



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

April 5, 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 March 1, 2012
 - b. Acceptance of Statement of Revenues and Expenditures for February 2012
5. Public Comment
Public testimony by each individual speaker shall be limited to one minute
6. Chairperson's Report RESOLUTION
 - a. Resolution of Appreciation to Jim Vreeland
7. SamTrans Liaison Report - March 14, 2012 INFORMATIONAL
8. Joint Powers Board Report
9. Report of Executive Director
10. Measure A Program Update INFORMATIONAL
11. Finance RESOLUTION
 - a. Authorize Reprogramming of \$21,791,646 from Inactive Projects Under the 1998 Measure A Streets and Highways Program
12. Program INFORMATIONAL
 - a. Program Report: Caltrain Modernization Early Investment Memorandum of Understanding Update
 - b. State and Federal Legislative Update INFORMATIONAL

13. Requests from the Authority

14. Written Communications to the Authority

15. Report of Legal Counsel

16. Date, Time and Place of Next Meeting

Thursday, May 3, 2012 at 5:00 p.m., at San Mateo Country Transit District Administrative Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

17. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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 MARCH 1, 2012

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

MEMBERS ABSENT: None

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

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

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta reported on their February 28 meeting:

- Congratulated outgoing chair Director Rosanne Foust for her leadership.
- Received an extensive presentation on the Caltrain Modernization Program by Director of Caltrain Modernization Program Marian Lee. CAC questions and concerns about the presentation included:
 - Where will the maintenance facility be and who will make that decision? Do we need one and what will it look like?
 - The Metropolitan Transportation Commission (MTC) has a regional rail plan and Caltrain is just one part of it. How much of a role will the MTC have in dictating what goes on in our county?
 - The use of the passing tracks – where will they be located? Are they absolutely needed?
 - With so many trains coming and going what impacts on east/west travel will be experienced in the cities that have no grade separation? What are we going to do with the at-grade crossings?
 - Has there been enough clarification on whether it will be diesel or electric for the public? It appears there is public confusion about the Central Valley use of diesel trains.
 - Has the four-track concept been absolutely eliminated and declared to the public? It appears that there is still some concern about that concept.
 - The use of overhead wiring versus other electrification options.
 - The public's concern about how much noise will be given off to adjoining neighborhoods and also the amount of signage that might be involved.
 - Speeds of the trains. Will they have the same speed envelopes?
 - In support of the blended system, but worried about Caltrain's future operating monies.
 - On a positive note the CAC liked the idea of the baseline improvement of the electrification of Caltrain and the early investment idea.

- Supported acceptance of Revenues and Expenses for January 2012.
- Supported the authorization of execution of the Master Agreement for state funded transit projects with the California Department of Mass Transportation.
- Received Measure A Program Status Report and Quarterly Capital Status Report.
- Received a State and Federal Legislative update.
- In her chair comments she reported on the arterial systems signalization program in South San Francisco and Redwood City. She said she attended the Friends of Caltrain meeting in Menlo Park.
- Staff report received an update on the quorum issue and the upcoming call for shuttle projects.

CONSENT CALENDAR

- a) Approval of Minutes of February 2, 2012
- b) Acceptance of Statement of Revenues and Expenditures for January 2012
- d) Measure A Program Status Report

Director Karyl Matsumoto requested Item C be pulled from the Consent Calendar.

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

- c) Authorize Execution of Master Agreement for State-Funded Transit Projects with the California Department of Transportation Division of Mass Transportation

Director Matsumoto asked if this item is tied to the State Transportation Improvement Plan. Legal Counsel David Miller said this is the Master Agreement that sets forth the template for all the terms that need to be adhered to by the recipient of the funds.

A motion (Foust/Nagel) to approve the Execution of Master Agreement for State-Funded Transit Projects with the California Department of Transportation Division of Mass Transportation was approved unanimously.

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT – CAROLE GROOM

Resolution of Appreciation to Outgoing Chair Rosanne Foust

Chair Groom said Director Foust was always firm and right on the issue and was a great leader.

A motion (Horsley/Matsumoto) to approve the Resolution of Appreciation to Outgoing Chair Rosanne Foust was unanimously approved by roll call.

Chair Groom said at the last Board meeting it was discussed there will be an advisory committee for the Shuttle Program Call for Projects. She has appointed Directors Foust, Naomi Patridge and herself to the committee and they will also review Highway Program Call for Projects. The first committee meeting is tonight.

Chair Groom thanked everyone for asking her to be a chair this year. It will be very hard to match Director Foust at running meetings, but there are some key issues to face this year, including the Call for Projects for Shuttles and Highway Program projects. After staff does their work it will come before this Board and we will have to ultimately make the decision. Whenever there are large projects, especially with the amount of money involved in these projects, and especially because they are Measure A projects in which the voters of this county have voted and told us when they approved this measure that they want these projects to be done efficiently and effectively, the decision-making process for this Board has to be very deliberate. Measure A is prescriptive. It tells us exactly what we have to do and how the voters wanted us to do it. When we are faced with the enormity of these projects there comes a time when we have to put aside our own interests and make sure the ultimate decisions are the best for this county. While that is not always easy it is the job of this Board. She is suggesting the Board take a few minutes at the next meeting to review Measure A and what this Board has to do. Also for the April meeting she has asked staff and legal counsel to give an overview of the Transportation Expenditure Plan as well as the Board approved Strategic Plan so we can do more diligence and be better prepared as the Board undertakes these big projects this year.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The February 8, 2012 SamTrans report is included in the agenda packet.

JOINT POWERS BOARD (JPB) REPORT

Executive Director Michael Scanlon reported on the meeting of March 1, 2012:

- Yesterday there was an event at San Jose Diridon and Santa Clara Caltrain stations for the completion of major improvements at both stations. This project involved over 900 people with not a single injury. This project was an extraordinary cooperation between many agencies.
- Rail operator transition continues and staff received a good report from the Federal Railroad Administration. Agreements have been reached with the bargaining units.
- Special service:
 - Sharks played three home games in February and ridership was up 25 percent over last year.
 - Giants Fan Fest carried 5,500 extra riders, down 14 percent from last year.
 - A modified Saturday schedule was operated on President's Day and ridership was up 71 percent.
 - There will be a double header soccer match at AT&T Park on St. Patrick's Day on March 17.
 - Giants exhibition starts on April 2 and the home opener is Friday, April 13.
- Ms. Lee gave her monthly update report on the Caltrain Modernization Program.
- The Board:
 - Approved the Consent Calendar.
 - Presented a Certificate of Appreciation to Janet McGovern, Author, "Images of Rail" Caltrain and the Peninsula Commute Service." Copies of her book will be distributed to this Board next month.
 - Approved the Statement of Revenues and Expenses for January.
 - Approved changes to the Codified Tariff including retaining the 8-ride ticket.

- Authorized award of contracts to Stantec/SYSTR A JV and Xorail, Inc. for on-call communications and signal services for a three-year term in an aggregate not-to-exceed amount of \$8,500,000.
- Authorized an operating subsidy to Warm Planet Bikes and increased the Fiscal Year 2012 budget by \$50,000 for a new Operating Budget of \$106,404,289.
- Received an update on the Caltrain Modernization Early Investment Proposal.
- Received a State and Federal legislative update.
- Received the Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2012.
- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – January 2012 compared to January 2011
 - Total Ridership was 1,111,421, an increase of 12.2 percent.
 - Average Weekday Ridership was 41,369, an increase of 10.8 percent.
 - Total Revenue was \$4,619,063, an increase of 18.5 percent.
 - On-time Performance was 94 percent, a decrease of 1.2 percent.
 - Caltrain Shuttle Ridership was 7,241, an increase of 34.7 percent.
 - Year-to-Date Performance Statistics – January 2012 compared to January 2011
 - Total Ridership was 8,009,740, an increase of 9.6 percent.
 - Average Weekday Ridership was 42,763, an increase of 8.2 percent.
 - Total Revenue was \$33,644,652, an increase of 23.5 percent.
 - On-time Performance was 93.5, a decrease of 0.5 percent.
 - Caltrain Shuttle Ridership was 6,878, an increase of 30.9 percent.

Director Richardson asked if ridership is the same level as before the economy crashed. Mr. Scanlon said no this is above. He said there was a lengthy discussion this morning about the crowds on the trains and staff is trying to find a train to put in the peak hour. Staff is trying to manage the tension between passengers with bikes and those without.

Director Richardson asked if the fare increase has affected ridership. Mr. Scanlon said there is elasticity on Caltrain and we have never seen a decline in ridership when fares increased.

Director Terry Nagel said there wasn't a vote on High Speed Rail (HSR) at the JPB meeting today so will the Board be taking any vote on HSR. Mr. Scanlon said the next item staff will bring back to the board will be entering into a Memorandum of Understanding (MOU) to do some of the early investments. This item could come before the JPB as soon as next month. There is an MOU that exists in Southern California and on the California High Speed Rail Authority's (CHSRA) agenda today, but was put off until next month.

Director Foust said every year an annual report is produced and asked if she can get a two page summary to share with her city council and send out to the business community and chambers of commerce. This summary would talk about 18 months of increased ridership, show the investments being made in the system and be a way to celebrate and show people how important this rail service is to San Mateo County. Director Foust said this sheet could be a combination of JPB and TA high level, big picture that will grab people's attention.

Director Richardson said a lot of people are interested in Caltrain and asked if the meetings are streamed. Executive Officer Customer Service and Marketing Rita Haskin said the Board meetings are not streamed and after meeting staff updates the website, Facebook and sends out tweets on Twitter.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- Last October this Board, under the Short-Range Highway Plan, called for notifications to those project sponsors and stakeholders that had inactive highway projects. The intent of this exercise was to close out the original Measure A and free up all the funding for the upcoming Call for Projects. A project was considered inactive if the last deliverable for the project was more than five years old and if there is no deliverable or phase of work currently being completed for the proposed project. On a preliminary basis, staff identified six highway projects with a total balance of \$22 million of Measure A funding. Notifications were sent out in January with a request for comments back by February 20. Staff will be coming back to the Board next month for direction on the possible reprogramming of Measure A funds on these inactive projects.
- On March 5 staff will be advertising for the last construction leg of the Highway 101/ Auxiliary Lane program between Millbrae and the Santa Clara County line. Staff estimates this project will be in the range of \$16 million and \$10 million is funded by the TA. Bids are scheduled to be opened on April 4.
- Mr. Scanlon distributed a letter the City of San Mateo distributed at the JPB meeting today. The city is very eager to pursue the grade separations and is asking the JPB to include it in the first phase of the advanced projects.

PROGRAM

Program Report: Transit: Caltrain Modernization

Ms. Lee reported:

- The context of the blended system planning process is the JPB has had desires to electrify the corridor and the effort has been imbedded in policy since 1999 through the JPB Strategic Plan.
- The JPB achieved 35 percent design and final environmental document on the electrification project.
- The final environmental document has Federal clearance, but does not have State clearance.
- A critical milestone was reached and staff was challenged with identifying funding to implement the electrification project and it is around this time that HSR was born.
- The HSR project had also decided it would use the Caltrain corridor to reach the San Francisco market.
- HSR needs an electrified system and JPB desires one and it is with this desire the partnership was formed.
- The original plan was a full-build project for the Peninsula to expand our system from a two-track system to a four-track system that was fully grade separated.

- The idea was met with local rejection and based on this rejection the CHSRA put on hold all design activities and project environmental activities associated with a four-track, full-build project.
- While this work was on hold the CHSRA directed their consultants to support Caltrain in working on a different approach to modernizing the corridor and that approach is the blended system.
- The only difference between the blended system and the full project is the number of tracks. The blended system does not look to expand the track system from primarily two to four, but rely on sharing existing tracks with HSR. The essence of this approach is to minimize impacts to the local community.
- To see if this approach was feasible, staff needed to understand the operational aspects. Caltrain needed to know if they could share its tracks with HSR and still serve customers in a reliable and safe way.
- Staff worked with LTK Consultants who built a computer simulation model to test the blended system.
- The key findings were that a blended system concept has merit, Caltrain and HSR can share the tracks and potentially up to 10 trains can be supported per hour per direction.
- If we only use the tracks we have today we can support up to eight trains, but if some additional tracks are added in select sections of the corridor, known as passing tracks, can support up to 10 trains.
- The blended system can support two speeds, 79 miles per hour, which Caltrain operates today and also work if the speed is 110 miles per hour.
- With the understanding that this is operationally viable, staff then identified the next steps to take to understand all the other aspects of a blended system.
- This process is very deliberate for Caltrain and all its partners to identify. The focus is to identify our local vision for the corridor, not what CHSRA wants.
- In November 2011 the CHSRA released their draft Business Plan. In the Plan there was a particular chapter that acknowledged the blended system for the corridor makes sense and it also stated it made sense to make some early investments in the corridor. Caltrain's immediate benefit is that it would prep the corridor for electrification.
- Since that time, CHSRA has reached out to the Bay Area and Southern California asking what projects people want to invest in now.
- The parameters staff is using to answer this question are the following:
 - All projects identified have to be located in the San Jose to San Francisco segment of the HSR statewide system.
 - Projects must support both the Caltrain Modernization and the blended system.
 - This is done in a way to not compromise the local planning process being done with local stakeholders.
 - The timeframe is short.
 - The amount of money is up to \$2 billion. This is the amount Southern California is working with. This would be a combination of Proposition 1A money and match.
- The proposal for early investment in the corridor is:
 - Anchor to the vision that to whatever is done is to support a blended system to downtown San Francisco and in order to achieve this it would be done over two incremental steps.

- The first incremental step, which is the early investment proposal, would gain us an electrified Caltrain system and when and if HSR got to San Jose Diridon those passengers would transfer to Caltrain and reach their final destination. With this first increment of funding there are no HSR trains in the corridor, just electrified Caltrain trains.
- The projects needed to do this include the advanced signal system, electrification of the corridor and conversion of trains from diesel to electric.
- The second increment achieves a one-seat ride for HSR from Los Angeles to San Francisco. At this point there would be HSR trains in the corridor in addition to electrified Caltrain trains. The cost and funding for the second increment is to be determined. Key projects in the second increment include the downtown extension, HSR and Caltrain system integration, infrastructure upgrade and rail crossings. Passing tracks and storage maintenance facility are to be determined.

Director Foust said early investment means now and additional investments mean if and when HSR occurs. Ms. Lee said for a while there will be no HSR and there will only be an electrified Caltrain. When HSR comes to San Jose Diridon we will have to take the passengers and distribute them through the region. Later there will be one train that goes all the way through and achieves the “one seat” ride from Los Angeles and San Francisco.

- Staff did outreach to 16 cities in three counties and have been coordinating with various transportation agencies on the proposal.
- On February 29 staff met the San Mateo County Corridor Rail Partnership and on March 2 will be meeting with the Peninsula Cities Consortium. The combination of these two meetings reaches out to most cities.
- Upcoming transportation meetings are the CHSRA Board meeting on April 5 and they will be taking the revised HSR Business Plan to their Board and will reflect some of the early investment discussion. MTC, who is leading the discussion with CHSRA on what early investments make sense for the region in their regional capacity as the commission, will be taking a draft MOU that reflects what we agree on to their commission on March 28.
- The six cities represented at the San Mateo County Corridor Rail Partnership meeting on February 29 were San Mateo Redwood City, South San Francisco, Brisbane and Burlingame. The key points they asked to be relayed to the JPB were:
 - The group felt very rushed about this discussion. Staff is working with dates that are outside of their control and that led to discomfort. There were some expression that while things were rushed there was a funding opportunity here that we should think about.
 - The majority of the cities expressed support for the Caltrain Modernization and the blended system.
 - There was one exception, Burlingame, is yet to be determined. They will be having a meeting on March 5 to talk to the rest of their council members to find out what their position will be.
 - Of the cities remaining, San Mateo had the strongest position because they already took city council action. The other remaining city representatives had to

- assess what positions their council members would take, but were short of a formal council action.
- They support the early investment proposal with strong conditions. That we make absolutely sure that we are not talking about a four-track, full-build project for the corridor that we are only talking about a blended system that relies primarily on a two-track system. In the first increment of funding there are no passing tracks and with that they qualified that staff needed to further evaluate the passing tracks as part of the ongoing planning process.
 - When there is any contemplation of increasing train service it must be linked to understanding what is done with all the grade separations along the corridor and identifying grade separations that would be needed.
 - There was one city specific concern which had to do with the location of the storage and maintenance facility. Brisbane is against it being located in their city. While this is very city specific what might be a common issue for all the cities is this is an industrial facility.
 - In regards to the MOU with the CHSRA there was strong position that MTC, given their regional perspective and role, cannot well represent the interests of the Peninsula cities.

Director Richardson said there were strong statements not wanting to have MTC involved in this and wanting all the cities to be in the MOU. Ms. Lee said there was good dialogue about who should be on the MOU and the agreement she definitely heard was that MTC could not represent the cities. But, but what was not clear is if MTC isn't the agency to represent the cities, how do we go about getting the cities represented in the MOU. There was discussion if it should be the City/County Association of Governments (C/CAG), should it not be C/CAG, should it be all the cities or not all the cities.

Director Richardson said there are some cities not on the corridor who have ridership so should it be just the cities on the corridor or all the cities?

Director Foust said there were some things said that were accepted as a part of the group discussion. Redwood City has a freight rail situation, but didn't want to mix it with this issue. Eventually staff may see Redwood City not weigh in as strongly on some of the things that were brought forth to the JPB because they may have other issues that are more of a priority. MTC is the reason Caltrain is able still operate and operate with the 96 trains.

Director Patridge said Half Moon Bay is not directly impacted, but she has concern with the group not wanting MTC to be the representative because we have no other source. We need to get a stronger relationship with MTC, but there needs to be a sub-group that represents San Mateo County because she doubts this is going to come to C/CAG because it needs to stay at a transportation level.

Director Nagel asked how the whole timing comes together. She asked when do we have to have this united voice weigh in on the decision. Ms. Lee said the first layer of input she is trying to get is just on the concept. If there is an opportunity to get funding for our corridor to electrify do we want to go get it? If that level of interest is there then the second layer of input is what are

the conditions and concerns among the constituents. There are two mediums and that is the revised CHSRA Business Plan and some sort of MOU that captures the concept or the essence of this early investment proposal. She said if you like something and buy in on something please let staff know as well as any concerns so they can be addressed.

Director Nagel said everyone can draft letters on behalf of their cities talking about general support of the idea and caveats. Is staff planning on having a meeting of the cities along the corridor? There are some things that everyone will agree upon such as don't go to four-tracks, understand not going above a certain speed, don't go above a certain number of trains per hour before certain things happen. Ms. Lee said staff has engaged the cities directly impacted by the project. Six cities are represented on San Mateo County Rail Partnership, there are six represented on the Peninsula Corridor Coalition and staff has done individual city outreach with the remainder of the cities that are not participating in either group. In addition to this staff has been using this venue for others who may want to come and throughout the entire process coordinating with each of the staff in all those cities and three counties.

Director Nagel said the first phase is for a while and asked what a while is. Ms. Lee said staff will be enlightened when they see the Business Plan. If we get the early investment money we can drive the delivery of that capital program. When HSR gets here they are going to build Central Valley out, but the revised Business Plan will tell us when and that will dictate when we need to do the second increment.

Director Nagel said she heard a lot of concern at yesterday's meeting concerning the east/west direction and the need for more grade separation and the issue of safety. If the first three projects are added up there is not much left for grade separations and are all these absolutely necessary expenses. Ms. Lee said they are absolutely necessary expenses. The advanced signal system cost estimate is very good and recent. The Caltrain Electrification Project is a year of expenditure cost when we assumed we would be in operations in 2015. With the electric trains staff is seeing if there is a way to phase them in.

Director Richardson said there is agreement on the blended system but in Brisbane there are community concerns, but yet have pressure from regional bodies to have housing. Brisbane is saying that if the blended system would mean their city would up with a maintenance yard they are not there.

Mr. Scanlon said the TA Expenditure Plan specifically lists electrification project.

Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said since 2004, Caltrain petitioned the Federal Transit Administration and Federal Railroad Administration to do a new standard for trains for regional commuter rail in the United States. We are the first transit property that got that authorization. It is 100 percent compatible with HSR. This board spent \$2 million for a footprint study of all the at-grade crossings in San Mateo County. MTC is very fair and there is a perception in a number of communities that they come in and say it will be done their way. The money for this early opportunity is the three-county half-cent sales tax contributions. Electrification was identified in the Caltrain 2025 Plan and then you add in MTC

with Resolution 3434 which is the 10-year commitment of State and Federal funds to help Caltrain get electrified.

State and Federal Legislative Update

Government Affairs Manager Seamus Murphy said staff has been keeping our delegation involved in the early investment opportunity proposal and make sure they are aware that we are reaching out to local communities and stakeholders within the Caltrain service area to collect input about what the options should be. Staff met with members of the delegation and also members of the respective policy committees that work on transportation issues and many of those members are from Southern California where they are dealing with some of these same issues. There is a pretty significant consensus among all these members to make some of these projects happen, given CHSRA's new-found desire to invest in the bookend sections. They see it as a positive direction and are looking forward to hearing input from their constituents and from the communities in San Mateo County. They are encouraged by this direction and if the CHSRA has a strategy to achieve the long-term vision they have expressed in their Business Plan by compromising and investing some funds on the end sections that are going to ultimately help advance their project it is definitely working with the legislature.

Staff has also been working on a bill that would allow Caltrain to put a measure on the ballot to ask voters to increase the sales tax for Caltrain operations and capital projects. This is something that has been introduced as a spot bill, but the bill ultimately will be amended to reflect the JPB authority to put a sales tax on the ballot in all three counties. Staff has been talking to members about co-sponsoring that bill and has about half of the Bay Area Caltrain delegation on board and expects to get the remaining members on board before the bill is amended to include the actual language that will be considered.

Mr. Murphy said last month staff reported on the House bill that has to do with Surface Transportation Reauthorization that would eliminate guaranteed funding for mass transit. The American Public Transportation Association led a national effort to advocate for the opposition to components of that bill that would have been problematic. Staff participated in that effort and sent a letter from this board, the San Mateo County Transit District and JPB that was signed by a broad coalition of stakeholders that were all united in opposition to those provisions of the bill and that effort was duplicated around the country. This item has been tabled and there is some staunch disagreement within the Republican caucus in the House about whether the bill should be shorter-term that looks more like what they are considering in the Senate or whether they should still do something longer-term. In the meantime the Senate bill is moving forward and they are considering amendments to that bill. It maintains funding levels for transportation and transit for the next two years.

Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2012

Director of Transportation Authority Programs Joe Hurley said the only change is that the Route 1 Calera Parkway schedule has slipped. In 2007, Caltrans entered into an agreement with the Federal Highway Administration where Caltrans would be the authority on clearing the project environmentally on the Federal end. With that delegation came a condition that in the event a project was of significant public interest or significant complexity in the environmental process that would trigger an additional review by Caltrans legal staff to check for National

Environmental Policy Act sufficiency of the document. The Calera Parkway project received 213 comments as part of the draft environmental document. The environmental document will now be cleared in October instead of June.

Director Matsumoto said the Highway 380/280 local access is on hold and the reason is future phases are to be determined and asked if there was any timeline. Mr. Hurley said this was one of the projects that were identified as inactive. If there is a sponsor that would like to reinstate this process they can do it through the Call for Projects.

Director Nagel asked what the total is of inactive projects that will be reprogrammed. Mr. Hurley said it is about \$22 million.

Director Patridge said all of State Route 92 projects are on hold and asked who the lead is. Mr. Hurley said Caltrans is the lead on the slow vehicle lane project between Highways 280 and 35 and will have to research who the lead is on the project between Pilarcitos Creek and Half Moon Bay.

REQUESTS FROM THE AUTHORITY

Director Matsumoto requested the meeting be adjourned in honor of Director Patridge's mother, Noye Imamura.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None

REPORT OF LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

April 5, 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 6:39 p.m. in memory of Noye Imamura.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: 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 FEBRUARY 29, 2012**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of February 2012 and supplemental information.

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$47,112,283 - line 6) is **better** than staff projections by \$956,233 or 2.1 percent. Within total revenue, *Interest Income* (\$3,089,104 - line 2) is \$237,076 or 7.1 percent **worse** than projections due to lower than budgeted returns and *Grant Proceeds* (\$816,570 - line 4) is \$130,860 or 13.8 percent **worse** than staff projections.

Total Revenue (\$47,112,283 - line 6) is \$2,677,560 or 6.0 percent **better** than prior year performance. *Sales Tax* (\$42,471,282 - line 1) which is \$2,494,094 or 6.2 percent **better** than prior year is offset by *Interest Income* (\$3,089,104 - line 2) which is \$298,732 or 8.8 percent **worse**.

Expenditures: *Total Administrative* (\$538,545 - line 21) is **better** than staff projections by \$93,386 or 14.8 percent; however, it is **worse** than prior year actual by \$13,791 or 2.6 percent. Within total administrative, *Staff Support* (\$349,289 - line 17) and *Other Admin Expenses* (\$188,274 - line 19) are \$91,368 or 14.5 percent **better** than staff projections.

Budget Amendment: There are no budget revisions for the month of February 2012.

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

% OF YEAR ELAPSED: **66.7%**

	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	4,332,272	39,977,187	42,471,282	41,157,400	103.2%	61,500,000	63,000,000	65.3%
2 Interest Income	368,650	3,387,836	3,089,104	3,326,180	92.9%	5,420,670	4,832,570	68.8%
3 Rental Income	91,997	704,735	735,327	725,040	101.4%	1,087,560	1,087,560	67.6%
4 Grant Proceeds	2,103	364,965	816,570	947,430	86.2%	0	2,733,100	29.9%
5								
6 TOTAL REVENUE	4,795,022	44,434,723	47,112,283	46,156,050	102.1%	68,008,230	71,653,230	65.8%
7								
EXPENDITURES:								
9								
10 Annual Allocations	1,701,820	15,505,573	16,464,092	15,983,340	103.0%	23,888,835	24,436,335	67.4%
11								
12 Program Expenditures	1,051,186	27,380,974	15,618,527	41,483,637	37.6%	58,181,665	62,498,768	25.0%
13								
14 Oversight	29,851	177,207	285,620	323,333	88.3%	485,000	485,000	58.9%
15								
16 Administrative								
17 Staff Support	45,650	378,763	349,289	400,313	87.3%	603,712	537,910	64.9%
18 Measure A Info-Others	-	-	982	3,000	32.7%	12,000	12,000	8.2%
19 Other Admin Expenses	14,903	145,992	188,274	228,618	82.4%	353,687	353,687	53.2%
20								
21 Total Administrative	60,552	524,754	538,545	631,931	85.2%	969,399	903,597	59.6%
22								
23 TOTAL EXPENDITURES	2,843,410	43,588,509	32,906,783 (1)	58,422,241	56.3%	83,524,899	88,323,700	37.3%
24								
25 EXCESS (DEFICIT)	1,951,612	846,215	14,205,500	(12,266,191)		(15,516,669)	(16,670,470)	
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	413,942,942	436,087,003 (2)	420,924,418		417,673,940	416,520,139	
30								

Includes the following balances:

33 Cash and Liquid Investments	805,404			FY 2011 Carryover of Commitments	271,356,576
34 Current Committed Fund Balance	326,773,493 (3)			FY 2012 Additional Commitments (Budgeted)	83,524,899
35 Undesignated Cash & Net Receivable	108,508,107			Reso #2011-11	1,584,003
36 Total	<u>436,087,003 (2)</u>			Reso #2011-12	2,733,100
				Reso #2012-01	481,698
				Less: Current YTD expenditures	<u>(32,906,783) (1)</u>
				Current Committed Fund Balance	<u>326,773,493 (3)</u>

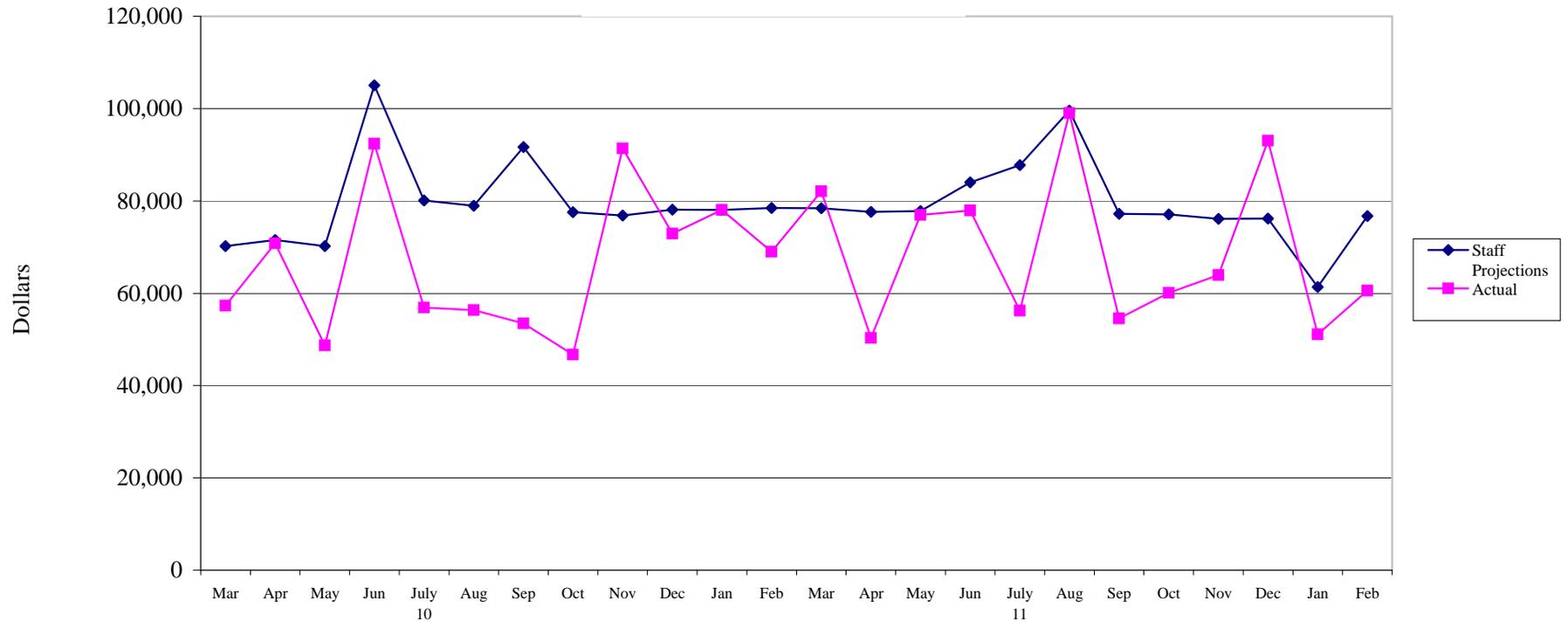
"% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% of PROJECT" column, please note that individual line items reflect variations due to seasonal activities during the year.

* The TA Adopted Budget is the Board adopted budget effective June 2, 2011.

** The TA Staff Projection is the adopted budget including year to date budget transfers.

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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	61,379	76,703				
Actual	56,262	99,047	54,550	60,068	63,933	93,052	51,081	60,552				
CUMULATIVE EXPENSES												
Staff Projections	87,727	187,318	264,520	341,583	417,696	493,849	555,228	631,931				
Actual	56,262	155,308	209,858	269,926	333,860	426,912	477,993	538,545				
Variance-F(U)	31,465	32,010	54,662	71,657	83,836	66,937	77,235	93,386				
Variance %	35.87%	17.09%	20.66%	20.98%	20.07%	13.55%	13.91%	14.78%				



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 FEBRUARY, 2012

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	0.900%	\$ 246,647,669	\$ 246,647,669
Local Agency Investment Fund	Liquid Cash	0.389%	\$ 34,554,730	\$ 34,554,730
Investment Portfolio	Liquid Cash	1.610%	\$ 142,680,236	\$ 143,689,992
Other	Liquid Cash	0.010%	\$ 805,404	\$ 805,404
			<u>\$ 424,688,039</u>	<u>\$ 425,697,795</u>

Accrued Earnings for February 2012 \$ 375,779.45
 Cumulative Earnings FY2012 \$ 3,463,426.03

* County Pool average yield for the month ending February 29, 2012 was 0.900%. As of February 2012, the amortized cost of the Total Pool was \$2,598,123,765.00 and the fair market value per San Mateo County Treasurer's Office was \$2,610,466,143.98.

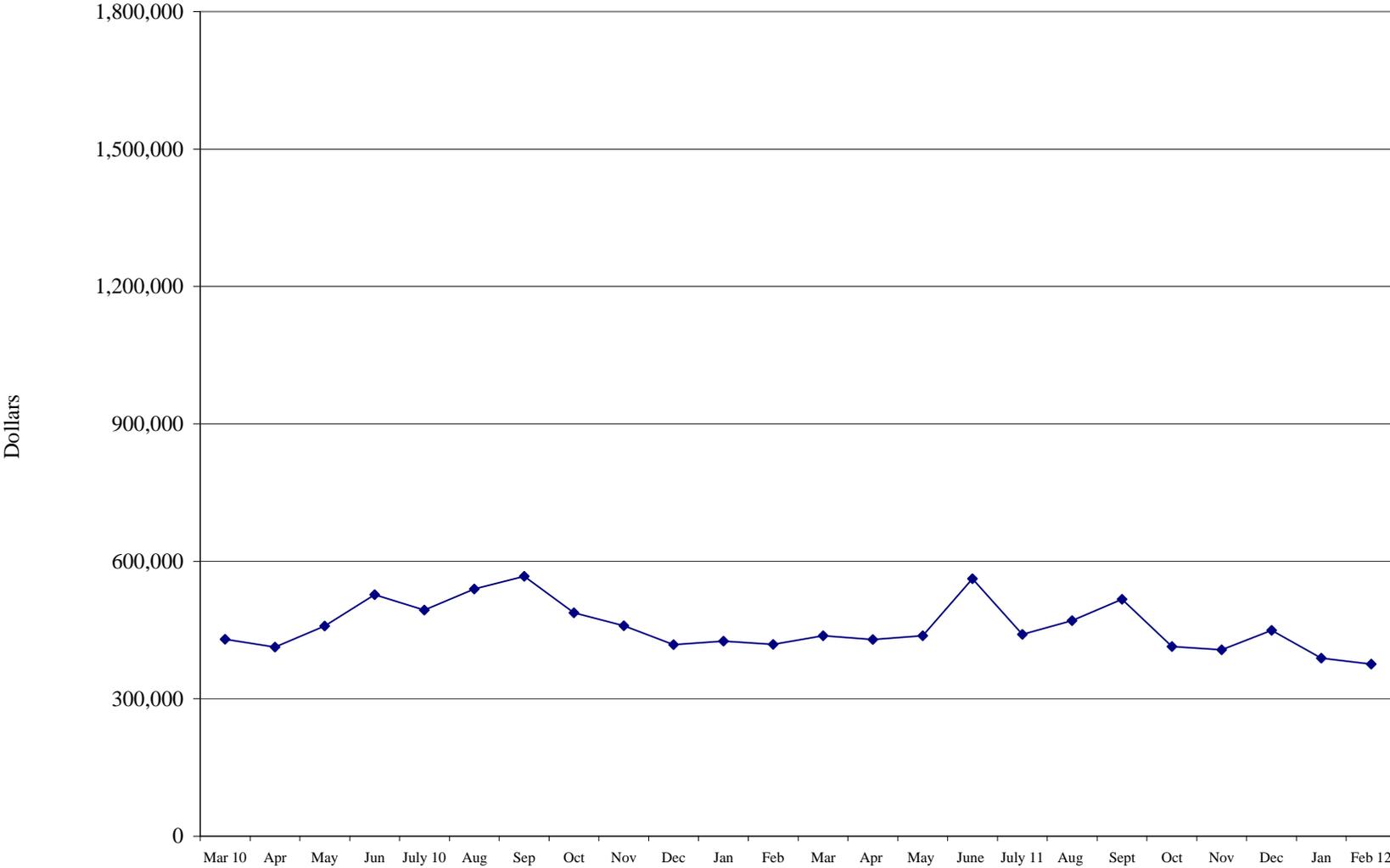
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

*** 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
FEBRUARY 2012**

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	388,865.73	3,087,646.58
FEBRUARY	375,779.45	3,463,426.03
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
February 29, 2012

DESCRIPTION	TOTAL INVESTMENT 02-29-12	INTEREST RECEIVABLE 01-31-12	INTEREST EARNED 02-29-12	INTEREST RECEIVED 02-29-12	ADJ.	INTEREST RECEIVABLE 02-29-12
LAIF	34,554,730.32	7,491.99	11,039.52			18,531.51
COUNTY POOL	243,413,037.04	183,780.10	186,513.30			370,293.40
BANK OF AMERICA	805,403.85	0.00	4.85	4.85		0.00
INVESTMENT PORTFOLIO	<u>142,680,236.11</u>	<u>499,516.06</u>	<u>178,596.18</u>	<u>195,338.91</u>	<u>(374.40)</u>	<u>482,398.93</u>
	<u>421,453,407.31</u>	<u>1,229,804.79</u>	<u>376,153.85</u>	<u>195,343.76</u>	<u>(374.40)</u>	<u>871,223.84</u>

FEBRUARY 2012 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 2/29/12	375,779.45
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(6,626.31)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(503.22)</u>
Total Interest & Capital Gain(Loss)	<u><u>368,649.92</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	3,463,426.03
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(54,103.39)
Securities Transaction Activity Fees	(4,381.27)
Capital Gain(Loss)	<u>(315,836.98)</u>
Total Interest	<u><u>3,089,104.39</u></u>
Balance Per Ledger as of 1/31/12	
Int Acct. 409100 - Co. Pool	1,595,713.77
Int Acct. 409100 - LAIF	52,054.57
Int Acct. 409100 - B of A	121.15
Int Acct. 409100 - Misc. Income	
Int Acct. 409101 - Portfolio Funds	1,757,051.88
Gain(Loss) Acct. 405210	(315,836.98)
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>3,089,104.39</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
February 29, 2012

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 02-29-12					REC'VBLE 01-31-12	EARNED 02-29-12			REC'VBLE 02-29-12	
<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	2,006,286.00	04-30-12	2.100%	116.6667	29	10,500.00	3,383.33			13,883.33	2,000,000
GENERAL ELECTRIC	36967HAH0	03-24-10	1,530,600.00	1,527,810.00	1,507,846.50	06-08-12	2.200%	91.6667	28	4,858.34	2,566.67			7,425.01	1,500,000
GOLDMAN SACHS	38146FAA9	05-29-09	3,124,650.00	3,084,189.00	3,025,842.00	06-15-12	3.250%	270.8333	28	12,458.33	7,583.33			20,041.66	3,000,000
WELLS FARGO & CO	949744AC0	03-16-10	3,058,440.00	3,050,793.00	3,016,746.00	06-15-12	2.125%	177.0833	28	8,145.83	4,958.33			13,104.16	3,000,000
JOHN DEERE CAPITAL	24424DAA7	03-16-10	3,107,970.00	3,076,248.00	3,023,802.00	06-19-12	2.875%	239.5833	28	10,062.50	6,708.33			16,770.83	3,000,000
															8.84%
<u>U.S. TREASURY NOTES AND BONDS</u>															
US TREASURY NOTE	912828KX7	03-22-10	1,525,312.50	1,523,496.00	1,507,617.00	06-15-12	1.875%	78.1250	29	3,611.68	2,265.63		(37.15)	5,840.16	1,500,000
US TREASURY NOTE	912828LH1	03-12-10	2,028,125.00	2,033,438.00	2,014,688.00	08-15-12	1.750%	97.2222	29	16,073.37	2,819.44	17,500.00	(46.66)	1,346.15	2,000,000
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,590,039.06	15,369,135.00	01-31-13	2.875%	1,197.9167	29	0.00	34,739.58		(381.75)	34,357.83	15,000,000
															13.08%
<u>U.S. GOVERNMENT AGENCIES</u>															
FHLB	3133XR5T3	03-12-10	2,105,000.00	2,062,248.00	2,019,042.00	06-08-12	3.625%	201.3889	28	10,673.67	5,638.89			16,312.56	2,000,000
FHLM	3137EACC1	05-27-09	1,995,080.00	2,027,354.00	2,009,470.00	06-15-12	1.750%	97.2222	28	4,472.26	2,722.22			7,194.48	2,000,000
FNMA	31398AYM8	07-10-09	4,996,300.00	5,077,580.00	5,035,815.00	08-10-12	1.750%	243.0556	28	41,562.53	6,805.56	43,750.00		4,618.09	5,000,000
FNMA	3135G0FS7	11-29-11	11,997,600.00	11,982,300.00	11,998,560.00	11-21-13	0.600%	200.0000	28	12,400.00	5,600.00			18,000.00	12,000,000
FNMA	3135G0GG2	12-06-11	5,000,000.00	4,997,885.00	5,000,900.00	12-06-13	0.750%	104.1667	28	5,729.17	2,916.67			8,645.84	5,000,000
FHLMC	3134G3AC4	12-06-11	4,990,725.00	4,991,540.00	4,997,660.00	12-06-13	0.600%	83.3333	28	4,583.33	2,333.33			6,916.66	5,000,000
FHLM	3137EACR8	02-08-11	18,901,470.00	19,277,989.00	19,423,054.00	02-25-14	1.375%	725.6944	28	113,208.32	20,319.44	130,625.00		2,902.76	19,000,000
FHLM	3134G2D66	09-14-11	14,994,750.00	14,968,650.00	15,001,530.00	03-14-14	0.625%	260.4167	28	35,677.09	7,291.67			42,968.76	15,000,000
FNMA	3135G0BG7	04-18-11	10,993,400.00	11,094,545.00	11,017,413.00	04-18-14	1.500%	458.3333	28	47,208.33	12,833.33			60,041.66	11,000,000
FNMA STEP UP	3136FRFT5	04-18-11	9,998,000.00	10,024,690.00	10,005,650.00	04-18-14	1.000%	277.7778	28	28,611.11	7,777.78			36,388.89	10,000,000
FHLM	3137EACB3	03-30-11	13,932,270.00	14,098,225.50	14,107,014.00	04-23-14	2.500%	937.5000	28	91,875.00	26,250.00			118,125.00	13,500,000
															70.37%

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
February 29, 2012**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-11	MARKET VALUE 02-29-12	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 01-31-12	INTEREST EARNED 02-29-12	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 02-29-12	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	10,808,601.31	04-15-14	1.250%	351.7738	28	37,458.81	9,849.67		94.48	47,402.96	10,131,085 7.16%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	783,062.36	990,814.80	793,320.17	12-28-12	5.270%	115.4636	28	346.39	3,232.98	3,463.91	(3.32)	112.14	766,065 0.54%
CALLED															
TOTAL			<u>142,680,236.11</u>	<u>144,215,199.36</u>	<u>143,689,991.98</u>					<u>499,516.06</u>	<u>178,596.18</u>	<u>195,338.91</u>	<u>(374.40)</u>	<u>482,398.93</u>	<u>141,397,151.28</u>

20-Mar-12 Weighted Average Interest Rate 1.6096%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2011 & FY2012
FEBRUARY 2012

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Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
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	5,107,800	739,400	5,107,800
Dec. 11	6,142,100	Feb. 12	6,473,500	331,400	6,473,500
2nd Qtr. Adjustment	1,683,500	Mar. 12		(980,985)	702,515 (1)
6 Months Total	32,242,400		33,480,698	1,940,813	34,183,213
Jan. 12	3,967,700	Mar. 12		0	3,967,700 (1)
Feb. 12	3,967,700	Apr. 12		0	3,967,700 (1)
Mar. 12	5,407,800	May 12		0	5,407,800
3rd Qtr. Adjustment	1,469,400	Jun. 12		(966,040)	503,360 (1)
9 Months Total	47,055,000		33,480,698	974,773	48,029,773
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		(974,773)	619,727
FY2012 Total	63,000,000	FY2012 Total	33,480,698	(0)	63,000,000
	17,044,298	1st Quarter			
	17,138,915	2nd Quarter			
	8,288,069	3rd Quarter			
		4th Quarter			
	<u>42,471,282</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF FEBRUARY 29, 2012

	<u>2/29/2012</u>
Cash -- Bank of America Checking Account	805,403.85
LAIF	34,554,730.32
County Pool	243,413,037.04
Investment Portfolio	142,680,236.11
	<hr/>
Total	<u><u>421,453,407.31</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- FEBRUARY 2012

Unit	Reference	Name	Date	Sum Amount	Method	Description
SMCTA	000738	SAN MATEO COUNTY TRANSIT DISTRICT	2012-02-06	1,256,694.53	WIR	Capital Programs
SMCTA	000739	MATSUMOTO, KARYL M.	2012-02-06	100.00	WIR	Board of Directors Compensation
SMCTA	000740	GROOM, CAROLE	2012-02-06	100.00	WIR	Board of Directors Compensation
SMCTA	000741	NAGEL, TERRY	2012-02-06	100.00	WIR	Board of Directors Compensation
SMCTA	000742	HORSLEY, DONALD	2012-02-06	100.00	WIR	Board of Directors Compensation
SMCTA	000743	PENINSULA CORRIDOR JOINT POWERS BOARD	2012-02-27	799,546.03	WIR	Capital Programs
SMCTA	003176	ALPHAGRAPHICS	2012-02-06	634.62	CHK	Printing and Information Services
SMCTA	003177	FEHR & PEERS	2012-02-06	16,628.53	CHK	Capital Programs
SMCTA	003178	GREEN CARPET LANDSCAPING	2012-02-06	440.00	CHK	Grounds Maintenance Service
SMCTA	003179	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2012-02-06	10,872.40	CHK	Legal Services
SMCTA	003180	PATRIDGE, NAOMI	2012-02-06	100.00	CHK	Board of Directors Compensation
SMCTA	003181	PENINSULA TRAFFIC CONGESTION RELIEF	2012-02-06	54,543.25	CHK	Shuttles Payable
SMCTA	003182	RICHARDSON, SEPI	2012-02-06	100.00	CHK	Board of Directors Compensation
SMCTA	003183	SUNTRUST BANK	2012-02-06	19,878.94	CHK	Other Contract Services
SMCTA	003184	DMJM HARRIS/MARK THOMAS JV	2012-02-13	32,008.79	CHK	Capital Programs
SMCTA	003185	FEHR & PEERS	2012-02-13	1,490.57	CHK	Capital Programs
SMCTA	003186	HOLLAND & KNIGHT LLP	2012-02-13	5,000.00	CHK	Legislative Advocate
SMCTA	003187	PARKING COMPANY OF AMERICA	2012-02-13	92,159.43	CHK	SMCTA Caltrain Shuttles
SMCTA	003188	ATKINS NORTH AMERICA, INC	2012-02-21	35,809.15	CHK	Capital Programs
SMCTA	003189	FEHR & PEERS	2012-02-21	29,265.42	CHK	Capital Programs
SMCTA	003190	OFFICEMAX CONTRACT INC.	2012-02-21	25.90	CHK	Office Supplies
SMCTA	003191	RAJAPPAN & MEYER CONSULTING	2012-02-21	1,851.00	CHK	Capital Programs
SMCTA	003192	FEHR & PEERS	2012-02-27	12,095.21	CHK	Capital Programs
SMCTA	003193	JACOBS ENGINEERING GROUP, INC.	2012-02-27	2,078.16	CHK	Capital Programs
SMCTA	003194	PENINSULA TRAFFIC CONGESTION RELIEF	2012-02-27	199,051.50	CHK	Capital Programs
				2,570,673.43		

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

The Community Relations Committee and Board

Accessibility Coordinator Tina Dubost said 10 cutaway buses will be replaced. Staff met with the Paratransit Coordinating Council (PCC) bus review committee to get their input on the new buses.

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

- Had a discussion on the CAC liaison reports on the CAC agenda and the necessity to continue them.
- A total of 15 applications were received for the recent recruitment including applicants from Daly City and LaHonda.

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

Average weekday ridership for all modes for January 2012 compared to January 2011 was 91,980, an increase of 2.2 percent.

The Finance Committee and Board

The Board approved the following items:

- The Statement of Revenues and Expenses for January 2012.
- Authorized Setting Promotional Price for Youth Passes During Summer on Clipper to \$22.
- Authorized Disposition of Four Surplus Vehicles.
- Authorized Exercising Option with Creative Bus Sales, Inc. for the Purchase and Delivery of Ten New Cutaway Buses in the Amount of up to \$859,905 and Dispose of Ten Surplus Cutaway Buses.

The Legislative Committee and Board

State

Staff has been working with the California High Speed Rail Authority (CHSRA) delegation on the early investment in the Caltrain corridor. Staff is focused on Caltrain dedicated funding with Assemblyman Jerry Hill. He has introduced a spot bill that has nothing to do with Caltrain or dedicated funding but ultimately language would be incorporated into Assembly Bill 2102 to provide Caltrain the authority to put a measure on the ballot to ask voters to approve a sales tax that would fund Caltrain operations and capital improvements. Before the details of the bill are worked out, staff is exploring the opportunity to add additional co-sponsors from the Caltrain delegation. Staff is hopeful that every legislator who represents the Caltrain service area would eventually sign on to the bill.

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

Federal

The key development is House Resolution 7 which is the Surface Transportation Reauthorization bill the House was proposing. The number one issue was the removal of the guaranteed funding for the Mass Transit Account which provides Caltrain with formula funding every year to maintain and expand the service and system. This bill has been tabled by the House, largely due to an overwhelming nationwide response in opposition to the finance provision of the bill. Staff is happy to see the bill has been tabled. The House is going to come forward with another proposal likely to look more like the short-term Senate version for the reauthorization.

The Planning, Development and Sustainability Committee and Board

An update on the SamTrans Service Plan (SSP) was given. The SSP is an in-depth study of the SamTrans fixed-route bus system which covers San Mateo County and parts of Palo Alto and San Francisco. Staff wants to create a more efficient system while still providing opportunities for investment, a platform for growth towards a long-term sustainable future and recognize the reality of the structure deficit while responding to changing circumstances.

An update on the Countywide Transportation Plan for Low-Income Populations was given. The goal of the Plan is to promote economic opportunity for low-income residents by developing strategies to improve access to transportation.

An update on the San Bruno/South San Francisco Community Based Transportation Plan was given. This plan examines the transportation needs of the project area residents and recommends strategies to address those needs.

The Capital Projects Quarterly Status Report for the 2nd Quarter Fiscal Year 2012 was distributed.

Board of Directors

General Manager/CEO Michael Scanlon reported:

- Victor Ferguson was recognized as Operator of the Year.
- Seth Thomas was recognized as Maintenance Employee of the Year
- South Base was awarded the annual Operations and Maintenance Base Safety Awards for 2011.
- The Metropolitan Transportation Commission (MTC) Triennial Audit was completed and commended everyone involved.
- Fixed-routes averaged over 24,000 between road calls and paratransit was over 36,000.
- Operations staff is working on improving the weekend El Camino Real service.
- Staff from seven Bay Area transit properties are working on the MTC Transit Sustainability Project to make transit more sustainable in the Bay Area.
- There was a High Speed Rail (HSR) meeting in Menlo Park with the new CHSRA Chair and former SamTrans Director Jim Hartnett. The conversation is changing from the initial HSR four tracks to a blended system that Caltrain is supportive of.

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

- Assemblyman Jerry Hill held a press conference on March 13, 2012 in support of HSR and electrification.

The next meeting of the Board is scheduled for Wednesday, April 11, 2012 at 2 p.m.

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "a" and "m" are lowercase, while "T" and "r" are uppercase. Below the text are two horizontal bars: a red one on top and a blue one on the bottom.

Mobility Management – Shuttle Performance

San Mateo

March 14, 2012

Performance

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "a" and "m" are lowercase, while "T" and "r" are uppercase. Below the text are two horizontal bars: a red one on top and a blue one on the bottom.

- Shuttles by Mode
- Business Partners
- Public Partners
- Ridership
- Funding
- Shuttle Best Practices
- Shuttle Call for Projects
- Current Highlights
- Summary



Shuttles by Mode

samTrans

Caltrain – 31 routes

- Operates in 3 counties
- Serves 19 stations

BART – 8 routes

- Serves 6 stations

2+ million trips/yr & growing

7.5+ million passenger miles/year



Business Partners

samTrans

Some of the Partners:

- Genentech
- Intel
- Stanford University
- Hewlett Packard
- Oracle
- Google
- AMD
- Walmart
- UPS Freight Systems
- Gilead Sciences



Public Partners

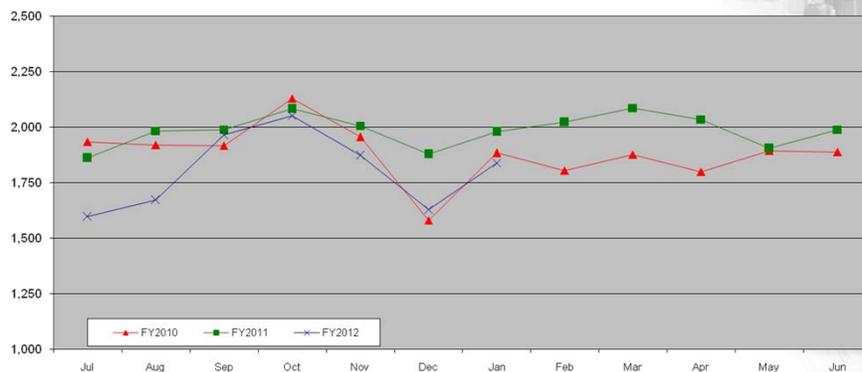


- BAAQMD (TFCA funding)
- C/CAG (Grant Program and TFCA funding)
- Peninsula Traffic Congestion Relief Alliance
- Several cities through the Alliance
- San Mateo County Transportation Authority

SamTrans Shuttle Ridership



Average Weekday Ridership



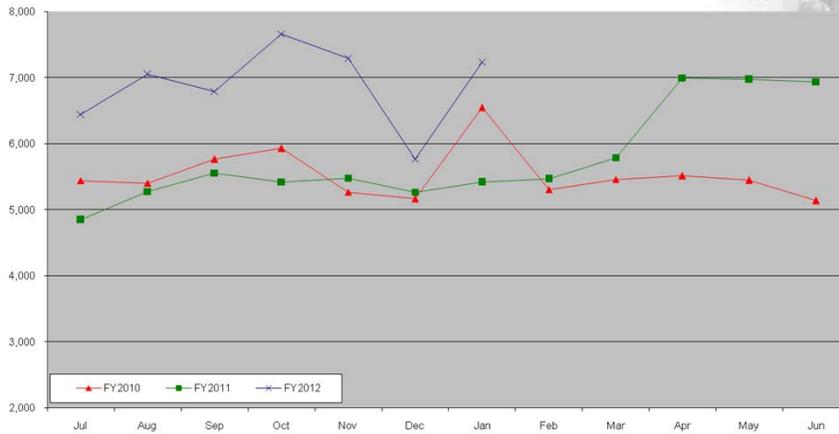
BART Stations Served:

Glen Park, Balboa Park, Daly City, So. San Francisco, San Bruno and Millbrae

Caltrain Shuttle Ridership



Average Weekday Ridership



FY2012 Budget

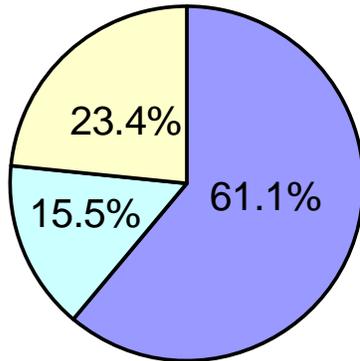


SamTrans Shuttles	\$2,256,390
Caltrain Shuttles	\$2,984,550
Caltrain (SM Co.) & Community Shuttles	<u>\$1,392,606</u>
	\$6,633,546



SamTrans Funding

samTrans



\$1,379,400 Employer

\$ 348,990 SamTrans

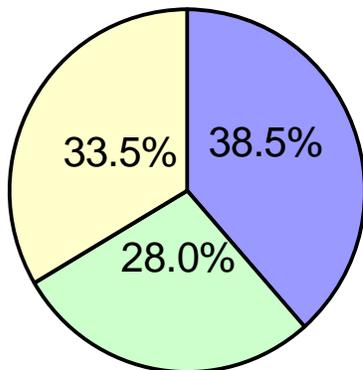
\$ 528,000 AB 434

\$2,256,390 Total

- Employer
- SamTrans
- AB 434

JPB Funding

samTrans



\$1,148,579 Employer

\$ 835,971 JPB

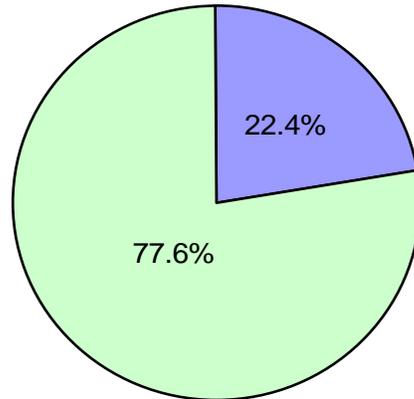
\$1,000,000 AB 434

\$2,984,550 Total

- Employer
- JPB
- AB 434

Caltrain/SMC & Community Funding

samTrans



\$ 311,271 Employer

\$1,081,335 TA

\$1,392,606 Total

■ Employer
■ TA

Shuttle Business Practices

samTrans

- Task force
 - City/County Association of Governments
 - Peninsula Traffic Congestion Relief Alliance
 - SamTrans
 - San Mateo County Transportation Authority
- Identify areas of possible shuttle opportunity
 - Planning, Funding, Operations & Administration and Marketing & Public Information
- Next steps

Shuttle Call for Projects

samTrans

- Joint Two-year Shuttle Call
 - City/County Association of Governments
 - San Mateo County Transportation Authority
 - \$7M over 2 years available (FY2013 & FY2014)
 - On street: March 9, 2012
 - Applications due: April 16, 2012
 - To be awarded: Projected June 2012

Shuttle Call for Projects

samTrans

- General Requirements
 - Located in San Mateo County
 - Improve local mobility and/or access to regional transit
 - Meet operating benchmarks
 - Americans with Disabilities compliant
 - Must be a public agency or jurisdiction
 - Minimum funding match: 25%

Current Highlights

samTrans

- Shuttle Contract
 - Option year expires Sept. 30, 2012
- Exploring shuttle contract extension & coordination with Alliance for contract alignment
- Exploring Lifeline Transportation Program supported shuttle partnership with City of Daly City.

Summary

samTrans

- Shuttle program leverages significant external funds.
- Overall ridership trends are up.
- SamTrans, Caltrain & TA are working with C/CAG & Alliance to improve shuttle program coordination.
- Upcoming Shuttle Call for Projects will provide competitive opportunity for funding.

**AGENDA ITEM # 10
APRIL 5, 2012**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Aidan Hughes
Interim Executive Officer, Planning & Development

SUBJECT: MEASURE A PROGRAM UPDATE

ACTION

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

SIGNIFICANCE

In response to a request from the Chair of the Board, staff will make a presentation on the Measure A Program.

Information included in the presentation will focus on an overview of the multiple transportation programs within the Measure A program and adopted board policies that have set a framework for advancing eligible transportation projects in San Mateo County. It will also include a review of the basic fiduciary duties of the Board and the staff with regard to administering the voter approved Transportation Expenditure Plan.

This information will be especially relevant as we prepare for the upcoming Highway Program and Shuttles Program call for projects. Project selection will require critical scrutiny by the board on how well the proposed projects meet the intent and goals of the Measure A program.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

Monthly, staff presents updates to the board on selected programs within the Measure A program. For this month, the topic is the total Measure A Program at the request of the Chair of the Board.

Prepared by: Aidan Hughes, Interim Executive Officer, Planning & Development 650-508-6249

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Aidan Hughes
Interim Executive Officer,
Planning & Development

Gigi Harrington
Deputy CEO

SUBJECT: **REPROGRAMMING OF FUNDS FROM INACTIVE PROJECTS UNDER
THE 1988 MEASURE A STREETS AND HIGHWAYS PROGRAM**

ACTION

Staff recommends that the Board:

1. Find and determine the following six 1988 Measure A (Original Measure A) Streets and Highways projects to be inactive and therefore no longer eligible for funding under the Original Measure A:
 - a. Highway 92 Improvements: Between State Route 35 and Interstate 280 (provide truck climbing lane)
 - b. Highway 92 Improvements: From Highway 280 to Highway 1 (Between Half Moon Bay and Pilarcitos Creek – curve correction)
 - c. Bayfront Expressway from Marsh Road to Woodside Road: construct 4-lane road
 - d. Improvements to the Approach of the Dumbarton Bridge: Woodside Road from 101 to El Camino Real (widen from 4 to 6 lanes)
 - e. Highway 280 Improvements: Improve southbound connection from Route 1 to Serramonte Boulevard
 - f. Highway 280 Improvements: Improve access and transitions at 280/380 Interchange.
2. Authorize the reprogramming of \$21,791,646 in unexpended Measure A funds from the six inactive projects to augment the unallocated fund balance of the Original Measure A Streets and Highways Program.

SIGNIFICANCE

The Board adopted the Short-Range Highway Plan in October 2011, which directed Staff to:

1. Initiate the Call for Projects process to allocate funds for the New Measure A Highways Program; and

2. Close out the Original Measure A Streets and Highways Program by reviewing the status of previously allocated funds and projects.

Through the review process, six projects were found to be inactive, based on two criteria:

- a. The last deliverable for the project is more than five years old; and
- b. There is no deliverable/phase of work currently being completed for the proposed project.

Although the balance of Original Measure A funds from the inactive projects will be reprogrammed as part of the upcoming Call for Projects, sponsors of the projects determined to be inactive at this time will be eligible to apply for New Measure A funds for the same projects in the future.

BUDGET IMPACT

The \$21,791,646 in unexpended funds will be returned to the Original Measure A Streets and Highways Program. These funds will help finance projects to be programmed in the upcoming Highways Program Call for Projects, scheduled to begin this spring, 2012. Budgeting of these funds will be included in the upcoming Fiscal Year 2013 Budget development cycle.

BACKGROUND

As one of the next steps after the adoption on the Short-Range Highway Plan, Staff reviewed all highway projects that had been allocated funding under the Original Measure A to assess which projects were inactive, based on the following criteria:

- a. The last deliverable for the project is more than five years old; and
- b. There is no deliverable/phase of work currently being completed for the proposed project.

Six projects were found to meet those criteria (as listed in Attachment A). These projects had stalled for various reasons including the need for a combination of significant environmental mitigations, right-of-way impacts and/or design considerations.

Staff reviewed the draft list of inactive projects with the TA Board Strategic Plan Subcommittee. The Subcommittee concurred with the draft list and sponsor notifications. Subsequently, on January 20, 2012, Staff advised the lead sponsor and stakeholders of each of the six projects that the projects met the stated criteria for being found inactive and sought their comment on such decision.

The TA received two written responses, both from the City of Half Moon Bay (as a stakeholder) regarding the two Highway 92 projects. The City expressed its support for both projects, and its wish to see the projects implemented. TA and City staffs have agreed to convene a stakeholders' meeting to determine how to move these two projects forward as part of the upcoming Highway Call for Projects under the New Measure A.

Staff recommends that the Board find the six projects listed above inactive; and authorize the reprogramming of \$21,791,646 in unexpended Original Measure A funds from the inactive

projects to augment the unallocated fund balance of the Original Measure A Streets and Highways Program. These unallocated Original Measure funds will be available for programming to active Original Measure A highway projects as part the upcoming Call for Projects.

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

ATTACHMENT A: Original Measure A Highway Program: List of Inactive Projects

TA Board: April 5, 2012

February 20, 2012

Project Title	Unspent Budgeted Measure A Funds	Lead Agency	Other Stakeholder Agencies	CPN#	1988 TEP#	Issue	Inactive Project Criteria*	
							Is previous phase/deliverable <5 years old?	Deliverable/ phase currently being completed?
SR 92 -- Route 35 to I-280 (Provide truck climbing lane)	\$ 8,881,015	Caltrans	Half Moon Bay, San Mateo Co	654	II.3.C	ROW, environmental mitigation, and lack of consensus on design	No	No
SR 92 - Half Moon Bay to Pilarcitos Creek (Curve correction, widen shoulders, provide turning lanes, and meet Caltrans standards for curve radii)	\$ 10,445,152	TA	Half Moon Bay, San Mateo Co, Caltrans	652	II.3.C	Environmental mitigation, bridge upgrade	No	No
Bayfront Expressway from Marsh Road to Woodside Road (widen to 4 lanes)	\$ 331,400	TA	Redwood City, Menlo Park, San Mateo Co, Caltrans	656	II.4.C	TA Board Resolution 2001-2 suspended project work.	No	No
SR 84 (Woodside Rd) -- Widen 101-El Camino (Widen from 4-6 lanes)	\$ 764,263	RWC	Caltrans	769	II.4.D	Design considerations (external impacts, lack of consensus)	No	No
I 280: Improve SB connection from Route 1 to Serramonte Blvd (Improve NB SR 1 to SB I-280)	\$ 344,045	TA	Daly City, Colma, So SF, Caltrans	754	II.5.B	ROW impacts	No	No
Improve Access and Transitions at 280/380 Interchange	\$ 1,025,771	TA	San Bruno, Caltrans	753	II.5.C	Scope change focused on local access rather than regional improvement	No	No

Total \$ 21,791,646

* Projects are defined as inactive if the following two criteria apply: (1) the last deliverable for the project is more than 5 years old, and (2) there is no deliverable/phase of work currently being completed for the proposed project.

RESOLUTION NO. 2012 –

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

* * *

**REPROGRAMMING OF FUNDS FROM INACTIVE PROJECTS UNDER ORIGINAL
MEASURE A STREETS AND HIGHWAYS PROGRAM**

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions and use tax in San Mateo County for 20 years, with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

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

WHEREAS, on October 6, 2011, the TA adopted a Short-Range Highway Plan directing Staff to review the status of unfinished projects in the Original Measure A Streets and Highways Program in order to close-out the Original Measure A Streets and Highways Program and initiate a Call for Projects to allocate funds under both the Original Measure A Streets and Highways Program and the New Measure A Highways Program; and

WHEREAS, Staff has reviewed the projects in the Original Measure A Streets and Highways Program that have not yet been completed, applying the following two criteria for the purpose of determining whether one or more projects should be deemed to be inactive:

- 1) The last deliverable for the project is more than five years old; and
- 2) There is no deliverable/phase of work currently being completed for the project; and

WHEREAS, Staff recommends that the Board of Directors find that the following six Original Measure A Streets and Highways projects are inactive:

- a. Highway 92 Improvements: Between State Route 35 and Interstate 280 (provide truck climbing lane)
- b. Highway 92 Improvements: From Highway 280 to Highway 1 (Between Half Moon Bay and Pilarcitos Creek – curve correction)
- c. Bayfront Expressway from Marsh Road to Woodside Road: construct 4-lane road

- d. Improvements to the Approach of the Dumbarton Bridge: Woodside Road from 101 to El Camino Real (widen from 4 to 6 lanes)
- e. Highway 280 Improvements: Improve southbound connection from Route 1 to Serramonte Boulevard
- f. Highway 280 Improvements: Improve access and transitions at 280/380 Interchange; and

WHEREAS, Staff recommends that \$21,791,646 in unexpended Original Measure A funds previously programmed for the above six projects be made available for reprogramming to active projects in the Original Measure A Streets and Highways Program through a Call for Projects.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby finds the six Original Measure A Streets and Highway projects listed above to be inactive; and

BE IT FURTHER RESOLVED that the Board authorizes \$21,791,646 in unexpended Original Measure A funds from the six inactive projects enumerated above be made available to augment the unallocated fund balance of the Original Measure A Streets and Highways Program with the understanding that, following a Call for Projects, these funds will be reprogrammed to other Original Measure A Streets and Highways Program projects that remain in an active status.

Regularly passed and adopted this 5th day of April 2012, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Director, Caltrain Modernization Program

**SUBJECT: EARLY INVESTMENT MEMORANDUM OF UNDERSTANDING
UPDATE**

ACTION

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

SIGNIFICANCE

Staff is continuing to reach out to local partners to collect input regarding the early investment proposal, which was presented at the last board meeting.

Staff will provide an update on initial outreach and recommendations for addressing stakeholder concerns. Staff will also present an update on the MOU related to the early investment proposal prepared by the Metropolitan Transportation Commissions (MTC), the regional transportation agency responsible for making critical investment decisions on priority regional projects.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

The early investment proposal is an opportunity to leverage funding from the California High Speed Rail Authority (CHSRA) with locally secured funding in a near-term timeframe to modernize the Caltrain corridor. This strategy provides Caltrain with funds to implement the advanced signal system (CBOSS PTC) project and operate electrified Caltrain service. These projects would prepare the corridor for a future blended system that supports Caltrain and high-speed rail service

Prepared By: Marian Lee, Director, Caltrain Modernization Program 650-622-7843

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

Cap-and-Trade Revenues

Staff is participating in the California Transit Association effort to propose recommendations for the allocation of revenue collected through implementation of the Global Warming Solutions Act of 2006 (AB 32).

Revenue estimates for the program range between \$650 million and \$3 billion for 2012-13, and the Governor's Budget requests a \$1 billion appropriation that would include funding for public transportation.

Recommendations will be delivered to legislative leadership and the Department of Finance to help inform the 2012-13 budget process.

FEDERAL

Reauthorization

The most recent extension of the existing Federal surface transportation funding authorization expires at the end of March and on March 14, the Senate passed a bipartisan, two-year surface transportation reauthorization bill that would preserve funding for transit and transportation programs through 2013.

House Republicans want time to craft a bill that includes expanded offshore oil drilling and are pushing for a three-month extension of the current authorization. Senate leadership and House Democrats plan to negotiate a shorter-term extension and have called on the House to pass the Senate version instead of proposing a new bill. A House bill (H.R. 14) that is identical to the Senate version has been introduced and has over 100 coauthors.

If the two chambers cannot agree on either a reauthorization or an extension by the end of March, collection of the Federal gas tax would be suspended, delaying critically-needed transit and transportation infrastructure improvements right at the start of construction season.

Appropriations

The House is considering a Budget resolution that would guide the Fiscal Year (FY) 2013 Appropriations. The resolution calls for cuts to Federal discretionary programs, including transportation programs, that go deeper than the agreed upon funding levels in the bipartisan Budget Control Act of 2011. Meanwhile, Senate Budget Committee leadership is proposing a resolution that maintains funding levels specified in last year's agreement.

NEPA Reform

The U.S. Department of Transportation and the Federal Transit Administration are proposing changes to National Environmental Policy Act (NEPA) regulations that would streamline project delivery and shorten the Federal environmental review and approval process.

Specifically, the changes would allow certain types of transit projects that clearly do not have a significant impact on the local environment to potentially undergo a less intensive NEPA evaluation.

Staff is reviewing the proposal to determine whether to comment on the changes.

Prepared By: Seamus Murphy, Government and Community Affairs Manager 650-508-6388

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 41 Hill D</p> <p>High-Speed Rail Authority: conflicts of interest: disqualification: ex parte communications.</p>	<p>SENATE THIRD READING 2/16/2012 - Read second time. Ordered to third reading.</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 officers who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. Last Amended on 2/15/2012</p>	
<p>AB 57 Beall D</p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE T. & H. 3/5/2012 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</p>	<p>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 one member appointed by the San Francisco Bay Conservation and Development Commission, 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 prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. Last Amended on 3/5/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 286 Berryhill, Bill R</p> <p>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>	
<p>AB 294 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>AB 441 Monning D</p> <p>State planning.</p>	<p>SENATE T. & H. 2/16/2012 - Referred to Com. on T. & H.</p>	<p>Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan.</p> <p>This bill would require that the commission by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans. Last Amended on 1/23/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 492 Galgiani D</p> <p>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.</p> <p>Last Amended on 6/27/2011</p>	
<p>AB 819 Wieckowski D</p> <p>Bikeways.</p>	<p>SENATE T. & H. 2/16/2012- Referred to Com. on T. & H.</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 .</p> <p>Last Amended on 1/11/2012</p>	
<p>AB 890 Olsen R</p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>SENATE E.Q. 2/16/2012 - Referred to Com. on E.Q.</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 . This bill contains other existing laws.</p> <p>Last Amended on 1/13/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 1126 Calderon, Charles D</p> <p>Transaction and use tax: rate.</p>	<p>SENATE G. & F. 2/2/2012 - Referred to Com. on GOV. & F.</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%.</p> <p>Last Amended on 1/4/2012</p>	
<p>AB 1191 Huber D</p> <p>Local government finance.</p>	<p>SENATE G. & F. 2/16/2012 - Referred to Com. on GOV. & F.</p>	<p>Existing law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also reduces the amounts of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education.</p> <p>This bill would, for the 2012-13 fiscal year and for each fiscal year thereafter, if there is not enough ad valorem property tax revenue that is otherwise required to be allocated to a county Educational Revenue Augmentation Fund for the county auditor to complete the decreases required during the fiscal adjustment period, require the county auditor to calculate an amount, as specified, and to submit a claim to the Controller for that amount. This bill would require the Controller, upon appropriation by the Legislature, to deposit the amount of the claim into the Sales and Use Tax Compensation Fund, and would require the county auditor to allocate that amount among the county and to each city in the county. Last Amended on 1/23/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 1444 Feuer 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>AB 1448 Furutani D</p> <p>Home-to-school transportation: funding.</p>	<p>ASSEMBLY ED. 3/20/2012 - Re-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, commencing with the 2012-13 fiscal year and each fiscal year thereafter, prohibit the Legislature from reducing funding for home-to-school transportation below the amount established in the Budget Act of 2011. The bill would also express legislative findings and declarations relating to the provision of home-to-school transportation by school districts, and would express legislative intent to fund home-to-school transportation at the level approved in the Budget Act of 2011.</p> <p>Last Amended on 3/19/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 1455 Harkey R</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/13/2012 - Re-referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail 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 for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2013. Last Amended on 2/9/2012</p>	
<p>AB 1535 Halderman R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY APPR. 3/20/2012 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar.</p>	<p>Existing law directs the Department of Transportation and certain local authorities to erect and maintain signage along state and county highways that designate certain traffic lanes as high-occupancy vehicle (HOV) lanes and specify conditions for their use.</p> <p>This bill would require the department or a local authority, when replacing signs designating HOV lane use in an area that permits motorcycles to use those lanes, to include language on the new sign stating that motorcycles are permitted in the HOV lanes. Last Amended on 3/14/2012</p>	
<p>AB 1570 Perea D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY NAT. RES. 2/9/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation and certification of an EIR. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 1574 Galgiani D</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/9/2012 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority with 9 members to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to that act, specifies the powers and duties of the authority, which include entering into contracts with private and public entities for the design, construction, and operation of high-speed trains, the acquisition of rights-of-way through purchase or eminent domain, and the relocation of highways and utilities, among other things. Existing law requires the authority to adopt and submit to the Legislature, every 2 years, a business plan. Existing law authorizes the authority to appoint an executive director, and authorizes the Governor to appoint up to 6 additional persons exempt from civil service. Existing law provides for the authority to establish an independent peer review group. 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 repeal all of the provisions of the California High-Speed Rail Act. The bill would enact a new California High-Speed Rail Act. The bill would continue the High-Speed Rail Authority in existence with limited responsibilities and would place the authority within the Business, Transportation and Housing Agency. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but existing members could continue to serve the remainder of their terms. The bill would authorize the authority to appoint an executive director, and would provide for the Governor to appoint up to 6 additional individuals exempt from civil service as authority staff. The bill would require the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, establish a peer review group, select alignments for the routes of the high-speed train system established by law, adopt criteria for the award of franchises, and set fares or establish guidelines for the setting of fares.</p>	
<p>AB 1606 Perea D</p> <p>Local public employee organizations: impasse procedures.</p>	<p>ASSEMBLY P.E.,R. & S.S. 2/17/2012 - Referred to Com. on P.E., R. & S.S.</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations.</p> <p>This bill would instead authorize the employee organization, if the parties are unable to effect settlement of the controversy within 30 days after the appointment of a mediator, or if the dispute was not submitted to mediation within 30 days after the date that either party provided the other with written notice of a declaration of impasse, to request that the parties' differences be submitted to a fact-finding panel. The bill would also specify that its provisions are intended to be technical and clarifying of existing law.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1627</u> <u>Dickinson D</u></p> <p>Environmental quality: building standards: vehicle miles traveled.</p>	<p>ASSEMBLY B.,P. & C.P. 2/23/2012 - Referred to Coms. on B., P. & C.P. and NAT. RES.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to prescribe, by regulation, building design and construction standards and energy and water conservation design standards for new residential and nonresidential buildings. Existing law requires the Energy Commission to certify, within 180 days of the approval of the standards by the State Building Standards Commission, an energy conservation manual for use by designers, builders, and contractors of residential and nonresidential buildings.</p> <p>The bill would prohibit a local building department from issuing a building permit for a residential or nonresidential building unless the department confirms that the building plan complies with those standards.</p>	
<p><u>AB 1645</u> <u>Norby R</u></p> <p>State highways: naming and designation by the Legislature.</p>	<p>ASSEMBLY TRANS. 2/23/2012 - Referred to Com. on TRANS.</p>	<p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law, when the Legislature, by concurrent resolution, has designated names for certain districts and state highway bridges and requested the placement of name plaques, authorizes the department to expend reasonable sums on those plaques.</p> <p>This bill would transfer the authority for naming highways, bridges, pathways, and other transportation infrastructure from the Legislature to the California Transportation Commission.</p>	
<p><u>AB 1665</u> <u>Galgiani D</u></p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>ASSEMBLY NAT. RES. 2/23/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would specify instead that the exemption for a railroad grade separation project is for the elimination of an existing at-grade crossing. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 1671</u> <u>Huffman D</u></p> <p>Department of Transportation: retention proceeds.</p>	<p>ASSEMBLY B.,P. & C.P. 2/23/2012 - Referred to Com. on B., P. & C.P.</p>	<p>Existing law prohibits the Department of Transportation, until January 1, 2014, from withholding retention proceeds when making progress payments for work performed by a contractor.</p> <p>This bill would make these provisions operative until January 1, 2020. The bill would also make a statement of legislative findings.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1706</u> <u>Eng D</u></p> <p>Vehicles: unladen weight.</p>	<p>ASSEMBLY TRANS. 2/23/2012 - Referred to Com. on TRANS.</p>	<p>Existing law, for purposes of the Vehicle Code, specifies that the "unladen weight" of a vehicle is the weight equipped and ready for operation on the road including the body, fenders, oil in motor, radiator full of water, with 5 gallons of gasoline or equivalent weight of other motor fuel, equipment required by law, except as provided, and any special cabinets, boxes, or body parts permanently attached to the vehicle, and any machinery, equipment, or attachment that is attendant to the efficient operation of the body or vehicle.</p> <p>This bill would additionally include batteries among those items included as the basis for determining the unladen weight of a vehicle.</p>	
<p><u>AB 1722</u> <u>Alejo D</u></p> <p>Department of Transportation: changeable message signs.</p>	<p>ASSEMBLY TRANS. 3/1/2012 - Referred to Com. on TRANS.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law, the Outdoor Advertising Act, provides for the regulation by the department of advertising displays, as defined, within view of public highways. Existing law also authorizes the department to install and maintain information signs along state highways.</p> <p>This bill would require the department to, by June 30, 2013, update its policies to permit local transportation agencies to display specified messages on changeable roadside message signs.</p>	
<p><u>AB 1770</u> <u>Lowenthal,</u> <u>Bonnie D</u></p> <p>California Transportation Financing Authority.</p>	<p>ASSEMBLY TRANS Set for hearing on 4/9/2012</p>	<p>Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project.</p> <p>This bill would provide that a rail project may consist of, or include, rolling stock. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 1778 Williams D</p> <p>Local transportation funds.</p>	<p>ASSEMBLY TRANS Set for hearing on 4/9/2012</p>	<p>Existing law requires that revenues from 1/4% of the local sales and use tax rate be transferred to the local transportation fund of each county for allocation, as directed by the transportation planning agency, to various transportation purposes, under what is commonly known as the Transportation Development Act. Existing law specifies the allowable uses for local transportation funds, and generally requires, after certain deductions, that the funds attributed to the area of apportionment of each transit operator be used solely for transit purposes in counties with a population of 500,000 or more as of the 1970 census. However, in counties with a population under 500,000 as of the 1970 census and in certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes. Existing law, effective July 1, 2014, generally requires a county with a population under 500,000 as of the 1970 census that has a population of 500,000 or more as of the 2000 census or a future census to use funds attributable to the urbanized area of the county solely for transit purposes, except that a city with a population of 100,000 or fewer in an urbanized area in that county would not be so restricted. Existing law provides that the July 1, 2014, requirements and exemptions do not apply to Ventura County, and instead generally requires all local transportation funds in that county to be used for transit purposes as of that date unless a specified report is submitted by the Ventura County Transportation Commission to the transportation committees of the Legislature by December 31, 2011, and a recommended legislative proposal in that report relative to reorganization of transit services and expenditure of these funds is enacted by the end of the 2011-12 legislative session.</p> <p>This bill, with respect to Ventura County, would instead require the Ventura County Transportation Commission to submit the above-referenced report by January 31, 2013, thereby imposing a state-mandated local program. The bill would provide that local transportation funds in Ventura County would be available solely for transit purposes beginning July 1, 2013, rather than July 1, 2014, unless a legislative proposal in the report is enacted and implemented by June 30, 2013, with respect to a different allocation of revenues.</p>	
<p>AB 1780 Bonilla D</p> <p>Department of Transportation: project studies reports.</p>	<p>ASSEMBLY PRINT 2/22/2012 - From printer. May be heard in committee March 23.</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 make a technical, non-substantive change to these provisions.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1804</u> <u>Valadao</u> R</p> <p>Public contracts: public entities: project labor agreements.</p>	<p>ASSEMBLY LOCAL GOVERNMENT</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project, if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, then state funding or financial assistance may not be used to support that project, as specified.</p> <p>This bill would repeal the above-described provisions relating to charter cities and the use of project labor agreements. This bill contains other related provisions.</p>	
<p><u>AB 1890</u> <u>Solorio</u> D</p> <p>Vehicles: toll highways: motorcycles.</p>	<p>ASSEMBLY TRANS Set for hearing on 4/9/2012</p>	<p>Existing law prohibits any person, except as specified, from driving any motor vehicle with any object or material placed, displayed, installed, affixed, or applied in or upon the vehicle that obstructs or reduces the driver's clear view through the windshield or side windows. Existing law makes it unlawful for any person to refuse to pay tolls or other charges on any vehicular crossing or toll highway and requires, among other things, that if a transponder or other electronic toll payment device is used to pay tolls or other charges due, the device be located in or on the vehicle in a location so as to be visible for the purpose of enforcement at all times when the vehicle is located on the vehicular crossing or toll highway. A violation of these provisions is an infraction.</p> <p>This bill would require a motorcyclist to instead use any one of 4 specified methods when using a transponder or other electronic toll payment device to pay tolls or other charges when entering a vehicle crossing or toll highway.</p>	
<p><u>AB 1960</u> <u>Dickinson</u> D</p> <p>State contracts: reports: lesbian, gay, bisexual, and transgender businesses.</p>	<p>ASSEMBLY BUSINESS, PROFESSIONS AND CONSUMER PROTECTION</p>	<p>Existing law governing public contracts requires the Department of Transportation to establish and administer a computerized databank containing a list of certified minority, women, and disadvantaged business enterprises.</p> <p>This bill would require the Department of Transportation to include, in that databank, lesbian, gay, bisexual, and transgender businesses. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 2052 Buchanan D</p> <p>Environmental quality: CEQA.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</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 impact on the environment or to adopt a negative declaration if it finds that the project will not have that impact. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR.</p> <p>This bill would make a technical, non-substantive change to these provisions.</p>	
<p>AB 2173 Skinner D</p> <p>Metropolitan Transportation Commission: regional gasoline tax.</p>	<p>ASSEMBLY TRANS Set for hearing on 4/16/2012</p>	<p>Existing law creates the Metropolitan Transportation Commission with specified powers and duties relative to transportation planning and programming for the 9-county Bay Area region comprising the commission's jurisdiction. Existing law authorizes the commission to impose a regional tax on gasoline used by motor vehicles not to exceed \$0.10 per gallon for up to 20 years within the region, subject to 2/3 voter approval.</p> <p>This bill would modify these provisions by providing for the commission to submit the proposed ballot measure to voters of one or more counties within the 9-county region rather than to all counties. The bill would delete the requirement for an independent audit of the State Board of Equalization relative to reimbursement of the board for its actual administrative costs associated with the regional gasoline tax, and would make various other changes. This bill contains other related provisions and other existing laws.</p>	
<p>AB 2200 Ma D</p> <p>High-occupancy vehicle lanes.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>Existing law authorizes the Department of Transportation and local agencies, with respect to highways under their respective jurisdictions, to designate certain lanes for preferential or exclusive use by high-occupancy vehicles.</p> <p>This bill would state the intent of the Legislature to enact legislation relating to high-occupancy vehicle lanes.</p>	
<p>AB 2245 Smyth R</p> <p>Environmental quality: California Environmental Quality Act: exemption: bikeways.</p>	<p>ASSEMBLY NAT. RES. 3/19/2012 - Re-referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally exempt a Class II bikeway project, as defined for purposes of the Streets and Highways Code, undertaken by a city, county, or a city and county within an existing road right-of-way. Last Amended on 3/15/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 2277 Hueso D</p> <p>Adopt a Highway Program: courtesy signs.</p>	<p>ASSEMBLY TRANS</p>	<p>Existing law provides that the Department of Transportation may enter into an agreement with a person or group to clean up litter alongside a section of state highway and to post a courtesy sign identifying the group who is providing the litter abatement services.</p> <p>This bill would require the department to notify and obtain the approval, as specified, of the local governing body which has jurisdiction over the area where a sign would be placed in order to post a courtesy sign identifying a group that is providing the litter abatement. The department would also be required to post the notice of the application on its Internet Web site for access by the public. The local governing body would have a specified time limit to act on the application request and the approval could not be unreasonably withheld. This bill contains other related provisions and other existing laws.</p>	
<p>AB 2298 Achadjian R</p> <p>Theft: scrap metal and alloys.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law defines and proscribes various forms of theft, including grand theft.</p> <p>This bill would express the intent of the Legislature to enact legislation to specifically proscribe the theft of ferrous and nonferrous scrap metals and metal alloys.</p>	
<p>AB 2375 Knight R</p> <p>Vehicles: public transit buses: illuminated signs.</p>	<p>ASSEMBLY TRANS</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2018, a pilot program that would allow up to 25 buses operated by the Antelope Valley Transit Authority's publicly owned transit system for the first 2 years of the pilot program, and up to 30 buses thereafter, to be equipped with illuminated signs that display advertising subject to certain conditions, including a display area of not greater than 4,464 square inches. The bill would require the authority to submit a specified report to the Legislature and the Department of the California Highway Patrol by July 1, 2017, on the incidence of adverse impacts, if any.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 2382 Gordon D</p> <p>Department of Transportation: Innovation District Demonstration Project.</p>	<p>ASSEMBLY TRANS. 3/15/2012 - Referred to Com. on TRANS.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara. This bill would, by July 1, 2014, require the department, working in partnership with the Santa Clara Valley Transportation Authority, to establish the Innovation District Demonstration Project, designed to provide a new and innovative business model delivering transportation projects and services in the County of Santa Clara in a more responsive, cost-effective, and efficient manner and to serve as a mechanism for trying out new approaches for project delivery, local assistance, and transportation operations through streamlined processes, improved management techniques, and advanced technologies, with the goal of expediting project delivery and increasing the efficiency of the department.</p> <p>The bill would require the department and the authority to evaluate the effectiveness of the demonstration project and to report to the Legislature by January 1, 2018, on specified matters. By requiring the authority to participate in this demonstration project, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>AB 2405 Blumenfield D</p> <p>Vehicles: high-occupancy toll lanes.</p>	<p>ASSEMBLY TRANS Set for hearing on 4/16/2012</p>	<p>Existing law provides that a vehicle that meets California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard is not exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls, as specified.</p> <p>This bill would instead exempt a vehicle that meets California's enhanced AT PZEV standard from toll charges imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law, and would make non-substantive changes to the provisions.</p>	
<p>AB 2489 Hall D</p> <p>Vehicles: license plates: alteration.</p>	<p>ASSEMBLY TRANS Set for hearing on 4/16/2012</p>	<p>Existing law prohibits a person from displaying upon a vehicle a license plate altered from its original markings. A violation of this provision is an infraction.</p> <p>This bill would define "altered" to mean defacing the license plate in any manner designed to avoid visual or electronic capture of the license plate or its characters and would provide that "defacing" includes painting over or erasing the reflective coating of a license plate. By expanding the definition of an existing crime, the bill would impose a state-mandated local program. The bill would also increase the penalty to a misdemeanor punishable by a fine of not less than \$500. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 2498 Gordon D</p> <p>Department of Transportation: Construction Manager/General Contractor project method.</p>	<p>ASSEMBLY TRANS. 3/15/2012 - Referred to Com. on TRANS.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement.</p> <p>This bill would authorize the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel. This bill contains other related provisions and other existing laws.</p>	
<p>AB 2581 Conway R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane. The Department of Motor Vehicles is required to make available for issuance distinctive decals, labels, and other identifiers that clearly distinguish those vehicles.</p> <p>This bill would make technical non-substantive changes to those provisions.</p>	
<p>AB 2679 Committee on Transportation</p> <p>Transportation: omnibus bill.</p>	<p>ASSEMBLY TRANS Set for hearing on 4/16/2012</p>	<p>Existing law authorizes the Department of Transportation to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board.</p> <p>This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. This bill contains other related provisions and other existing laws.</p>	
<p>ACA 23 Perea D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	

San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012

Bill ID/Topic	Location	Summary	Position
<p>SB 46 Correa D</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>SB 50 Correa D</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>SB 95 Committee on Budget and Fiscal Review</p> <p>State cash resources.</p>	<p>SENATE CHAPTERED 2/3/2012 - Chaptered by the Secretary of State, Chapter Number 1, Statutes of 2012</p>	<p>Existing law establishes the Condemnation Deposits Fund in the State Treasury, consisting of all money deposited in the State Treasury pursuant to the Eminent Domain Law, including interest derived from its investment. Existing law requires the Treasurer to receive all money intended for the fund and to duly receipt for, and safe keep all money in the fund.</p> <p>This bill would instead require the Treasurer to receive and duly account for all money in the fund, and would authorize the Controller to use any money in the fund for cash flow loans to the General Fund, as specified. Last Amended on 1/30/2012</p>	

San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012

Bill ID/Topic	Location	Summary	Position
<p>SB 749 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY DESK 1/23/2012 - In Assembly. Read first time. Held at Desk.</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>SB 783 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.</p> <p>Last Amended on 6/6/2011</p>	
<p>SB 829 Rubio D</p> <p>Public contracts: public entities: project labor agreements.</p>	<p>ASSEMBLY APPROPS</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project, if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, then state funding or financial assistance may not be used to support that project, as specified.</p> <p>This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support any construction projects awarded by the city, as specified. Last Amended on 3/14/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 878</u> <u>DeSaulnier D</u></p> <p>Regional planning: Bay Area.</p>	<p>ASSEMBLY DESK 1/26/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county Bay Area with comprehensive regional transportation planning and other related responsibilities, including development of a regional transportation plan with a sustainable communities strategy. Existing law requires a joint policy committee of the commission, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission to coordinate the development and drafting of major planning documents prepared by the 4 agencies.</p> <p>This bill would require the joint policy committee to submit a report to the Legislature by January 31, 2013, on, among other things, methods and strategies for developing and implementing a multiagency set of policies and guidelines relative to the Bay Area region's sustainable communities strategy, including recommendations on organizational reforms for the regional agencies. The bill would require preparation of a work plan for a regional economic development strategy to be submitted to the Legislature on that date. The bill would also require the member agencies to report on public outreach efforts that they individually or jointly perform. The bill would require public meetings in each of the region's 9 counties and creation of advisory committees, as specified. By imposing new duties on local agencies, the bill would impose a state-mandated local program. Last Amended on 6/9/2011</p>	
<p><u>SB 972</u> <u>Simitian D</u></p> <p>Environmental quality: California Environmental Quality Act: scoping meeting and notice of completion.</p>	<p>SENATE APPR. 3/20/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 0. Page 2968.) (March 19). Re- referred to Com. on APPR.</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.</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. Last Amended on 3/8/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 985</u> <u>La Malfa</u> R</p> <p>Transportation bonds.</p>	<p>SENATE TRANS AND HOUSING Set for 4/10/2012</p>	<p>Article XVI of the California Constitution requires a general obligation bond act to specify the single object or work to be funded by the bonds, and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and by a majority of the voters. Article XVI authorizes the Legislature, at any time after the approval of a general obligation bond act by the voters, 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. 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, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail and related rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. The bill would amend the bond act to authorize redirection of the net proceeds received from outstanding bonds issued and sold prior to the effective date of this act, upon appropriation by the Legislature, from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds. This bill contains other related provisions.</p>	
<p><u>SB 997</u> <u>Strickland</u> R</p> <p>Environmental quality: environmental leadership development project.</p>	<p>SENATE RLS. 2/16/2012 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make technical, non-substantive changes to that provision.</p>	
<p><u>SB 1102</u> <u>DeSaulnier</u> D</p> <p>State transportation improvement program.</p>	<p>SENATE TRANS AND HOUSING Set for 3/27/2012</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work.</p> <p>This bill would require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 1117 DeSaulnier D</p> <p>California Transportation Commission: passenger rail planning.</p>	<p>SENATE T. & H. 3/1/2012 - Referred to Com. on T. & H.</p>	<p>Existing law requires the California Transportation Commission to submit an annual report to the Legislature summarizing the prior year's transportation capital outlay appropriations and transportation issues facing the state.</p> <p>This bill would require the commission to also prepare a statewide passenger rail transportation plan.</p>	
<p>SB 1189 Hancock D</p> <p>The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.</p>	<p>SENATE RLS. 3/1/2012 - Referred to Com. on RLS.</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 that \$950 million of net proceeds of bonds issued pursuant to the bond act shall be allocated to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to high-speed rail, as specified.</p> <p>This bill would state the intent of the Legislature to enact legislation that would appropriate funding from the \$950 million net proceeds of bonds described above to projects that eligible operators have requested and that have been approved by the California Transportation Commission.</p>	
<p>SB 1214 Cannella R</p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>SENATE E.Q. 3/1/2012 - Referred to Coms. on E.Q. and JUD.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require a judicial proceeding challenging a project, except for a high-speed rail project, located in a distressed county, as defined, to be filed with the Court of Appeal with geographic jurisdiction over the project. This bill contains other existing laws.</p>	
<p>SB 1221 Lieu D</p> <p>Air quality.</p>	<p>SENATE RLS. 3/8/2012 - Referred to Com. on RLS.</p>	<p>Under existing law, the State Air Resources Board coordinates efforts to attain and maintain ambient air quality standards, and conducts research into the causes of and solution to air pollution.</p> <p>This bill would state that it is the intent of the Legislature to enact legislation to ensure that adverse effects to public health from air pollution are minimized at regional sources, such as airports, ports, and highways.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 1225 Padilla D</p> <p>Intercity rail agreements.</p>	<p>SENATE TRANS AND HOUSING Set for 4/17/2012</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.</p> <p>This bill, until December 31, 2013, would authorize the department and a joint powers board established for the purpose of assuming responsibility for the Pacific Surfliner intercity rail corridor to enter into an agreement under similar terms and conditions.</p>	
<p>SB 1257 Hernandez D</p> <p>Taxation: utility user tax: public transit vehicles.</p>	<p>SENATE GOVERNANCE AND FINANCE Set for 4/25/2012</p>	<p>Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, electricity, in the unincorporated area of the county.</p> <p>This bill would provide that no utility user tax shall be imposed under these provisions upon electricity consumed from an in-route fast charger, within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus.</p>	
<p>SB 1269 Fuller R</p> <p>Income taxes: credit: highway maintenance and enhancement.</p>	<p>SENATE GOVERNANCE AND FINANCE Set for 4/25/2012</p>	<p>Existing law authorizes the Department of Transportation to enter into an agreement to accept funds, materials, equipment, or services from any person for maintenance or roadside enhancement of a section of a state highway.</p> <p>This bill would authorize a credit against those taxes for each taxable year beginning on or after January 1, 2013, and before January 1, 2017, in an amount equal to 50% of the value of materials, equipment, or, in the case of individuals, services donated, as defined, by the taxpayer during the taxable year for maintenance or roadside enhancement of a section of a state highway pursuant to existing provisions of the Streets and Highways Code. This bill contains other related provisions and other existing laws.</p>	
<p>SB 1339 Yee D</p> <p>Commute benefit policies.</p>	<p>SENATE TRANS AND HOUSING Set for hearing on 4/10/2012</p>	<p>Existing law creates the Metropolitan Transportation Commission, with various transportation planning and programming responsibilities in the 9-county San Francisco Bay Area. Existing law creates the Bay Area Air Quality Management District, with various responsibilities relative to the reduction of air pollution in the area of its jurisdiction, which incorporates a specified portion of the jurisdiction of the Metropolitan Transportation Commission.</p> <p>This bill would authorize the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 1417 Hancock D</p> <p>Local government.</p>	<p>SENATE RLS. 3/22/2012 - Referred to Com. on RLS.</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district.</p> <p>This bill would make technical, nonsubstantive changes to these provisions.</p>	
<p>SB 1499 Anderson R</p> <p>California Transportation Commission: review of expenditures.</p>	<p>SENATE T. & H. 3/22/2012 - Referred to Com. on T. & H.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work.</p> <p>This bill would require the commission to allocate funds for construction support costs for a project in the state transportation improvement program at the time of allocation of funds for construction capital costs. The bill would require a supplemental project allocation request to be made for all state transportation improvement program projects that experience construction support costs equal to or more than 120% of the amount originally allocated. The bill would also require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction support costs at project close for each state transportation improvement program project completed during the previous fiscal year.</p>	
<p>SB 1533 Padilla D</p> <p>Transportation.</p>	<p>SENATE RLS. 3/22/2012 - Referred to Com. on RLS.</p>	<p>Existing law provides various funding sources for transportation purposes.</p> <p>This bill would state the intent of the Legislature to enact legislation that would assist local governments with transportation needs, congestion relief, and improving the movement of goods and persons throughout the state.</p>	
<p>SB 1545 DeSaulnier D</p> <p>Bay Area toll bridges.</p>	<p>SENATE TRANS AND HOUSING Set for 3/27/2012</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the 9-county San Francisco Bay Area. Existing law creates the Bay Area Toll Authority with specified powers and duties relative to administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the Metropolitan Transportation Commission.</p> <p>This bill would prohibit public money from being used on the development or improvement of an office building at 390 Main Street, San Francisco, until after the State Auditor has completed a specified audit relating to the move of the headquarters of the Metropolitan Transportation Commission. Upon completion of the audit, the bill would require the issues raised in the audit to be addressed and a report in that regard to be submitted to the Legislature prior to future expenditure of public money on the headquarters project. These provisions would apply to the Bay Area Toll Authority, the Metropolitan Transportation Commission, and the Bay Area Headquarters Authority. The bill would thereby impose a state-mandated local program.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 3/26/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 1549 Vargas D</p> <p>Transportation projects: construction Manager/General Contractor project method.</p>	<p>SENATE T. & H. 3/22/2012 - Referred to Com. on T. & H.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for projects, as specified, and for local agencies for public works contracts, as specified.</p> <p>This bill would, upon authorization by the California Transportation Commission, allow a consolidated San Diego regional transportation entity, as specified, or the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for up to 20 total projects for either local street or road, bridge, tunnel, or public transit projects within the jurisdiction of the local transportation entity or state highway, bridge, or tunnel projects by the Department of Transportation. The bill would require a transportation entity, as defined, to pay fees related to prevailing wage monitoring and enforcement into the State Public Works Enforcement Fund, a continuously appropriated fund, except as specified, and, thus, would make an appropriation. The bill would also require a progress report to be submitted by the transportation agency to the commission every year following the award of a contract under these provisions, and would require the commission to submit an annual report to the Legislature that includes the information in the report submitted by the transportation agency, as specified. This bill would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable.</p>	
<p>SB 1566 Negrete McLeod D</p> <p>Vehicle license fees: allocation.</p>	<p>SENATE G. & F. 3/22/2012 - Referred to Coms. on GOV. & F. and T. & H.</p>	<p>Existing law requires that a specified amount of motor vehicle license fees deposited to the credit of the Motor Vehicle License Fee Account in the Transportation Tax Fund be allocated by the Controller, as specified, to the Local Law Enforcement Services Account in the Local Revenue Fund 2011, for allocation to cities, counties, and cities and counties.</p> <p>This bill would instead require, on and after July 1, 2012, that those revenues be distributed first to each city that was incorporated from an unincorporated territory after August 5, 2004, in an amount determined pursuant to a specified formula and second to each city that was incorporated before August 5, 2004, in an amount determined pursuant to a specified formula. By authorizing within the Motor Vehicle License Fee Account in the Transportation Tax Fund, a continuously appropriated fund, to be used for a new purpose, the bill would make an appropriation.</p>	
<p>SCA 7 Yee D</p> <p>Public bodies: meetings.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/25/2011 - Set, second hearing. Held in committee and under submission.</p>	<p>The California Constitution requires meetings of public bodies to be open to public scrutiny. This measure would also include in the California Constitution the requirement that each public body provide public notice of its meetings and disclose any action taken.</p> <p>Last Amended on 4/13/2011</p>	