



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

February 2, 2012 - Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Citizens Advisory Committee Report
4. 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 January 5, 2012
 - b. Acceptance of Statement of Revenues and Expenditures for December 2011
5. Public Comment
Public testimony by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. SamTrans Liaison Report - January 11, 2012 INFORMATIONAL
8. Joint Powers Board Report
9. Report of Executive Director
10. Finance
 - a. Acceptance of Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended December 31, 2011 MOTION
 - b. Fiscal Year 2011 Comprehensive Annual Financial Report INFORMATIONAL
11. Program
 - a. Approval of the 2012 Legislative Program MOTION
 - b. State and Federal Legislative Update INFORMATIONAL
 - c. New Measure A Shuttle Program Fiscal Year 2013-Fiscal Year 2014 Call for Projects INFORMATIONAL

d. Program Report: Transit – Paratransit

INFORMATIONAL

12. Requests from the Authority

13. Written Communications to the Authority

14. Report of Legal Counsel

15. Date, Time and Place of Next Meeting

Thursday, March 1, 2012 at 5:00 p.m., at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

16. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

MINUTES OF JANUARY 5, 2012

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

MEMBERS ABSENT: T. Nagel

STAFF PRESENT: J. Cassman, C. Chung, M. Espinosa, G. Harrington, C. Harvey, R. Haskin, A. Hughes, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

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

SWEARING IN DON HORSLEY (REPRESENTING THE BOARD OF SUPERVISORS), SEPI RICHARDSON (NORTHERN JUDICIAL CITIES REPRESENTATIVE) AND NAOMI PATRIDGE (CITIES-AT-LARGE REPRESENTATIVE)
Authority Secretary Martha Martinez administered the Oath of Office to Directors Horsley, Richardson and Patridge.

ELECTION OF 2012 OFFICERS

A motion (Horsley/Richardson) to nominate Director Carole Groom for 2012 chair was approved unanimously.

Chair Groom personally thanked Director Foust for her leadership the last three years.

Director Foust said she loves this Board and what it does and enjoyed chairing it. It was an honor and privilege to serve as chair and thanked staff for their hard work.

Director Horsley said Director Foust displayed gracious leadership and guidance along with her other duties outside of the TA.

A motion (Foust/Patridge) to nominate Director Karyl Matsumoto for 2012 vice chair was approved unanimously.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta thanked Director Foust for her leadership and congratulated Chair Groom and Vice Chair Matsumoto and welcomed Directors Patridge and Richardson.

At their last meeting:

- Elections were held and she was re-elected chair and April Vargas was re-elected vice chair.
- Received presentations on the Measure A shuttle program and the Draft Shuttle Business Practices Guidebook.

- Supported acceptance of Revenues and Expenditures for November 2011, the amendment of the FY2012 budget and the reassignment of Dumbarton Rail funds.
- Government Affairs Officer Jayme Ackemann gave a legislative update.
- Under her report she spoke about the Metropolitan Transportation Commission (MTC) event January 11 and her attendance at the SamTrans Service Plan community meeting in South San Francisco.
- Manager of Real Estate and Property Development Brian Fitzpatrick provided a status update on the downtown extension.

CONSENT CALENDAR

- a) Approval of Minutes of December 1, 2011
- b) Acceptance of Statement of Revenues and Expenditures for November 2011

A motion (Foust/Horsley) to approve the Consent Calendar was unanimously approved.

PUBLIC COMMENT

Roland Lebrun, San Jose, asked where the cars crossing the Dumbarton Bridge daily are going. Staff should write a letter to Facebook and find out where their employees are travelling from.

CHAIRPERSON'S REPORT – CAROLE GROOM

No report.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The December 14, 2011 SamTrans report is included in the agenda packet.

JOINT POWERS BOARD (JPB) REPORT

Executive Director Michael Scanlon reported on the meeting of January 5, 2012:

- Malia Cohen from the San Francisco Board of Supervisors was sworn in and replaces outgoing Director and Chair, Sean Elsbernd.
- Adrienne Tissier was elected chair and Director Ken Yeager was elected vice chair.
- Public comment ranged from electrification, the High Speed Rail Business Plan, a business closure at the Mountain View Station and support of Regional Measure 2 funds for the Dumbarton Bridge.
- A Resolution of Appreciation was presented to outgoing Director and Chair Elsbernd.
- A Certificate of Appreciation was given to outgoing CAC Chair Bruce Jenkins.
- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – November 2011 compared to November 2010
 - Total Ridership was 1,100,515, an increase of 9.8 percent.
 - Average Weekday Ridership was 42,265, an increase of 8.3 percent.
 - Total Revenue was \$4,605,686, an increase of 23.7 percent.
 - On-time Performance was 93.7 percent, a decrease of 0.2 percent.
 - Caltrain Shuttle Ridership was 7,300, an increase of 29 percent.
 - Year-to-Date Performance Statistics – November 2011 compared to November 2010
 - Total Ridership was 5,861,493, an increase of 8.8 percent.
 - Average Weekday Ridership was 43,917, an increase of 7.4 percent.
 - Total Revenue was \$24,720,506, an increase of 23.9 percent.
 - On-time Performance was 93.3, a decrease of 0.1 percent.

- Caltrain Shuttle Ridership was 7,027, an increase of 28.9 percent.
- 2011 was a difficult year with a total of 16 fatalities and the vast majority are suicides. The first fatality of 2012 occurred on January 2 in Menlo Park and appears to be a suicide.
- The Bicycle Advisory Committee didn't meet in December but will meet on January 19 and will be discussing the Warm Planet Bike Facility in San Francisco.
- The rail operator transition is taking longer and will cost more. The transition will now occur in May.
- Special service:
 - New Year's Eve service was up 55 percent over last year with overcrowding on the last train and had to leave nine minutes early.
 - Sharks ridership is up 36 percent over last season.
 - The Kraft Hunger Bowl ridership was up 1 percent.
 - The Martin Luther King Freedom Train, chartered by the Dr. Martin Luther King, Jr. Association of Santa Clara, will operate on January 16. Stops will be made at San Jose Diridon, Sunnyvale, Palo Alto and San Mateo stations.
- The Caltrain Holiday Train will return in 2012 in partnership with the Silicon Valley Community Foundation, which has provided a grant of \$50,000 per year for the next two years.
- Over 500 toys were collected at the District offices and the Redwood City Hometown Holidays event.
- Director of Caltrain Modernization Marian Lee gave an update on the Caltrain Modernization Program.
- The Board:
 - Approved the Consent Calendar.
 - Approved the Statement of Revenues and Expenses for November.
 - Authorized increasing and amending the Fiscal Year 2012 Operating Budget by \$2,574,385.
 - Received a legislative update.
- Closed session contained three items and one item became a public item when the Board approved a complicated property transfer that involved the City and County of San Francisco, SamTrans acting as the agent for the JPB, and Artichoke Joe's.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon:

- Congratulated Chair Groom and Director Matsumoto as vice chair.
- Welcomed Directors Patridge and Richardson and congratulated Director Horsley on his reappointment.
- Thanked Director Foust for her years as chair and praised her as a remarkable leader.
- Congratulated CAC Chair Arietta and Vice Chair Vargas on their re-election,
- Caltrans is the lead agency on the Calera Parkway Project and is partnering with the city of Pacifica and the TA in preparing responses to the comments received on the draft Environmental Impact Report (EIR). The original schedule called for the environmental approval to occur this summer, but due to the number of comments received the date has been pushed back to the fall.

FINANCE

Authorize Amendment to Fiscal Year 2012 Budget by \$481,698 for a New Total of \$88,323,700

Director of Budgets and Grants April Chan said staff is asking the Board to amend and increase the Fiscal Year (FY) 2012 budget by \$481,698. Staff is proposing four changes:

- Increase the sale tax revenues by \$1.5 million based on actual receipts received the first five months.
- Decrease interest income by \$588,000 based on actual returns received and guidance from the county.
- Increase program expenditures by \$547,500 to reflect the increased tax revenues and associated allocation increases to a number of areas.
- Decrease the administrative staff support by \$65,802 based on the actual expenditures for the first five months.

Director Horsley asked how staff came up with the number for the sales tax increase. Ms. Chan said staff is looking at what has been received and working with the County. She said this is a very conservative number.

A motion (Foust/Horsley) to approve the amendment to the Fiscal Year 2012 Budget was unanimously approved.

Authorize Support for Reassignment of Dumbarton Rail Regional Measure 2 (RM2) Operating Funds to Support Dumbarton Bus Service

Interim Executive Officer of Planning and Development Aidan Hughes said a presentation was given on this item at the last meeting. This project is in the process of environmental review and looking to produce a Draft Environmental Document in the spring and final document in the fall. The Dumbarton Policy Advisory Committee (PAC) has requested that operating funds for rail operations in the corridor be reassigned by MTC annually to support bus operations through the Dumbarton Express bus operations. This would enhance transit service in the corridor and demonstrate transit ridership in the corridor. In the future it is the intention of the Dumbarton PAC to request MTC to reassign the funds back to rail operations. MTC has set up a hearing on this request and is looking for input and staff is asking for Board support of the reassignment of RM2 funds.

Director Richardson asked if the Dumbarton PAC is part of the routine meetings. Mr. Hughes said the Dumbarton PAC is meeting on January 20 and the MTC hearing is on January 11.

Director Matsumoto asked if a quarterly report could be provided with ridership. Mr. Hughes said yes.

Public Comment

Jim Bigelow, Redwood City/San Mateo County/Menlo Park Chamber of Commerce, said \$5.5 million a year in RM2 funds float away from the Dumbarton Rail Project. Last year the funds were used for the implementation of the Clipper Card in the region. The rail will take time to build and to find the rest of the money for the project so for the interim period this would beef up the opportunity for employees and others to commute east and west in the corridor. Currently there are three Dumbarton Bus Express routes to Palo Alto and the Stanford Business Park.

There is a pocket in Menlo Park and Redwood City where there are over 15,000 employees with no service from that route. This is an important additional step to take pause and focus this money back into the Dumbarton Rail Corridor.

Diane Shaw, Fremont, said she is a daily rider using the Dumbarton Bus Express from the East Bay to San Carlos. She said it is good to increase the bus service and this is a market that has not been tapped into and has the potential to take a lot of cars off the corridor. The proposal will enhance existing bus service, but the service should also address the market that would move people along the north and south Highway 101 corridor. This would mean the service would have to be aligned with the Caltrain service at Palo Alto to allow for better connection and would increase ridership in preparation for the longer-term Dumbarton Rail Project.

Roland LeBrun, San Jose, said he supports this item, but recommends the Board receive a quarterly ridership report.

Lennie Roberts, Committee for Green Foothills, said she supports Mr. Bigelow's comments and is very supportive of the Dumbarton Rail Project.

Director Horsley asked if there are plans to enhance bus service. Mr. Hughes said as part of the application to MTC the Dumbarton PAC submitted an initial service plan that showed the expansion of the existing service. This service has to meet the MTC requirement of a 30 percent farebox recovery. There is a proposal from Alameda County Transportation Commission in an application through the Regional Transportation Plan to provide capital investment in addition to the operating investment from the RM2 fund. This capital investment would allow for additional routes to be considered. This is a first step of a process and over time there could be changes in service.

Director Foust asked if route updates can be provided along with ridership numbers. Mr. Hughes said he doesn't expect to see big shifts in routes.

Director Patridge said it is important for the public to understand the funding portion and what requirements have to be met in order to do changes.

A motion (Horsley/Richardson) to support reassignment of Dumbarton Rail Measure 2 operating funds to support Dumbarton Bus Service was unanimously approved.

PROGRAM

Program Report: Transit: Shuttles

Planner, Celia Chung reported on the Shuttle Program:

- Shuttles account for 4 percent of the 2004 Measure A program.
- The first Call for Projects was conducted in 2010 and \$4.5 million was available of which \$2.8 million was allocated. An additional \$600,000 was given to the City/County Association of Governments (C/CAG) as a pass-through for its shuttle program. A balance of \$1 million was not programmed.
- A total of 19 shuttles were funded in FY2011 and FY2012 for a total operating cost of \$4.4 million of which the TA contributed \$2.8 million. The shuttle sponsors contributed or leveraged other funds for a total of \$1.6 million.

- Eleven of the 19 shuttles are commuter shuttles that provide the last mile from Caltrain to places of employment. There are eight community shuttles or combination shuttles that provide community and commuter service. Community shuttles tend to be geared toward local circulation and may run during the mid-day. Of the 19 shuttles funded, 17 are fixed-route and two are on-demand shuttles, the Menlo Park and Brisbane Senior Shuttles.
- As a condition of the shuttle grant fund the sponsors are required to provide an annual report that includes ridership, operating costs and total service hours data. Based on this information staff calculates ridership, cost per passenger and boarding per service hour.
- Total shuttle ridership for FY2011 was 438,270.
- The average operating cost per passenger for the community shuttle is \$8.49 and the commuter shuttle is \$5.93.
- Per hour boardings averaged 11 for community and 15 for commuter.
- Next steps include continuing to monitor performance and promote existing and new shuttles. A Call for Projects for FY2013 and FY2014 will be done in early 2012 with Board allocation in June.

Director Matsumoto asked if the match is 15-30 percent for all shuttles. Ms. Chung said the match range is very wide. There are a couple of shuttles that may not have a match so the TA funds 100 percent.

Director Matsumoto asked which shuttles don't require a match. Ms. Chung said the East Palo Alto and Bayshore Brisbane community shuttles.

Director Foust said when the boardings per hour are so low and two are funded 100 percent how hard would it be to see if there are other modes of transportation within those areas than can accommodate the needs of the community without having to subsidize the shuttles. She said we are responsible for taxpayer funds and would like to have an understanding of the different shuttles.

Chair Groom asked if the Bayshore Brisbane commuter and senior shuttle was added because people could not get to a grocery store. Deputy CEO Chuck Harvey said several years ago SamTrans fixed-route routes were eliminated and the community was asking for service so the Bayshore Brisbane shuttle service was designed. It is an on-demand shuttle and during the commute hour goes to the Caltrain station. When the first call for projects was done there was more money available than actual shuttle requests.

Manager of Planning and Research Marisa Espinosa reported on the Shuttle Business Practices Guidebook:

- The purpose of the guidebook is to identify key issues facing the Shuttle Program, develop best practices strategies to improve coordination in the key areas of planning, funding, operations/administration and marketing/public information and provide a framework to move strategies towards implementation.
- A Task Force was formed with representatives from the TA, the San Mateo County Transit District, the Peninsula Traffic Congestion Relief Alliance and C/CAG.
- The Task Force identified key issues, policy goals and strategies, identified and prioritized each strategy and developed the Draft Guidebook.

- Multiple strategies were identified, but with the recognition that there were some immediate priorities. All strategies will be advanced over time.
- Each strategy was prioritized in a four tier ranking matrix.
- Issues in the planning area are:
 - Shuttle planning is typically based on available funding with a limited understanding of market potential.
 - The improvement process for underperforming routes is not clearly defined.
 - Robust employer participation in the shuttle program is limited.

Director Horsley asked if staff would consider going to an industrial park area to see if a group of employers would get together for a shuttle. Ms. Espinosa said the Pacific Shores shuttle is an example of this.

Director Matsumoto said in South San Francisco once there is public funding you cannot deny people boarding the shuttles.

- Issues in the funding area are:
 - The funding process consists of multiple funding sources, calls and match requirements.
 - Reporting requirements differ by funding sources and no uniform performance monitoring process is applied across shuttle programs.
- In the operations and administration, the main issue is that several entities perform similar operations, management, procurement and administration roles.
- Issues in marketing/public information are:
 - Provision of coordinated regional transportation information integrating shuttle information is limited.
 - Marketing budgets are constrained.
 - Shuttle vehicles, stations, and marketing materials lack a consistent brand.
- Next steps include seek support for guidebook strategies and concepts and advance the strategies.

Director Richardson said staff is doing so much work and this information should be on the website so the public can see the work being done.

Director Foust said an area to engage stakeholders in this process is the commercial property managers for the potential opportunity of shuttles. Every community in San Mateo County has unique characteristics and as elected officials we make choices as stewards of public funds and live with the consequences of those choices.

Director Patridge said cities and citizens have made the choices of how their cities are governed and what can go in. When amenities are asked for you will suffer on the other end of amenities a city will not get. The Alliance and the Congestion Mitigation and Air Quality Improvement Program have worked hard on shuttles.

Chair Groom likes the idea of one call for projects and the branding idea.

Public Comment

Jim Bigelow, Redwood City/San Mateo County/Menlo Park Chamber of Commerce, said he was on the first task force to enforce the ordinance on Transportation System Management shuttles and requirements on employers. There are a lot of positive things that have occurred over time as evident by the increase to 4 percent under the New Measure A program.

Legislative Update

Government Affairs Manager Seamus Murphy reported:

State Update

- The Legislature started their session this week and bill introduction deadline is February 24. Next month staff will have a matrix with the new bills being introduced.
- This morning he reported at the JPB meeting that the governor unexpectedly released his preliminary 2013 this afternoon. Staff has not had a chance to review it but will closely to ensure the Caltrain share of the Proposition 1A connectivity funds is included in the budget as an appropriation and also that the budget doesn't divert any of the diesel fuel sales tax that goes to fund transit operations especially since there is an uptick in diesel fuel sales the past quarter.

Federal Update

The biggest news and most disappointing was the expiration of the pre-tax Transit Commuter Benefits at the end of the year. It amounts to a tax increase on transit riders. It went from \$230 a month down to \$125 per month. It had been at \$230 a month and on par with what drivers can get through the parking commuter benefits for the last three years. To drop it back down is very disappointing and will put more cars back on the road. Today Senator Charles Schumer announced he plans to introduce legislation that would permanently put it on par with what drivers benefit from.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None

REPORT OF LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

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

The meeting adjourned at 6:46 p.m.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

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

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$36,897,300 - line 6) is **better** than staff projections by \$774,480 or 2.1 percent. Within total revenue, *Interest Income* (\$2,329,214 - line 2) is \$335,806 or 12.6 percent **worse** than projections due to lower than budgeted returns and *Grant Proceeds* (\$540,542 - line 4) is \$131,078 or 19.5 percent **worse** than staff projections.

Total Revenue (\$36,897,300 - line 6) is \$1,902,676 or 5.4 percent **better** than prior year performance. *Sales Tax* (\$33,476,399 - line 1) which is \$1,851,918 or 5.9 percent **better** than prior year is offset by *Interest Income* (\$2,329,214 - line 2) which is \$246,649 or 9.6 percent **worse**.

Expenditures: *Total Administrative* (\$426,912 - line 21) is **better** than staff projections by \$66,937 or 13.6 percent; however, it is **worse** than prior year actual by \$49,205 or 13.0 percent. Within total administrative, *Staff Support* (\$266,038 - line 17) and *Other Admin Expenses* (\$159,892 - line 19) are \$64,919 or 13.2 percent **better** than staff projections.

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

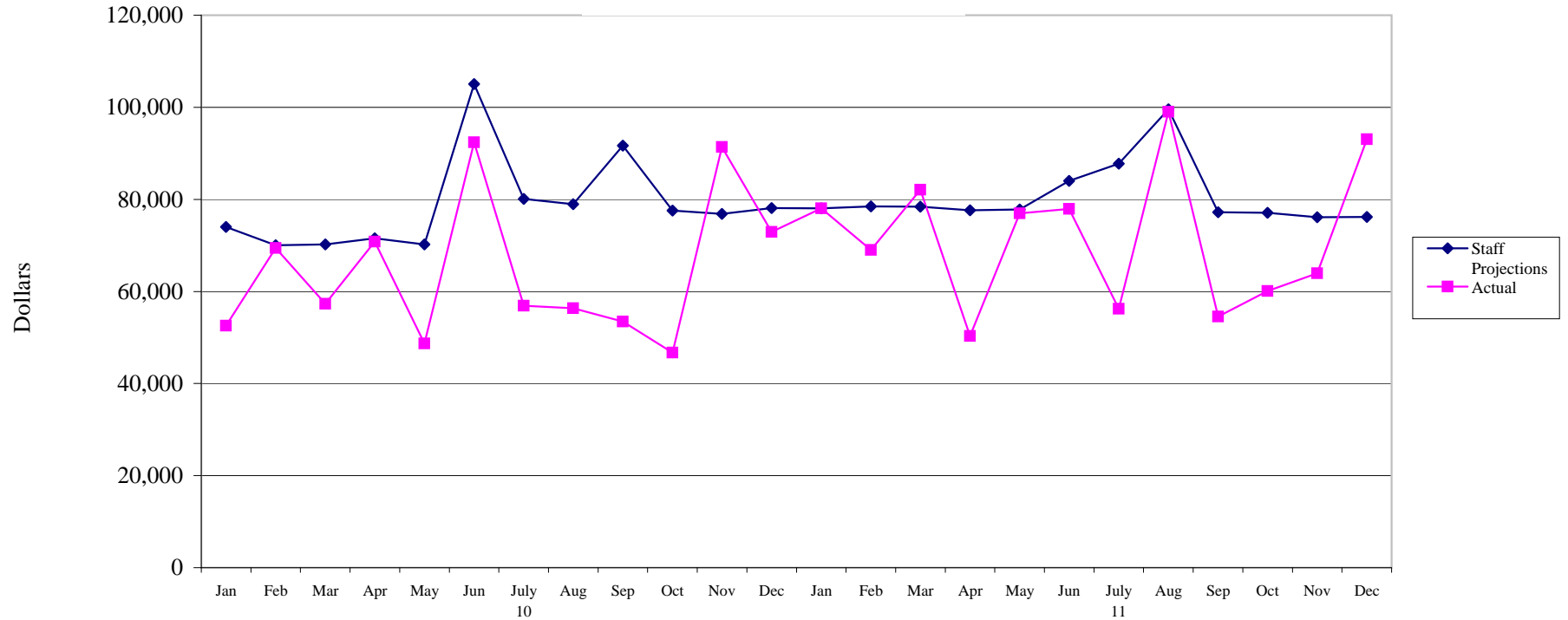
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2012
December 2011

% OF YEAR ELAPSED: **50.0%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	7,980,932	31,624,480	33,476,399	32,242,400	103.8%	61,500,000	61,500,000	52.4%
2 Interest Income	447,862	2,575,862	2,329,214	2,665,020	87.4%	5,420,670	5,420,670	49.2%
3 Rental Income	92,034	524,906	551,145	543,780	101.4%	1,087,560	1,087,560	50.7%
4 Grant Proceeds	142,442	269,375	540,542	671,620	80.5%	0	2,733,100	19.8%
5								
6 TOTAL REVENUE	8,663,271	34,994,624	36,897,300	36,122,820	102.1%	68,008,230	70,741,330	52.2%
7								
EXPENDITURES:								
9								
10 Annual Allocations	3,028,424	12,232,255	12,910,334	12,489,142	103.4%	23,888,835	23,888,835	54.0%
11								
12 Program Expenditures	5,774,516	11,668,643	11,464,002	30,976,073	37.0%	58,181,665	62,498,768	18.3%
13								
14 Oversight	55,246	139,257	214,814	242,500	88.6%	485,000	485,000	44.3%
15								
16 Administrative								
17 Staff Support	74,461	255,200	266,038	305,827	87.0%	603,712	603,712	44.1%
18 Measure A Info-Others	-	-	982	3,000	32.7%	12,000	12,000	8.2%
19 Other Admin Expenses	18,591	122,507	159,892	185,022	86.4%	353,687	353,687	45.2%
20								
21 Total Administrative	93,052	377,707	426,912	493,849	86.4%	969,399	969,399	44.0%
22								
23 TOTAL EXPENDITURES	8,951,238	24,417,862	25,016,062 (1)	44,201,563	56.6%	83,524,899	87,842,002	28.5%
24								
25 EXCESS (DEFICIT)	-287,967	10,576,763	11,881,238	(8,078,743)		(15,516,669)	(17,100,672)	
26								
27 BEGINNING FUND BALANCE	Not Applicable	413,096,727	421,881,503	433,190,609		433,190,609	433,190,609	
28								
29 ENDING FUND BALANCE	Not Applicable	423,673,490	433,762,741 (2)	425,111,866		417,673,940	416,089,937	
30								
31								
32 Includes the following balances:								
33 Cash and Liquid Investments		17,477,242		FY 2011 Carryover of Commitments (Unaudited)		271,356,576		
34 Current Committed Fund Balance		334,182,516 (3)		FY 2012 Additional Commitments (Budgeted)		83,524,899		
35 Undesignated Cash & Net Receivable		82,102,983		Reso #2011-11		1,584,003		
36 Total		<u>433,762,741 (2)</u>		Reso #2011-12		2,733,100		
37				Less: Current YTD expenditures		<u>(25,016,062) (1)</u>		
38				Current Committed Fund Balance		<u>334,182,516 (3)</u>		
39								
40 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress								
41 against the annual budget. When comparing it to the amounts shown in the								
42 "% of PROJECT" column, please note that individual line items reflect variations								
43 due to seasonal activities during the year.								
44								
45 * The TA Adopted Budget is the Board adopted budget effective June 2, 2011.								
46 ** The TA Staff Projection is the adopted budget including year to date budget transfers.								
47								
48								

1/19/12 1:49 PM

SMCTA Administrative Expenses



Current Year Data

	Jul '11	Aug '11	Sep '11	Oct '11	Nov '11	Dec '11	Jan '12	Feb '12	Mar '12	Apr '12	May '12	Jun '12
MONTHLY EXPENSES												
Staff Projections	87,727	99,591	77,202	77,063	76,113	76,153						
Actual	56,262	99,047	54,550	60,068	63,933	93,052						
CUMULATIVE EXPENSES												
Staff Projections	87,727	187,318	264,520	341,583	417,696	493,849						
Actual	56,262	155,308	209,858	269,926	333,860	426,912						
Variance-F(U)	31,465	32,010	54,662	71,657	83,836	66,937						
Variance %	35.87%	17.09%	20.66%	20.98%	20.07%	13.55%						



Board of Directors 2012

Carole Groom, Chair
 Karyl Matsumoto, Vice Chair
 Rosanne Foust
 Don Horsley
 Terry Nagel
 Naomi Patridge
 Sepi Richardson

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT RESERVES

AS OF DECEMBER, 2011

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	1.070%	\$ 240,662,153	\$ 240,662,153
Local Agency Investment Fund	Liquid Cash	0.382%	\$ 4,832,830	\$ 4,832,830
Investment Portfolio	Liquid Cash	1.722%	\$ 157,522,402	\$ 158,401,582
Other	Liquid Cash	0.010%	\$ 17,477,242	\$ 17,477,242
			<u>\$ 420,494,626</u>	<u>\$ 421,373,807</u>

Accrued Earnings for December 2011	\$ 449,335.38
Cumulative Earnings FY2012	\$ 2,698,780.85

* County Pool average yield for the month ending December 31, 2011 was 1.070%. As of December, 2011, the amortized cost of the Total Pool was \$2,698,846,871.91 and the fair market value per San Mateo County Treasurer's Office was \$2,708,324,501.01.

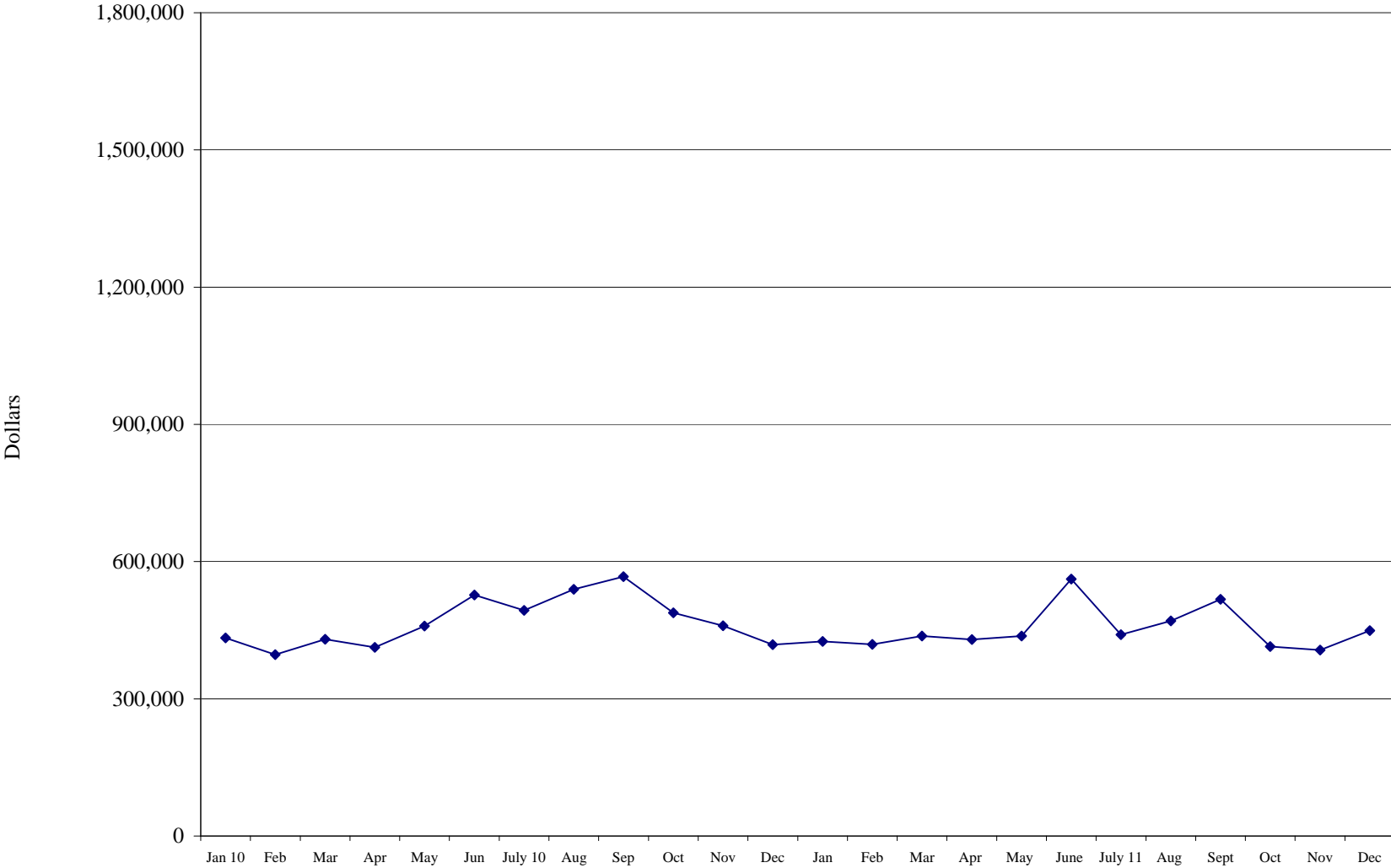
** The market value of Local Agency Investment Fund (LAIF) was derived from the fair value factor of 1.001847592 as reported by LAIF for quarter ending September 30, 2011.

*** 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.

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

FY2012	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	440,542.72	440,542.72
AUGUST	470,389.74	910,932.46
SEPTEMBER	517,352.17	1,428,284.63
OCTOBER	414,291.87	1,842,576.50
NOVEMBER	406,868.97	2,249,445.47
DECEMBER	449,335.38	2,698,780.85
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

SMCTA Interest Income



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
December 31, 2011

DESCRIPTION	TOTAL INVESTMENT 12-31-11	INTEREST RECEIVABLE 11-30-11	INTEREST EARNED 12-31-11	INTEREST RECEIVED 12-31-11	ADJ.	INTEREST RECEIVABLE 12-31-11
LAIF	4,832,830.20	20,168.37	1,936.01	0.00		22,104.38
COUNTY POOL	240,662,152.63	359,295.91	218,453.47	0.00		577,749.38
BANK OF AMERICA	17,477,241.77	0.00	8.37	8.37		0.00
INVESTMENT PORTFOLIO	<u>157,522,401.64</u>	<u>706,892.36</u>	<u>228,317.04</u>	<u>305,878.86</u>	<u>620.49</u>	<u>629,951.03</u>
	<u>420,494,626.24</u>	<u>1,086,356.64</u>	<u>448,714.89</u>	<u>305,887.23</u>	<u>620.49</u>	<u>1,229,804.79</u>

DECEMBER 2011 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 12/31/11	449,335.38
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(7,276.73)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>5,803.45</u>
Total Interest & Capital Gain(Loss)	<u><u>447,862.10</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	2,698,780.85
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(42,802.02)
Securities Transaction Activity Fees	(4,381.27)
Capital Gain(Loss)	<u>(322,383.67)</u>
Total Interest	<u><u>2,329,213.89</u></u>

Balance Per Ledger as of 12/31/11

Int Acct. 409100 - Co. Pool	1,228,674.33
Int Acct. 409100 - LAIF	33,727.32
Int Acct. 409100 - B of A	82.70
Int Acct. 409100 - Misc. Income	
Int Acct. 409101 - Portfolio Funds	1,389,113.21
Gain(Loss) Acct. 405210	(322,383.67)
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>2,329,213.89</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
December 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 6-30-11	VALUE 12-31-11					REC'VBLE 11-30-11	EARNED 12-31-11			REC'VBLE 12-31-11	
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>															
<u>CORPORATE BONDS</u>															
BANK OF AMERICA	06050BAG6	12-28-09	2,032,960.00	2,031,354.00	2,013,670.00	04-30-12	2.100%	116.6667	30	3,500.00	3,500.00			7,000.00	2,000,000
GENERAL ELECTRIC	36967HAH0	03-24-10	1,530,600.00	1,527,810.00	1,513,770.00	06-08-12	2.200%	91.6667	31	15,766.67	2,841.67	16,500.00		2,108.34	1,500,000
GOLDMAN SACHS	38146FAA9	05-29-09	3,124,650.00	3,084,189.00	3,042,666.00	06-15-12	3.250%	270.8333	31	44,687.50	8,395.83	48,750.00		4,333.33	3,000,000
WELLS FARGO & CO	949744AC0	03-16-10	3,058,440.00	3,050,793.00	3,027,078.00	06-15-12	2.125%	177.0833	31	29,218.75	5,489.58	31,875.00		2,833.33	3,000,000
JOHN DEERE CAPITAL	24424DAA7	03-16-10	3,107,970.00	3,076,248.00	3,038,913.00	06-19-12	2.875%	239.5833	31	38,572.92	7,427.08	43,125.00		2,875.00	3,000,000
															7.29%
<u>U.S. TREASURY NOTES AND BONDS</u>															
US TREASURY NOTE	912828KB5	04-30-09	2,789,062.50	2,815,094.80	2,800,985.60	01-15-12	1.125%	87.5000	30	11,812.50	2,625.00		28.53	14,466.03	2,800,000
US TREASURY NOTE	912828KX7	03-22-10	1,525,312.50	1,523,496.00	1,512,246.00	06-15-12	1.875%	78.1250	30	12,909.84	2,343.75	14,062.50	38.42	1,229.51	1,500,000
US TREASURY NOTE	912828LH1	03-12-10	2,028,125.00	2,033,438.00	2,020,312.00	08-15-12	1.750%	97.2222	30	10,176.63	2,916.67		31.70	13,125.00	2,000,000
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,590,039.06	15,436,530.00	01-31-13	2.875%	1,197.9167	30	142,968.75	35,937.50		390.62	179,296.87	15,000,000
															12.43%
<u>U.S. GOVERNMENT AGENCIES</u>															
FNMA	31398AUU4	01-23-09	4,014,560.00	4,037,404.00	4,001,272.00	01-09-12	2.000%	222.2222	31	31,333.36	6,888.89			38,222.25	4,000,000
FHLB	3133XSWM6	01-23-09	3,000,000.00	3,030,450.00	3,003,246.00	01-23-12	2.100%	175.0000	31	22,225.00	5,425.00			27,650.00	3,000,000
FHLB	3133XR5T3	03-12-10	2,105,000.00	2,062,248.00	2,030,274.00	06-08-12	3.625%	201.3889	31	34,638.94	6,243.06	36,250.00		4,632.00	2,000,000
FHLM	3137EACC1	05-27-09	1,995,080.00	2,027,354.00	2,014,788.00	06-15-12	1.750%	97.2222	31	16,041.70	3,013.89	17,500.00		1,555.59	2,000,000
FNMA	31398AYM8	07-10-09	4,996,300.00	5,077,580.00	5,046,855.00	08-10-12	1.750%	243.0556	31	26,736.14	7,534.72			34,270.86	5,000,000
FNMA	3135G0FS7	11-29-11	11,997,600.00	11,982,300.00	11,969,568.00	11-21-13	0.600%	200.0000	31	200.00	6,200.00			6,400.00	12,000,000
FNMA	3135G0GG2	12-06-11	5,000,000.00	4,997,885.00	4,997,885.00	12-06-13	0.750%	104.1667	25	0.00	2,604.17			2,604.17	5,000,000
FHLMC	3134G3AC4	12-06-11	4,990,725.00	4,991,540.00	4,991,540.00	12-06-13	0.600%	83.3333	25	0.00	2,083.33			2,083.33	5,000,000
FNMA	3136FPW60	12-30-10	10,000,000.00	10,048,080.00	10,007,870.00	12-30-13	1.500%	416.6667	30	62,500.00	12,500.00	75,000.00		0.00	10,000,000
FNMA - STEP UP	3136FPX85	12-30-10	5,093,625.00	5,129,049.60	5,105,574.30	12-30-13	0.750%	106.2500	30	15,937.50	3,187.50	19,125.00		0.00	5,100,000
FHLM	3137EACR8	02-08-11	18,901,470.00	19,277,989.00	19,307,268.00	02-25-14	1.375%	725.6944	31	68,940.96	22,496.53			91,437.49	19,000,000
FHLM	3134G2D66	09-14-11	14,994,750.00	14,968,650.00	14,976,465.00	03-14-14	0.625%	260.4167	31	19,791.67	8,072.92			27,864.59	15,000,000
FNMA	3135G0BG7	04-18-11	10,993,400.00	11,094,545.00	11,037,862.00	04-18-14	1.500%	458.3333	31	19,250.00	14,208.33			33,458.33	11,000,000
FNMA STEP UP	3136FRFT5	04-18-11	9,998,000.00	10,024,690.00	10,011,680.00	04-18-14	1.000%	277.7778	31	11,666.67	8,611.11			20,277.78	10,000,000
FHLM	3137EACB3	03-30-11	13,932,270.00	14,098,225.50	14,112,076.50	04-23-14	2.500%	937.5000	31	34,687.50	29,062.50			63,750.00	13,500,000
FNMA - STEP UP	3136FP2U0	01-27-11	4,988,750.00	4,989,405.00	4,999,715.00	01-27-16	1.000%	138.8889	31	17,083.37	4,305.56			21,388.93	5,000,000
															73.87%

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-11	MARKET VALUE 12-31-11	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 11-30-11	INTEREST EARNED 12-31-11	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 12-31-11	PAR VALUE
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,704,011.00	10,651,314.27	04-15-14	1.250%	352.9349	30	15,999.90	10,588.05		142.53	26,730.48	10,164,525 5.93%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	832,855.39	990,814.80	843,602.92	12-28-12	5.270%	123.0453	31	246.09	3,814.40	3,691.36	(11.31)	357.82	814,778 0.48%
 CALLED	3136FPW60	12/30/11	(10,000,000.00)	(10,048,080.00)	(10,007,870.00)										(10,000,000.00)
	3136FPX85	12/30/11	(5,093,625.00)	(5,129,049.60)	(5,105,574.30)										(5,100,000.00)
TOTAL			<u>157,522,401.64</u>	<u>159,087,553.16</u>	<u>158,401,582.29</u>					<u>706,892.36</u>	<u>228,317.04</u>	<u>305,878.86</u>	<u>620.49</u>	<u>629,951.03</u>	<u>156,279,303.51</u>

19-Jan-12 Weighted Average Interest Rate 1.7223%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2011 & FY2012
DECEMBER 2011

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Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2011:					
1st Quarter	15,224,400	1st Quarter	15,366,023	141,623	15,366,023
2nd Quarter	15,910,800	2nd Quarter	16,919,099	1,008,299	16,919,099
3rd Quarter	13,855,400	3rd Quarter	14,737,847	882,447	14,737,847
4th Quarter	15,009,400	4th Quarter	16,493,027	1,483,627	16,493,027
FY2011 Total	60,000,000	FY2011 Total	63,515,996	3,515,996	63,515,996
FY2012:					
Jul. 11	4,225,700	Sep. 11	4,225,000	(700)	4,225,000
Aug. 11	4,225,700	Oct. 11	4,532,800	307,100	4,532,800
Sep. 11	5,634,300	Nov. 11	5,633,300	(1,000)	5,633,300
1st Qtr. Adjustment	1,594,300	Dec. 11	2,653,198	1,058,898	2,653,198
3 Months Total	15,680,000		17,044,298	1,364,298	17,044,298
Oct. 11	4,368,400	Dec. 11	4,855,100	486,700	4,855,100
Nov. 11	4,368,400	Jan. 12		0	4,368,400 (1)
Dec. 11	6,142,100	Feb. 12		0	6,142,100 (1)
2nd Qtr. Adjustment	1,683,500	Mar. 12		(616,999)	1,066,501 (1)
6 Months Total	32,242,400		21,899,398	1,233,999	33,476,399
Jan. 12	3,967,700	Mar. 12		0	3,967,700
Feb. 12	3,967,700	Apr. 12		0	3,967,700
Mar. 12	5,407,800	May 12		0	5,407,800
3rd Qtr. Adjustment	1,469,400	Jun. 12		(616,999)	852,401
9 Months Total	47,055,000		21,899,398	617,000	47,672,000
Apr. 12	4,305,200	Jun. 12		0	4,305,200
May 12	4,305,200	Jul. 12		0	4,305,200
Jun. 12	5,740,100	Aug. 12		0	5,740,100
4th Qtr. Adjustment	1,594,500	Sep. 12		(617,000)	977,500
FY2012 Total	63,000,000	FY2012 Total	21,899,398	(0)	63,000,000
	17,044,298	1st Quarter			
	16,432,101	2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>33,476,399</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

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

	<u>12/31/2011</u>
Cash -- Bank of America Checking Account	17,477,241.77
LAF	4,832,830.20
County Pool	240,662,152.63
Investment Portfolio	157,522,401.64
Total	<u>420,494,626.24</u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- DECEMBER 2011

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000723	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-12-05	1,628,324.75	WIR	Capital Programs
SMCTA	000724	PENINSULA CORRIDOR JOINT POWERS BOARD	2011-12-12	155,343.22	WIR	Capital Programs
SMCTA	000725	SAN MATEO COUNTY TRANSIT DISTRICT	2011-12-12	2,733,100.00	WIR	Capital Programs
SMCTA	000726	MATSUMOTO, KARYL M.	2011-12-12	100.00	WIR	Board of Directors Compensation
SMCTA	000727	GROOM, CAROLE	2011-12-12	100.00	WIR	Board of Directors Compensation
SMCTA	000728	NAGEL, TERRY	2011-12-12	100.00	WIR	Board of Directors Compensation
SMCTA	000729	HORSLEY, DONALD	2011-12-12	100.00	WIR	Board of Directors Compensation
SMCTA	000730	SAN MATEO COUNTY TRANSIT DISTRICT	2011-12-27	701,689.86	WIR	Capital Programs
SMCTA	003124	ESSENCE PRINTING, INC.	2011-12-05	79.29	CHK	Printing and Information Svcs
SMCTA	003125	FONG BROTHERS PRINTING, INC.	2011-12-05	417.16	CHK	Printing and Information Svcs
SMCTA	003126	HOLLAND & KNIGHT LLP	2011-12-05	10,000.00	CHK	Legislative Advocate
SMCTA	003127	HURLEY, JOSEPH	2011-12-05	93.60	CHK	Seminar and Training
SMCTA	003128	JACOBS ENGINEERING GROUP, INC.	2011-12-05	7,348.35	CHK	Capital Programs
SMCTA	003129	SF BAY AREA WATER EMERGENCY TRANS AUTH	2011-12-05	625,285.26	CHK	Capital Programs
SMCTA	003130	WADELL, ROBERT P.	2011-12-05	350.00	CHK	Capital Programs
SMCTA	003131	EAST PALO ALTO, CITY OF	2011-12-12	65,718.84	CHK	Capital Programs
SMCTA	003132	FEHR & PEERS	2011-12-12	21,869.66	CHK	Capital Programs
SMCTA	003133	FOSTER CITY, CITY OF	2011-12-12	12,706.24	CHK	Capital Programs
SMCTA	003134	FOUST, ROSANNE	2011-12-12	100.00	CHK	Board of Directors Compensation
SMCTA	003135	LEE, JOHN	2011-12-12	100.00	CHK	Board of Directors Compensation
SMCTA	003136	PARKING COMPANY OF AMERICA	2011-12-12	92,159.43	CHK	SMCTA Caltrain Shuttles
SMCTA	003137	SAN JOSE MERCURY NEWS	2011-12-12	80.00	CHK	Legal Advertising
SMCTA	003138	DMJM HARRIS/MARK THOMAS JV	2011-12-19	21,585.25	CHK	Capital Programs
SMCTA	003139	ESSENCE PRINTING, INC.	2011-12-19	159.89	CHK	Printing and Information Svcs
SMCTA	003140	FEHR & PEERS	2011-12-19	12,865.02	CHK	Capital Programs
SMCTA	003141	MENLO PARK, CITY OF	2011-12-19	14,871.75	CHK	Capital Programs
SMCTA	003142	PENINSULA TRAFFIC CONGESTION RELIEF	2011-12-19	11,659.44	CHK	Capital Programs
SMCTA	003143	RAJAPPAN & MEYER CONSULTING	2011-12-19	1,981.00	CHK	Capital Programs
SMCTA	003144	SAN FRANCISCO COUNTY TRANSPORTATION	2011-12-19	7,497.34	CHK	Capital Programs
SMCTA	003145	SHAW/YODER & ANTWIH, INC.	2011-12-19	3,702.00	CHK	Legislative Advocate
SMCTA	003146	HURLEY, JOSEPH	2011-12-27	174.53	CHK	Business Travel
SMCTA	003147	MENLO PARK, CITY OF	2011-12-27	3,402.88	CHK	Capital Programs
SMCTA	003148	OFFICEMAX CONTRACT INC.	2011-12-27	64.17	CHK	Office Supplies
SMCTA	003149	S3, INC.	2011-12-27	3,000.00	CHK	Seminar and Training
SMCTA	003150	SAN JOSE MERCURY NEWS	2011-12-27	1,040.00	CHK	Legal Advertising
SMCTA	003151	SAN MATEO, COUNTY OF	2011-12-27	5,000.00	CHK	Other Contract Services
SMCTA	003152	SF BAY AREA WATER EMERGENCY TRANS AUTH	2011-12-27	1,348,495.34	CHK	Capital Programs
SMCTA	003153	URS CORPORATION	2011-12-27	246,030.36	CHK	Capital Programs
				7,736,694.63		

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
January 14, 2012**

The Community Relations Committee and Board

Accessibility Coordinator Tina Dubost said the Redi-Wheels holiday singers spread holiday cheer at six facilities in December.

Paratransit Coordinating Council (PCC) report:

- Barbara Kalt, Director of the Rosener House, reported that an ad-hoc committee was formed to collaborate on the new Redi-Wheels buses and staff will have a new bus on site before the next PCC meeting.

Citizens Advisory Committee Chair Peter Ratto reported on their last meeting:

- Elections were held and he was re-elected chair for 2012 and Sondra Price was elected vice chair.
- Received a presentation on fare media transition and Clipper.

Director of Bus Transportation Chester Patton presented the Mobility Management Report: ADA Paratransit Service (attached).

Average weekday ridership for all modes for November 2011 compared to November 2010 was 96,194, an increase of 2.1 percent.

The Finance Committee and Board

The Board approved the following items the Statement of Revenues and Expenses for November 2011.

The Legislative Committee and Board

Last week the legislature returned to session and the governor released his 2013 budget. Staff was looking for two elements in the budget. The first was the State Transit Assistance was preserved and none of these funds were proposed to be diverted to the General Fund. The second was the concern the governor would propose substantial appropriation of Proposition 1A connectivity funding. He did not say anything about that in his budget and expect to see more detail about this in the May revise. The bill deadline is February 24. Bills are already starting to be introduced. SB 22 proposes to restrict the expenditure of Proposition 1A funds including the connectivity funds were killed in committee. There is companion legislation in the Assembly that would do the same thing and will be in committee next week.

The biggest news was the expiration of the pre-tax transit commuter benefits program. One of the first things the Obama Administration did three years ago was make the pre-tax transit commuter benefits equal to the parking commuter benefits so transit riders would have the same benefit as people who drove to work. The expiration of this benefit means it drops down to \$125 per month from \$240 per month and parking remains at \$240. The good news is that

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
January 14, 2012**

Senator Charles Schumer is proposing to reintroduce a bill to raise it back up to a level that is on par with the parking benefit and make the benefit permanent.

Board of Directors

General Manager/CEO Michael Scanlon reported:

- The American Public Transportation Association (APTA) Safety Audit team was here this week and SamTrans is one of few agencies that consistently show continuous improvement in the culture of the transit safety plan and processes.
- All transportation supervisors received the APTA recommended certified national incident management system training offered by the Federal Emergency Management Agency.
- Training activity for the month of December was almost 1,800 hours and 700 hours was for new bus operator training.
- Staff is interviewing candidates for part-time bus operators for a class of 12 to start in mid-April.
- The contractor MV Transportation made a critical error on Monday, January 9. The evening dispatcher went home ill and the relief dispatcher made a significant mistake that resulted in having inadequate operator resources on Monday morning. This caused nine trips to be missed. The missed trips were primarily on Routes 292 and KX and this caused a significant inconvenience to customers. Staff immediately followed-up with MV Transportation to ensure there were adequate resources for the remainder of the day and the next morning. The contract does provide for significant penalties for missed trips and staff is assessing them \$1,000 for each missed trip.
- The transition to AC Transit for the Dumbarton Express bus service went very smoothly. AC Transit assumed the contract and MV Transportation is operating the service. SamTrans is a member of the Dumbarton Bridge Consortium.
- Fixed-routes averaged almost 27,000 between road calls and paratransit was 20,500. Both of these are over the goal of 20,000.
- Runbook 107 was implemented on December 18. Initial comments on Routes 120 and 294 have been positive. There were some concerns raised about the San Francisco arrival and departure times on Route KX.
- Runbook 108 will be implemented in June 2012 and will include the addition of the 12 part-time bus operators and will be the first runbook timed to accommodate the end of school year. This runbook will focus on time performance for Routes 390, 391 and KX.
- Staff is continuing National Transit Database submittals.
- The soft launch of the Day Pass is going smoothly. The Day Pass is three times the one way fare. Staff is monitoring progress to determine the date for the hard launch.
- Ken Yeager was elected vice chair of the JPB and San Francisco Board of Supervisor Malia Cohen joined the Board replacing Sean Elsbernd.
- This coming Monday Caltrain will be operating the Freedom Train. This train is chartered by the Dr. Martin Luther King, Jr. Association of Santa Clara. The train departs from San Jose Diridon and stops at Sunnyvale, Palo Alto and San Mateo stations.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
January 14, 2012**

- There will be public meetings later this month for Caltrain on proposed changes to the Codified Tariff including the continuing implementation of the Clipper system, eliminating 8-ride tickets and propose increasing paper tickets by 25-cents for zones and up to 50-cents on Day Pass.

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

samTrans



SamTrans Paratransit Service

San Mateo
January 11, 2012

Report on ADA Paratransit Service

samTrans

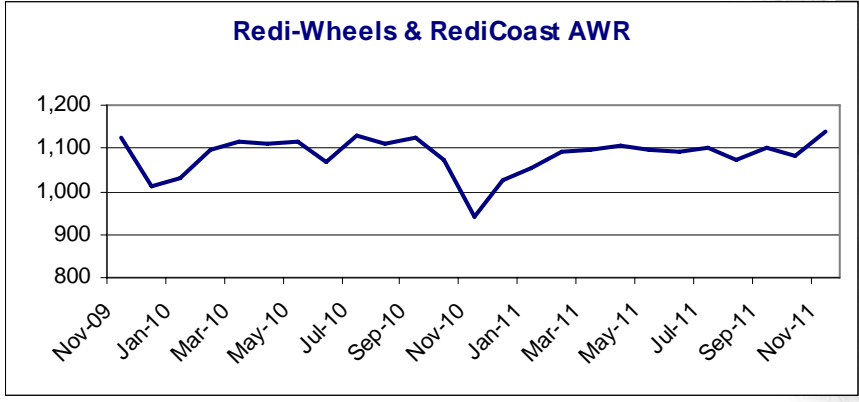


- Paratransit Statistics
- ADA Program Costs
- Operating Statistics – Redi-Wheels & RediCoast
- Paratransit Eligibility & Registrants
- Efficiency Measures
- Summary

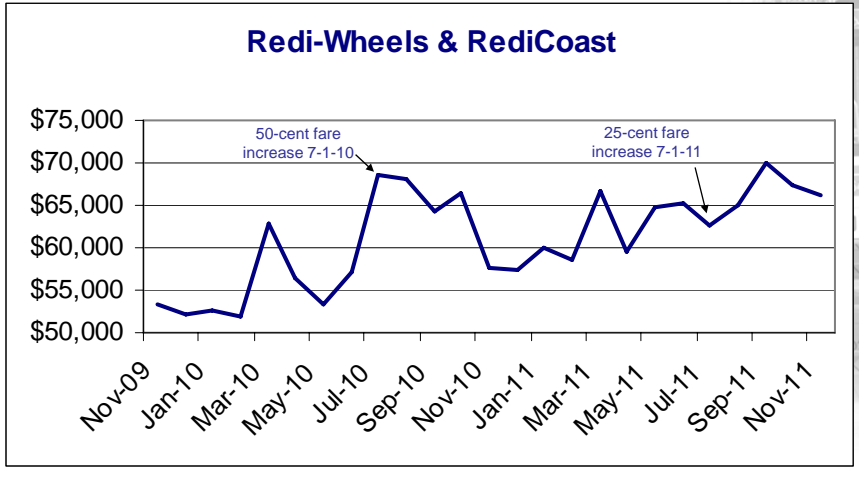


2

Paratransit Ridership



Paratransit Farebox Revenue



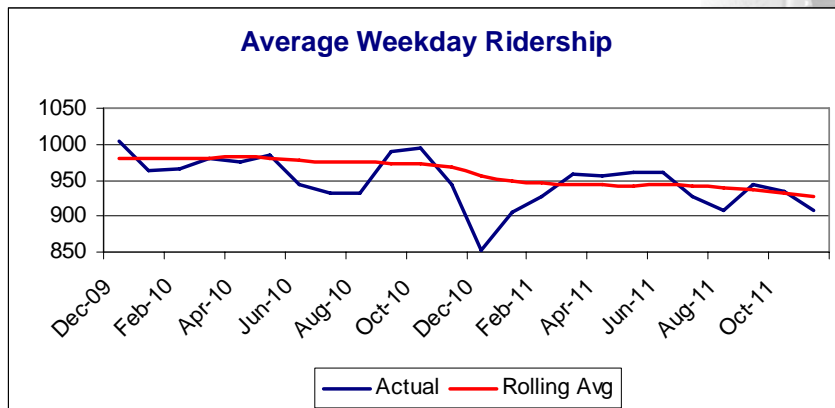
Paratransit Average Cost/Trip



	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	FY2012 <u>5-months</u>
Total Costs	\$13,614,337	\$12,908,024	\$12,677,004	\$5,338,805
Total Trips	332,337	321,071	315,926	135,645
Average Cost	\$40.99	\$40.20	\$40.13	\$39.36
Farebox Ratio	4.5%	5.3%	6.0%	6.2%

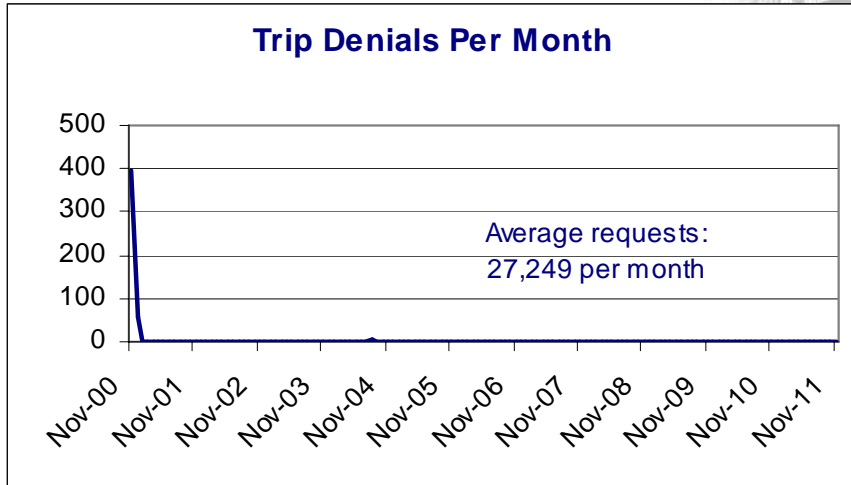
5

Redi-Wheels Ridership



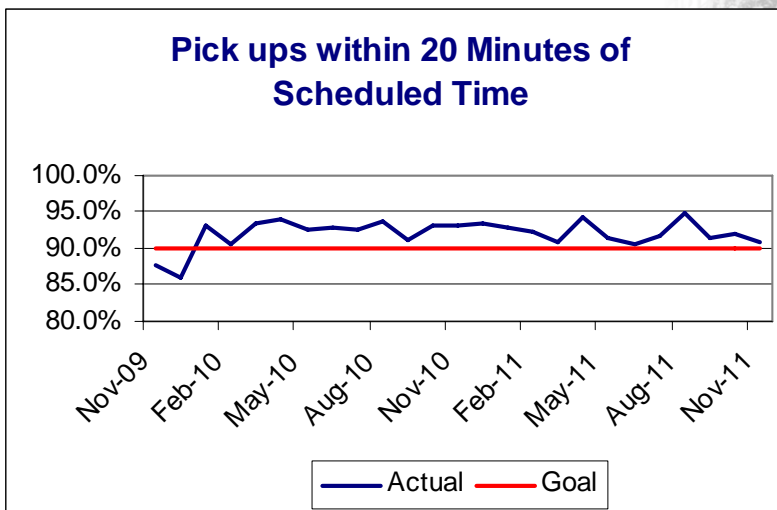
6

Redi-Wheels Trip Denials



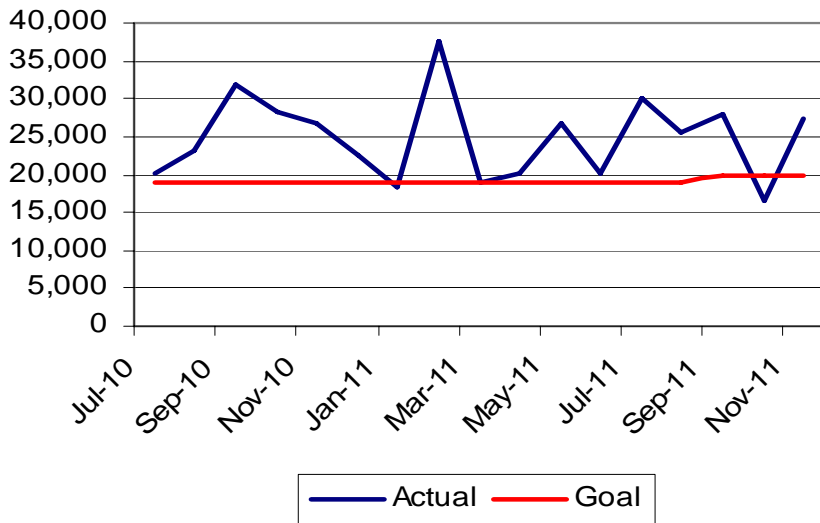
7

Redi-Wheels On-time Performance



8

Redi-Wheels Miles Between Service Calls

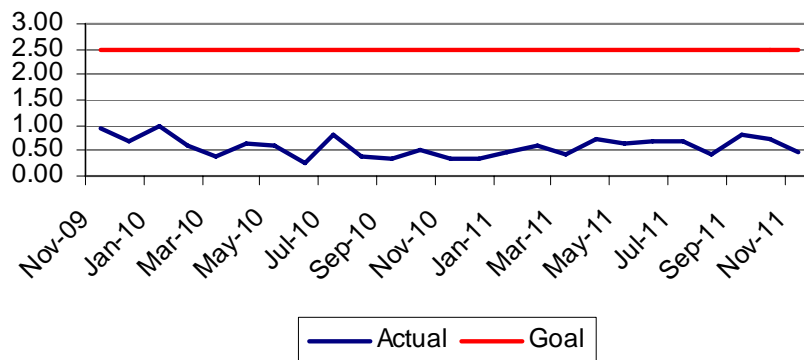


9

Redi-Wheels Service Complaints

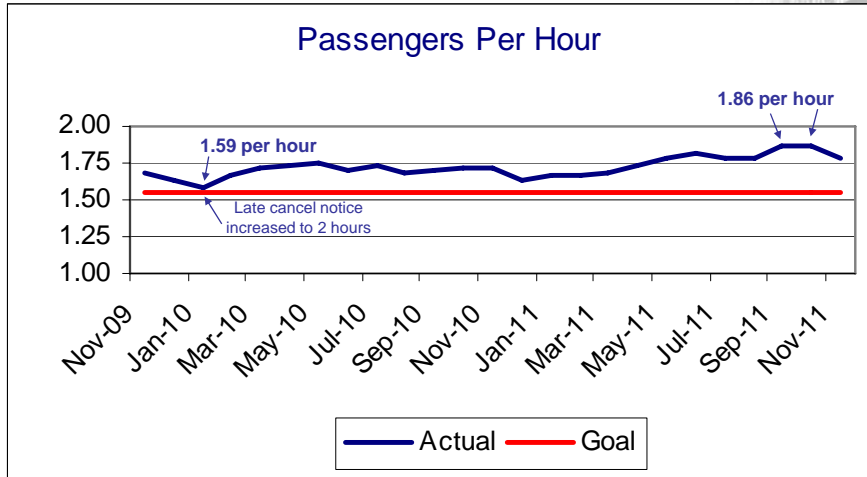


Service Complaints per thousand rides



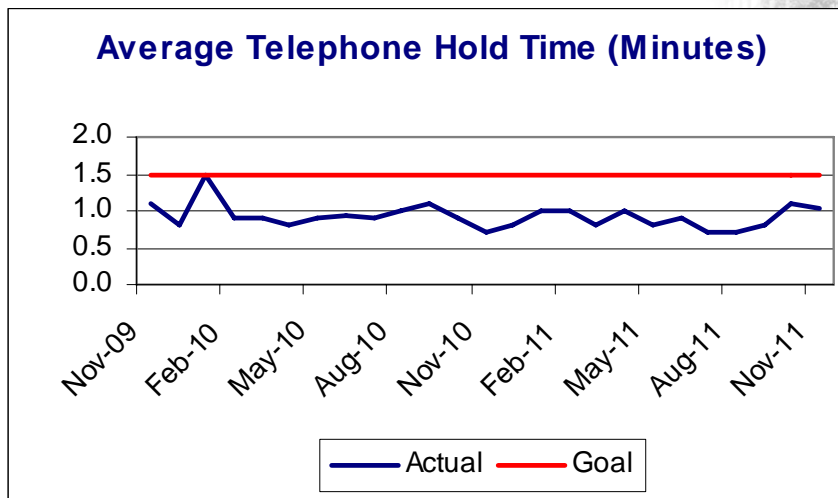
10

Redi-Wheels Productivity



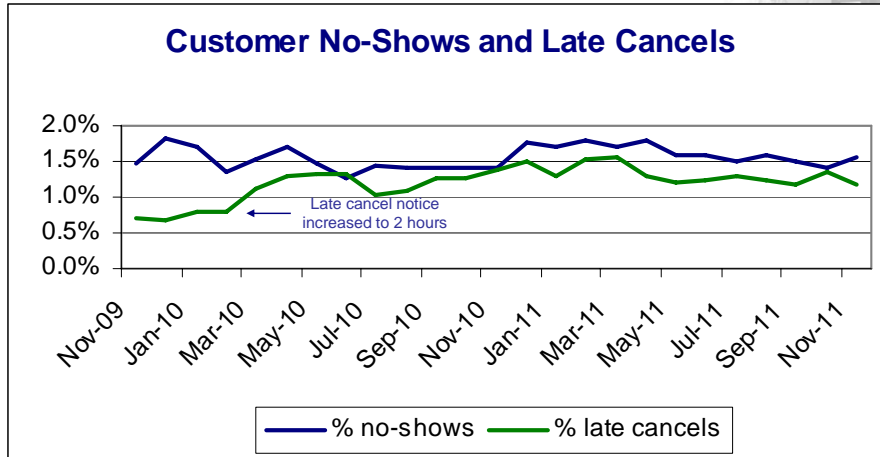
11

Redi-Wheels Telephone Hold Time



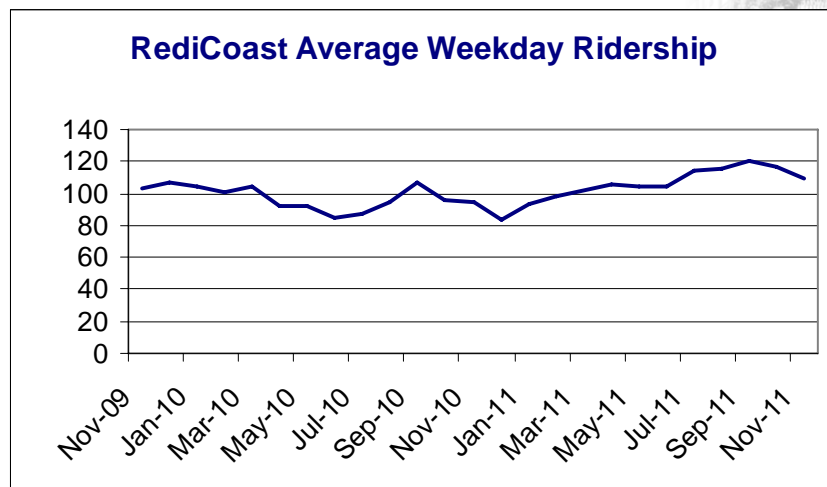
12

Redi-Wheels No-shows and Late-cancels



13

RediCoast Ridership



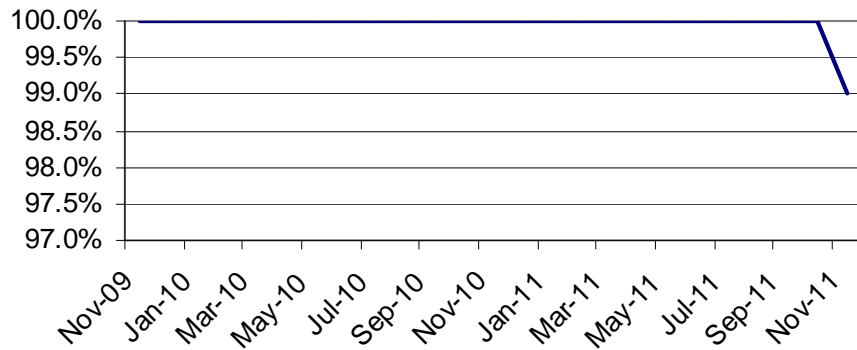
14

RediCoast On-time Performance

samTrans



RediCoast OnTime Performance



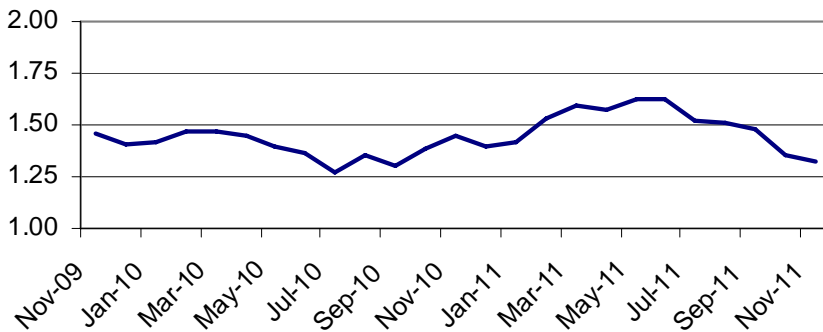
15

RediCoast Productivity

samTrans



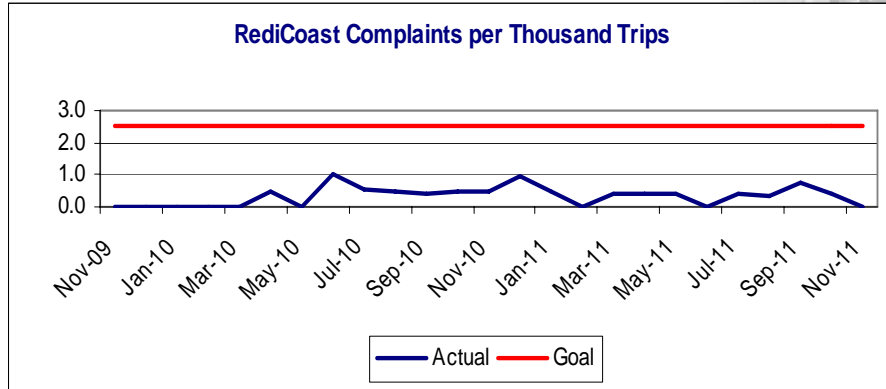
RediCoast Passengers per Hour



16

RediCoast Service Complaints

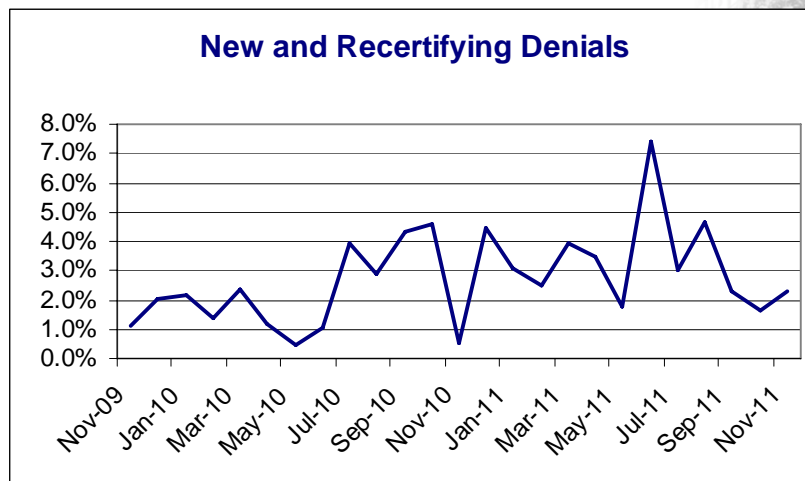
samTrans



17

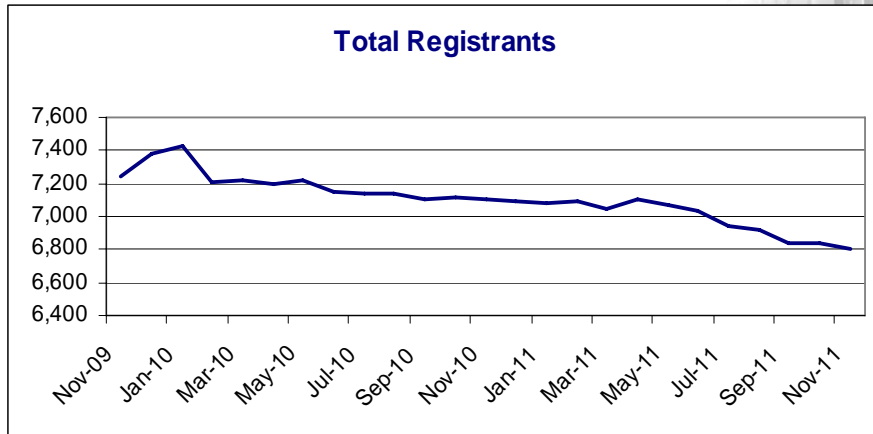
Paratransit Eligibility Denials

samTrans



18

Paratransit Total Registrants



19

Efficiency Measures



- Interactive Voice Response (IVR) implementation
- Optimal vehicle mix
- Alternative service delivery models
- MTC Transit Sustainability Project

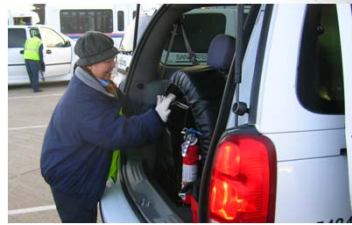


20

IVR Implementation

samTrans

- Next-day reminder calls
- Imminent arrival calls:
 - Goal: 95% of calls 5 to 15 minutes before vehicle arrival
 - Continuing interface problems with software



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Optimal Vehicle Mix

samTrans

Key Planning Issues

Fleet flexibility

- Small buses serve group trips and extra-large wheelchairs
- Minivans are versatile and accommodate wheelchairs
- Sedans / taxis serve ambulatory and overflow customers

Ridership trends

- Longer trips
- More dialysis trips
- More non-ambulatory customers
- More extra-large wheelchairs



22

Non-Traditional Model

- Remotely managed operation
- Non-dedicated vehicle fleet
- Non-dedicated, independent contractor drivers
- Monitoring LAVTA and NCTD experience

23

ADA Paratransit “Best Practices”

- Demand management strategies
 - Increased travel training
- Productivity measures
 - Increased control of no-shows and late cancels
 - Optimize vehicle mix
- Cost containment strategies
 - Targeted transit promotion to seniors
 - Explore alternative service delivery methods
- Awaiting results of MTC report

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Summary

samTrans

- Ridership is steady
- Service quality remains high
- Costs containment has been achieved with increased productivity , management of demand via eligibility process, successful contract negotiation with service provider
- Cost of ADA service remains a concern - unfunded mandate which impacts SamTrans financial capacity
- Efficiency measures are high priority
 - Continued work on Interactive Voice Response
 - Vehicle mix and alternative service delivery models under study
 - Transit Sustainability Project offers “best practices” for consideration

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**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi 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 December 31, 2011.

SIGNIFICANCE

The Transportation Authority's Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on January 25, 2012 in order to meet the 30 day requirement.

BUDGET IMPACT

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

BACKGROUND

The Transportation Authority (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 SunTrust Banks, doing business as CSI Capital a SunTrust Group (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.

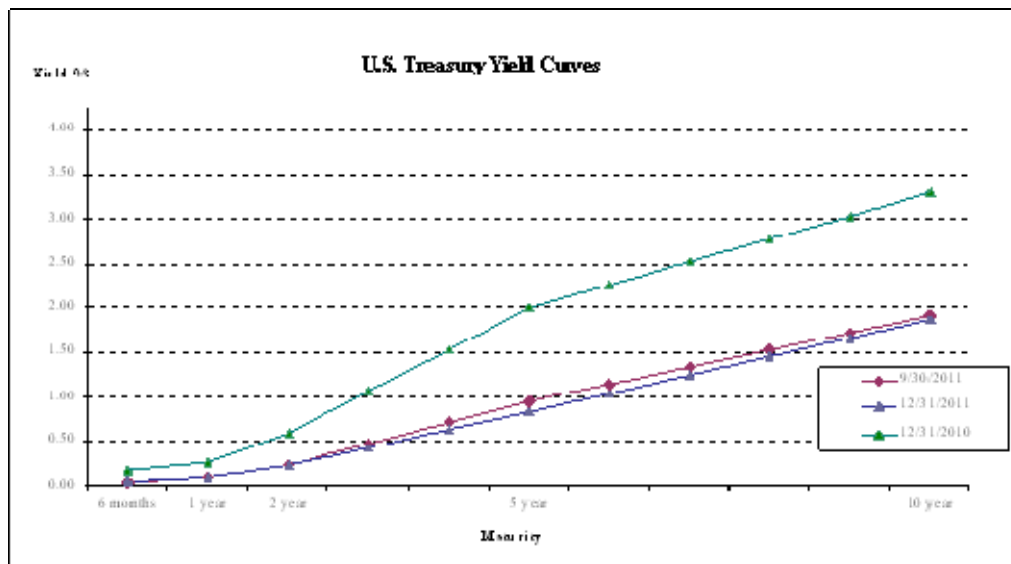
The Liquidity funds managed by TA staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share,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

Despite signs of improving domestic growth, interest rates remained relatively unchanged during the fourth quarter of 2011 as the events surrounding the various debt crises in several of the European Union's member countries, generally referred to as sovereigns, continued to take center stage. Looking back on the year as a whole, interest rates generally fell through the third quarter and remained near record lows for the balance of the year.



Data Source: Bloomberg

As we recap the year just past and ponder the year ahead, the fixed income markets remain a challenge. Despite inflation near 3.0%, declining unemployment rates and stronger than expected consumption here in the U.S., interest rates remain set at abnormally low levels. Indeed, long-term bonds are at or near their most expensive levels ever, viewed from the standpoint that even a small increase in price could result in negative returns. These abnormally low rates can be attributed in varying parts to actions by the U.S. Federal Reserve stating this past summer, their intention to maintain the current low interest levels through 2012 and into 2013. As well as uncertainty surrounding our political process, uncertainty surrounding the economy and perhaps most importantly, uncertainty surrounding the sovereign debt crisis in Europe.

There is no way to overstate the importance of European policy makers finding a credible solution to their budgetary and debt problems. If the Europeans are unable to stem their financial challenges, the resulting crisis has the potential to surpass the 2008/2009 melt-down here in the U.S. The resulting shock waves would be felt around the globe and could set back our own fledgling recovery for years. On the other hand, a successful outcome could help bring back the much needed confidence that business leaders currently lack and pave the way to an improved economy and stronger growth in employment.

Unfortunately, the challenges the Europeans face are formidable. Experts are calling for either a disbandment of the Euro or a stronger fiscal union that would involve some loss of sovereignty among the member countries of the common European currency. The former would be messy

and risks the collapse of the banking system in Europe. The latter is exceptionally difficult to pull off. In the meantime, Europe's policy makers are frantically seeking an acceptable interim solution, but there are no easy answers.

Undoubtedly the U.S. bond market has been the beneficiary of fund flows out of the Euro and into the U.S. Dollar as investors hedged against the ongoing, disorderly decline in Euro zone markets. In all likelihood this kept U.S. interest rates lower than might have otherwise been the case given recent improvements in the U.S. economy. And, although there has been some recent progress in Europe on a longer-term solution, a near-term fix remains elusive. However, should a credible plan emerge, some of the recent fund inflows may reverse leading to higher interest rates. If a credible plan fails to emerge, interest rates may very well remain at their recent lows.

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 Transportation Authority's portfolio consisted of approximately 8.0 percent Government Guaranteed Corporate Bonds, 71.0 percent Agency Securities, 20.5 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 December 31, the portfolio returned **0.12** percent. This compares to the benchmark return of **0.25** 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 December 31, the portfolio's yield to maturity or call was **0.52** percent. The benchmark's yield to maturity was **0.77** 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 **1.06** percent.

Prepared by: Lori Snow, Manager Finance Treasury

650-508-6425

EXHIBIT 1

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

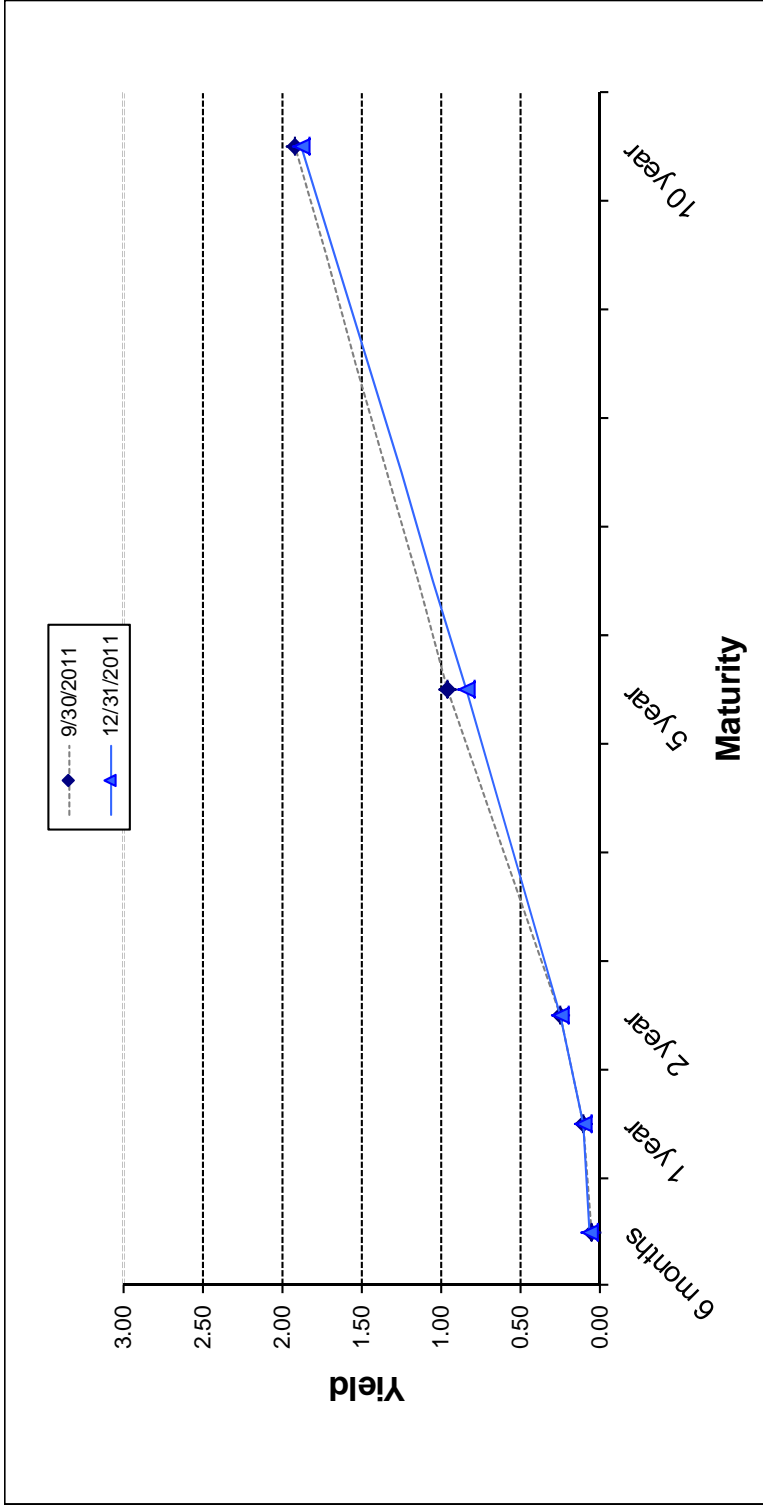
TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</u>							
<u>INVESTMENT PORTFOLIO:</u>							
CORPORATE BONDS							
Bank of America Corp.	06050BA G6	04-30-12	2,000,000	2,032,960	2,013,670	7,000	2,020,670
General Electric Capital Corp	36967HA H0	06-08-12	1,500,000	1,530,600	1,513,770	2,108	1,515,878
Goldman Sachs	38146FA A9	06-15-12	3,000,000	3,124,650	3,042,666	4,333	3,046,999
Wells Fargo & Co.	949744A C0	06-15-12	3,000,000	3,058,440	3,027,078	2,833	3,029,911
John Deere Capital	24424DA A7	06-19-12	3,000,000	3,107,970	3,038,913	2,875	3,041,788
TREASURY SECURITIES							
U.S. Treasury Note	912828KB5	01-15-12	2,800,000	2,789,063	2,800,986	14,466	2,815,452
U.S. Treasury Note	912828KX7	06-15-12	1,500,000	1,525,313	1,512,246	1,230	1,513,476
U.S. Treasury Note	912828LH1	08-15-12	2,000,000	2,028,125	2,020,312	13,125	2,033,437
U.S. Treasury Note	912828HQ6	01-31-13	15,000,000	15,462,500	15,436,530	179,297	15,615,827
U.S. Treasury Variable Rate Note		01-27-16	5,000,000	4,988,750	4,999,715	21,389	5,021,104
GOVERNMENT BONDS							
FNMA	31398A UU4	01-09-12	4,000,000	4,014,560	4,001,272	38,222	4,039,494
FHLB	3133XSW M6	01-23-12	3,000,000	3,000,000	3,003,246	27,650	3,030,896
FHLB	3133XR5 T3	06-08-12	2,000,000	2,105,000	2,030,274	4,632	2,034,906
FHLM	3137EAC C1	06-15-12	2,000,000	1,995,080	2,014,788	1,556	2,016,344
FNMA	31398A YM8	08-10-12	5,000,000	4,996,300	5,046,855	34,271	5,081,126
FNMA	3135G0F S7	11-21-13	12,000,000	11,997,600	11,969,568	6,400	11,975,968
FNMA	3135G0G G2	12-06-13	5,000,000	5,000,000	4,997,885	2,604	5,000,489
FHLM	3134G3A C4	12-06-13	5,000,000	4,990,725	4,991,540	2,083	4,993,623
FHLM	3137EAC R8	02-25-14	19,000,000	18,901,470	19,307,268	91,438	19,398,706
FHLM	3134C2D 66	03-14-14	15,000,000	14,994,750	14,976,465	27,865	15,004,330
FNMA	3135G0B G7	04-18-14	11,000,000	10,993,400	11,037,862	33,458	11,071,320
FNMA STEP UP	3136FRF T5	04-18-14	10,000,000	9,998,000	10,011,680	20,278	10,031,958
FHLM	3137EAC B3	04-23-14	13,500,000	13,932,270	14,112,077	63,750	14,175,827
							0

EXHIBIT 1 (Cont.)

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

TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP (Con't.)</u>							
TREASURY INFLATION PROTECTED SECURITIES							
US Inflation Indexed Note	912828KM1	04-15-14	10,164,525	10,122,021	10,651,314	26,730	10,678,045
COLLATERIZED MORTGAGE OBLIGATIONS							
FHLB Series 00-0606 Class Y	3133XE5D7	12-28-12	814,778	832,855	843,603	358	843,961
TOTAL FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP							
			10,979,303	10,954,877	11,494,917	27,088	11,522,005
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u>							
BANK OF AMERICA CHECKING LAIF				17,477,242	17,477,242	0	17,477,242
SAN MATEO COUNTY POOL				4,832,830	4,832,830	22,104	4,854,934
				240,662,153	240,662,153	577,749	241,239,902
TOTAL FUNDS MANAGED BY DISTRICT STAFF							
			262,972,225	262,972,225	262,972,225	599,853	263,572,078
TOTAL AS OF DECEMBER 31, 2011							
			420,494,627	421,373,807	421,373,807	1,229,804	422,603,611

San Mateo County Transportation Authority
Historical Yield Curve

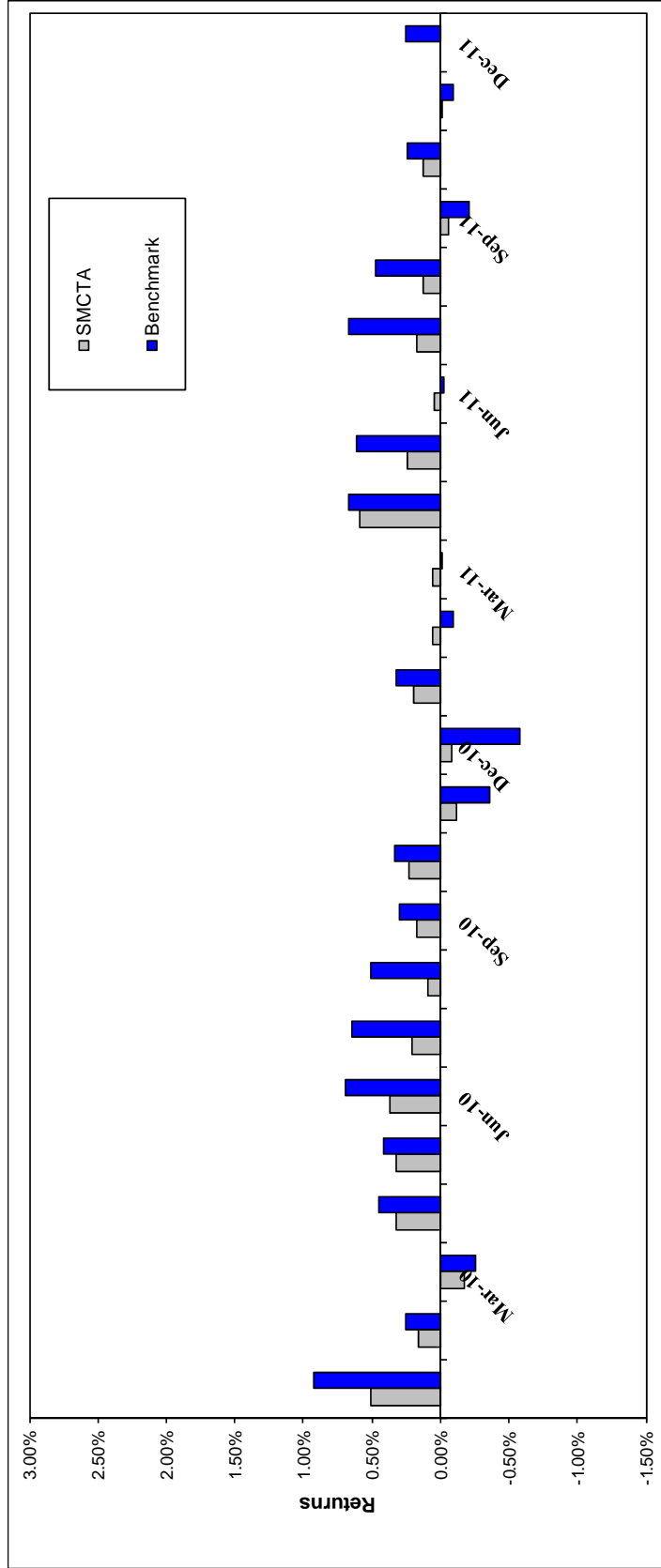


Data Source: Bloomberg

CSI Capital Management, Inc.

EXHIBIT 2

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



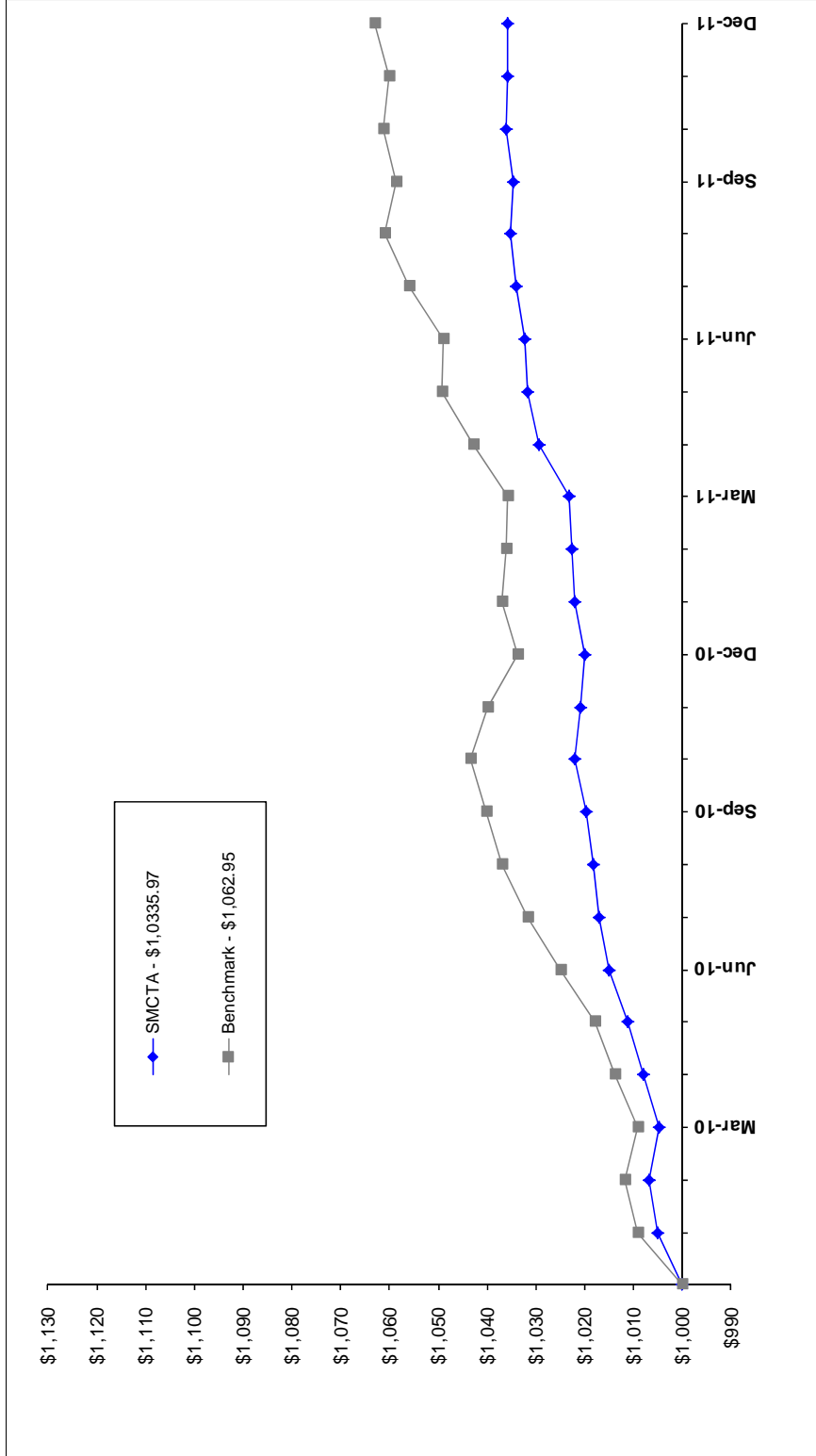
Trailing 12 Months	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Trailing 12
MONTHLY PERFORMANCE DATA													
SMCTA	0.19%	0.06%	0.06%	0.59%	0.24%	0.05%	0.17%	0.12%	-0.06%	0.13%	-0.01%	0.00%	1.55%
Benchmark	0.32%	-0.10%	-0.01%	0.67%	0.61%	-0.03%	0.67%	0.47%	-0.21%	0.24%	-0.09%	0.26%	2.82%

EXHIBIT 3

CSI Capital Management, Inc.

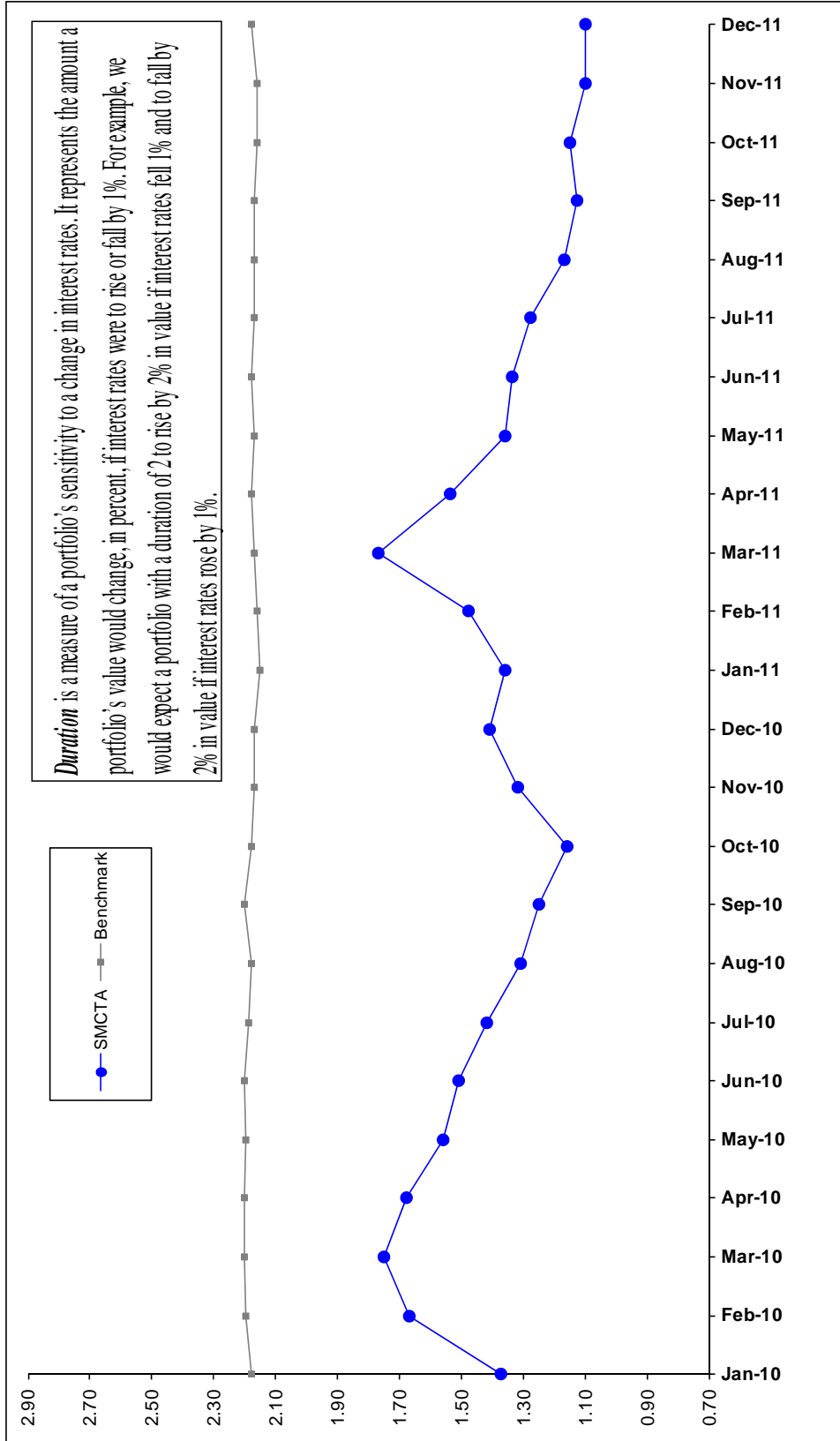
San Mateo County Transportation Authority Growth of a Thousand Dollars

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

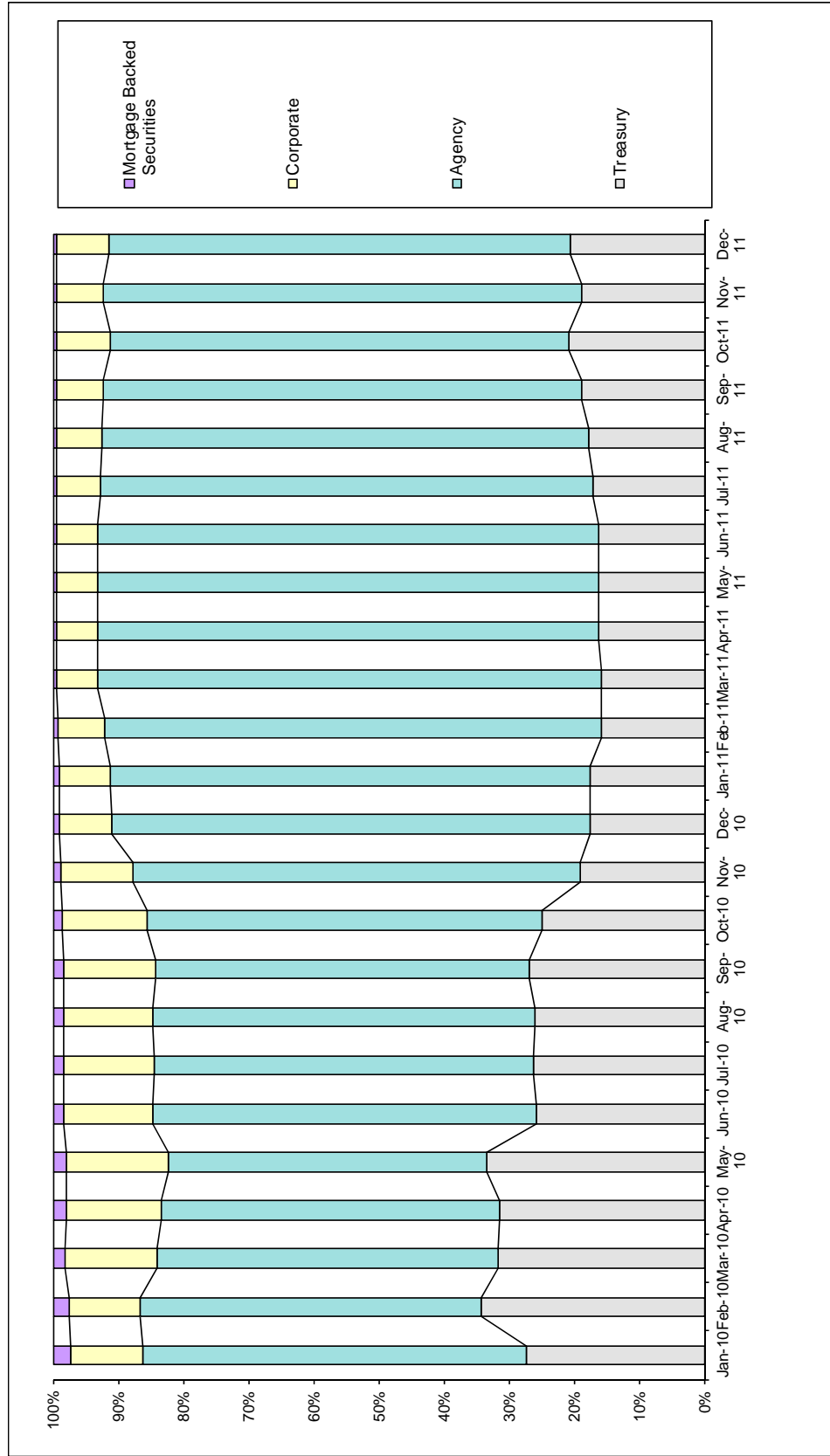


EXHIBIT 6

CSI Capital Management, Inc.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **PRESENTATION OF THE COMPREHENSIVE ANNUAL FINANCIAL
REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2011 –
INFORMATIONAL ONLY**

ACTION

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

SIGNIFICANCE

Maze and Associates conducted the annual audit of the financial statements for the year ended June 30, 2011 and determined that in their opinion the financial statements fairly represent the financial position for the period of July 1, 2010 to June 30, 2011.

The Comprehensive Annual Financial Report (CAFR) has three sections, the introductory, financial and statistical section. The financial section includes;

- 1) Independent Auditor's Report – this report was prepared by the independent auditors, who rendered an unqualified opinion, which is the most favorable opinion an agency can receive in an audit. An unqualified opinion means that the financial statements are presented fairly and in accordance with generally accepted accounting principles.
- 2) Management's Discussion and Analysis – this section provides management's overview of the financial activities.
- 3) Basic Financial Statements – the basic financial statements include a statement of net assets, statement of activities, governmental fund balance sheet, governmental fund statement of revenues, expenditures and changes in fund balance and notes to the statements which are essential to a full understanding of the data provided.
- 4) Required Supplementary Information – this includes the budgetary comparison for the Special Revenue Fund and the budgetary comparison for the Transportation System Management Fund.

Annually, the TA submits the CAFR to the Government Finance Officers Association for the Certificate of Achievement for Excellence in Financial Reporting. The TA has received an award for every year that the report was submitted.

Budget Impact

There is no impact on the budget.

The Fiscal Year 2011 Comprehensive Annual Financial Report is available for review at the following link:

http://www.smcta.com/pdf/CAFR/TA_CAFR2011.pdf

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Mark Simon
Executive Officer for Public Affairs

SUBJECT: **2012 STATE AND FEDERAL LEGISLATIVE PROGRAM**

ACTION

Staff recommends the Board adopt Legislative Program (attached) to guide the Authority's advocacy efforts in Sacramento and Washington D.C. over the course of the 2012 calendar year.

SIGNIFICANCE

The 2012 State and Federal Legislative Program sets forth the principles that will guide the Authority's State and Federal advocacy efforts through the second half of the 2011-2012 State Legislative session and the 112th Congress. The program is intended to be broad enough to cover the wide variety of issues that will likely be considered and flexible enough to allow the Authority, its staff, and its legislative advocates to respond swiftly and effectively to unanticipated developments. Adoption of the program provides our legislative delegation and our transportation partners with a Board-approved statement of the Authority's priorities.

The 2012 Legislative Program is divided into two sections:

1. State
2. Federal

Each section of the program consists of a summary of the key policy issues and a series of related goals and advocacy strategies.

The State Legislative Program is organized around four primary issues:

1. State Budget and Transportation Funding
2. Transportation Operations and Project Delivery
3. Climate Change, Air Quality Regulation and Environmental Policy
4. High Speed Rail

The Federal Legislative Program is organized around five primary issues:

1. Surface Transportation Authorization
2. Fiscal Year 2013 Transportation Appropriations
3. Climate Change
4. High Speed Intercity Passenger Rail Program
5. Transit Safety and Security

In order to advance these goals, Government Affairs staff will work closely with the Board and the Authority's State and Federal legislative consultants to implement a comprehensive advocacy approach. This approach will include:

1. Direct, consistent Board advocacy efforts with policymakers and their staff to encourage steps that will advance the Authority's legislative priorities with an emphasis on funding.
2. Participation in coordinated advocacy efforts in collaboration with the California Transit Association, the American Public Transportation Association and other advocacy organizations
3. Coordination of local, regional and statewide stakeholders in support of targeted policy objectives
4. Efforts to educate and build awareness among stakeholders and the public to foster support for legislative goals

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff actively monitors State and Federal legislative activity and will seek Board positions on selected bills as appropriate to further the Authority's legislative objectives and to provide support for our advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared by: Seamus Murphy, Manager, Government Affairs

650-508-6385

2012 LEGISLATIVE PROGRAM

S T A T E

<i>Issue</i>	<i>Goals and Background</i>	<i>Strategy</i>
1. State Budget and Transportation Funding	<p>A. Maintain and enhance State funding for public transit operations</p> <p>The successful reenactment of the gas-tax swap in 2011 was the latest effort to help ensure that transit agencies will have a reliable source of State operating subsidy as long as the State collects a sales tax on diesel fuel. Still, some of the revenues that support the State Transit Assistance program (STA) remain vulnerable to redirection by the State Legislature. As the Governor and the Legislature consider proposals to address the State's Fiscal Year (FY) 2012-13 budget shortfall it is possible that they will target these revenues.</p> <p>Additionally, at the end of the 2011 Legislative Session, legislation was proposed (SB 791) that would provide metropolitan planning organizations with enhanced authority to propose funding solutions that help meet local and regional transportation needs including operations. There is a strong likelihood that similar legislation will be considered in 2012.</p>	<ul style="list-style-type: none"> • Support efforts to fund the STA program at levels specified in the 2011 reenactment of the 2010 gas tax swap legislation • Support legislation that provides greater local and regional authority to propose enhanced funding for transit operations and other transportation needs. • Support efforts to lower the two-thirds voter approval requirement for ballot measures that provide increased tax revenue for transportation purposes

2012 LEGISLATIVE PROGRAM

	<p>B. Secure enhanced funding for public transportation infrastructure and capital programs</p> <p>As a result of the gas tax swap, fewer resources are available for transportation infrastructure improvements. The elimination of the state sales tax on gasoline has left the State Transportation Improvement Program with fewer resources. State transit capital funding is essentially limited to ongoing Proposition 1B programs and, while capital funding for highways and local streets and roads has been maintained, it is still insufficient to meet expansion and ongoing maintenance needs.</p> <p>Additionally, the Governor expressed some reluctance in 2011 to conduct bond sales including the sale of infrastructure bonds that are critical to ongoing local and regional transportation infrastructure needs. The Governor has also, over the last two budget cycles, vetoed the vast majority of Proposition 1A connectivity funding appropriated by the Legislature to assist local and regional rail services connect to the State’s future high-speed rail network. The California Transportation Commission is working with the Department of Finance and the California High Speed Rail Authority to develop a plan to guide the future allocation of these revenues.</p>	<ul style="list-style-type: none"> • Support efforts to lower the two-thirds voter approval requirement for ballot measures that provide increased tax revenue for transportation purposes • Advocate for regularly scheduled state bond sales and the equitable allocation of bond revenues to Proposition 1A and Proposition 1B programs that address transit and transportation infrastructure needs. • Monitor efforts to develop a plan for allocating Proposition 1A connectivity funds and advocate for a process and a plan that maintains and maximizes potential benefit to the Caltrain system.
<p>2. Transportation Operations and Project Delivery</p>	<p>A. Improve State transportation project delivery, financing, management and oversight policies.</p> <p>Project delivery continues to be an area of focus. Oftentimes, transportation projects can take a considerable amount of time to complete. Project sponsors must maneuver through a multi-stage development and review process and delays are common. Therefore, it is important to identify opportunities to expedite the delivery of transportation projects in order to create operational efficiencies and provide the benefits of transportation improvements to the system’s users more quickly.</p>	<ul style="list-style-type: none"> • Support legislation that would enhance transportation agencies’ ability to benefit from public private partnerships • Support efforts to preserve and enhance innovative contracting alternatives available to transportation agencies

2012 LEGISLATIVE PROGRAM

	<p>B. Remove regulatory barriers to delivering effective public transportation services.</p> <p>Regulatory measures exist that sometimes conflict with evolving public transportation technologies, needs and priorities.</p>	<ul style="list-style-type: none"> • Work internally to identify regulatory barriers that affect the delivery of effective transportation services • Sponsor or support legislation that adjusts these regulations to maximize the agency’s ability to meet transportation service demands
<p>3. Climate Change, Air Quality Regulation and Environmental Policy</p>	<p>A. Ensure equitable implementation of AB 32 and SB 375</p> <p>In 2006, AB 32 (Nunez), the Global Warming Solutions Act, was passed making California the first state in the nation to attempt to cap its greenhouse gas emissions. AB 32 empowers the California Air Resources Board (CARB) to adopt rules and regulations to achieve this. Two years later, SB 375 (Steinberg) was enacted and put in place a framework for cutting vehicle miles traveled (VMT) as a strategy for reducing greenhouse gas emissions from the transportation sector. Implementation planning for these regulations is ongoing but no funding source has been identified to support the planning or implementation of the regulation.</p>	<p>Support implementation and legislation that:</p> <ul style="list-style-type: none"> • Reinforces the overarching goal to reduce greenhouse gas emissions from the transportation sector by promoting clean transportation alternatives • Promotes opportunities, including the Grand Boulevard Initiative, to plan and construct high-density, mixed-use development near public transit • Promotes bicycle and pedestrian access to, and utilization of , public transit • Provides funding to support operations and capital needs required by transit operators to meet State emissions mandates • Provides dedicated funding enabling transportation planning agencies to meet specified emissions reduction targets and to accommodate increased service demand resulting from VMT reduction efforts • Addresses and accounts for the potential erosion of traditional transportation funding through the reduction of taxable fuel consumption
	<p>B. California Environmental Quality Act (CEQA) Reform</p> <p>The governor recently signed AB 900 which offers CEQA reform for certain infrastructure projects. Titled the “Jobs and Economic Improvement Through Environmental Leadership Act,” the bill establishes specified procedures for the expedited judicial review of environmental impact reports (EIRs) and approvals granted for specific types of leadership projects. Overall, the law allows for a shorter judicial review timeline and for certain projects to be completed faster. The bill, however, does not specifically authorize transit projects as qualifying for these CEQA reform measures. Legislative leadership has signaled its intent to create a working group to consider needed “clean up” of AB 900, for possible introduction in 2012.</p>	<ul style="list-style-type: none"> • Support legislative efforts to simplify the CEQA review process in relation to TOD, infill development, bicycle and pedestrian and other projects and plans so that CEQA takes better account of the positive environmental impacts of a project, allowing for a more comprehensive evaluation of the trade-offs.

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4. High-speed Rail	<p>Continue coordinated planning and funding efforts that advance the study of integrated high-speed rail and modernized Caltrain service on the Caltrain corridor</p> <p>Caltrain and the California High Speed Rail Authority (CHSRA) continue to work together to deliver high speed rail and a modernized and electrified Caltrain system between San Jose and San Francisco. Caltrain has released preliminary findings of a capacity analysis showing that integrated service on the corridor is operationally feasible and this integrated approach has been recently included in the CHSRA Draft Business Plan. Additional analysis is underway to determine overall feasibility of an integrated approach.</p>	<ul style="list-style-type: none">• Support legislation and policies that equip the California High Speed Rail Authority with the necessary resources and organizational structure to effectively plan and deliver high speed passenger rail and improved commuter rail service along the Caltrain corridor• Support efforts that encourage thorough study of project alternatives that support integrated Caltrain and HSR operations.• Advocate for continued efforts that will enhance public participation during the project’s planning process and will prepare the project to capitalize on future funding opportunities
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2012 LEGISLATIVE PROGRAM

F E D E R A L		
<i>Issue</i>	<i>Goals and Background</i>	<i>Strategy</i>
1. Surface Transportation Authorization	A. Timing: Secure predictable federal transportation funding levels through multi-year authorization Since the expiration of SAFETEA-LU in 2009, Congress enacted several extensions of the current authorization as they have struggled to address challenges before considering a multi-year bill.	<ul style="list-style-type: none"> • Support efforts to gain swift approval of a multi-year surface transportation authorization act • If necessary, support extension of the prior authorization in a manner that minimizes funding uncertainty and enhances overall infrastructure investment

2012 LEGISLATIVE PROGRAM

<p>B. Investment levels and Project Delivery: Ensure that authorized funding maintains or enhances current transportation investment levels and includes policies and programmatic reforms that promotes more efficient project delivery</p> <p>Under SAFETEA-LU, the overall funding level for highways, public transit, highway safety, motor carrier safety, and transportation research during the legislation’s six-year life was \$286.4 billion. While this amount was greater than previous authorizations, it fell far short of the level of federal investment needed to maintain the nation’s existing transportation infrastructure, as well as to expand its capacity in order to keep up with the steadily growing demand for transportation.</p> <p>Still, political circumstances have complicated efforts to pass multi-year legislation that increases transportation funding since even maintaining current funding levels will require greater revenues than those that currently support the Highway Trust fund and Mass Transit Accounts.</p> <p>In 2011, the House Transportation and Infrastructure Committee proposed a reauthorization measure that would have reduced federal transportation investment by approximately 30 percent. Alternatively, the Senate is currently considering a two-year proposal that would maintain current investment levels.</p>	<p>Support multi-year surface transportation reauthorization proposals that:</p> <ul style="list-style-type: none"> • Maintain or enhance existing federal investment levels • Authorize adequate resources to implement federal rail safety requirements including positive train control and continue the planning and development of a nationwide high-speed rail network • Provide funding guarantees that promote long-range planning, financing and leveraging by ensuring that authorized funding is appropriated each year • Provisions that allow more flexibility to use federal funding to support operating needs. • Remove roadblocks to efficient project delivery
<p>C. Sustainability & Livability: Establish policies that reflect public transportation’s role in greenhouse gas reduction</p> <p>States continue to enact transportation and land use planning policies that encourage mixed-use, higher density, walkable development near transit. In addition, federal agencies have announced new partnerships intended to reduce VMT by promoting these goals on a national scale.</p>	<ul style="list-style-type: none"> • Advocate for the inclusion of funding that furthers coordinated integration of programs that support housing, transportation and land use planning and investment • Support other efforts to provide greater resources to coordinated transportation and land use planning efforts including the Grand Boulevard Initiative

2012 LEGISLATIVE PROGRAM

<p>2. FY 2013 Transportation Appropriations</p>	<p>Secure full appropriation for public transportation programs at authorized levels and maximize discretionary funding opportunities</p> <p>Every year, Congress adopts at least 12 separate appropriations bills, including one for transportation. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer. In the case of surface transportation, the annual appropriations process is guided by funding and programs authorized in SAFETEA-LU until successor legislation is enacted.</p> <p>Funding to support the safety and security of the nation’s public transit systems is also included in the U.S. Department of Homeland Security appropriations bill.</p>	<ul style="list-style-type: none"> • Support a minimum appropriations level for federal surface transportation programs equal to the guaranteed spending levels authorized in SAFETEA-LU or its successor • Advocate for the highest possible levels of funding for individual programs within the highway and transit titles of SAFETEA-LU or its successor and in the U.S. Department of Homeland Security appropriations bill • Work with the agency’s Congressional delegation to seek discretionary funding as appropriate
<p>3. Climate Change</p>	<p>A. Ensure that federal climate change legislation provides funding to expand clean transportation programs and services</p> <p>Despite several recent efforts, Congress has been unable to pass legislation that would address climate change by reducing greenhouse gas emissions. Previous versions of the legislation have included a cap and trade system with emissions allowances that would be traded in a market based system. A portion of the revenues generated through the sale of these allowances could be used to fund clean transportation projects. The transportation sector produces approximately one-third of the greenhouse gas emissions in this country, primarily in the form of carbon dioxide (CO2) emissions generated by automobiles.</p>	<ul style="list-style-type: none"> • Advocate that climate change legislation includes a funding strategy that reflects the opportunity for greenhouse gas reduction through new investment in clean transportation alternatives • Support dedicated formula funding that promotes energy efficiency in transit operations • Support funding for planning and capital investment related to the promotion of transit oriented development opportunities and sustainable land use strategies including the Grand Boulevard Initiative that would result in VMT reduction • Advocate that transportation planning and infrastructure receive its fair share of revenue from a cap-and-trade system, while also emphasizing that such revenue must be supplemental to, and not a substitute for, authorization of a robust federal surface transportation program

2012 LEGISLATIVE PROGRAM

	<p>B. Extend key tax provisions that encourage the use of public transit as a clean transportation alternative</p> <p>The American Recovery and Reinvestment Act increased pre-tax transit commuter benefits to the same level offered for parking commuter benefits. Current law also provides a 50-cent per gallon tax credit to transit operators for the purchase of alternative fuels. Both tax provisions expired when Congress was unable to negotiate a year-long tax extenders bill at the end of 2011 and instead passed a short-term bill that did not include either the extension of equitable pre-tax commuter benefits or the alternative fuel credit.</p>	<ul style="list-style-type: none"> ● Support a permanent 50-cent per gallon alternative fuel tax credit ● Support permanent pre-tax transit commuter benefits at a level equal to or greater than equivalent parking commuter benefits
<p>4. High Speed Intercity Passenger Rail Program (HSIPR)</p>	<p>Maximize federal investment in California’s High Speed Train Project that will benefit Caltrain modernization</p> <p>The High Speed Intercity Passenger Rail Program (HSIPR) has provided more funding to California than any other state. Continued appropriation and allocation of these funds will be needed to support project alternatives that electrify and modernize Caltrain, while also addressing community concerns.</p>	<ul style="list-style-type: none"> ● Advocate for increased annual appropriations for the HSIPR program ● Work with the California High Speed Rail Authority (CHSRA) to identify and support funding opportunities ● Advocate for the inclusion of substantial investment in the HSIPR program in the next surface transportation authorization act ● Ensure that Caltrain electrification and modernization efforts are eligible to benefit from HSIPR funding opportunities
<p>5. Transit Safety and Security</p>	<p>A. Monitor new federal safety proposals</p> <p>The U.S. Department of Transportation with the authority to establish and implement safety standards for all modes of public transportation, including rail fixed guideway systems, buses and waterborne transit.</p>	<p>Support transit safety proposals that:</p> <ul style="list-style-type: none"> ● Provide opportunities for a collaborative effort between federal, state and local agency partners. ● Support consensus-based industry standards developed with input from public transit agencies. ● Retain and improves the existing state safety oversight framework by providing state regulators with the tools and resources necessary to ensure the performance of adequate safety oversight functions. ● Provide public transit agencies with adequate time to achieve compliance without penalty. ● Avoid unintended consequences that adversely affect public transit agencies

2012 LEGISLATIVE PROGRAM

	<p>B. Secure full appropriation of authorized transit security grants and maximize discretionary funding opportunities</p> <p>Security is a top priority for public transit agencies across the United States. Since the terrorist attacks of September 11, 2001, public transit agencies have spent more than \$2 billion on security and emergency preparedness programs from their own budgets. Although state and local governments, as well as public transit agencies, are doing what they can to improve security, it is important for the federal government to be a full partner in efforts to ensure the security of the nation's public transit users.</p>	<ul style="list-style-type: none">• Promote appropriation of transit security grants in the FY 2013 U.S. Department of Homeland Security Appropriations Bill at authorized levels, separate from existing federal transit programs• Support Federal public transit security and safety funding that provides a 100 percent federal share with no match requirement• Support funding for the Rail Safety Technology Grant program at levels that will allow rail operators to meet Federal positive train control implementation deadlines• Work with Congressional delegation to approve and seek discretionary funds• Encourage consideration of transferring administration of transit security grant programs to the U.S. Department of Transportation• Allow agencies to be direct recipients of grant funding to encourage timely award and receipt of funds.
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**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

Budget

The Governor released his initial Fiscal Year (FY) 2013 Budget proposal last month. The proposal assumes passage of sales and income tax increases by California voters that would reduce the budget shortfall to \$9.2 billion. The remaining shortfall is addressed through cuts to health and human services and education programs. The proposal avoids any impact on state public transportation programs.

The budget proposal does not include details about the State's investment in the high-speed rail program through the sale of Proposition 1A and Proposition 1A connectivity bonds. Those details are expected as a part of the Governor's May Revision.

FEDERAL ISSUES

Authorization

The House Transportation and Infrastructure Committee will mark up a new long-term reauthorization proposal on February 2. We expect to see a draft of the bill on January 27.

The Senate continues to work on its two-year authorization proposal. The Senate Finance Committee plans to mark up the bill during the week of January 31. The Finance Committee is charged with identifying revenues to cover the \$12 billion needed to maintain current investment levels in Federal transportation programs.

Authorization for current surface transportation investment expires on February 31 and will need to be extended again unless it is reauthorized by Congress.

Budget

The President announced that he will release his FY 2013 budget on February 10.

Prepared By: Seamus Murphy, Government Affairs Manager

650-508-6388

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 16 Perea D</p> <p>High-Speed Rail Authority.</p>	<p>SENATE INACTIVE FILE 9/9/2011 - Ordered to inactive file at the request of Senator Rubio.</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>AB 31 Beall D</p> <p>Land use: high-speed rail: local master plan.</p>	<p>ASSEMBLY DEAD 1/13/2012 - Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 5/10/2011)</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. Last Amended on 3/24/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>AB 41</u> <u>Hill D</u></p> <p>High-Speed Rail Authority: conflicts of interest: disqualification: ex parte communications.</p>	<p>SENATE DESK 1/13/2012 - In Senate. Held at Desk.</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.</p> <p>Last Amended on 8/22/2011</p>	
<p><u>AB 57</u> <u>Beall D</u></p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE 2-YEAR 7/8/2011 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was T. & H. on 6/2/2011)</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. Last Amended on 5/19/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>AB 58</u> <u>Galgiani D</u> High-speed rail.</p>	<p>ASSEMBLY TRANS. 5/2/2011 - In committee: Set, second hearing. Hearing canceled at the request of author.</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. Last Amended on 3/16/2011</p>	
<p><u>AB 286</u> <u>Berryhill, Bill R</u> State highways: Routes 108 and 120.</p>	<p>SENATE INACTIVE FILE 9/6/2011 - Ordered to third reading. Ordered to inactive file at the request of Senator Wyland.</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, on and after July 1, 2013, require the proceeds from the sale of excess properties acquired by the department for improvements to State Highway Route 120, less any reimbursements due to the federal government and all costs incurred in the sale of those excess properties, to be used for improvements to 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. Last Amended on 8/30/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>AB 294</u> Portantino D</p> <p>Transportation projects: procurement.</p>	<p>SENATE INACTIVE FILE 9/2/2011 - Ordered to inactive file at the request of Senator DeSaulnier.</p>	<p>Existing law, until January 1, 2014, authorizes the design-build method of procurement to be used for up to 10 local transportation projects, 5 state transportation projects, and a specified project in Riverside County. Existing law, until January 1, 2017, authorizes certain transportation agencies to enter into comprehensive development lease agreements for public-private partnership transportation projects.</p> <p>This bill, with respect to projects on the state highway system undertaken pursuant to these provisions, would require the Department of Transportation to use department employees or consultants under contract with the department to perform all project development services and preparation of documents and construction inspection services, as defined. Last Amended on 8/31/2011</p>	
<p><u>AB 296</u> Skinner D</p> <p>Building standards: cool pavement.</p>	<p>SENATE 2-YEAR 8/26/2011 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/11/2011)</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 encourage the department to consult and coordinate with specified state agencies, to implement the act. The bill would require the department to publish or make available on the department's Internet Web site, by January 1, 2014, a Cool Pavements Handbook to detail specifications, testing protocols, and best practices for cool pavements. .Last Amended on 6/21/2011</p>	
<p><u>AB 333</u> Grove R</p> <p>California Global Warming Solutions Act of 2006: cap-and-trade program.</p>	<p>ASSEMBLY NAT. RES. 6/28/2011 - In committee: Hearing postponed by committee. (Refers to 6/14/2011 hearing)</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. The act authorizes the state board, in furtherance of achieving the statewide greenhouse gas emissions limit by January 1, 2011, to adopt a regulation that establishes a system of market-based declining annual aggregate emission limits for sources or categories of sources that emit greenhouse gas emissions, applicable from January 1, 2012, to December 31, 2020, inclusive, that the state board determines will achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, in the aggregate, from those sources or categories of sources. The act also authorizes the state board to include in its regulations the use of market-based compliance mechanisms to comply with the regulations, subject to prescribed requirements.</p> <p>This bill would require the state board to make findings and submit a status report to the Legislature no later than July 31, 2011, on the readiness of a proposed cap-and-trade program to begin January 1, 2012. The bill would authorize the board, if it makes a specified finding in the status report, to commence the cap-and-trade program after January 1, 2012, but no later than January 1, 2013. The bill would require the board to provide an annual cap-and-trade status report to the Legislature. Last Amended on 5/11/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>AB 365</u> <u>Galgiani D</u></p> <p>High-speed rail: contracts: small businesses.</p>	<p>ASSEMBLY 2 -YEAR 5/28/2011 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/27/2011)</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. Last Amended on 4/14/2011</p>	
<p><u>AB 381</u> <u>Alejo D</u></p> <p>Department of Transportation.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/14/2011)</p>	<p>Existing law creates the Department of Transportation, within the Business, Transportation and Housing Agency, under the administration of the Director of Transportation, who is required to organize the department, as specified, with the approval of the Governor and the Secretary of the Business, Transportation and Housing Agency.</p> <p>This bill would make a non-substantive, grammatical change to that provision.</p>	
<p><u>AB 385</u> <u>Harkey R</u></p> <p>High-speed rail.</p>	<p>ASSEMBLY DEAD 1/13/2012 - Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 5/10/2011)</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. Last Amended on 4/25/2011</p>	
<p><u>AB 471</u> <u>Lowenthal, Bonnie D</u></p> <p>High-speed rail: inspector general.</p>	<p>ASSEMBLY 2-YEAR 5/28/2011 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/27/2011)</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. Last Amended on 4/25/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>AB 485</u> <u>Ma D</u> Infrastructure financing.</p>	<p>SENATE INACTIVE FILE 9/7/2011 - Ordered to inactive file at the request of Senator Wolk.</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. Last Amended on 6/29/2011</p>	<p>Support</p>
<p><u>AB 492</u> <u>Galgiani D</u> High-Speed Rail Authority.</p>	<p>SENATE RLS. 6/27/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains. The bill would require the authority to appoint a small business enterprise advisory committee. Last Amended on 6/27/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p>AB 508 Swanson D</p> <p>Displaced public transit, solid waste handling, and recycling services employees.</p>	<p>SENATE 2-YEAR 8/26/2011 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 6/23/2011)</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.</p>	
<p>AB 522 Bonilla D</p> <p>Vacation of public streets, highways, and public service easements.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/15/2011)</p>	<p>Existing law establishes the processes and procedures necessary for vacation of public streets, highways, and public service easements, and defines "vacation" for these purposes to mean the complete or partial abandonment or termination of the public right to use a public street, highway, or public service easement. Under these provisions, proof of publication of a required notice is made by affidavit.</p> <p>This bill would make a non-substantive change to these provisions.</p>	
<p>AB 535 Morrell R</p> <p>Regulations: 5-year review and report.</p>	<p>ASSEMBLY 2- YEAR 5/28/2011 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/27/2011)</p>	<p>The Administrative Procedure Act generally sets forth the requirements for the adoption, publication, review, and implementation of regulations by state agencies.</p> <p>This bill would additionally require a state agency to review and report on regulations that it adopts or amends on and after January 1, 2012, 5 years after adoption, as specified. The bill would require that the review and report include 10 specified factors, including a summary of the written criticisms of the regulation received by the agency within the immediately preceding 5 years and the estimated economic, small business, and consumer impact of the regulation. 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>AB 567 Valadao R</p> <p>Transportation funds: capital improvement projects.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2011)</p>	<p>Existing law requires specified funds made available for transportation capital improvement projects to be programmed and expended for interregional and regional improvements, as specified.</p> <p>This bill would make non-substantive changes to these provisions.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>AB 570</u> <u>Smyth R</u></p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY 2 YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2011)</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012.</p> <p>This bill would make technical and non-substantive changes to the above requirements.</p>	
<p><u>AB 598</u> <u>Grove R</u></p> <p>Environmental quality: CEQA: standing.</p>	<p>ASSEMBLY NAT. RES. 1/9/2012 - In committee: Set, second hearing. Failed passage.</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. Last Amended on 3/31/2011</p>	
<p><u>AB 676</u> <u>Torres D</u></p> <p>Transportation funds.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/3/2011)</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>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>AB 710</u> Skinner D</p> <p>Local planning: infill and transit-oriented development.</p>	<p>SENATE THIRD READING 9/9/2011 - From inactive file. Senate Rule 29 suspended. (Ayes 24. Noes 12. Page 2453.) Ordered to third reading. Read third time. Refused passage. (Ayes 18. Noes 19. Page 2474.).</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 would also express a legislative finding and declaration that its provisions shall apply to all cities, including charter cities. This bill contains other related provisions. Last Amended on 8/18/2011</p>	
<p><u>AB 819</u> Wieckowski D</p> <p>Bikeways.</p>	<p>ASSEMBLY SECOND READING 1/19/2012 - From committee: Do pass. (Ayes 12. Noes 5.) (January 19).</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 requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law.</p> <p>This bill would require the department to establish procedures for cities, counties, and local agencies to request approval to use nonstandard planning, design, and construction features in the construction of bikeways and roadways where bicycle travel is permitted, and nonstandard signs, markers, and traffic control devices, in each case, for purposes of research, experimentation, and verification. Last Amended on 1/11/2012</p>	
<p><u>AB 890</u> Olsen R</p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>ASSEMBLY SECOND READING 1/19/2012 - From committee: Do pass. (Ayes 13. Noes 3.) (January 19).</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would, until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use. Last Amended on 1/13/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>AB 988</u> <u>Grove R</u> Prevailing wages.</p>	<p>ASSEMBLY DEAD 1/13/2012 - Failed Deadline pursuant to Rule 61(b)(1). (Last location was L. & E. on 12/12/2011)</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><u>AB 1092</u> <u>Lowenthal, Bonnie D</u> High-speed rail.</p>	<p>SENATE 2-YEAR 8/26/2011 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was RLS. on 6/16/2011)</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would require the authority to report biannually to the Legislature beginning March 1, 2012, on the status of the project, including overall progress, the project budget, expenditures to date, a comparison of the current and project work schedule and the baseline schedule contained in the 2009 business plan, project milestones, and other related issues.</p>	
<p><u>AB 1126</u> <u>Calderon, Charles D</u> Transaction and use tax: rate.</p>	<p>ASSEMBLY THIRD READING 1/11/2012 - Read second time. Ordered to third reading.</p>	<p>The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed.</p> <p>This bill would decrease those rates to 1/8 of 1%. Last Amended on 1/4/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>AB 1134</u> <u>Bonilla D</u></p> <p>Department of Transportation: project study reports.</p>	<p>ASSEMBLY 2-YEAR 5/28/2011 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/27/2011)</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. Last Amended on 3/21/2011</p>	
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**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>AB 1206</u> <u>Galgiani D</u></p> <p>High-speed rail: contracts: small businesses.</p>	<p>ASSEMBLY 2-YEAR 5/28/2011 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/27/2011)</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 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 . 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 . Last Amended on 3/30/2011</p>	
<p><u>AB 1229</u> <u>Feuer D</u></p> <p>Transportation: financing: federal highway grant anticipation notes.</p>	<p>SENATE 2-YEAR 8/26/2011 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/16/2011)</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 defines an "eligible project" for these purposes as the federally funded portion of a highway or other transportation project that has been designated for accelerated construction by the commission, and increases the capacity, reduces the travel time, or provides long-life rehabilitation of the key bridges and roadways of a corridor or gateway for interregional travel and movement of goods. 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 provide that an "eligible project" may include projects programmed by a regional transportation planning agency using its share of apportionments of federal regional surface transportation program funds or congestion mitigation and air quality funds, as specified. The bill would authorize no more than 50% of bonding capacity of GARVEE bonds from being made available for these projects and would require the commission to require a regional transportation planning agency to commit to repaying the state for debt service if that agency's share of federal regional surface transportation program funds or federal congestion mitigation and air quality funds is insufficient to repay the GARVEE bonds or if a portion of the project costs is ineligible for federal funding. The bill would, for such a repayment by a regional transportation planning agency, authorize the commission to amend into the State Transportation Improvement Program some or all of the funds necessary for the repayment to be counted against the county share of State Transportation Improvement Program funds for the county in which the project is located. By expanding the types of projects for which GARVEE bonds may be used, the bill would make an appropriation. Last Amended on 6/21/2011</p>	<p>Support</p>

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>AB 1287</u> <u>Buchanan D</u></p> <p>Local government: audits.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/21/2011)</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><u>AB 1308</u> <u>Miller R</u></p> <p>Highway Users Tax Account: appropriation of funds.</p>	<p>ASSEMBLY 2-YEAR 5/28/2011 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/27/2011)</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>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>AB 1444</u> <u>Feuer</u> D</p> <p>Environmental quality: expedited judicial review: public rail transit projects.</p>	<p>ASSEMBLY PRINT 1/5/2012 - From printer. May be heard in committee February 4.</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. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 amended CEQA to establish, until January 1, 2015, an expedited judicial review process and specifies procedures for the preparation and certification of the administrative record for an EIR of a project meeting specified requirements that has been certified by the Governor as an environmental leadership development project.</p> <p>This bill would state the intent of the Legislature to enact legislation to provide the benefits provided by the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 for new public rail transit infrastructure projects.</p>	
<p><u>AB 1448</u> <u>Furutani</u> D</p> <p>Home-to-school transportation: appropriation.</p>	<p>ASSEMBLY ED. 1/19/2012 - Referred to Com. on ED.</p>	<p>Existing law authorizes school district governing boards to provide for the transportation of pupils to and from school whenever, in the judgment of the governing board, the transportation is advisable and reasons exist therefor. Existing law also authorizes school district governing boards to purchase or rent and provide for the upkeep, care, and operation of vehicles, or contract and pay for the transportation of pupils to and from school by common carrier or municipally owned transit system, or contract with and pay responsible private parties for the transportation.</p> <p>This bill would express legislative findings and declarations relating to the provision of home-to-school transportation by school districts. The bill would express legislative intent to fund home-to-school transportation to at least the level approved in the Budget Act of 2011.</p>	
<p><u>SB 22</u> <u>La Malfa</u> R</p> <p>High-speed rail.</p>	<p>SENATE DEAD 1/13/2012 - Failed Deadline pursuant to Rule 61(b)(1). (Last location was SENATE on 1/12/2012)</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 . Last Amended on 3/24/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>SB 46</u> <u>Correa D</u></p> <p>Public officials: compensation disclosure.</p>	<p>ASSEMBLY DESK 8/22/2011 - In Assembly. Read first time. Held at Desk.</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, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. Last Amended on 6/2/2011</p>	
<p><u>SB 50</u> <u>Correa D</u></p> <p>Lobbyist employers: gifts.</p>	<p>ASSEMBLY RLS. 6/23/2011 - Re- referred to Com. on RLS.</p>	<p>The Political Reform Act of 1974 regulates the receipt of gifts by public officials and also regulates the activities of members of the lobbying industry, including lobbyist employers. Under existing law, public officials are prohibited from accepting gifts from any single source in any calendar year with a total value of more than \$250, as adjusted biennially by the Fair Political Practices Commission. Existing law also prohibits a lobbyist or lobbying firm from giving gifts to a public official aggregating more than \$10 in a calendar month or from acting as an agent or intermediary in the making of any gift or arranging for the making of any gift by any other person.</p> <p>This bill would prohibit a lobbyist, lobbying firm, or lobbyist employer from giving to an elected state officer or a member of that officer's immediate family, and would prohibit an elected state officer from accepting from a lobbyist, lobbying firm, or lobbyist employer, certain gifts, including tickets to specified venues and events, spa treatments, recreational trips, and gift cards. However, under the bill, these prohibitions would not apply to a fundraising event for a bona fide charitable organization. Last Amended on 6/20/2011</p>	
<p><u>SB 125</u> <u>Emmerson R</u></p> <p>Vehicles: toll highways or vehicular crossings: evading toll payments: penalties.</p>	<p>SENATE 2-YEAR 5/28/2011 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/26/2011)</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. Last Amended on 4/25/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>SB 392</u> <u>Gaines R</u></p> <p>Transportation: California Transportation Commission.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/24/2011)</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><u>SB 475</u> <u>Wright D</u></p> <p>Infrastructure financing.</p>	<p>ASSEMBLY 2-YEAR 7/8/2011 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was L. GOV. on 6/29/2011)</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, after which time the project would revert to the governmental agency.</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 additionally permit the agreements to lease or license to, or provide other permitted uses by, the private entity.</p> <p>Last Amended on 6/20/2011</p>	
<p><u>SB 517</u> <u>Lowenthal D</u></p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY 2-YEAR 8/26/2011 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2011)</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.</p> <p>This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency. The bill would provide for the Secretary of Business, Transportation and Housing to serve on the authority as a nonvoting, ex officio member. The bill would require the secretary to propose an annual budget for the authority upon consultation with the authority. The bill would require the members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. The bill would provide for the members that are appointed to have specified background or experience, as specified.</p> <p>Last Amended on 6/30/2011</p>	
<p><u>SB 545</u> <u>Anderson R</u></p> <p>Transportation.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/3/2011)</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>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p>SB 624 Harman R</p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/3/2011)</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>SB 693 Dutton R</p> <p>Public contracts: local agencies.</p>	<p>SENATE 2-YEAR 6/3/2011 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was T. & H. on 4/13/2011)</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. Last Amended on 4/13/2011</p>	
<p>SB 733 Price D</p> <p>High-speed rail: business plan: contracts: small business participation.</p>	<p>SENATE 2-YEAR 5/28/2011 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/23/2011)</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 on March 1, 2012. Last Amended on 5/11/2011</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p><u>SB 749</u> Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>SENATE THIRD READING 1/18/2012 - Read second time. Ordered to third reading.</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. Last Amended on 1/4/2012</p>	
<p><u>SB 783</u> Dutton R</p> <p>Special access: liability.</p>	<p>SENATE 9/10/2011 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Under existing law, a person, firm, or corporation that interferes with the access rights of a disabled individual is liable for the actual damages of each offense and any amount determined by a judge or jury of up to 3 times the amount of the actual damages, but in no case less than \$1,000. Existing law requires the State Architect to develop and submit for approval and adoption building standards for making buildings, structures, sidewalks, curbs, and related facilities accessible to, and usable by, persons with disabilities, as specified.</p> <p>This bill would establish notice requirements for an alleged aggrieved party to follow before bringing an action against a business for an alleged violation of the above-described provisions. The bill would require that party to provide specified notice to the owner of the property, agent, or other responsible party where the alleged violation occurred. The bill would require that owner, agent, or other responsible party to respond within 30 days with a description of the improvements to be made or with a rebuttal to the allegations, as specified. If that owner, agent, or other responsible party elects to fix the alleged violation, the bill would provide 120 days to do so. The bill would provide that its provisions do not apply to claims for recovery of special damages for an injury in fact, and would authorize the court to consider previous or pending actual damage awards received or prayed for by the alleged aggrieved party for the same or similar injury. The bill would further state the intent of the Legislature to institute certain educational programs related to special access laws. Last Amended on 6/6/2011</p>	
<p><u>SB 785</u> Dutton R</p> <p>Environmental quality CEQA: compliance: environmentally mandated projects.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</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.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 1/23/2012**

<p>SB 832 Strickland R</p> <p>California Global Warming Solutions Act of 2006.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</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>SB 851 Anderson R</p> <p>Transportation.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</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>SB 864 Fuller R</p> <p>Emissions of greenhouse gases: market-based compliance mechanisms.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating greenhouse gas emission sources. The act requires the state board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program. The act also requires the state board to adopt regulations to provide for a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. Existing law authorizes the state board to include market-based compliance mechanisms, as defined, to comply with the regulations.</p> <p>This bill would make technical, non-substantive changes to this authorization.</p>	
<p>SB 972 Simitian D</p> <p>Environmental quality: California Environmental Quality Act: scoping meeting.</p>	<p>SENATE PRINT 1/19/2012 - From printer. May be acted upon on or after February 18.</p>	<p>Existing law requires a lead agency to provide to, among others, an organization or individual who has filed a written request a notice of at least one scoping meeting for projects of statewide, regional, or area-wide significance.</p> <p>This bill would additionally require the lead agency to provide the above notice to an entity that has filed a written request for the notice, thereby imposing a state-mandated local program.</p>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Aidan Hughes C.H. (Chuck) Harvey
Interim Executive Officer Deputy CEO
Planning and Development

SUBJECT: **NEW MEASURE A SHUTTLE PROGRAM
FY2013-FY2014 CALL FOR PROJECTS**

ACTION

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

SIGNIFICANCE

The San Mateo County Transportation Authority (TA) and the City/County Association of Governments (C/CAG) are preparing to issue a single combined Shuttle Program Call for Projects (CFP) for Fiscal Year (FY) 2013 and FY2014 to make grants under the TA's New Measure A Shuttle Program and C/CAG's Local Transportation Services Shuttle Program. The recently-completed Shuttle Business Practices Study undertaken as a joint project of the TA, C/CAG, the Peninsula Traffic Congestion Relief Alliance and the San Mateo County Transit District recommended a joint CFP as an early action item to improve shuttle businesses practices in the County.

TA and C/CAG staff are coordinating closely in the development of this CFP to ensure consistency with the 2004 Transportation Expenditure Plan and the TA Strategic Plan 2009-2013, as well as both funding programs' selection criteria and requirements. The evaluation and prioritization of applications will be conducted jointly by TA and C/CAG staff, using a single set of criteria.

The projected available funding for this proposed CFP is:

\$6.0 M	New Measure A
+ \$1.0 M	C/CAG Local Transportation Services
\$7.0 M	TOTAL (approximately \$3.5 M per fiscal year)

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

Four percent of the 2004 Measure A Sales Tax Program is dedicated to the Shuttle Program, funding shuttles operating within San Mateo County which provide access to regional transit and/or serve local mobility needs. In the previous CFP for FY2011-FY2012, the TA allocated \$2.8 million to 19 shuttles.

CFP Evaluation

All applicants will be required to submit a full application that indicates that they meet the following threshold criteria:

- SamTrans concurs with the application (SamTrans is the only eligible sponsor identified in the Transportation Expenditure Plan);
- the proposed shuttles operate in San Mateo County;
- funding is for shuttle operations;
- funding does not substitute for an existing funding source.

Applications will be substantively evaluated based on the following priorities:

<i>Strategic Plan Prioritization Category</i>	<i>Sample criteria</i>
Need	<ul style="list-style-type: none">- Provides a transit link to activity centers- Provides service to low-income and transit-dependent populations
Policy Consistency	<ul style="list-style-type: none">• Consistent with documents including but not limited to:<ul style="list-style-type: none">- TA 2004 Expenditure Plan- Countywide Transportation Plan- Community Based Transportation Plans
Readiness	<ul style="list-style-type: none">- Results from a public planning process- Demonstrates stakeholder support- Has funding and marketing plans
Effectiveness	<ul style="list-style-type: none">- Ridership- Cost per rider- Non-duplication of fixed-route service- Access to transit hubs- Availability of local matching funds
Sustainability	<ul style="list-style-type: none">- Reduces emissions- Improves air quality- Supports transit-oriented development- Supports economic development

Local Match

The upcoming CFP will include options for incentivizing local match, such as specifically and numerically rewarding local matches of at least 25% in the scoring process. (The previous Shuttle Program CFP had a 50% local match target, but no specific means of accomplishing it.) The objectives are to maximize leveraging of other fund sources, as well as to demonstrate stakeholder support for the projects. While a match of less than 25% (or even no match) would

not preclude applicants from receiving funds, the percentage of local match provided will be a factor in the prioritization and award process. Projects unable to show a substantial level of local match would need to demonstrate strengths under other criteria, such as fulfillment of community needs.

Draft Schedule

The CFP is proposed to be issued in March 2012. Applications will be due in April 2012. Staff plans to present the recommended allocation list to the TA CAC and to the TA and C/CAG Boards for input in June 2012. The TA and C/CAG Boards will then be asked to approve a final list at their next meetings.

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

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

SUBJECT: PROGRAM REPORT: PARATRANSIT PROGRAM

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Since 1989, the Transportation Authority has provided Measure A funding to support the capital and operating needs associated with paratransit service in San Mateo County. The Original Measure A created a \$25 million Paratransit Trust Fund to be maintained in perpetuity. Interest earned from this fund was allocated for paratransit. Over the 20 year period that the TA administered the fund \$32 million of Measure A funds went to support paratransit service. In 2009 as part of the FY 2010 TA Budget, the Board took an action to transfer the fund to the District. Interest from the Trust Fund continues to support paratransit service.

Recognizing the growing need and cost of this service, voters approved the New Measure A which allocates 4 percent of the total sales tax revenue to help meet the special mobility needs of the County through paratransit and other accessible services. To date the New

Measure A Program allocates on average more than \$2.4 million annually to provide accessible service for eligible seniors and people with disabilities in the County.

This month's presentation will be presented via PowerPoint.

Prepared by Joseph M. Hurley, Director Transportation Authority Program 650-508-7942