	250,670	328,253	405,117	483,220	561,263	639,722	718,135			
<b>Actual</b>	56,893	113,236	163,068	213,387	304,755	377,707	455,771	524,754	606,836			
<b>Variance-F(U)</b>	23,183	45,787	87,602	114,866	100,363	105,513	105,492	114,968	111,299			
<b>Variance %</b>	28.95%	28.79%	34.95%	34.99%	24.77%	21.84%	18.80%	17.97%	15.50%			



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## SAN MATEO COUNTY TRANSPORTATION AUTHORITY

## CAPITAL PROJECT RESERVES

AS OF MARCH, 2011

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	1.010%	\$ 181,665,510	\$ 181,549,513
Local Agency Investment Fund	Liquid Cash	0.500%	\$ 18,998,770	\$ 19,022,749
Investment Portfolio	Liquid Cash	1.866%	\$ 196,473,706	\$ 196,810,651
Other	Liquid Cash	0.050%	\$ 7,633,126	\$ 7,633,126
			<u>\$ 404,771,111</u>	<u>\$ 405,016,039</u>

Accrued Earnings for March 2011 \$ 437,563.82 (1)  
 Cumulative Earnings FY2011 \$ 4,248,705.29

(1) Earnings do not include prior period adjustments

\* County Pool average yield for the month ending March 31, 2011 was 1.010%. As of March 31, 2011, the amortized cost of the Total Pool was \$2,360,628,529.50 and the fair market value per San Mateo County Treasurer's Office was \$2,359,121,228.50.

\*\* The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.001262155 as reported by LAIF for quarter ending March 31, 2011.

\*\*\* 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.



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SAN MATEO COUNTY TRANSPORTATION AUTHORITY

TSM RESERVE ACCOUNT

AS OF MARCH, 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	1.010%	\$ 664,961	\$ 664,537
			<u>\$ 664,961</u>	<u>\$ 664,537</u>

Interest Income:

Accrued Earnings for March 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 March 31, 2011 was 1.010%. As of March 31, 2011, the amortized cost of the Total Pool was \$2,360,628,529.50 and the fair market value per San Mateo County Treasurer's Office was \$2,359,121,228.50.

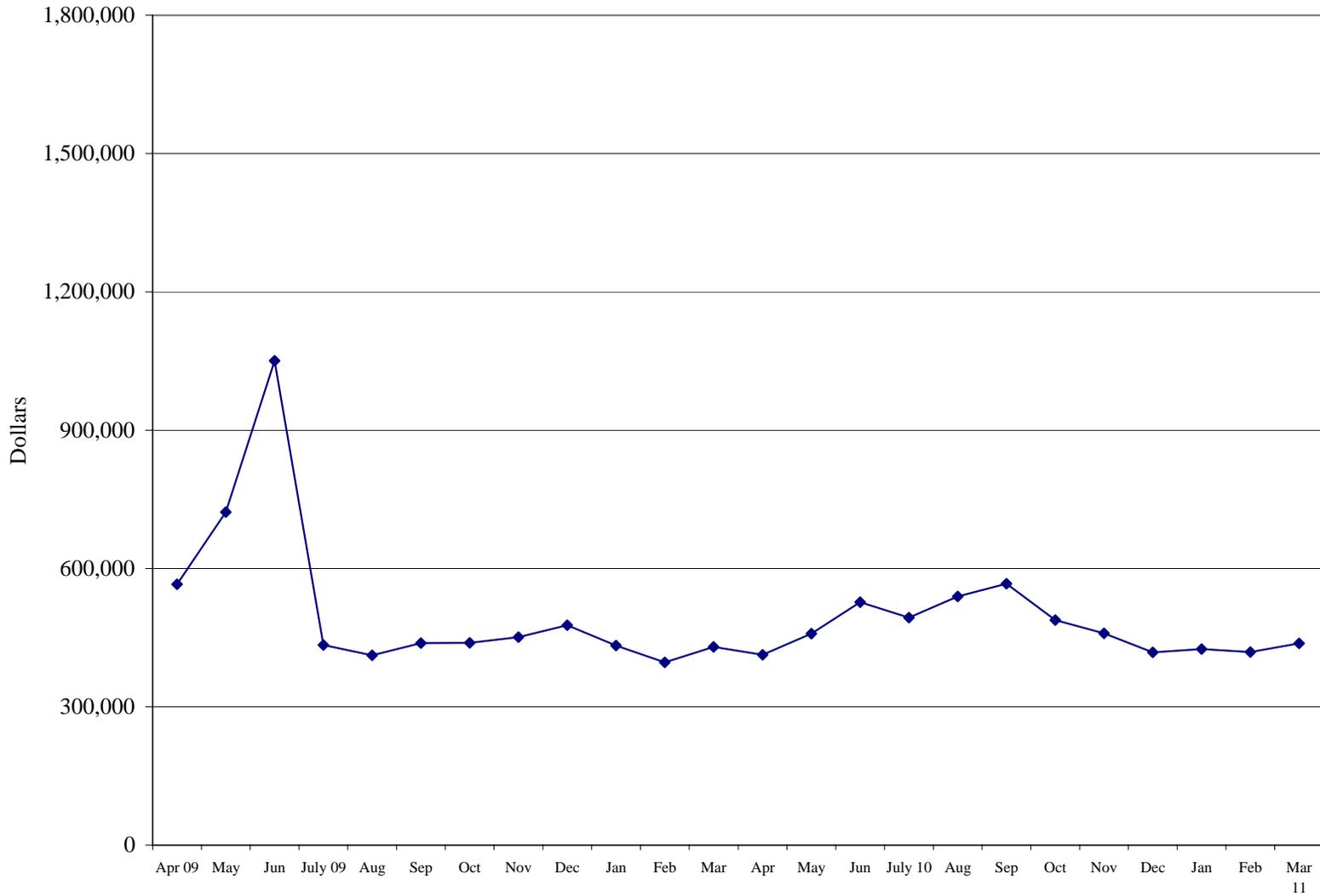
\*\*\* The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Authority has the ability to meet its expenditure requirements for the next six months.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
INTEREST STATEMENT  
MARCH 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	418,931.76	3,811,141.47
MARCH	437,563.82	4,248,705.29
APRIL		
MAY		
JUNE		

(1) Includes prior period adjustments

## SMCTA Interest Income



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

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

DESCRIPTION	TOTAL INVESTMENT 03-31-11	INTEREST RECEIVABLE 02-28-11	INTEREST EARNED 03-31-11	INTEREST RECEIVED 03-31-11	ADJ.	INTEREST RECEIVABLE 03-31-11
LAIF	18,998,769.81	5,058.48	2,508.38	0.00	0.00	7,566.86
COUNTY POOL	182,330,471.05	327,706.40	165,367.77	0.00	0.00	493,074.17
BANK OF AMERICA	7,633,125.67	0.00	78.34	78.34	0.00	0.00
INVESTMENT PORTFOLIO	<u>196,473,705.81</u>	<u>689,545.10</u>	<u>268,491.08</u>	<u>275,419.97</u>	<u>1,118.25</u>	<u>683,734.46</u>
	<u>405,436,072.34</u>	<u>1,022,309.98</u>	<u>436,445.57</u>	<u>275,498.31</u>	<u>1,118.25</u>	<u>1,184,375.49</u>

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

Interest Earned Per Report 03/31/11	437,563.82
<b>Add:</b>	
County Pool Adj.	
Misc. Income	
GASB 31	
<b>Less:</b>	
Management Fees	(7,740.00)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(60,729.67)</u>
Total Interest & Capital Gain(Loss)	<u>369,094.15</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	4,248,705.29
<b>Add:</b>	
County Pool Adj.	
Misc. Income	3,877.90
GASB 31	
<b>Less:</b>	
Management Fees	(63,252.04)
Securities Transaction Activity Fees	(4,859.62)
Capital Gain(Loss)	<u>(427,541.47)</u>
Total Interest	<u>3,756,930.06</u>
Balance Per Ledger as of 03/31/11	
Int Acct. 409100 - Co. Pool	1,972,889.64
Int Acct. 409100 - LAIF	42,705.71
Int Acct. 409100 - B of A	457.33
Int Acct. 409100 - Misc. Income	3,877.90
Int Acct. 409101 - Portfolio Funds	2,164,540.95
Gain(Loss) Acct. 405210	(427,541.47)
GASB31 Acct. 405220	<u>0.00</u>
	<u>3,756,930.06</u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**INVESTMENT PORTFOLIO**  
**MARCH 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 03-31-11					REC'VBLE 02-28-11	EARNED 03-31-11			REC'VBLE 03-31-11	
<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	0.00	03-11-11	1.800%	100.0000	10	17,000.00	1,000.00	18,000.00		0.00	2,000,000
BANK OF AMERICA	06050BAG6	12-28-09	2,032,960.00	2,048,120.00	2,036,652.00	04-30-12	2.100%	116.6667	30	14,116.67	3,500.00			17,616.67	2,000,000
GENERAL ELECTRIC	36967HAH0	03-24-10	1,530,600.00	1,539,582.00	1,530,915.00	06-08-12	2.200%	91.6667	30	7,608.34	2,750.00			10,358.34	1,500,000
GOLDMAN SACHS	38146FAA9	05-29-09	3,124,650.00	3,141,387.00	3,099,276.00	06-15-12	3.250%	270.8333	30	20,583.33	8,125.00			28,708.33	3,000,000
WELLS FARGO & CO	949744AC0	03-16-10	3,058,440.00	3,080,598.00	3,057,318.00	06-15-12	2.125%	177.0833	30	13,458.33	5,312.50			18,770.83	3,000,000
JOHN DEERE CAPITAL	24424DAA7	03-16-10	3,107,970.00	3,119,658.00	3,086,925.00	06-19-12	2.875%	239.5833	30	17,250.00	7,187.50			24,437.50	3,000,000
															6.30%
<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	2,818,813.20	01-15-12	1.125%	87.5000	30	3,915.75	2,625.00		72.51	6,613.26	2,800,000
US TREASURY NOTE	912828KX7	03-22-10	1,525,312.50	1,537,032.13	1,526,542.50	06-15-12	1.875%	78.1250	30	5,872.25	2,343.75		51.51	8,267.51	1,500,000
US TREASURY NOTE	912828LH1	03-12-10	2,028,125.00	2,046,406.22	2,034,688.00	08-15-12	1.750%	97.2222	30	1,353.59	2,916.67		80.57	4,350.83	2,000,000
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,801,571.35	15,601,755.00	01-31-13	2.875%	1,197.9167	30	34,547.65	35,937.50		992.75	71,477.90	15,000,000
															9.26%
<b><u>U.S. GOVERNMENT AGENCIES</u></b>															
* FNMA	31398AVQ2	03-23-09	3,512,845.00	3,533,906.25	0.00	03-23-11	1.750%	170.1389	22	26,881.97	3,743.06	30,625.00	(0.03)	(0.00)	3,500,000
FHLB	3133XRY46	06-10-10	5,191,000.00	5,192,187.50	5,078,810.00	09-09-11	3.750%	520.8333	30	89,583.33	15,625.00	93,750.00		11,458.33	5,000,000
FNMA	31359MLS0	11-18-08	2,131,400.00	2,131,250.00	2,063,164.00	11-15-11	5.375%	298.6111	30	31,652.75	8,958.33			40,611.08	2,000,000
FANNIE MAE	31398AUU4	01-23-09	4,014,560.00	4,081,250.00	4,051,884.00	01-09-12	2.000%	222.2222	30	11,555.58	6,666.67			18,222.25	4,000,000
FHLB	3133XSWM6	01-23-09	3,000,000.00	3,067,500.00	3,042,336.00	01-23-12	2.100%	175.0000	30	6,650.00	5,250.00			11,900.00	3,000,000
* FNMA	3136FHEV3	04-24-09	5,035,200.00	5,053,125.00	0.00	03-23-12	2.375%	329.8611	22	52,118.03	7,256.94	59,375.00	0.03	0.00	5,000,000
FHLB	3133XR5T3	03-12-10	2,105,000.00	2,111,250.00	2,075,190.00	06-08-12	3.625%	201.3889	30	16,715.30	6,041.67			22,756.97	2,000,000
FHLM	3137EACC1	05-27-09	1,995,080.00	2,039,375.00	2,030,994.00	06-15-12	1.750%	97.2222	30	7,388.92	2,916.67			10,305.59	2,000,000
FHLB	3133XUD91	03-15-10	6,065,625.00	6,084,375.00	6,033,300.00	08-10-12	2.050%	341.6667	30	7,175.00	10,250.00			17,425.00	6,000,000
FNMA	31398AYM8	07-10-09	4,996,300.00	5,096,875.00	5,079,960.00	08-10-12	1.750%	243.0556	30	5,104.19	7,291.67			12,395.86	5,000,000
FHLM	3128X93T5	06-14-10	7,544,225.00	7,567,755.00	7,504,245.00	01-15-13	1.750%	364.5833	30	16,770.84	10,937.50			27,708.34	7,500,000
* FHLM - STEP UP	3134G1HD9	06-28-10	5,995,800.00	6,005,064.00	0.00	03-28-13	0.750%	125.0000	27	19,125.00	3,375.00	22,500.00		0.00	6,000,000
* FNMA - STEP UP	31398AL59	03-29-10	7,996,900.00	8,015,000.00	0.00	03-29-13	1.000%	222.2222	28	33,777.80	6,222.22	40,000.00	(0.02)	0.00	8,000,000
FNMA - STEP UP	3136FJM5	04-12-10	3,993,200.00	4,018,750.00	4,001,064.00	04-12-13	1.100%	122.2222	30	16,988.92	3,666.67			20,655.59	4,000,000
FNMA	31398AM25	04-15-10	2,796,920.00	2,828,000.00	2,801,696.80	04-15-13	2.000%	155.5556	30	21,155.58	4,666.67			25,822.25	2,800,000
FNMA	31398AW32	12-10-10	3,360,861.33	3,360,861.33	3,352,217.70	07-19-13	1.375%	127.9514	30	5,373.96	3,838.54			9,212.50	3,350,000
FHLM	3134G1VS0	10-27-10	5,010,400.00	5,010,400.00	4,978,840.00	10-21-13	1.125%	156.2500	30	19,375.00	4,687.50			24,062.50	5,000,000
FNMA	3136FPRL3	11-15-10	14,977,500.00	14,977,500.00	14,835,495.00	10-28-13	0.625%	260.4167	30	27,604.17	7,812.50			35,416.67	15,000,000
FHLM - STEP UP	3134G1XT6	11-04-10	2,245,725.00	2,245,725.00	2,232,186.75	11-04-13	0.500%	31.2500	30	3,656.25	937.50			4,593.75	2,250,000
FHLB - STEP UP NT	313371RV0	12-02-10	19,936,000.00	19,936,000.00	19,869,780.00	12-02-13	0.500%	277.7778	30	24,722.22	8,333.33			33,055.55	20,000,000
FNMA	3136FPW60	12-30-10	10,000,000.00	10,000,000.00	9,967,370.00	12-30-13	1.500%	416.6667	30	25,416.67	12,500.00			37,916.67	10,000,000
FNMA - STEP UP	3136FPX85	12-30-10	5,093,625.00	5,093,625.00	5,094,150.30	12-30-13	0.750%	106.2500	30	6,481.25	3,187.50			9,668.75	5,100,000
FREDDIE MAC	3137EACR8	02-08-11	18,901,470.00	18,901,470.00	19,008,759.00	02-25-14	1.375%	725.6944	30	13,253.47	21,770.83			35,024.30	19,000,000
**FNMA	3135G0BG7	04-18-11	10,993,400.00	10,993,400.00	10,984,930.00	04-18-14	1.500%	458.3333	0	0.00	0.00			0.00	11,000,000

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

FHLMC	3137EACB3	03-30-11	13,932,270.00	13,932,270.00	13,926,208.50	04-23-14	2.500%	937.5000	1	0.00	937.50		937.50	13,500,000
FNMA - STEP UP	3136FMV50	11-01-10	2,502,350.00	2,502,350.00	2,503,250.00	07-28-15	1.500%	104.1667	30	3,437.50	3,125.00		6,562.50	2,500,000
FHLM - STEP UP	3134G1VQ4	11-01-10	2,554,998.00	2,554,998.00	2,519,833.50	10-15-15	1.250%	88.5417	30	10,625.00	2,656.25		13,281.25	2,550,000
FNMA STR NT	3136FP2U	01-27-11	4,988,750.00	4,988,750.00	5,015,025.00	01-27-16	1.000%	138.8889	30	4,722.23	4,166.67		8,888.90	5,000,000
														78.26%

**U.S. TREASURY INFLATION PROTECTED SECURITIES**

US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,216,079.74	10,562,480.00	04-15-14	1.250%	339.4260	30	44,694.37	10,182.78		(69.46)	54,807.69	9,884,085
															4.30%

**COLLATERIZED MORTGAGE OBLIGATIONS**

* FHLM SERIES 1832 - F	3133T65S6	11-26-08	0.00	0.00	0.00	03-15-11	6.500%	0.0000	15	13.66	0.00	13.67	0.01	0.00	0
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	1,032,263.64	1,097,309.53	1,066,985.11	12-28-12	5.270%	152.3860	30	457.16	4,571.58	4,571.58	(13.66)	443.50	1,009,857
															0.44%

**FEDERAL HOME LOAN MORTGAGE CORPORATION BONDS**

* FHLM GOLD POOL	31282SAC6	12-22-08	0.00	0.00	0.00	03-01-11	4.000%	0.0000	15	1,363.07	0.00	1,363.07		0.00	0
															0.00%

\* MATURED/CALLED (24,555,645.00) (24,626,455.25) (24,500,000.00)

\*\*APRIL PURCHASE (10,993,400.00) (10,993,400.00) (10,984,930.00) (11,000,000.00)

**SUBTOTAL** 193,151,164.22 194,176,838.88 193,488,109.36 689,545.10 263,273.47 270,198.32 1,114.21 683,734.46 191,243,943.42

**CERTIFICATE OF DEPOSITS**

CDARS	(N/A)	04-02-09	2,076,830.20	2,076,830.20	2,076,830.20	03-31-11	1.890%	107.3731	30	0.00	3,221.19	3,223.66	2.47	0.00	2,076,830
CDARS	(N/A)	04-09-09	1,245,711.39	1,245,711.39	1,245,711.39	04-07-11	1.890%	64.4005	31	0.00	1,996.42	1,997.99	1.57	0.00	1,245,711
															1.44%

**SOLD / MATURED** - - - - -

**TOTAL** 196,473,705.81 197,499,380.47 196,810,650.95 689,545.10 268,491.08 275,419.97 1,118.25 683,734.46 194,566,485.01

22-Apr-11 Weighted Average Interest Rate 1.8656%

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

4/22/11 5:40 PM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
<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	5,964,800	236,900	5,964,800
2nd Qtr. Adjustment	1,591,100	Mar. 11	1,759,199	168,099	1,759,199
6 Months Total	31,135,200		32,285,123	1,149,923	32,285,123
Jan. 11	3,741,000	Mar. 11	3,691,800	(49,200)	3,691,800
Feb. 11	3,741,000	Apr. 11		(49,200)	3,691,800 (1)
Mar. 11	4,987,900	May 11		(65,500)	4,922,400 (1)
3rd Qtr. Adjustment	1,385,500	Jun. 11		(493,012)	892,488 (1)
9 Months Total	44,990,600		35,976,923	493,011	45,483,611
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		(493,011)	1,007,989
<b>FY2011 Total</b>	<b>60,000,000</b>	<b>FY2011 Total</b>	<b>35,976,923</b>	<b>(0)</b>	<b>60,000,000</b>
	15,366,023	1st Quarter			
	16,919,099	2nd Quarter			
	13,198,488	3rd Quarter			
		4th Quarter			
	<u>45,483,611</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

	<u>3/31/2011</u>
Cash -- Bank of America Checking Account	7,633,125.67
LAIF	18,998,769.81
County Pool	182,330,471.05
Investment Portfolio	196,473,705.81
Total	<u><u>405,436,072.34</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN -- MARCH 2011

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000665	MATSUMOTO, KARYL M.	3/7/2011	100.00	WIR	Board of Directors Compensation
SMCTA	000666	GROOM, CAROLE	3/7/2011	100.00	WIR	Board of Directors Compensation
SMCTA	000667	NAGEL, TERRY	3/7/2011	100.00	WIR	Board of Directors Compensation
SMCTA	000668	HORSLEY, DONALD	3/7/2011	100.00	WIR	Board of Directors Compensation
SMCTA	000669	PENINSULA CORRIDOR JOINT POWERS BOARD	3/14/2011	787,162.75	WIR	Capital Programs
SMCTA	000670	SAN MATEO COUNTY TRANSIT DISTRICT	3/28/2011	778,395.76	WIR	Capital Programs
SMCTA	000671	CHICAGO TITLE COMPANY	3/28/2011	55,754.00	WIR	Capital Programs
SMCTA	002915	FOUST, ROSANNE	3/7/2011	100.00	CHK	Board of Directors Compensation
SMCTA	002916	GOVERNMENT FINANCE OFFICERS ASSN	3/7/2011	160.00	CHK	Dues & Subscriptions
SMCTA	002917	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	3/7/2011	11,485.75	CHK	Legal Services
SMCTA	002918	HURLEY, JOSEPH	3/7/2011	88.95	CHK	Business Travel & Meeting
SMCTA	002919	LEE, JOHN	3/7/2011	100.00	CHK	Board of Directors Compensation
SMCTA	002920	WILBUR SMITH ASSOCIATES	3/7/2011	5,908.96	CHK	Consultant
SMCTA	002921	AT&T	3/14/2011	6,444.29	CHK	Capital Programs
SMCTA	002922	DMJM HARRIS/MARK THOMAS JV	3/14/2011	75,413.76	CHK	Capital Programs
SMCTA	002923	GREEN CARPET LANDSCAPING	3/14/2011	4,000.00	CHK	Capital Programs
SMCTA	002924	HOLLAND & KNIGHT LLP	3/14/2011	5,000.00	CHK	Legislative Advocate
SMCTA	002925	PBS&J	3/14/2011	91,595.00	CHK	Consultant
SMCTA	002926	URS CORPORATION	3/14/2011	38,111.96	CHK	Capital Programs
SMCTA	002927	BKF ENGINEERS	3/21/2011	74,874.60	CHK	Capital Programs
SMCTA	002928	CARTER & BURGESS, INC.	3/21/2011	13,145.55	CHK	Consultant
SMCTA	002929	DMJM HARRIS/MARK THOMAS JV	3/21/2011	1,901.64	CHK	Capital Programs
SMCTA	002930	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	3/21/2011	9,386.00	CHK	Legal Services
SMCTA	002931	MENLO PARK, CITY OF	3/21/2011	1,625.62	CHK	Capital Programs
SMCTA	002932	SHAW/YODER & ANTWIH, INC.	3/21/2011	3,702.00	CHK	Legislative Advocate
SMCTA	002933	CALIFORNIA WATER SERVICE COMPANY	3/28/2011	564.00	CHK	Capital Programs
SMCTA	002934	RAJAPPAN & MEYER CONSULTING	3/28/2011	17,639.97	CHK	Capital Programs
SMCTA	002935	TRANSBAY JOINT POWERS AUTHORITY	3/28/2011	22,500.00	CHK	Capital Programs

2,005,460.56

**Summary of San Mateo County Transit District's  
Board of Directors Special Meeting of  
March 24, 2011**

The Board of Directors held a special meeting to receive an update on the District's fiscal condition.

Deputy CEO Virginia Harrington presented an overview of the agency's financial outlook and its impact on District funding to Caltrain operations:

- The District's current fiscal status and financial capacity. District staff has worked with the Strategic Plan/Financial Capacity Ad Hoc Committee since 2006 to develop measures to reduce the structural deficit.
- Presented an overview of the District's Preliminary Fiscal Year (FY) 2012 Budget. Based on the assumptions presented, preliminary revenues are projected at \$138.1 million and operating expenses at \$121.8 million. SamTrans' member contribution to the Peninsula Corridor Joint Powers Board (JPB) is \$4.9 million.
- Reviewed Caltrain's current fiscal status including a history of the JPB member contribution for Caltrain operation. The FY2012 preliminary budget shows member contributions reduced from \$35 million to \$11.7 million.
- JPB staff has been working with stakeholders and the Board to discuss possible service scenarios.

Deputy CEO Chuck Harvey discussed Paratransit operating revenues and expenses and the FY2012 proposed budget.

- The Americans with Disabilities Act transportation is a federally mandated program and must have a zero denial rate. Costs have been driven down by efficiencies. Other unfunded mandates include designed fixed-route service, which must comply with Title VI; Route 17 along the coast is one of these routes.
- Each Paratransit trip costs \$40 and the fares are approaching the federally allowed level of twice the regular fixed-route fare.

Comments and concerns addressed include:

- BART debt service.
- JPB member repayment for the purchase of the Caltrain right of way.
- The Metropolitan Transportation Commission (MTC) funding proposal is a two-year window for short-term funding while a permanent, dedicated funding solution is needed.
- The use of electrification, Dumbarton Rail and preventative maintenance funds for Caltrain operations.
- To seek all opportunities to generate additional revenue.
- The impact to Caltrain – reduction of service and station closures.

Near term recommendations include:

- Recommend reducing the District's FY2012 contribution to Caltrain to \$4.9 million.
- Continue to work with the JPB partners and MTC on near-term solutions to balance the Caltrain budget for FY2012 and FY2013.

**Summary of San Mateo County Transit District's  
Board of Directors Special Meeting of  
March 24, 2011**

- Explore possible solutions to contribute additional funding to Caltrain including:
  - A possible fund swap to provide additional capacity for the District to contribute funding to Caltrain.
  - Utilize a portion of the District's right of way repayment from Santa Clara Valley Transportation Authority (VTA) for Caltrain.
- Continue to work with the Strategic Plan/Financial Capacity Ad Hoc Committee on monitoring the financial condition of the District.
- Explore cost containment strategies for delivery of paratransit services.
- Continue work on the Comprehensive Operating Analysis.

The Board approved the allocation of the VTA repayment funds to help fund Caltrain's operating expenses; \$2 million in FY2012 and \$3 million in FY2013.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
April 13, 2011**

The Community Relations Committee and Board

Appointed the following to the Citizens Advisory Committee

- Daniel Cruz to represent bus riders
- Saundra Curry to represent bus riders
- Sonny Koya to represent bus riders
- Peter Loranger to represent bus riders
- Maureen Hall to represent community riders
- Peter Ratto to represent multimodal riders

Accessibility Coordinator Tina DuBost said a representative from our scheduling software company, Trapeze, reviewed reservation and scheduling software and made recommendations. Staff expects to see improvements in efficiency and productivity.

Paratransit Coordinating Chair (PCC) Nancy Keegan reported on the March meeting:

- Received a presentation on Paratransit Senior Mobility.
- A half-day retreat is scheduled for May to determine priorities and a PCC work plan for the next two years. She extended an invitation to available Board members to present an overview on the San Mateo County Transit District.

Citizens Advisory Committee Chair Peter Ratto reported:

- Received a presentation on the Comprehensive Operational Analysis.
- Certificates of Appreciation were presented to outgoing members John Baker and Wayne Kingsford-Smith who were termed out.

Director of Bus Transportation Chester Patton presented the Performance Report: Shuttles (attached).

Average weekday ridership for all modes for February 2011 compared to February 2010 was 91,194, an increase of 3.0 percent.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for February 2011. Revenues are under budget. Year-to-date fuel is \$2.53 per gallon. The fuel hedge has been tripped every month beginning in October 2010 and the District has received \$149,000 against a cost of \$250,000.

Assessed the Fiscal Year (FY) 2011 Fuel Hedging Program to move forward with FY2012. Adopted a revised Fuel Hedging Policy. The revised policy provides additional flexibility in future solicitations and allows staff to refer to a counterparty rather than a financial institution, to refer to the rating assigned to the counterparty or its guarantor rather than only the counterparty itself and updates the correlation rate of the Ultra Low Sulfur Diesel index to the Oil Price Information Service (OPIS) index from 2006 through 2010.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
April 13, 2011**

Authorized appointment of Orrick, Herrington and Sutcliffe, LLP to serve as special counsel in connection with the FY2012 Fuel Hedging Program for fees not to exceed \$125,000. Orrick will be providing services jointly to both the District and the Peninsula Corridor Joint Powers Board.

Authorized amendment to the District's Investment Policies and Annual Reauthorization to invest monies with the Local Agency Investment Fund (LAIF). There is a total of \$159 million in the fund and \$31 million in LAIF.

Authorized adoption of the Advertising Policy, which is applicable to all forms of advertising on transit facilities owned and/or managed by the District in order to maintain a professional advertising environment, to provide and image of neutrality and to continue to build and retain transit ridership.

A protest received by Harris Electric was rejected. Rejected the low monetary incomplete bid from Harris Electric as non-responsive and awarded a contract to Liberty Electric for routine and emergency electrical maintenance services for a total estimated cost of \$948,094 for a three-year base term.

Rejected four bids for floor maintenance services and related carpet/vinyl work as non-responsive and authorized reissuing the solicitation. The re-solicitation may include changes in quantities, materials, bonding, insurance and liquidated damage requirements that may attract more bidders and also will provide another opportunity to submit a responsive bid.

The Legislative Committee and Board

**State Update**

Government Affairs Manager Seamus Murphy reported:

- The governor signed AB 105, which reenacted the gas tax swap and protects \$330 million of State Transit Assistance (STA) funding that provides about \$4.2 million for Caltrain and \$3.4 million for SamTrans. There is a revenue approach to fill the \$14.7 billion budget gap, which may be a ballot measure to extend existing taxes. The Legislature may also be presented with a cuts-only budget, which could potentially affect the STA program. Staff met with the SamTrans' delegation to urge them to not approve any budget that includes reductions to the STA program.

**Federal Update**

- Staff and Board members Karyl Matsumoto, Shirley Harris and Zoe Kersteen-Tucker participated in the American Public Transportation Association (APTA) Legislative Conference and met with the SamTrans delegation to protect discretionary grant programs. Congress is moving forward with a number of continuing resolutions that have gradually cut discretionary programs. District grant award programs include \$16 million that has been directed to the Caltrain corridor from the High Speed Rail Intercity Passenger Rail Program through the Federal Railroad Administration (FRA) and \$2.5 million for the Grand Boulevard Project from the TIGER II program. These programs were saved when the FRA signed a cooperative agreement obligating the funds.

**Summary of San Mateo County Transit District's  
Committee and Board of Directors Meeting of  
April 13, 2011**

- The Obama administration avoided a government shutdown on April 7 by negotiating a short-term continuing resolution and a continuing resolution to cover the remainder of FY2011. The affect of this means rescission of \$400 million in High Speed Rail (HSR) funding that comes from the Florida share of the 2010 money. Two billion dollars of the Florida money would be available because it is American Recovery and Reinvestment Act funding. Transportation Secretary LaHood said he would be making funding available for construction but no planning grants would be offered. Staff might have an opportunity to take advantage of a Notice of Funding availability. Funding for the Railroad Safety Technology grant program for 2011 was zeroed out.

Planning, Development and Sustainability Committee

Received an overview on the Sustainability Program. The program was developed to help conserve resources and potentially save money for the District. Project goals are to find ways to reduce energy and water and waste streams at the District, and in the process, embed sustainability into the culture of the organization. APTA awarded the San Mateo County Transit District with a Bronze recognition for their sustainability program.

Board of Directors

The oath of office was given to transit expert Art Lloyd.

Held a public hearing and authorized the filing of a Federal Transit Administration Section 5310 Grant Application for the purchase of two Redi-wheels buses.

Report of the General Manager/CEO

Deputy CEO Gigi Harrington reported:

- SamTrans participated in an older driver traffic program in March.
- The SamTrans' leadership program investing in human capital is 50 percent complete and provides training for new leaders for SamTrans.
- Fifteen District personnel are participating in a Transit and Paratransit Management Certificate Program organized through the University of the Pacific.
- The Interactive Voice Response system for Paratransit is undergoing internal testing and pilot testing is scheduled to begin in May.
- New fareboxes have been integrated with SamTrans' Advanced Communication System and a 30-day trial will begin on five revenue service buses.
- The Joint Powers Board discussed fares and service changes at its April 7 meeting. The Board declined to take action and will continue discussion at a special meeting on April 21.
- Staff will present the preliminary SamTrans budget at the May 11 meeting

The next meeting of the Board is scheduled for Wednesday, May 11, 2011.

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "sam" is in black and "Trans" is in blue. Below the text is a horizontal bar with a red top section and a blue bottom section.

# Mobility Management – Shuttle Performance

April 13, 2011

## Performance

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "sam" is in black and "Trans" is in blue. Below the text is a horizontal bar with a red top section and a blue bottom section.

- Shuttles by Mode
- Business Partners
- Public Partners
- City/Alliance Partners
- FY2011 Allocation
- Funding
- Ridership
- The Last Mile
- Operational Flexibility
- Current Issues
- Summary



## Shuttles by Mode

samTrans

### Caltrain – 31 routes

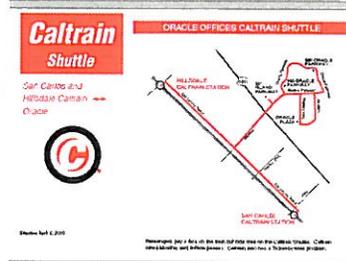
- Operates in 3 counties
- Serves 19 stations

### BART – 8 routes

- Serves 6 stations

**2,093,920 annual trips**

**6,631,280 passenger miles on shuttles**



## Business Partners

samTrans

### Some of the Partners:

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



## Public Partners

samTrans

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

## City/Alliance Partners

samTrans

- San Mateo
- Burlingame
- Brisbane
- South San Francisco
- Menlo Park
- Palo Alto
- Foster City
- City of San Mateo
- County of San Mateo
- San Carlos
- Atherton
- Belmont
- Daly City
- Colma
- Half Moon Bay
- Hillsborough
- Millbrae
- Pacifica
- Redwood City
- San Bruno

## FY2011 Allocation

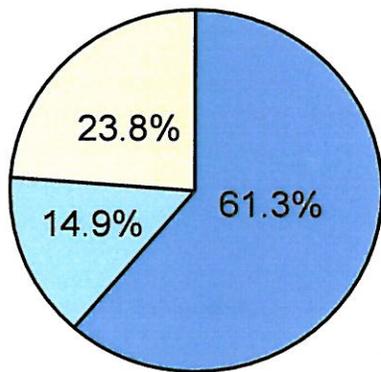
samTrans

SamTrans/BART Shuttles	\$2,251,360
Caltrain (SM Co.) & Community Shuttles	\$1,635,744
Caltrain Shuttles	\$3,345,631



## SamTrans/BART Funding

samTrans

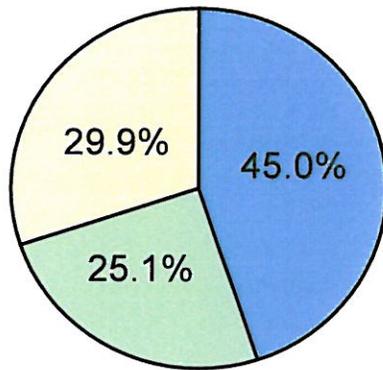


\$1,379,400 Employer  
\$335,960 SamTrans  
\$536,000 AB 434

- Employer
- SamTrans
- AB 434

## JPB-funded Caltrain

samTrans



\$1,505,578 Employer

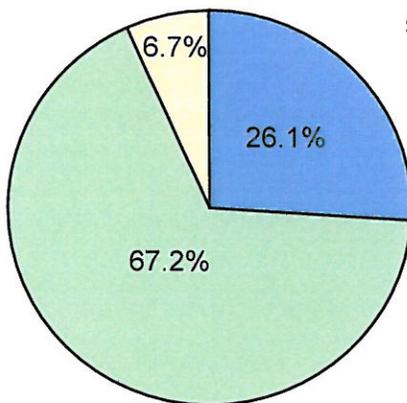
\$840,053 Caltrain

\$1,000,000 AB 434

- Employer
- Caltrain
- AB 434

## Caltrain/SMC & Community Funding

samTrans



\$427,019 Employer

\$1,089,888 TA

\$109,837 Grants

- Employer
- TA
- Grants

## No Loss of Sponsors

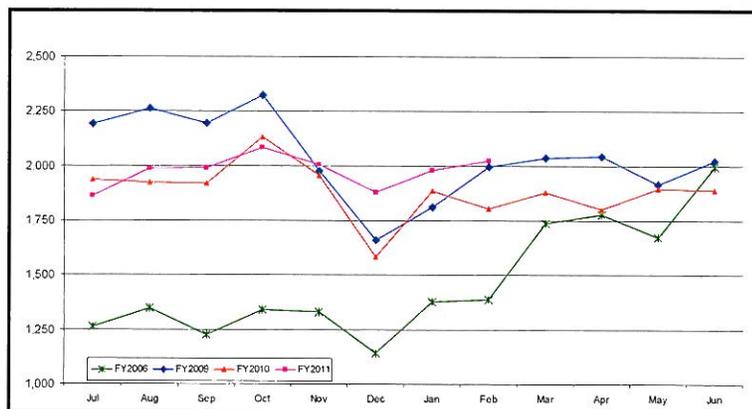
samTrans

Caltrain and SamTrans shuttles depend on many funding partnerships

In spite of the recession all companies and cities that sponsor shuttles have extended their funding contracts until June 2011

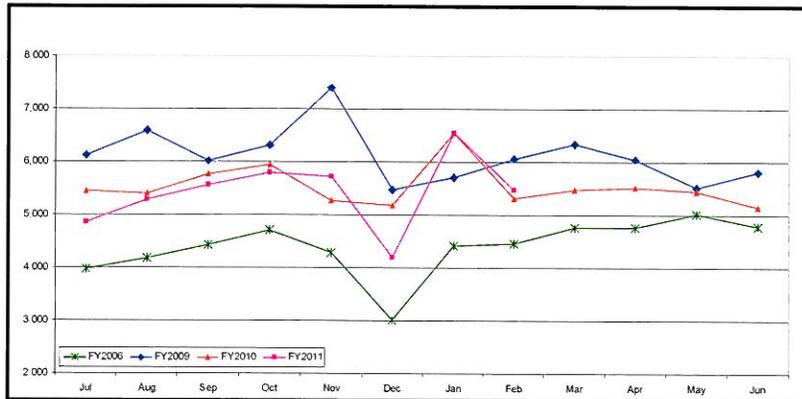
## Shuttle AWR - BART

samTrans



## Shuttle AWR - Caltrain

samTrans



## Last Mile – Revenue Perspective

samTrans

Caltrain shuttle trips	1.4 million
Average fare per trip on Caltrain	\$3.65
Fare revenue/Shuttle trips	\$5 million
Caltrain 3-member contributions	\$840,053

## Operational Flexibility

samTrans

- Shuttle operators are prepared to respond to unplanned situations, adjusting schedules, bus bridging, and supporting various Caltrain emergency operations:
  - Security
  - Mechanical issues
  - Disaster
  - Accidents

## Current Issues

samTrans

- \$1 million BAAQMD grant approved for calendar year 2011
- Operator contract option year for JPB shuttles expires Sept. 30, 2011
  - One more option year may be exercised
- C/CAG grant fluctuates based on license plate fees
  - Down from \$631,000 in FY2009 to \$540,000 in FY2011

## Current Issues

samTrans

- **Shuttle Business Practices**

- **Objective**

- Identify new business practices for involved agencies that clarify roles and responsibilities and improve coordination.

- **Partners**

- C/CAG
    - Alliance
    - SamTrans
    - SMCTA

- **Schedule**

- Outreach / Discussion: February - May 2011
    - Draft Recommendations: July 2011
    - Completion: Fall 2011

## Summary

samTrans

- Business and Public partners are supportive of the Shuttles program
- Shuttle program leverages significant external funds
- Ridership is down from FY2009 highs, but improving
- Shuttle route effectiveness continues to be monitored
- Shuttles have operational flexibility
- Revenue generator for Caltrain

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

**TO:** Transportation Authority

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

**FROM:** Virginia Harrington  
Deputy CEO

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

**ACTION**

Staff recommends that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended March 31, 2011.

**SIGNIFICANCE**

The Transportation Authority's (TA) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on April 19, 2011 in order to meet the 30 day requirement.

**BUDGET IMPACT**

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

**BACKGROUND**

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

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

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

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

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

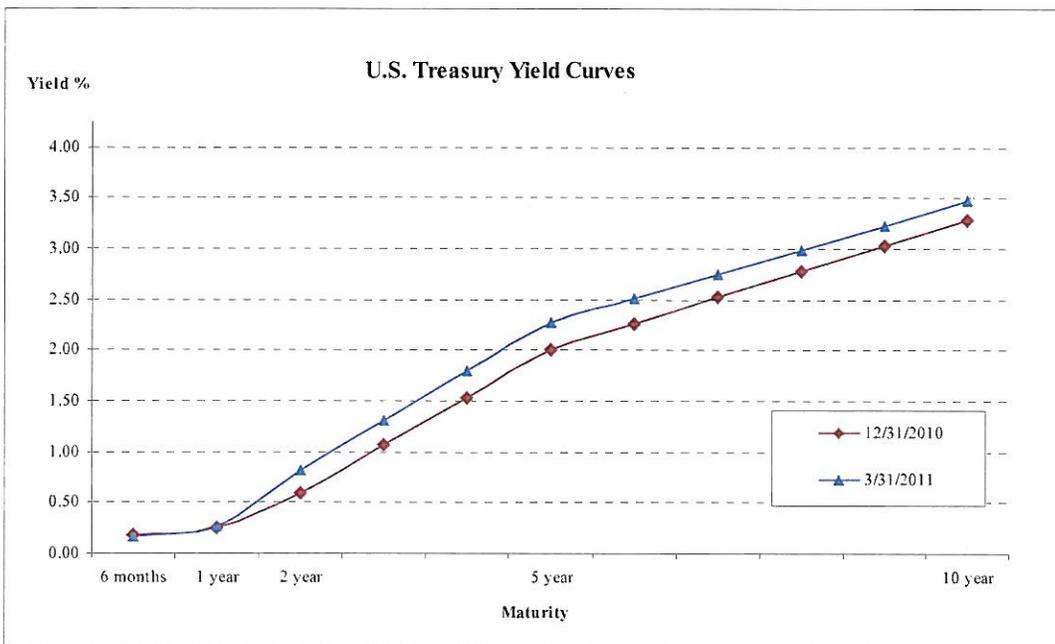
Due to the nature of securities which are bought and sold in a principal market, such as fixed income securities, multiple market values may exist for a given security at any given time. CSI has chosen IDC as an unbiased estimator of these prices based on their leading role as a provider of end of the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

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

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

## DISCUSSION

### Market Review and Outlook



Data Source: Bloomberg

The first quarter of 2011 was eventful, from the shootings in Arizona, to protests in Wisconsin, uprisings in the Middle East, rising food and oil prices, sovereign debt problems in Europe, and volatile equity markets here and abroad. Amidst all this turmoil, the U.S. economy managed to show resilience. Gains in employment, exceptionally strong economic activity survey results, healthy gains in income and robust consumer spending painted a picture of an economy ready to stand on its own two feet.

Global uncertainty and the strength in the economy taken together resulted in interest rates ending the quarter only marginally higher than where they began.

Longer term, the economy will be the dominant force in driving interest rates. Economists now expect economic growth in 2011 to exceed 3.0 percent. Should business optimism continue to rise, employers will start to hire and banks will become more aggressive in lending. In such an environment economic growth could easily top 4.0 percent. Economic growth of this magnitude would likely be accompanied by meaningfully higher interest rates, particularly for longer-dated securities.

Given the only recently improved and still somewhat fragile state of our economic recovery, several important warning signs bear closer scrutiny as potentially disruptive forces on our path to economic improvement. They are:

- Higher prices for food and energy. Rising oil prices in particular present a clear danger for the U.S. economy. Historically a harbinger of a recession, rising oil prices can sap economic growth, raise inflation, lower profit margins and worsen the trade deficit.

- Rising gas prices may be enough to stall corporate America's desire to increase employment.
- Sovereign debt default from one or more of the problem countries in Europe would be accompanied by fears of a decline in global growth and prevent the type of positive business sentiment described above. Under such a scenario, global economic growth and interest rates could remain low.
- Recent problems in Japan will add to the global pressures on food and energy prices.
- Lack of progress the United States has made in dealing with its budget problems. Last year's tax breaks and this year's potential for increased military spending, due to Libya have not improved our situation. Unless our policymakers resolve to deal with our deficit problem, we are likely to see a continued decline of the dollar and renewed pressure on interest rates to rise. If this is accompanied by rising oil prices, the one-two punch to the consumer may hamper whatever recovery we might otherwise have had and result in a bigger budget problem.

It is still too early to tell if the result of these current events will generate a meaningful change in investment strategy. Meanwhile, the exceptionally low level of interest rates continues to make the bond market vulnerable to a negative return if rates continue to rise. CSI's strategy has been to protect the portfolio from negative returns in an environment of modestly rising rates. For the time being, they continue to believe this is the prudent course of action.

### **Strategy**

Over the foreseeable future, CSI expect interest rates to move gradually higher. They continue to caution that the current low rates leave no room for a sudden rise in interest rates, which would result in negative returns.

Given CSI's outlook and the current level of uncertainty in the markets, we are comfortable keeping the portfolio's exposure to a change in interest rates below that of the benchmark.

As of the end of the quarter, the TA's portfolio consisted of approximately 6.3 percent Government Guaranteed Corporate Bonds, 77.3 percent Agency Securities, 15.9 percent US Treasury securities, 0.5 percent Agency MBS and 0 percent Cash Equivalents; see Exhibit 6.

### **Budget Impact**

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending March 31, the portfolio returned 0.31 percent. This compares to the benchmark return of 0.21 percent. The Performance graph in Exhibit 3 shows the relative performance of the Authority since inception. The Growth of a Thousand Dollars graph in Exhibit 4 shows the cumulative performance over this same time frame for the Authority's portfolio.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity, is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, the portfolio's yield to maturity or call was 1.03 percent. The benchmark's yield to maturity was 1.15 percent.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter, the portfolio's rate of return on investments, at cost, was 1.21 percent.

Prepared by: Lori Snow, Manager Finance Treasury

650-508-6425

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
 REPORT OF INVESTMENTS  
 FOR QUARTER ENDED MARCH 31, 2011

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE
						+ACCR. INT.
<b>FUNDS MANAGED BY CSI CAPITAL MANAGEMENT, INC.</b>						
<b>INVESTMENT PORTFOLIO:</b>						
<b>CORPORATE BONDS</b>						
Bank of America Corp.	04-30-12	2,000,000	2,048,120	2,036,652	17,617	2,054,269
General Electric Capital Corp	06-08-12	1,500,000	1,539,582	1,530,915	10,358	1,541,273
Goldman Sachs	06-15-12	3,000,000	3,141,387	3,099,276	28,708	3,127,984
Wells Fargo & Co.	06-15-12	3,000,000	3,080,598	3,057,318	18,771	3,076,089
John Deere Capital	06-19-12	3,000,000	3,119,658	3,086,925	24,437	3,111,362
<b>TREASURY SECURITIES</b>						
U.S. Treasury Note	01-15-12	2,800,000	2,826,578	2,818,813	6,613	2,825,426
U.S. Treasury Note	06-15-12	1,500,000	1,537,032	1,526,542	8,268	1,534,810
U.S. Treasury Note	08-15-12	2,000,000	2,046,406	2,034,688	4,351	2,039,039
U.S. Treasury Note	01-31-13	15,000,000	15,801,571	15,601,755	71,478	15,673,233
<b>GOVERNMENT BONDS</b>						
FHLB	09-09-11	5,000,000	5,192,188	5,078,810	11,458	5,090,268
FNMA	11-15-11	2,000,000	2,131,250	2,063,164	40,611	2,103,775
FNMA	01-09-12	4,000,000	4,081,250	4,051,884	18,222	4,070,106
FHLB	01-23-12	3,000,000	3,067,500	3,042,336	11,900	3,054,236
FHLB	06-08-12	2,000,000	2,111,250	2,075,190	22,757	2,097,947
FHLM	06-15-12	2,000,000	2,039,375	2,030,994	10,306	2,041,300
FHLB	08-10-12	6,000,000	6,084,375	6,033,300	17,425	6,050,725
FNMA	08-10-12	5,000,000	5,096,875	5,079,960	12,396	5,092,356
FHLM	01-15-13	7,500,000	7,567,755	7,504,245	27,708	7,531,953
FNMA - Step Up	04-12-13	4,000,000	4,018,750	4,001,064	20,656	4,021,720
FNMA	04-15-13	2,800,000	2,828,000	2,801,697	25,822	2,827,519
FNMA	07-19-13	3,350,000	3,360,861	3,352,218	9,212	3,361,430
FHLM	10-21-13	5,000,000	5,010,400	4,978,840	25,000	5,003,840
FNMA	10-28-13	15,000,000	14,977,500	14,835,495	39,844	14,875,339

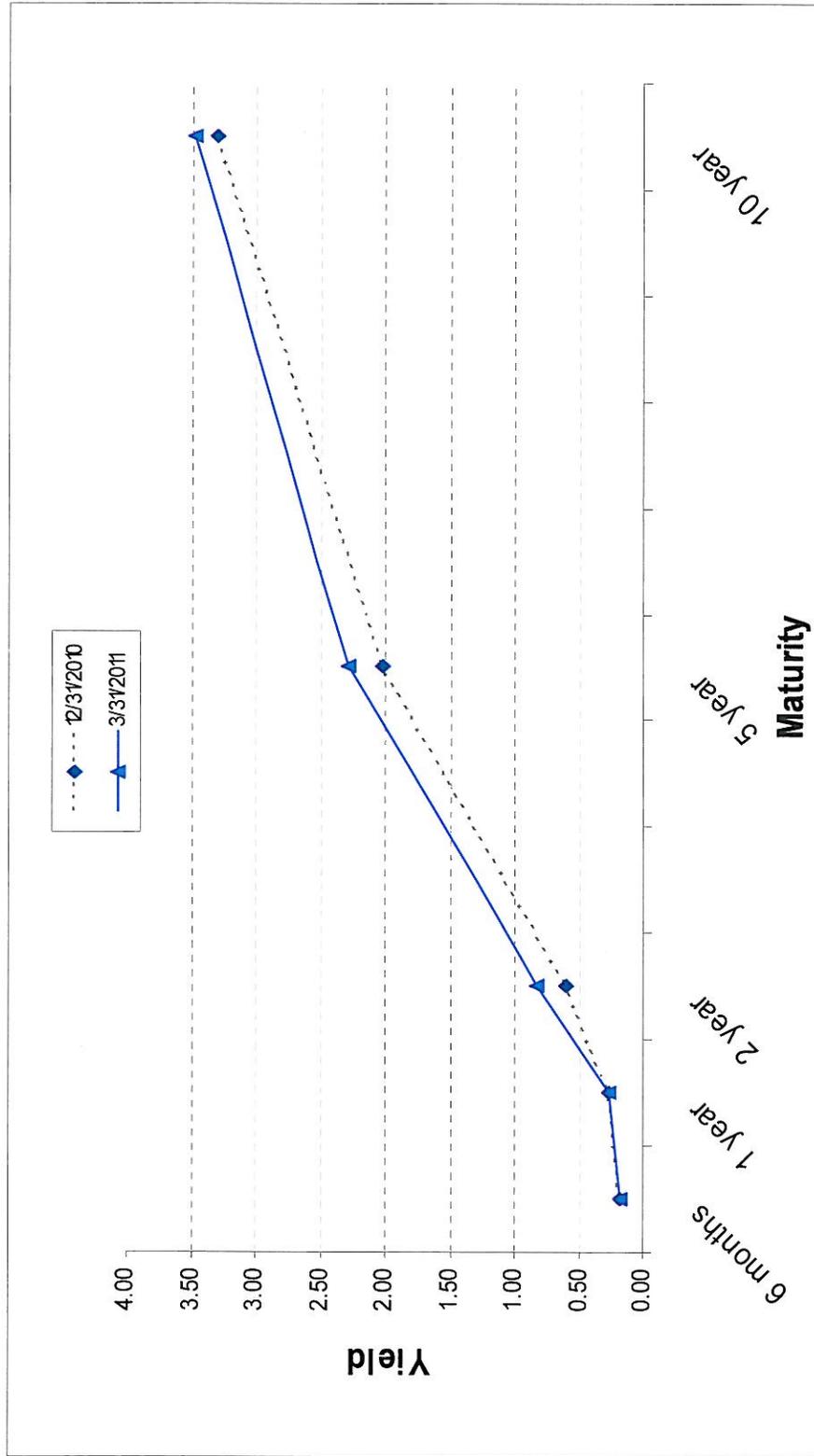
**EXHIBIT 1 (Cont.)**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
REPORT OF INVESTMENTS (Continued)  
FOR QUARTER ENDED MARCH 31, 2011**

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
FHLM - Step Up	11-04-13	2,250,000	2,245,725	2,232,187	4,594	2,236,781
FHLM - Step Up	12-02-13	20,000,000	19,936,000	19,869,780	33,056	19,902,836
FNMA	12-30-13	10,000,000	10,000,000	9,967,370	37,917	10,005,287
FNMA - Step Up	12-30-13	5,100,000	5,093,625	5,094,150	9,669	5,103,819
FHLM	02-25-14	19,000,000	19,008,759	19,008,759	61,684	19,070,443
FNMA ^^	04-18-14	11,000,000	10,984,930	10,984,930	0	10,984,930
FHLM	04-23-14	13,500,000	13,926,208	13,926,208	148,125	14,074,333
FNMA - Step Up	07-28-15	2,500,000	2,502,350	2,503,250	6,562	2,509,812
FHLM - Step Up	10-15-15	2,550,000	2,554,998	2,519,833	14,698	2,534,531
FNMA - Step Up	01-27-16	5,000,000	5,015,025	5,015,025	8,889	5,023,914
<b>TREASURY INFLATION PROTECTED SECURITIES</b>						
US Inflation Indexed Note	04-15-14	9,884,085	10,122,021	10,562,480	54,808	10,617,288
<b>COLLATERIZED MORTGAGE OBLIGATIONS</b>						
FHLB Series 00-0606 Class Y	12-28-12	1,040,967	1,032,264	1,066,985	444	1,067,429
FNMA ^^	04-18-14	(11,000,000)	(10,984,930)	(10,984,930)	0	(10,984,930)
<b>TOTAL FUNDS MANAGED BY CSI CAPITAL MANAGEMENT, INC.</b>		<b>191,275,052</b>	<b>194,145,236</b>	<b>193,488,108</b>	<b>683,736</b>	<b>194,352,472</b>
<b>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</b>						
<b>BANK OF AMERICA CHECKING</b>						
LAIF			7,599,071	7,599,071	0	7,599,071
SAN MATEO COUNTY POOL			18,998,770	18,998,770	7,567	19,006,337
CD ACCT REGISTRY SERVICE ("CDARS")	03-31-11		182,330,471	182,330,471	493,074	182,823,545
CD ACCT REGISTRY SERVICE ("CDARS")	04-07-11		2,076,830	2,076,830	0	2,076,830
			1,245,711	1,245,711	0	1,245,711
<b>TOTAL FUNDS MANAGED BY DISTRICT STAFF</b>			<b>212,250,853</b>	<b>212,250,853</b>	<b>500,641</b>	<b>212,751,494</b>
<b>TOTAL AS OF MARCH 31, 2011</b>			<b>406,396,090</b>	<b>405,738,961</b>	<b>1,184,377</b>	<b>407,103,966</b>

^^ Purchased for Settlement in April 2011

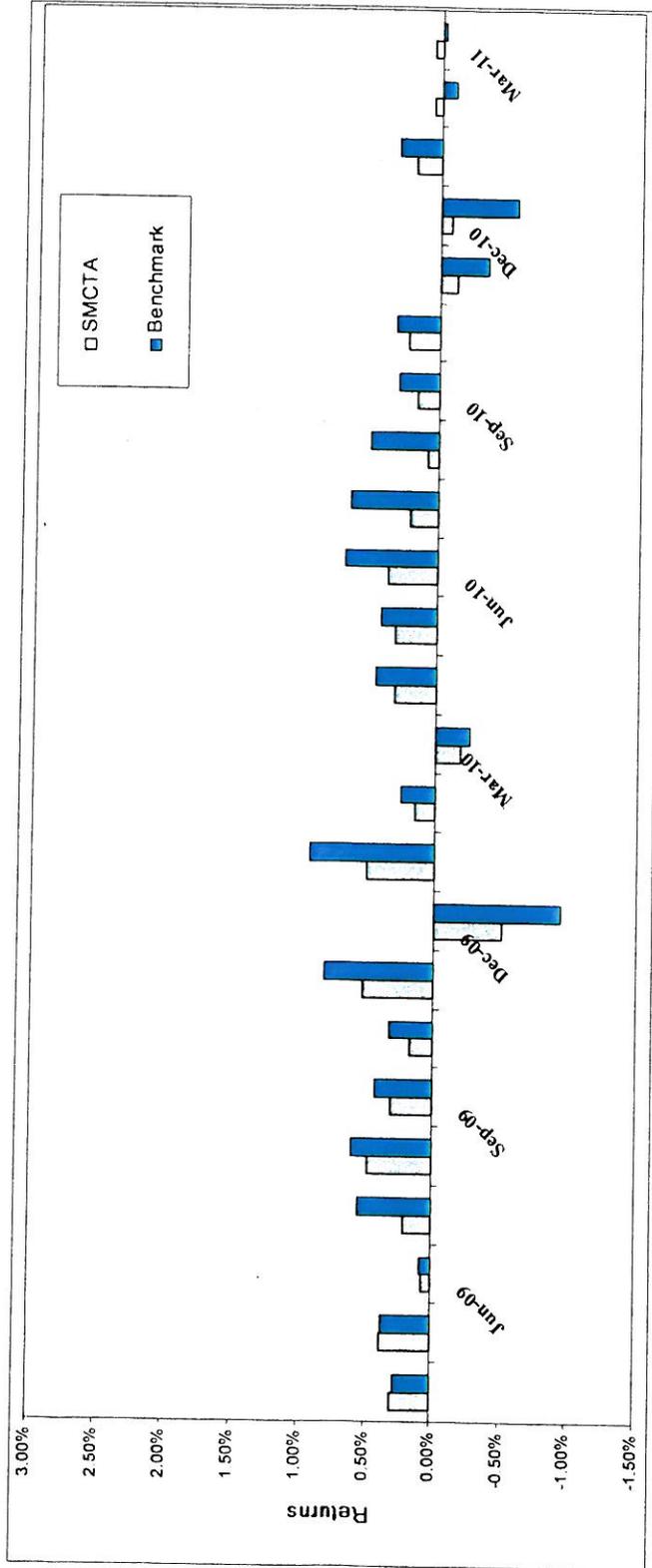
## San Mateo County Transportation Authority Historical Yield Curve



Data Source: Bloomberg

CSI Capital Management, Inc.

San Mateo County Transportation Authority  
 Monthly Review – Account vs. Benchmark  
 Rolling 24 Months



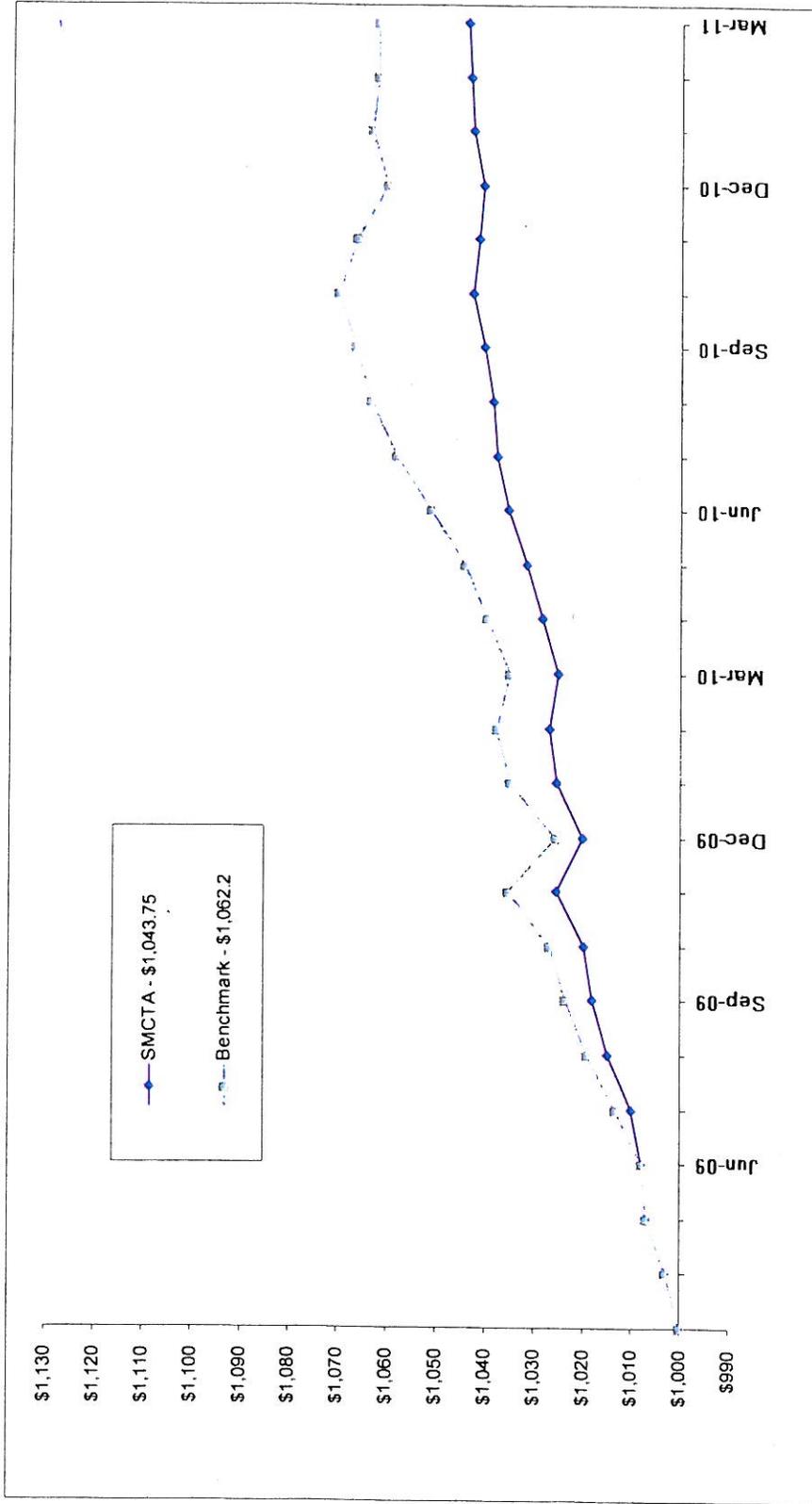
Trailing 12 Months	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Trailing 12
<b>MONTHLY PERFORMANCE DATA</b>													
SMCTA	0.32%	0.32%	0.37%	0.21%	0.09%	0.17%	0.23%	-0.12%	-0.08%	0.19%	0.06%	0.06%	1.83%
Benchmark	0.45%	0.42%	0.69%	0.65%	0.51%	0.30%	0.33%	-0.36%	-0.58%	0.32%	-0.10%	-0.01%	2.64%

EXHIBIT 3

CSI Capital Management, Inc.

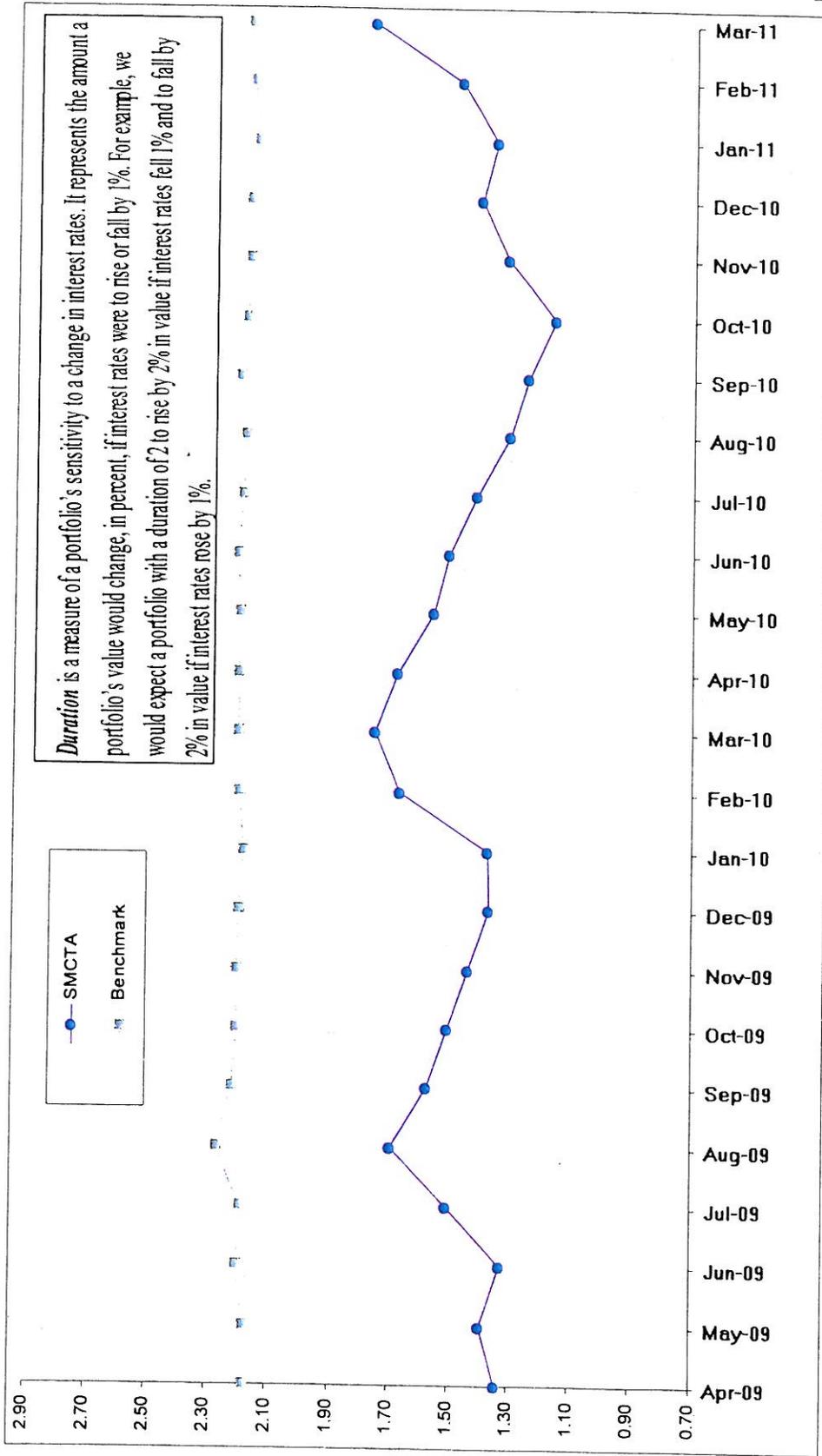
# San Mateo County Transportation Authority Growth of a Thousand Dollars

Rolling 24 Months



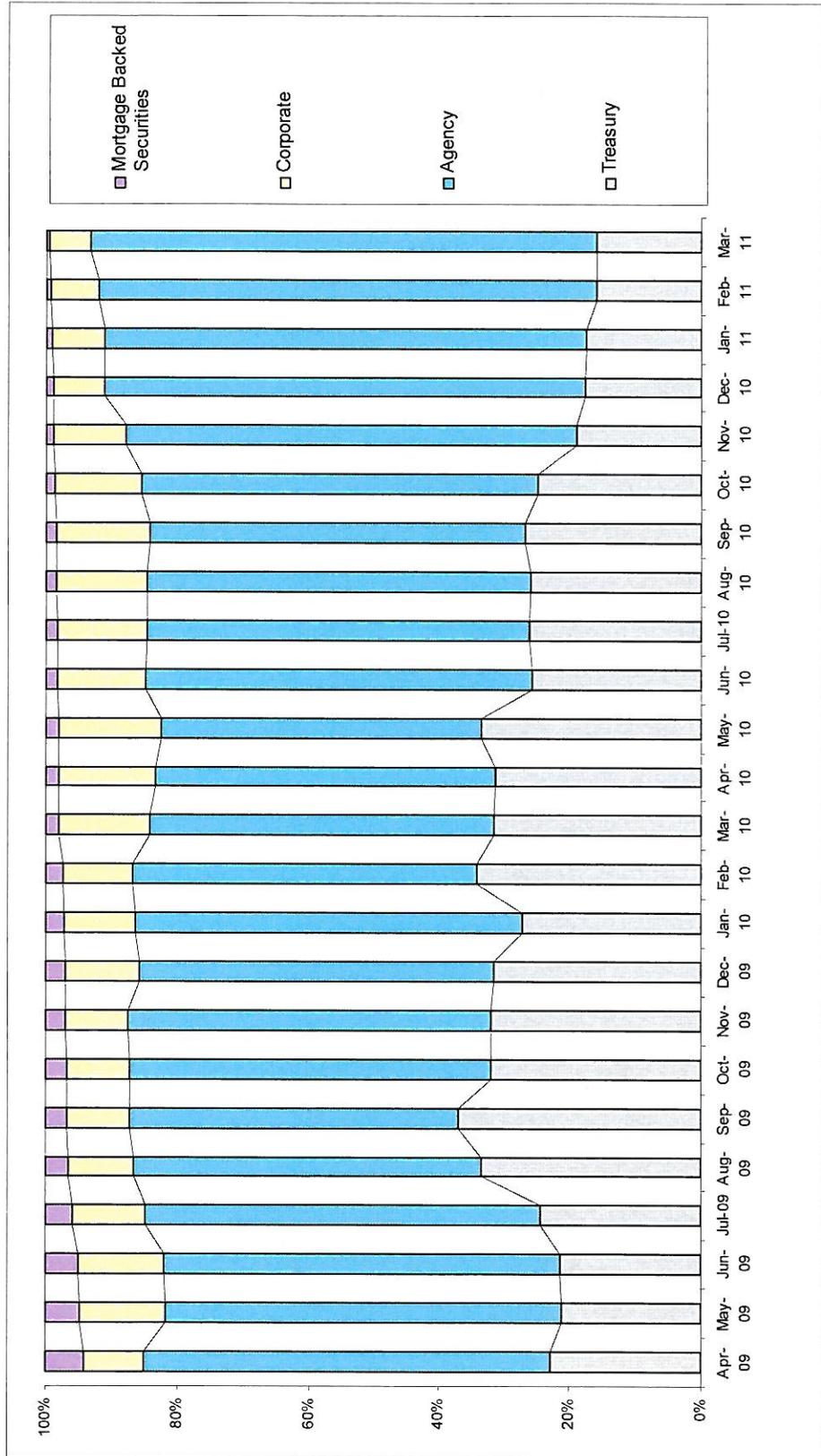
CSI Capital Management, Inc.

# San Mateo County Transportation Authority Duration vs. Benchmark



*CSI Capital Management, Inc.*

# San Mateo County Transportation Authority Percent of Assets Held by Type



**EXHIBIT 6**

*CSI Capital Management, Inc.*

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

**TO:** Transportation Authority

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

**FROM:** Virginia Harrington  
Deputy CEO

**SUBJECT:** **ASSIGNMENT OF CONTRACT TO SUNTRUST BANK FOR  
PROVIDING INVESTMENT MANAGEMENT SERVICES**

**ACTION**

Staff recommends Board approval of the assignment of the current Investment Management Services Agreement (Agreement) between the San Mateo County Transportation Authority (TA) and CSI Capital Management, Inc. (CSI) from CSI to SunTrust Bank (STB) on the same terms and conditions contained in the Agreement.

**SIGNIFICANCE**

Approval of the above action will provide the TA with uninterrupted investment advisory services in accordance with the Agreement with William Osher as the primary representative for the TA and the same transparent reporting requirements, including a quarterly written report and an oral economic forecast presentation by Mr. Osher.

**BUDGET IMPACT**

The cost for this service is included in the approved Fiscal Year 2011 Budget.

**BACKGROUND**

Pursuant to Resolution 2008-16, the Board authorized the execution of an Investment Management Services Agreement (Agreement) with Epic Wealth Management, subsequently renamed Tamalpais Wealth Advisors (TWA), for a three-year base term with two one-year options with the understanding that Mr. Osher would serve as the primary representative to undertake, render and oversee all contractual services. The Board authorized Resolution 2010-5, to assign the Agreement from TWA to CSI Capital Management, Inc. (CSI) on the same terms and conditions contained in the Agreement.

CSI has provided satisfactory investment management services to the TA and has approximately two and one-half years remaining of its contract term. CSI's appointment as investment advisor to the TA was fundamentally due to Mr. Osher consistently providing favorable portfolio performance results for the San Mateo County Transit District since 1987. The TA's portfolio is held in the Bank of New York, as the custodial bank, on behalf of the TA. The TA's funds are not held by CSI as it is solely a financial advisory firm and not an investment house.

CSI recently entered into an agreement to join the Wealth Management Group of Atlanta-based STB. The proposed transaction will establish CSI Group as a member of STB, which is a publicly traded company listed on the New York Stock Exchange (NYSE:STI) with total assets of over \$170 billion. The company has more than 100 years of experience providing financial advice and has approximately 700 skilled investment professionals.

To ensure that the TA continues to receive uninterrupted professional investment portfolio management services, CSI has consented to the assignment of the remaining term of the Agreement to STB. Subsequently, STB has agreed to continue providing all investment advisory services under the terms of the Agreement and has furnished the TA with information demonstrating its qualifications to assume such investment management services. Mr. Osher, as a Managing Director of STB, will continue to be responsible for the daily management of the TA's portfolio as well as the preparation of monthly reports and a quarterly economic forecast presentation to the Board.

Contract Officer: Adwoa Oni,  
Project Manager: Lori Snow, Manager Treasury

650-508-6411  
650-508-6425

**RESOLUTION NO. 2011 -**

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

\* \* \*

**CONSENTING TO ASSIGNMENT OF  
INVESTMENT MANAGEMENT SERVICES AGREEMENT  
BY CSI CAPITAL MANAGEMENT, INC. TO SUNTRUST BANK**

**WHEREAS**, pursuant to Resolution 2008-16, the San Mateo County Transportation Authority (TA) authorized the execution of an Investment Management Services Agreement (Agreement) with Epic Wealth Management, subsequently renamed Tamalpais Wealth Advisors (TWA), for a three-year base term, with two one-year options; and

**WHEREAS**, pursuant to Resolution 2010-5, the TA approved the assignment of the Agreement from TWA to CSI Capital Management, Inc. (CSI) on the same terms and conditions contained in the Agreement; and

**WHEREAS**, CSI has entered into an agreement to join the Wealth Management Group of Atlanta-based SunTrust Bank (STB), establishing CSI Group as a member of STB, a publicly traded company listed on the New York Stock Exchange (NYSE:STI) with total assets of over \$170 billion and more than 100 years of experience providing financial advice; and

**WHEREAS**, the Agreement permits the assignment of CSI's rights and the transfer of its obligations under the Agreement to another firm upon the prior written consent of the TA; and

**WHEREAS**, STB has agreed to assume all of the duties and obligations and provide all investment management services under the terms of the Agreement and has furnished the TA with information demonstrating its qualifications to assume such investment management services; and

**WHEREAS**, the Executive Director recommends that the Board of Directors consent to the assignment of the Investment Management Services Agreement from CSI Capital Management, Inc. to SunTrust Bank.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby consents to the assignment of the Agreement from CSI Capital Management, Inc. to SunTrust Bank on the same terms and conditions set forth in the Agreement; and

**BE IT FURTHER RESOLVED** that the Board authorizes the Executive Director or designee to execute appropriate documents as approved by legal counsel, to give effect to this assignment.

Regularly passed and adopted this 5<sup>th</sup> day of May, 2011, by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

---

Authority Secretary

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

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Virginia Harrington  
Deputy CEO

SUBJECT: **PRELIMINARY BUDGET FOR FISCAL YEAR 2012**

**ACTION**

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

**SIGNIFICANCE**

The Fiscal Year (FY) 2012 Preliminary Budget is presented in Attachment A. The total proposed budget is \$83,455,383, and is composed of \$82,508,328 in allocation and projected program expenditures, and \$947,055 in administrative expenses. Details of the FY2012 Preliminary Budget are provided below.

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

**Revenues**

For FY2012, total revenue for the TA is projected to be \$68.0 million, a decrease of \$2.9 million or 4.0 percent over the FY2011 revised budget. The projected revenue decrease is composed of the following:

- Sales tax revenue to increase by \$1.5 million, or 2.5 percent over FY2011 based on current sales tax revenue.
- Interest income to decrease by \$136,570, or 2.5 percent due to a slight decrease in interest rate projections.
- Grant proceeds to decrease by \$4.2 million or 100 percent due to no grant proceeds projected.

## Expenditures

Proposed expenditures for FY2012 fall into four categories, as further discussed below.

### Annual Allocations (line 14)

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

Local Streets/Transportation	22.5%
Caltrain Improvements - Operating	8.0%
Accessible Services/Paratransit	4.0%
Local Shuttle Service	4.0%
SFO BART Extension	2.0%

Total annual allocations are projected to increase by \$529,947, or 2.3 percent, compared to the FY2011 revised budget. This change is due in large part to the projected 2.5 percent increase in the half-cent sales tax.

The 4 percent allocation for the shuttle program is projected to be \$2.5 million, and of the \$2.5 million, the amount set aside in the annual allocation section for shuttles is \$1.4 million, which includes \$1.08 million for the TA Caltrain Shuttles program, \$300,000 for City and County Association of Governments (C/CAG), \$60,000 for the city of Menlo Park shuttle program. The balance, or \$971,493, is included in the program expenditure section for future Shuttles call for projects.

### Program Expenditures (line 16)

Program Expenditures include projects with FY2012 funding requirements, which are detailed in Attachment B.

Program Expenditures include the following categories:

- **Alternative Congestion Relief** – The \$615,000 budgeted for FY2012 is the full 1 percent of projected sales tax outlined in the 2004 TEP. Of the \$615,000, \$398,103 is proposed to be set aside for the Peninsula Traffic Congestion Relief Alliance’s Transportation Demand Management (TDM) Program.
- **Caltrain** – The San Mateo County Local Share (TA project #605) for the systemwide improvement program for FY2012 is tentatively budgeted at \$4 million, subject to potential changes to the final FY2012 Caltrain Capital Budget. Systemwide capital improvements anticipated to be undertaken in FY2012 for the Caltrain system include: “State of Good Repair” rolling stock, signal and track rehabilitation work, communication upgrades and safety improvements.
- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$1.3 million includes FY2012 funding for the second half of the two-year call for projects. The 2004 TEP

designates 3 percent of sales tax revenues for this category. The call for projects was issued in February 2011 and staff expects to bring selected project to the Board in July 2011.

- **Local Shuttle** – As also discussed above, the \$971,493 budget for this line item represents the funds available for future Shuttles call for projects.
- **Streets and Highways** – The Streets and Highways program expenditures include \$11,300,000 for right-of-way acquisition and utility relocation on the 101/Broadway Interchange project. Also proposed are funding for five Key Congested Corridors in the amount of \$25,131,000, and for Supplemental roadway projects in the amount of \$14,817,000. Both of these proposed programs are outlined in the 2004 TEP and the TA's 2009 Strategic Plan. The budgeted amounts for these two programs are based on projected revenues through June 30, 2011 and are placeholders until specific projects are selected for funding

**Oversight (line 18)**

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

**Administrative (line 24)**

Total administrative expenditures are projected to decrease by \$4,444 or 0.5 percent from the FY2011 revised budget. For FY2012, it is proposed that \$581,368 be used for staff support, which represents 0.9 percent of the projected sales tax revenue, below the 1 percent cap allowed for such expenditures in the TEP.

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

650-508-7755  
650-508-6416

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FY2012 PROPOSED BUDGET

	FY2010 <u>ACTUAL</u> A	FY2011 <u>ADOPTED</u> B	FY2011 <u>REVISED</u> C	FY2012 <u>PROPOSED</u> D	FY12 PROPOSED TO FY11 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
<b>REVENUE:</b>							
1 Sales Tax	58,485,023	60,000,000	60,000,000	61,500,000	1,500,000	2.5%	1
2							2
3 Interest Income	5,419,687	5,557,240	5,557,240	5,420,670	(136,570)	-2.5%	3
4							4
5 Rental Income	1,072,287	1,085,640	1,085,640	1,087,560	1,920	0.2%	5
6							6
7 Grant Proceeds	1,960,811	4,218,000	4,218,000	-	(4,218,000)	-100.0%	7
8							8
9 <b>TOTAL REVENUE</b>	<b>66,937,808</b>	<b>70,860,880</b>	<b>70,860,880</b>	<b>68,008,230</b>	<b>(2,852,650)</b>	<b>-4.0%</b>	9
10							10
11							11
<b>EXPENDITURES:</b>							
12							12
13							13
14 Annual Allocations	22,669,187	23,358,888	23,358,888	23,888,835 (1)	529,947	2.3%	14
15							15
16 Program Expenditures	53,207,123	12,979,612	25,486,612	58,134,493 (1)	32,647,881	128.1%	16
17							17
18 Oversight	344,672	970,000	970,000	485,000 (1)	(485,000)	-50.0%	18
19							19
20 Administrative:							20
21 Staff Support	489,412	606,390	606,390	581,368	(25,022)	-4.1%	21
22 Measure A Info-Others	-	12,000	12,000	12,000	-	0.0%	22
23 Other Admin Expenses	229,528	333,109	333,109	353,687	20,578	6.2%	23
24 Total Administrative	718,940	951,499	951,499	947,055	(4,444)	-0.5%	24
25							25
26 <b>TOTAL EXPENDITURES</b>	<b>76,939,922</b>	<b>38,259,999</b>	<b>50,766,999</b>	<b>83,455,383</b>	<b>32,688,384</b>	<b>64.4%</b>	26
27							27
28 <b>EXCESS/(DEFICIT)</b>	<b>(10,002,113)</b>	<b>32,600,881</b>	<b>20,093,881</b>	<b>(15,447,153)</b>	<b>(35,541,034)</b>	<b>-176.9%</b>	28
29							29
30 <b>BEGINNING FUND BALANCE</b>	<b>423,098,841</b>	<b>298,820,434</b>	413,096,728	433,190,609	20,093,881		30
31							31
32 <b>TRANSFER OF PARATRANSIT FUNDS</b>	-	-	-	-	-	0.0%	32
33							33
34 <b>ESTIMATED ENDING FUND BALANCE</b>	<b>413,096,728</b>	<b>331,421,315</b>	<b>433,190,609</b>	<b>417,743,455</b>	<b>(15,447,153)</b>	<b>-3.6%</b>	34
35							35
36 (1) See Attachment B for details.							36
37							37
<b>FUND BALANCE (2)</b>							
38							38
39							39
40 <b>Beginning Fund Balance</b>		<u>1988 Measure</u>	<u>2004 Measure</u>	<u>Aggregate</u>			40
41 Excess/(Deficit)		347,200,487	85,990,122	433,190,609			41
42 <b>Ending Fund Balance</b>		(11,299,851)	(4,147,303)	(15,447,153)			42
43		<u>335,900,636</u>	<u>81,842,819</u>	<u>417,743,455</u>			43
44 Capital Appropriation Carryover		208,917,415	67,238,723	276,156,138			44
45 Undesignated (3)		126,983,221	14,604,096	141,587,317			45
46 <b>Total Ending Fund Balance</b>		<u>335,900,636</u>	<u>81,842,819</u>	<u>417,743,455</u>			46
47							47

48 (2) Fund Balance is based on budgeted figures for FY2011 and FY2012 and includes grant funds.

49 (3) Undesignated funds are funds collected but not budgeted or allocated. The 1988 Undesignated funds include \$65.4 million for Caltrain, \$37.3 million for Dumbarton and \$22.9 million for the Highway Program.

**ATTACHMENT B**

**FY2012 ALLOCATIONS AND EXPENDITURES**

		<u>Prior Approved Budget</u>	<u>FY2012 Proposed</u>	<u>Total Approved Budget</u>	<u>Budgeted Non-Measure A</u>	<u>Total Measure A Share</u>
<b>ANNUAL ALLOCATIONS:</b>						
Local Streets/Transportation		N/A	13,837,500			N/A
Caltrain Improvements - Operating		N/A	4,920,000			N/A
Accessible Services/Paratransit		N/A	2,460,000			N/A
Local Shuttle Service		N/A	1,441,335			N/A
SFO BART Extension		N/A	1,230,000			N/A
			<u>23,888,835</u>			
<b>PROGRAM EXPENDITURES:</b>						
TSM/ACR						
TBD	Countywide TDM Program	398,103	398,103	796,206		216,897
TBD	Call for Projects	(1) 201,897	216,897	418,794		
CALTRAIN						
00605	San Mateo Local Share JPB CIP	46,804,440	4,000,000	50,804,440		50,804,440
PEDESTRIAN AND BICYCLE PROGRAM						
00748	Set-aside for Call for Projects	(2) 1,700,000	1,300,000	3,000,000	-	3,000,000
LOCAL SHUTTLE						
00749	Set-aside for Call for Projects	(3) 941,112	971,493	1,912,605	-	1,912,605
STREETS AND HIGHWAYS						
00621	101/Broadway Interchange (Design, ROW)	12,218,000	11,300,000	23,518,000		23,518,000
TBD	Key Congested Corridors Program	(4) -	25,131,000	25,131,000		25,131,000
TBD	Supplemental Roadway Program	(4) -	14,817,000	14,817,000		14,817,000
		<u>62,263,552</u>	<u>58,134,493</u>	<u>120,398,045</u>	<u>-</u>	<u>119,399,942</u>
<b>OVERSIGHT:</b>						
TBD	Program Planning and Management	1,470,000	485,000	1,955,000	-	1,955,000
		<u>1,470,000</u>	<u>485,000</u>	<u>1,955,000</u>	<u>-</u>	<u>1,955,000</u>

(1) Funds proposed in FY2012 for the ACR Call For Projects represent 1% of sales tax revenues (\$615K) less funds designated for the Alliance's Countywide TDM program (\$398K).

(2) The Pedestrian and Bicycle Call for Projects (\$3M) represents the estimated funds available for the FY2012/2013 Call for Projects

(3) The Local Shuttle Set-aside for Call for Projects includes \$500K of funds already designated for projects under the FY2011/2012 Call for Projects, the remaining - \$1.4 million of the \$1.9 million is unallocated and available for future Local Shuttle calls for projects.

(4) The Key Congested Corridors and Supplemental Roadway Programs represent 17.3% and 10.2% respectively of Measure A revenues projected to be collected through 6/30/11 and are placeholders until specific projects are selected under these categories.

**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

As budget talks continue, the Legislature is proceeding with committee hearings to consider other legislation. Staff and the TA's legislative advocates have taken steps to support several bills at the committee level including:

AB 147 (Dickenson) – This bill would authorize cities and counties to utilize developer impact fees for transit, bicycle and pedestrian improvements.

AB 485 (Ma) – This bill would authorize cities and counties to create Infrastructure Financing Districts (IFDs) to encourage transit-oriented development.

AB 650 (Blumenfield) – This bill would establish a task force to study the State's transit needs, evaluate funding solutions and issue a report with recommendations to the governor and the Legislature.

AB 892 (Lowenthal) – This bill provides for the extension of Caltrans' National Environmental Policy Act (NEPA) delegation authority by extending a waiver of sovereign immunity as required by the pilot program authorizing states to assume federal responsibility for all NEPA actions.

AB 1105 (Gordon) – This bill would allow a future high-occupancy toll (HOT) lane implemented through authorization granted to the Santa Clara Valley Transportation Authority to extend into the portion of State Route 101 covered by the existing high occupancy vehicle lane in San Mateo County.

AB 1229 (Feuer) – This bill would increase the amount of Federal highway grant anticipation notes, commonly known as GARVEE bonds, which are issued by the Treasurer to advance State highway projects scheduled to receive Federal transportation funds.

AB 1308 (Miller) – This bill would allow funds from the Highway Users Tax Account to be continuously appropriated to cities and counties when a Budget Act has not been approved by the Legislature and signed by the governor by July 1 of any year.

SB 582 (Emmerson) – This bill would authorize a metropolitan planning organizations and an air quality management district to jointly adopt an ordinance requiring employers to participate in Federal pre-tax transit commuter benefits programs.

SB 867 (Padilla) – This bill authorizes the California Transportation Financing Authority to issue up to \$5 billion in Build California Bonds to fund transportation and transit infrastructure improvements throughout the State.

### **FEDERAL ISSUES**

Nothing to report.

Prepared by: Seamus Murphy, Government Affairs Manager

650-508-6388

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

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 APPR. 4/25/2011 - Action From TRANS.: Do pass. To APPR..</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. 3/25/2011 - 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.</p> <p>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. 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.</p> <p><b>Last Amended on 3/24/2011</b></p>	
<p><a href="#">AB 41</a> <a href="#">Hill D</a></p> <p>Conflicts of interest: disqualification.</p>	<p>SENATE RLS. 4/14/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</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  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 57</u></a> <a href="#"><u>Beall D</u></a></p> <p>Metropolitan Transportation Commission.</p>	<p>ASSEMBLY APPR. 4/7/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 6). Re-referred to Com. on APPR.</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.</p> <p>This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, 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.</p> <p><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. 3/17/2011 - Re-referred to Com. on TRANS.</p> <p>5/2/2011 2 p.m. - State Capitol, Room 4202 ASSEMBLY TRANS PORTATION, LOWE NTHAL, Chair</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, for purposes of managing and administering the ongoing work of the authority in implementing the high-speed train project, would authorize the Governor, upon the recommendation of the executive director, to appoint up to 6 additional authority officers, exempt from civil service, who would serve in specified positions at the pleasure of the executive director. The bill would require a salary survey to be conducted to determine the compensation for the executive director and additional exempt officers, and would require the salaries to be established by the authority and approved by the Department of Personnel Administration. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 3/16/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 105</u></a> <b>Committee on Budget</b>  Transportation.</p>	<p>ASSEMBLY CHAPTERED 3/24/2011 - Chaptered by the Secretary of State, Chapter Number 6, Statutes of 2011</p>	<p>Existing law provides for payment of current general obligation bond debt service for specified voter-approved transportation bonds from gasoline excise tax revenue in the Highway Users Tax Account and revenue in the Public Transportation Account, and requires the Controller to make specified transfers of revenues in that regard to the Transportation Debt Service Fund. Existing law, pursuant to the Budget Act of 2010, provides for a loan of \$761,639,000 from gasoline excise tax revenue in the Highway Users Tax Account to the General Fund, to be repaid with interest by June 30, 2013. This bill, in fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose. The bill would make appropriations in this regard.</p> <p>The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 3/16/2011</b></p>	
<p><a href="#"><u>AB 147</u></a> <b>Dickinson D</b>  Subdivisions.</p>	<p>ASSEMBLY THIRD READING 4/25/2011 - Read second time. Ordered to third reading.</p> <p>4/28/2011 #79 ASSEMBLY ASSEM BLY THIRD READING FILE</p>	<p>The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined.</p> <p>This bill would authorize a local ordinance to require payment of a fee subject to the Mitigation Fee Act, 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 transportation facilities, as defined.</p> <p><b>Last Amended on 4/4/2011</b></p>	<p>Support</p>

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 286</u></a> <a href="#"><u>Berryhill,</u></a> <a href="#"><u>Bill R</u></a></p> <p>State highways: Routes 108 and 120.</p>	<p>ASSEMBLY APPR. 4/25/2011 - Action From TRANS.: Do pass as amended. To APPR..</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law generally provides for the department to dispose of property acquired by the state for highway purposes if the property is no longer needed for those purposes upon terms, standards, and conditions established by the California Transportation Commission. However, existing law, with respect to excess properties acquired for specified highway routes, requires the commission to allocate net proceeds from the sale of those properties to alternative transportation projects.</p> <p>This bill would require the proceeds from the sale of excess properties acquired by the department for improvements to State Highway Route 120 to be used for improvements to the State Highway Route 108 in Stanislaus County, the North County Corridor. The bill would require the department to deposit the sale proceeds in a special account in the Special Deposit Fund, and would require that interest earnings from funds in that special account accrue to the account. The bill would require the commission to program the funds in the special account to any phase of the North County Corridor, and, upon appropriation by the Legislature, would authorize the commission to allocate the funds to the Stanislaus Council of Governments or any agency designated by that entity to deliver the North County Corridor.</p> <p><b>Last Amended on 3/25/2011</b></p>	
<p><a href="#"><u>AB 294</u></a> <a href="#"><u>Portantino D</u></a></p> <p>Design- sequencing contracts.</p>	<p>ASSEMBLY CONSENT CALENDAR 4/14/2011 - Read second time. Ordered to consent calendar.</p> <p>4/28/2011 #88 ASSEMBLY CONSE NT CALENDAR- SECOND LEGISLATIVE DAY ASSEMBLY MEASURES</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. 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.</p> <p>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  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 296</u></a> <a href="#"><u>Skinner D</u></a></p> <p>Building standards: cool pavement.</p>	<p>ASSEMBLY NAT. RES. 4/25/2011 - From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.</p> <p>5/2/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, CHESBRO, Chair</p>	<p>Existing law requires the Department of Transportation to adopt a balanced, multimodal research and development program, including the research and development of new technologies.</p> <p>This bill would establish the Cool Pavements Research and Implementation Act and would require the department, in consultation with specified state agencies, to implement the act. The bill would require the department to adopt a strategy, through a public process, to implement the act and, by January 1, 2015, to adopt by regulation a Cool Pavements Handbook to detail testing protocols, standards, and best practices. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 4/25/2011</b></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 APPR. 4/13/2011 - Re-referred to Com. on APPR.</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.</p> <p>This bill would require that the named recipient be as identified by the public agency in its notice of determination or notice of exemption. 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><b>Last Amended on 4/12/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 333</a> <a href="#">Grove R</a></p> <p>California Global Warming Solutions Act of 2006: unemployment.</p>	<p>ASSEMBLY NAT. RES. 2/24/2011 - Referred to Com. on NAT. RES.</p> <p>5/2/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, CHESBRO, Chair</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission 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="#">AB 348</a> <a href="#">Buchanan D</a></p> <p>Highways: Safety Enhancement-Double Fine Zone.</p>	<p>ASSEMBLY CONSENT CALENDAR 4/25/2011 - Action From TRANS.: Do pass. To CONSENT CALENDAR.</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, notwithstanding these requirements and until January 1, 2017, designate the segment of county highway known as Vasco Road, between the State Highway Route 580 junction in Alameda County and the Walnut Boulevard intersection in Contra Costa County, as a Safety Enhancement-Double Fine Zone upon the approval of the boards of supervisors of Alameda County and Contra Costa County. The bill would also impose specified duties on the local governing bodies regarding that double fine zone.</p> <p><b>Last Amended on 4/13/2011</b></p>	
<p><a href="#">AB 365</a> <a href="#">Galgiani D</a></p> <p>High-speed rail: contracts: small businesses.</p>	<p>ASSEMBLY APPR. 4/25/2011 - Re-referred to Com. on APPR.</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.</p> <p>This bill would enact similar penalties relative to the certification of businesses as small business enterprises by the authority and for other unlawful actions. This bill contains other existing laws.</p> <p><b>Last Amended on 4/14/2011</b></p>	
<p><a href="#">AB 381</a> <a href="#">Alejo D</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>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 385</a> <a href="#">Harkey R</a> High-speed rail.</p>	<p>ASSEMBLY TRANS. 4/25/2011 - From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.</p> <p>5/2/2011 2 p.m. - State Capitol, Room 4202 ASSEMBLY TRANS PORTATION, LOWENTHAL, Chair</p>	<p>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. 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 requires the authority to approve and submit to the Director of Finance, a specified peer review group, the transportation policy committees and fiscal committees of the Legislature, a detailed funding plan for that corridor or a usable segment thereof of the high-speed train system. Existing law requires the funding plan to include certain information and meet specified requirements.</p> <p>This bill would require the authority to approve an investment grade analysis, to be prepared by the State Auditor, and to submit that investment grade analysis to those same entities. The bill would require that investment grade analysis to include certain information and meet specified requirements.</p> <p><b>Last Amended on 4/25/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 427</a> <a href="#">John A.</a> <a href="#">Pérez D</a></p> <p>Transportation bond funds: transit system safety.</p>	<p>ASSEMBLY APPR. 4/25/2011 - Action From TRANS.: Do pass. To APPR..</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 designates the California Emergency Management Agency as the administrative agency for this account and requires the allocation of 60% of the funds in the account for capital expenditures to transportation planning agencies, county transportation commissions, and certain other transit-related agencies, as specified, and 15% of the funds for capital expenditures to specified intercity passenger rail systems and commuter rail systems. Existing law provides that operators that receive those funds for intercity passenger rail systems and commuter rail systems are not eligible for those funds designated for capital expenditures of transportation planning agencies, county transportation commissions, and other specified transit-related agencies . This bill would instead authorize operators that receive funds from the account for intercity passenger rail systems and commuter rail systems to also be eligible for funds designated for capital expenditures of transportation planning agencies, county transportation commissions, and other specified transit-related agencies.</p> <p>The bill would require an entity eligible to receive allocations of any of those funds to submit a document within a specified time to the California Emergency Management Agency that indicates the intent to use the funds and would, if the document is not submitted, authorize the California Emergency Management Agency to reallocate the funds. The bill would require the California Emergency Management Agency to notify a transportation planning agency if funds allocated to an entity within the region of the transportation planning agency are being reallocated and, if the transportation planning agency provides a document to the California Emergency Management Agency indicating its intent to distribute the funds to transit operators or rail operators, would require the funds to be allocated to the transportation planning agency. The bill would authorize the California Emergency Management Agency to allocate the funds on a competitive basis to an eligible entity in a different region of the state if the transportation planning agency does not receive an allocation to distribute funds to transit operators and rail operators, as specified. This bill contains other related provisions.</p> <p><b>Last Amended on 3/29/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 471</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a></p> <p>High-speed rail: inspector general.</p>	<p>ASSEMBLY TRANS. 4/25/2011 - From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.</p> <p>5/2/2011 2 p.m. - State Capitol, Room 4202 ASSEMBLY TRANS PORTATION, LOWE NTHAL, Chair</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 create an independent inspector general to oversee the activities of the authority, and conduct investigations and audits in that regard. The inspector general would be appointed for a 6-year term by the Governor, subject to confirmation by the Senate. The bill would require the inspector general to report quarterly to the authority and annually to the Governor and the Legislature .</p> <p><b>Last Amended on 4/25/2011</b></p>	
<p><a href="#">AB 485</a> <a href="#">Ma D</a></p> <p>Local planning: transit village development districts.</p>	<p>ASSEMBLY THIRD READING 4/11/2011 - Read second time. Ordered to third reading.</p> <p>4/28/2011 #48 ASSEMBLY ASSEMBLY THIRD READING FILE</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.</p> <p>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. 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>	Support
<p><a href="#">AB 492</a> <a href="#">Galgiani D</a></p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY APPR. 4/25/2011 - Action From TRANS.: Do pass. To APPR..</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>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 508 Swanson D</u></a></p> <p>Displaced public transit, solid waste handling, and recycling services employees.</p>	<p>ASSEMBLY APPR. 4/14/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (April 13). Re-referred to Com. on APPR.</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.</p> <p>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. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 516 V. Manuel Pérez D</u></a></p> <p>Safe routes to school.</p>	<p>ASSEMBLY APPR. 4/14/2011 - Re-referred to Com. on APPR.</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law 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.</p> <p>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. The bill would add another factor relating to benefit of a proposal to a low-income school , as defined , and would make other related changes .</p> <p><b>Last Amended on 4/13/2011</b></p>	
<p><a href="#"><u>AB 522 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>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<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 B.,P. &amp; C.P. 3/31/2011 - Referred to Com. on B., P. &amp; C.P.</p> <p>5/3/2011 9 a.m. - State Capitol, Room 447 ASSEMBLY BUSINESS, PROFESSIONS AND CONSUMER PROTECTION, HAYASHI, chair</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.</p> <p>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. 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 JUD. 4/14/2011 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 5. Noes 1.) (April 13). Re-referred to Com. on JUD.</p> <p>4/26/2011 9 a.m. - State Capitol, Room 4202 ASSEMBLY JUDICIARY, FEUER, Chair</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.</p> <p>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. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 567</u></a> <a href="#"><u>Valadao R</u></a></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 nonsubstantive changes to these provisions.</p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 570</u></a> <a href="#"><u>Smyth</u></a> R</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 nonsubstantive changes to the above requirements.</p>	
<p><a href="#"><u>AB 595</u></a> <a href="#"><u>Norby</u></a> R</p> <p>State highways: naming and designation by the Legislature.</p>	<p>ASSEMBLY TRANS. 3/3/2011 - Referred to Com. on TRANS.</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.</p> <p>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. This bill contains other related provisions.</p>	
<p><a href="#"><u>AB 598</u></a> <a href="#"><u>Grove</u></a> R</p> <p>Environmental quality: CEQA: standing.</p>	<p>ASSEMBLY NAT. RES. 4/4/2011 - Re-referred to Com. on NAT. RES.</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 limit the standing to file and maintain the above action or proceeding to the Attorney General. This bill contains other existing laws.</p> <p><b>Last Amended on 3/31/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 605</a> <a href="#">Dickinson</a> <b>D</b></p> <p>Environmental quality: California Environmental Quality Act: transportation impacts.</p>	<p>ASSEMBLY NAT. RES. 3/3/2011 - Referred to Com. on NAT. RES.</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 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. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 650</a> <a href="#">Blumenfeld</a> <b>D</b></p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>ASSEMBLY APPR. 4/12/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (April 11). Re-referred to Com. on APPR.</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 Public Transportation Account is designated as a trust fund and funds in the account shall be available to the Department of Transportation only for specified transportation planning and mass transportation purposes.</p> <p>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 issue 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 , for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the department to provide administrative staffing to the task force . The bill would appropriate \$750,000 from the Public Transportation Account to the department, as specified, to accomplish the purposes of these provisions.</p> <p><b>Last Amended on 3/31/2011</b></p>	<p>Support</p>

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 676</a> <a href="#">Torres D</a></p> <p>Transportation funds.</p>	<p>ASSEMBLY TRANS. 4/4/2011 - In committee: Set, first hearing. Hearing canceled at the request of author.</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="#">AB 710</a> <a href="#">Skinner D</a></p> <p>Local planning: infill and transit-oriented development.</p>	<p>ASSEMBLY H. &amp; C.D. 4/25/2011 - Re-referred to Com. on H. &amp; C.D. From committee chair, with author's amendments: Amend, and re-refer to Com. on H. &amp; C.D. Read second time and amended. Re-referred to Com. on H. &amp; C.D.</p> <p>4/27/2011 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, TO RRES, Chair</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><b>Last Amended on 4/25/2011</b></p>	
<p><a href="#">AB 819</a> <a href="#">Wieckowski D</a></p> <p>Bikeways.</p>	<p>ASSEMBLY TRANS. 4/4/2011 - Re-referred to Com. on TRANS.</p>	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law defines 3 classes of bikeways for its purposes.</p> <p>This bill would include a class IV bikeway among the bikeways subject to the above provisions and would define a class IV bikeway to include a segregated bike lane which provides exclusive use of bicycles on streets, as specified.</p> <p><b>Last Amended on 3/31/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 890</u></a> <a href="#"><u>Olsen R</u></a></p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>ASSEMBLY NAT. RES. 3/30/2011 - Re- referred to Com. on NAT. RES.</p> <p>5/2/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATUR AL RESOURCES, CHES BRO, Chair</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 additionally exempt a roadway improvement project or activity that is undertaken by a city, county, or city and county. Because a lead agency would be required to determine whether a project falls within the above exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 3/29/2011</b></p>	
<p><a href="#"><u>AB 892</u></a> <a href="#"><u>Carter D</u></a></p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>ASSEMBLY APPR. 4/25/2011 - Action From TRANS.: Do pass as amended. To APPR..</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 and extend the operation of these provisions until January 1, 2019, or until the termination of a certain memorandum of understanding between the department and the Federal Highway Administration, as specified.</p> <p><b>Last Amended on 4/6/2011</b></p>	Support
<p><a href="#"><u>AB 912</u></a> <a href="#"><u>Gordon D</u></a></p> <p>Local government: organization.</p>	<p>ASSEMBLY L. GOV. 3/14/2011 - Referred to Com. on L. GOV.</p> <p>5/11/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SMYTH, Chair</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>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 952</u></a> <a href="#"><u>Jones R</u></a></p> <p>High-speed rail.</p>	<p>ASSEMBLY E. &amp; R. 4/25/2011 - Read second time and amended. Re-referred to Com. on E. &amp; R.</p> <p>5/3/2011 1:30 p.m. - State Capitol, Room 444 ASSEMBLY ELECTI ONS AND REDISTRICTING, FO NG, Chair</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 , employee , or consultant of the authority from being the recipient of any gift, as defined, in a specified provision of the act .</p> <p>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, employee , or consultant of the authority, or to any member of their immediate families.</p> <p><b>Last Amended on 4/25/2011</b></p>	
<p><a href="#"><u>AB 953</u></a> <a href="#"><u>Jones R</u></a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 4/25/2011 - Action From TRANS.: Reconsideration granted.</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.</p> <p>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. 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>	
<p><a href="#"><u>AB 957</u></a> <b>Committee on Transportation</b></p> <p>Transportation omnibus bill.</p>	<p>ASSEMBLY APPR. 4/25/2011 - Action From TRANS.: Do pass.To APPR..</p>	<p>Existing law, the Sacramento Regional Transit District Act, creates the Sacramento Regional Transit District, with specified powers and duties relative to providing transit services in the Sacramento region. Existing law provides that the district is comprised of specified cities and unincorporated territories in the Counties of Sacramento and Yolo. Existing law sets forth provisions for transition from the Sacramento Transit Authority to the district and also sets forth provisions applicable to the establishment of the first board of the district.</p> <p>This bill would provide that the district includes the Cities of Citrus Heights, Elk Grove, Rancho Cordova, and West Sacramento. The bill would delete obsolete provisions relating to the transition from the authority to the district and establishment of the district's first board. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 4/13/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 988</u></a> <a href="#"><u>Grove R</u></a></p> <p>Prevailing wages.</p>	<p>ASSEMBLY L. &amp; E. 3/10/2011 - Referred to Coms. on L. &amp; E. and JUD.</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.</p> <p>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. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 1092</u></a> <a href="#"><u>Lowenthal,</u></a> <a href="#"><u>Bonnie D</u></a></p> <p>High-speed rail.</p>	<p>ASSEMBLY APPR. 4/25/2011 - Action From TRANS.: Do pass.To APPR..</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 bi-annually 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> <a href="#"><u>Skinner D</u></a></p> <p>Transit projects: domestic content.</p>	<p>ASSEMBLY TRANS. 4/25/2011 - From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended. <i>5/2/2011 2 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</i></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.</p> <p>This bill would require the Secretary of Business, Transportation and Housing to specifically authorize a state or local agency receiving federal funds for transit purposes to provide a bidding preference to a bidder if the bidder meets or exceeds Buy America requirements applicable to federally funded transit projects.</p> <p><b>Last Amended on 4/25/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1105</a> <a href="#">Gordon D</a></p> <p>High-occupancy toll lanes: roadway markings.</p>	<p>ASSEMBLY APPR. 4/14/2011 - Re-referred to Com. on APPR.</p>	<p>Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in Santa Clara County.</p> <p>This bill would provide that such a HOT lane established on State Highway Route 101 may extend into San Mateo County as far as the high-occupancy vehicle lane in that county existed as of January 1, 2011, subject to agreement of the City/County Association of Governments of San Mateo County . This bill contains other related provisions and other existing laws. <b>Last Amended on 4/13/2011</b></p>	<p>Support</p>
<p><a href="#">AB 1126</a> <a href="#">Calderon,</a> <a href="#">Charles D</a></p> <p>Sales and use taxes.</p>	<p>ASSEMBLY PRINT 2/20/2011 - From printer. May be heard in committee March 22.</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>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1134</u></a> <a href="#"><u>Bonilla D</u></a></p> <p>Department of Transportation: project study reports.</p>	<p>ASSEMBLY APPR. 4/12/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (April 11). Re-referred to Com. on APPR.</p>	<p>Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991.</p> <p>This bill would instead authorize the department to prepare project study reports for any project on the state highway system. The bill would require project study reports to include specified project-related factors, including, among other things, cost estimates, schedule, and other information deemed necessary to form a sound basis for commitment of future state funding and project delivery. The bill would require an entity performing a project study report to reimburse the department for the cost of reviewing and approving a report for projects that are not in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or another voter-approved transportation program. The bill would authorize a local entity to request the department to prepare a project study report for a state highway project that is being proposed for inclusion in a future state transportation improvement program or for funding from a regional or local funding source and would authorize the local entity to prepare the report at its own expense if the department determines that it cannot complete the report. The bill would require open and continuous communication between the department, a local entity requesting a project study report, and the regional transportation planning agency or county transportation commission. The bill would require the department, in consultation with representatives of cities, counties, regional transportation planning agencies, and county congestion management agencies, to prepare draft revised guidelines for the preparation of project study reports, as specified, and would require the department to submit the draft revised guidelines to the California Transportation Commission by July 1, 2012. The bill would require the California Transportation Commission to adopt final guidelines by October 1, 2012, and would make the guidelines applicable to project study reports upon adoption of the guidelines. <b>Last Amended on 3/21/2011</b></p>	
<p><a href="#"><u>AB 1164</u></a> <a href="#"><u>Gordon D</u></a></p> <p>High-Speed Rail Authority: Senate confirmation.</p>	<p>ASSEMBLY TRANS. 4/25/2011 - Action From TRANS.: Do pass.</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. <b>Last Amended on 4/7/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1206</a> <a href="#">Galgiani D</a></p> <p>High-speed rail: contracts: small businesses.</p>	<p>ASSEMBLY B.,P. &amp; C.P. 4/12/2011 - From committee: Do pass and re-refer to Com. on B., P. &amp; C.P. (Ayes 12. Noes 1.) (April 11). Re-referred to Com. on B., P. &amp; C.P.</p> <p>4/26/2011 9 a.m. - State Capitol, Room 447 ASSEMBLY BUSINESS, PROFESSIONS AND CONSUMER PROTECTION, HAYASHI, Chair</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 business enterprise program as part of contracts to be awarded by the authority relative to development and construction of the high-speed rail system and to adopt an oversight and accountability program for the small business enterprise program.</p> <p>The bill would require the authority to report annually to the Department of General Services and Legislature in that regard and post the report on its Internet Web site. <b>Last Amended on 3/30/2011</b></p>	
<p><a href="#">AB 1229</a> <a href="#">Feuer D</a></p> <p>Transportation: financing: federal highway grant anticipation notes.</p>	<p>ASSEMBLY TRANS. 4/12/2011 - Re-referred to Com. on TRANS.</p> <p>5/2/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</p>	<p>Existing law continuously appropriates the amounts specified in the annual Budget Act as having been deposited in the State Highway Account from federal transportation funds, and pledged by the California Transportation Commission, to the Treasurer for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Existing law prohibits the Treasurer from authorizing the issuance of the notes if the annual repayment obligations of all outstanding notes in any fiscal year would exceed 15% of the total amount of federal transportation funds deposited in the account for any consecutive 12-month period within the preceding 24 months.</p> <p>This bill would increase the 15% limitation to 25%, thereby making an appropriation. This bill, with respect to the amount represented by the 25% limitation, would reserve 40% of that amount to fund projects proposed by transportation planning agencies. The notes for those projects would be secured by all federal transportation funds deposited in the State Highway Account, but would be repaid from specified federal funds designated for allocation to and expenditure by the transportation planning agencies. The bill would provide that a transportation planning agency may not commit more than 50% of its share of apportionments of the designated federal funds to annual debt service on the notes, as specified. The bill would require the commission to approve these project proposals upon receiving a communication from the Director of Transportation that the associated debt service for the transportation planning agency's region will not exceed the 50% limitation and a communication from the Treasurer that the total debt service on federal grant anticipation notes authorized will not exceed the overall 25% limitation. <b>Last Amended on 4/11/2011</b></p>	Support

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1287</a> <a href="#">Buchanan D</a></p> <p>Local government: audits.</p>	<p>ASSEMBLY L. GOV. 3/21/2011 - Referred to Com. on L. GOV.</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>	
<p><a href="#">AB 1308</a> <a href="#">Miller R</a></p> <p>Highway Users Tax Account: appropriation of funds.</p>	<p>ASSEMBLY APPR. 4/12/2011 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 12. Noes 0.) (April 11). Re-referred to Com. on APPR.</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.</p> <p>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. The bill would thereby make an appropriation. The bill would authorize the Controller to make estimates in order to implement these provisions.</p>	Support
<p><a href="#">AB 1332</a> <a href="#">Donnelly R</a></p> <p>State Air Resources Board: abolishment.</p>	<p>ASSEMBLY NAT. RES. 4/25/2011 - Action From NAT. RES.: Failed passage.</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>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1335</a> <a href="#">Lara D</a> Local government: officials: salary increases.	ASSEMBLY PRINT 2/22/2011 - From printer. May be heard in committee March 22.	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.  This bill would make technical, nonsubstantive changes to these findings and declarations.	
<a href="#">AB 1388</a> <a href="#">Wieckowski D</a> Earnings withholding orders.	ASSEMBLY SECOND READING 4/25/2011 - From committee: Do pass as amended. (Ayes 7. Noes 2.) (April 12). 4/28/2011 #12 <b>ASSEMBLY ASSEMBLY SECOND READING FILE</b>	Existing law requires an employer to withhold the amounts required by an earnings withholding order from all earnings of the employee payable for any pay period of the employee that ends during the withholding period. Under existing law, the portion of the judgment debtor's earnings that the judgment debtor proves is necessary for the support of the judgment debtor or the judgment debtor's family supported in whole or in part by the judgment debtor is exempt from the levy of an earnings withholding order. This exemption is not available if the debt was incurred for the common necessities of life furnished to the judgment debtor or the family of the judgment debtor.  This bill would delete that restriction on the exemption from the levy of an earnings withholding order. <b>Last Amended on 3/14/2011</b>	
<a href="#">AJR 5</a> <a href="#">Lowenthal, Bonnie D</a> Transportation revenues.	SENATE T. & H. 4/14/2011 - Re-referred to Com. on T. & H.  5/10/2011 1:30 p.m. - <b>John L. Burton</b> <b>Hearing Room (4203)</b> <b>SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</b>	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. <b>Last Amended on 3/29/2011</b>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 22</a> <a href="#">La Malfa R</a></p> <p>High-speed rail.</p>	<p>SENATE T. &amp; H. 4/4/2011 - Set for hearing April 26.</p> <p>4/26/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</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. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted.</p> <p>This bill would reduce the amount of general obligation debt authorized pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2012.</p> <p><b>Last Amended on 3/24/2011</b></p>	
<p><a href="#">SB 46</a> <a href="#">Correa D</a></p> <p>Public officials: compensation disclosure.</p>	<p>SENATE G. &amp; F. 4/6/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. &amp; F.</p> <p>4/27/2011 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair</p>	<p>Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection.</p> <p>This bill would, until January 1, 2019, require every person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. This bill would, until January 1, 2019, require each designated employee who is required to file statements under a conflict of interest code to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 4/6/2011</b></p>	
<p><a href="#">SB 50</a> <a href="#">Correa D</a></p> <p>Conflicts of interest: disqualification.</p>	<p>SENATE APPR. 4/13/2011 - Set for hearing May 2.</p> <p>5/2/2011 11 a.m. - John L. Burton Hearing Room 4203 SENATE APPROPRIATIONS, KEHOE, Chair</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  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 125</u></a> <a href="#"><u>Emmerson R</u></a> Vehicles: toll highways or vehicular crossings: evading toll payments: penalties.</p>	<p>SENATE T. &amp; H. 4/25/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p> <p>4/26/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p>	<p>This bill would authorize a law enforcement officer to impound, or cause to be impounded, a vehicle that is registered to a chronic evader of toll payments, as defined, until all outstanding tolls and all required penalties are paid to the issuing agency.</p> <p><b>Last Amended on 4/25/2011</b></p>	
<p><a href="#"><u>SB 126</u></a> <a href="#"><u>Steinberg D</u></a> California Transportation Commission: guidelines.</p>	<p>SENATE APPR. 4/14/2011 - Set for hearing May 2.</p> <p>5/2/2011 11 a.m. - John L. Burton Hearing Room 4203 SENATE APPROPRIATIONS, KEHOE, Chair</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. This bill contains other existing laws.</p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 241</u></a> <a href="#"><u>Cannella R</u></a></p> <p>Environment: California Environmental Quality Act (CEQA).</p>	<p>SENATE E.Q. 4/14/2011 - Set for hearing May 2.</p> <p>5/2/2011 1:30 p.m. - Room 112 SENATE ENVIRON MENTAL QUALITY, SIMITIA N, Chairman</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR.</p> <p>The bill would enact the CEQA Litigation Protection Pilot Program of 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. This bill contains other related provisions.</p>	
<p><a href="#"><u>SB 310</u></a> <a href="#"><u>Hancock D</u></a></p> <p>Local development.</p>	<p>SENATE G. &amp; F. 4/25/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. &amp; F.</p> <p>4/27/2011 9:30 a.m. - Room 112 SENATE GOVERNA NCE AND FINANCE, WOLK, Chair</p>	<p>Existing law authorizes the legislative body of a city or county to adopt an infrastructure financing plan, which is required to contain specified information, for the purpose of financing certain infrastructure facilities, if specified procedural requirements are met, and requires the legislative body, if it adopts the plan, to submit the proposal to the voters. Existing law authorizes the legislative body to create an infrastructure financing district, by ordinance, if 2/3 of the qualified electors of the proposed district vote in favor of adoption of the plan, and also authorizes the legislative body to initiate proceedings to issue bonds to finance the infrastructure facilities if 2/3 of those electors vote in favor of the issuance. Existing law authorizes infrastructure finance districts to finance specified projects, including financing certain infrastructure facilities. This bill would eliminate the requirement of voter approval and authorize the legislative body to create the district, adopt the plan, and issue the bonds by resolutions.</p> <p>This bill contains other related provisions and other existing laws. <b>Last Amended on 4/25/2011</b></p>	

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Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 316</a> <a href="#">Emmerson R</a></p> <p>Meal periods: exemption: transportation industry.</p>	<p>SENATE L. &amp; I.R. 4/13/2011 - Set for hearing April 27.</p> <p>4/27/2011 9:30 a.m. - Rose Ann Vuich Hearing Room (2040) SENATE LABOR AND INDUSTRIAL RELATIONS, LIEU, Chair</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the order is consistent with the health and welfare of affected employees.</p> <p>This bill would add employees employed in the transportation industry, as defined, to the list of employees exempt from the above provisions. This bill contains other existing laws.</p>	
<p><a href="#">SB 392</a> <a href="#">Gaines R</a></p> <p>Transportation: California Transportation Commission.</p>	<p>SENATE RLS. 2/24/2011 - Referred to Com. on RLS.</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="#">SB 468</a> <a href="#">Kehoe D</a></p> <p>Department of Transportation: capacity-increasing state highway projects: coastal zone.</p>	<p>SENATE T. &amp; H. 4/14/2011 - Set for hearing May 3.</p> <p>5/3/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects.</p> <p>This bill would impose additional requirements on the department with respect to proposed capacity-increasing state highway projects in the coastal zone , including requiring the department to collaborate with local agencies, the California Coastal Commission, and countywide or regional transportation planning agencies to develop traffic congestion reduction goals. The bill would, for these projects, require the department to suspend a notice of determination relating to environmental impact, issued between January 1, 2011, and January 1, 2012, until it is determined that environmental documents for the projects satisfy the requirements of the bill. The bill would also make legislative findings and declarations.</p> <p><b>Last Amended on 3/29/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 475</a> <a href="#">Wright D</a></p> <p>Infrastructure financing.</p>	<p>SENATE G. &amp; F. 4/12/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. &amp; F.</p> <p>4/27/2011 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair</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.</p> <p>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><b>Last Amended on 4/12/2011</b></p>	
<p><a href="#">SB 517</a> <a href="#">Lowenthal D</a></p> <p>High-Speed Rail Authority.</p>	<p>SENATE T. &amp; H. 4/25/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p> <p>4/26/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</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. Existing law creates the Business, Transportation and Housing Agency, which consists of various state agencies, including the Department of Transportation. This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency.</p> <p>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. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 4/25/2011</b></p>	

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 522</u></a> <a href="#"><u>Walters R</u></a> Public employees' retirement: additional service credit.</p>	<p>SENATE P.E. &amp; R. 4/12/2011 - Set for hearing May 2.</p> <p>5/2/2011 1 p.m. or upon adjournment of session SENATE PUBLIC EMPLOYMENT AND RETIREMENT, NEG RETE MCLEOD, Chair</p>	<p>Existing law authorizes certain members of the Public Employees' Retirement System, the State Teachers' Retirement System, and county, city, and district retirement systems that have adopted specified provisions, to make additional contributions to the retirement system and receive up to 5 years of additional retirement service credit for time that does not qualify for public service, as specified.</p> <p>The bill would repeal the provisions that authorize these additional contributions and service credit, and would make related technical changes.</p> <p><b>Last Amended on 3/22/2011</b></p>	
<p><a href="#"><u>SB 523</u></a> <a href="#"><u>Walters R</u></a> Public employees' retirement: elected local officials.</p>	<p>SENATE P.E. &amp; R. 4/12/2011 - Set for hearing May 2.</p> <p>5/2/2011 1 p.m. or upon adjournment of session SENATE PUBLIC EMPLOYMENT AND RETIREMENT, NEG RETE MCLEOD, Chair</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.</p> <p>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. 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> <p><b>Last Amended on 3/22/2011</b></p>	

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Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 524</u></a> <a href="#"><u>Walters</u></a> <b>R</b></p> <p>Public employees' retirement: retroactive benefits.</p>	<p>SENATE P.E. &amp; R. 4/12/2011 - Set for hearing May 2.</p> <p>5/2/2011 1 p.m. or upon adjournment of session <b>SENATE PUBLIC EMPLOYMENT AND RETIREMENT, NEGRETE MCLEOD, Chair</b></p>	<p>The Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions commonly referred to as the Educational Employment Relations Act, the Higher Education Employer-Employee Relations Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act each provide for the representation of state or local public employees by recognized employee organizations, and provide that the scope of this representation includes negotiations concerning wages, hours, and other terms and conditions of employment between the state or local public employer and representatives of those employee organizations.</p> <p>This bill would exclude matters relating to the retroactive effect of pension benefit increases from the scope of representation of public employees by recognized employee organizations, and would thereby prohibit these employee organizations from negotiating for a retroactive effect of pension benefit increases with public employers. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 3/22/2011</b></p>	
<p><a href="#"><u>SB 545</u></a> <a href="#"><u>Anderson</u></a> <b>R</b></p> <p>Transportation.</p>	<p>SENATE RLS. 3/3/2011 - Referred to Com. on RLS.</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</u></a> <b>R</b></p> <p>Commute benefit policies.</p>	<p>SENATE T. &amp; H. 4/25/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p> <p>4/26/2011 1:30 p.m. - <b>John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</b></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.</p> <p>This bill, beginning on January 1, 2013, would authorize a metropolitan planning organization jointly with the local air quality management district to adopt a commute benefit ordinance that requires covered employers operating within the common area of the organization and district with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would provide for the ordinance to be adopted by the county transportation commission rather than the metropolitan planning organization in those counties where the Southern California Association of Governments is the designated metropolitan planning organization. The bill would make its provisions inoperative on January 1, 2017.</p> <p><b>Last Amended on 4/25/2011</b></p>	<p>Support</p>

**San Mateo County Transportation Authority  
Bill Matrix as of 4/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 624</u></a> <a href="#"><u>Harman R</u></a> Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>SENATE RLS. 3/3/2011 - Referred to Com. on RLS.</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 683</u></a> <a href="#"><u>Correa D</u></a> Environment: California Environmental Quality Act: noncompliance allegations: public comment.</p>	<p>SENATE E.Q. 4/4/2011 - Set, first hearing. Hearing canceled at the request of author.</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>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 693</u></a> <a href="#"><u>Dutton R</u></a></p> <p>Public contracts: local agencies.</p>	<p>SENATE T. &amp; H. 4/13/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p> <p>5/3/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</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.</p> <p>This bill would specify that the delegation authority includes the authority to utilize private-public partnership agreements for transportation projects.</p> <p><b>Last Amended on 4/13/2011</b></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 T. &amp; H. 4/25/2011 - Set, first hearing. Hearing canceled at the request of author.</p> <p>5/3/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</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, in awarding contracts for the construction of the high-speed rail system with state or federal funds, to develop a strategy in conjunction with the Employment Development Department to ensure that at least 25% of the project workforce used at each authority worksite is from the local workforce, and to report on that strategy 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. This bill contains other related provisions.</p> <p><b>Last Amended on 4/14/2011</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 749</a> <a href="#">Steinberg D</a></p> <p>High-speed rail.</p>	<p>SENATE T. &amp; H. 4/14/2011 - Set for hearing May 3.</p> <p>5/3/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</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. 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="#">SB 775</a> <a href="#">Walters R</a></p> <p>Bonds.</p>	<p>SENATE G. &amp; F. 4/25/2011 - Set, first hearing. Hearing canceled at the request of author.</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.</p> <p>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. 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="#">SB 783</a> <a href="#">Dutton R</a></p> <p>Environment: CEQA.</p>	<p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, 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>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 785</u></a> <a href="#"><u>Dutton</u></a> R</p> <p>Environmental quality CEQA: compliance: environmentally mandated projects.</p>	<p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, 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 a technical, non-substantive change in those provisions relating to the requirements imposed on a lead agency for the compliance project. This bill contains other existing laws.</p>	
<p><a href="#"><u>SB 832</u></a> <a href="#"><u>Strickland</u></a> R</p> <p>California Global Warming Solutions Act of 2006.</p>	<p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</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> <a href="#"><u>Anderson</u></a> R</p> <p>Transportation.</p>	<p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</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> <a href="#"><u>Fuller</u></a> R</p> <p>Emissions of greenhouse gases: market-based compliance mechanisms.</p>	<p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</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>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 867</u></a> <a href="#"><u>Padilla D</u></a></p> <p>Build California Bonds.</p>	<p>SENATE T. &amp; H. 4/12/2011 - Set for hearing April 26.</p> <p>4/26/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</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.</p> <p>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. The bill would enact other related provisions.</p>	<p>Support</p>