



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

May 3, 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 April 5, 2012
 - b. Acceptance of Statement of Revenues and Expenditures for March 2012
5. Public Comment
Public testimony by each individual speaker shall be limited to one minute
6. Chairperson's Report
7. SamTrans Liaison Report - April 11, 2012 INFORMATIONAL
8. Joint Powers Board Report
9. Report of Executive Director
10. Finance
 - a. Authorize Approval of High Speed Rail Early Investment Strategy for a Blended System Memorandum of Understanding RESOLUTION
 - b. Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for Quarter Ended March 31, 2012 MOTION
 - c. Authorize Amendment of the Investment Policy and Reauthorize Investment of Monies with the Local Agency Investment Fund RESOLUTION
 - d. Authorize Minor Amendment of the 2004 Measure A Expenditure Plan Highway Program Regarding Eligible Sponsors RESOLUTION

- e. Preliminary Fiscal Year 2013 Budget INFORMATIONAL
- f. Call for Public Hearing for Proposed Fiscal Year 2013 Budget on
June 7, 2012 MOTION
- 11. Program
 - a. State and Federal Legislative Update INFORMATIONAL
- 12. Requests from the Authority
- 13. Written Communications to the Authority
- 14. Report of Legal Counsel
- 15. Date, Time and Place of Next Meeting
Thursday, June 7, 2012 at 5:00 p.m., at San Mateo County Transit District Administrative
Building, Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA
94070
- 16. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

MINUTES OF APRIL 5, 2012

MEMBERS PRESENT: R. Foust, C. Groom (Chair), 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, M. Scanlon

Chair Carole Groom called the meeting to order at 5:01 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta reported on their April 3 meeting:

- Expressed appreciation for Jim Vreeland's service on the San Mateo County Transportation Authority (TA) Board.
- Received reports on the Measure A Program and Caltrain Modernization Early Memorandum of Understanding (MOU) Update by Marian Lee.
- Supported acceptance of Statement of Revenues and Expenses for February 2012.
- Supported authorization of reprogramming of inactive projects, but a number of CAC members expressed concern that Highway 92 improvements be considered for funding once again in a future timeframe since those projects are important, but couldn't be accomplished during this particular timeframe.
- Received a legislative update.
- Under her chair report she reported that she and Jim Bigelow attended the Caltrain event at San Jose and Santa Clara stations celebrating the recent improvements. She reported on the Regional Bike Sharing Program being developed by the Bay Area Air Quality Management District.
- Staff reported on the California Department of Transportation oversight charges and efforts to streamline the environmental process.

Director Naomi Patridge thanked the CAC for supporting the Highway 92 projects.

CONSENT CALENDAR

- a) Approval of Minutes of March 1, 2012
- b) Acceptance of Statement of Revenues and Expenditures for February 2012

A motion (Richardson/Foust) to approve the Consent Calendar was unanimously passed.

PUBLIC COMMENT

Rich Hedges, San Mateo, said there has been some information on the 2010 census pertaining to transportation facilities in the Bay Area and statewide. Seven of the 10 most densely populated standard metropolitan regions in the country are in California. The most densely populated urban area is in California. There is a tremendous need for transportation upgrades.

CHAIRPERSON'S REPORT – CAROLE GROOM

Resolution of Appreciation to Jim Vreeland

Chair Groom said Mr. Vreeland worked on the Strategic Plan that guides us through Measure A funding. He was part of the Wetland Mitigation Restoration Project that was selected as the Environmental Enhancement Project of the Year by the California Transportation Foundation. Mr. Vreeland worked very hard on the funding for bicycle and pedestrian projects to enhance the quality of life on the Coastside on projects to improve intersections of Highway 1 and 92.

A motion (Foust/Nagel) to approve the Resolution of Appreciation to Jim Vreeland was unanimously approved by roll call.

Chair Groom said the TA CAC recruitment has begun. Five members' terms will expire on May 31. The application is available on the TA website and due on April 23. If any board member is interested in participating on the interview panel please let her know.

Chair Groom said later in the meeting, a presentation on Measure A will be given. This is to get everyone up to speed on key components because there will be a lot of work this year especially for the highway projects. Measure A is very important because it is a voter-passed initiative and very prescriptive of what the money can be spent on.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The March 14, 2012 SamTrans report is included in the agenda packet.

JOINT POWERS BOARD (JPB) REPORT

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

- Today was the 100th anniversary of the San Francisco Municipal Railway. Mayor Ed Lee's Director of Transportation Gillian Gillette was in attendance and will be on the Staff Coordinating Council.
- JPB CAC recruitment has begun and closes April 30.
- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – February 2012 compared to February 2011
 - Total Ridership was 1,088,162, an increase of 19.9 percent.
 - Average Weekday Ridership was 42,959, an increase of 15.9 percent.
 - Total Revenue was \$4,694,065, an increase of 24.4 percent.
 - On-time Performance was 94.6 percent, an increase of 0.7 percent.
 - Caltrain Shuttle Ridership was 7,871, an increase of 45.1 percent.
 - Year-to-Date Performance Statistics – February 2012 compared to February 2011
 - Total Ridership was 9,097,902, an increase of 10.7 percent.
 - Average Weekday Ridership was 42,788, an increase of 9.1 percent.

- Total Revenue was \$38,338,717, an increase of 23.6 percent.
- On-time Performance was 93.6, a decrease of 0.4 percent.
- Caltrain Shuttle Ridership was 7,002, an increase of 32.7 percent.
- Rail operator transition continues to make excellent progress. Union agreements have been signed and the main focus now is on hiring and retaining the current work force.
- The Bicycle Advisory Committee met on March 15 and received a report on the proposed bike facility at the new Transbay Terminal. Staff reported the Warm Planet Bike Facility will be subsidized.
- SamTrans was awarded a grant from the Metropolitan Transportation Commission (MTC) and the TA matched funds for a pilot car-share program in Redwood City. ZipCar was selected through a competitive procurement for nine vehicles. The program should be in place by the middle of May.
- Special service:
 - Sharks ridership was up 23 percent for February.
 - There was a double header soccer match on March 17 at AT&T Park and there were an additional 5,300 passengers.
 - Giants home opener is Friday, April 13 and extra service will be provided.
- San Bruno grade separation is going well and pile driving will be completed this month.
- The Out of the Darkness overnight walk is an 18-mile walk that will begin at dusk at Fort Mason. Caltrain is sponsoring a team of nine employees.
- Ms. Lee gave an update on the Caltrain Modernization Program on the continuing outreach and coordination activities.
- Reading file contained the Safety & Security Report, CAC recruitment Take One, Giants baseball brochure and the spring *Track the Fun*.
- The Board:
 - Approved the Consent Calendar.
 - Approved the Statement of Revenues and Expenses for February.
 - Received an update on the fuel hedge program assessment.
 - Received a State and Federal legislative update.

2012 Annual Passenger Counts

Deputy CEO Chuck Harvey reported:

- Average weekday ridership is 12.1 percent higher than last year and 66.7 percent increase from 2004.
- Traditional and reverse peak ridership is at or near capacity.
- Every station had growth except for two.
- There was growth in ridership in all three counties with Santa Clara being the highest with a 14 percent increase.
- Average weekday bicycle ridership increased 15.8 percent.
- On-board bicycle capacity was increased by 31 percent in June 2011.
- Bikes represent 10 percent of average weekday ridership.
- Fiscal Year (FY) 2013 budget remains challenging with fuel price increases and relies heavily on one-time funding sources.
- Staff remains very concerned about the projected deficit for FY2014, which will require finding one-time funds absent any dedicated revenues for Caltrain operations.

- Data will be used to develop potential service scenarios that will positively impact the greatest number of customers, balances fiscal constraints with continued growing demand for service and review access programs.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The Shuttle Call for Projects (CFP) workshop was held in conjunction with the City/County Association of Governments (C/CAG) to increase the level of outreach.
- The Belmont Bicycle Pedestrian Overcrossing has been nominated for a Tranny award from the California Transportation Foundation.
- Correspondence file includes an article Director Terry Nagel forwarded to staff on the 25-year Transportation Plan in Southern California that represents 191 cities.

MEASURE A PROGRAM UPDATE

Ms. Lee reported:

- The first Expenditure Plan was adopted in 1988 and \$1.2 billion in sales tax was collected and \$1 billion has been invested. The remaining funds are programmed in Caltrain, Dumbarton and Highway Projects.
- Voters then approved the 2004 Expenditure Plan.
- The two policy documents adopted were the Strategic Plan in 2008 and Implementation Plan in 2009, which set a policy framework on how to expend the sales tax revenues to be collected under the 2004 Expenditure Plan.
- All the monies to be invested and leveraged from other sources are to meet four goals explicitly stated in the Expenditure Plan: reduce commute corridor congestion, make regional connections, enhance safety and meet local mobility needs.
- The Expenditure Plan is a 25-year effort and these monies are to be used by 11 categories in six programs: transit, highways, local streets/transportation, grade separations, pedestrian and bicycle, and alternative congestion relief.
- The recommended approach for the local shuttles, pedestrian and bike and alternative congestion relief programs were to issue CFPs.
- Caltrain and highways would have a plan-based approach.
- Ferry, BART and local streets would have an agreement-based approach.
- The approach for accessible services, Dumbarton corridor and grade separation programs were to be determined. There are a lot of external uncertainties for these programs. Accessible services money goes to paratransit service, but there are a lot of pilot projects known as New Freedom Pilot Projects. The Dumbarton corridor project is still in the planning phase and is going through the environmental document process currently. There is a lot of speculation on how the grade separation money might be used to leverage HSR funding.

Executive Director Planning and Development Aidan Hughes added more to the CFP process:

- There is an overriding purpose when doing a CFP. The main challenge is trying to reconcile local interests with the county interests. This is a countywide program so staff is looking for a process that allows for robust and transparent decisions that address the county issues while still having some recognition of those local issues.

Director Rosanne Foust said if there is an interchange project the Board should be looking at the importance of the project and if the benefit rises to the level of the entire county. This is when the municipality hat comes off and the county hat should stay on. This is a countywide board not a municipality board.

Chair Groom said people need to remember Measure A was voted on by the voters of this county.

Director Richardson said it is hard to not wear her municipality hat when different municipalities don't affect her or her city. Mr. Hughes it is staff's responsibility to expose these challenges and tensions and to offer a way that allows the Board to make decisions that would be helpful for the county while still addressing some of the local issues.

Director Terry Nagel asked if any surveying has been done so gaps can be filled with the shuttles. Mr. Hughes said C/CAG has a Countywide Transportation Plan that identifies the priorities and gaps.

Mr. Hughes continued:

- In the last Shuttles CFP, all the projects were funded. Even when there is an under-subscribed position, staff doesn't want to support low performing projects and doesn't want to set expectations in a community by putting in a low performing service and then have to pull it.
- The Shuttle CFP is merit based and staff is developing criteria and a project selection basis that allows us to make judgments about performance.
- TA staff is involved in the Shuttle Best Practices Program with the Peninsula Traffic Congestion Relief Alliance (Alliance), C/CAG and the San Mateo County Transit District in order to expose the ways we can develop a more robust program in the county.
- Staff will be monitoring the performance of the shuttles.
- There is a need to leverage funds and staff understands cities face financial issues.

Director Matsumoto said there will only be one CFP, but funding will be split between the TA and C/CAG. Mr. Hughes said staff will have a list identifying \$6 million in projects to be funded by the TA and \$1 million by C/CAG.

Director Naomi Patridge understands the money, but her concern is that the criteria is worked out and aligned with C/CAG and TA. Mr. Hughes said it is a single call with single criteria.

Director Foust said it would be an interesting exercise to put the numbers out on a list without the city listing, which would take the personal connection out of the equation. She said there are some communities that want shuttles, but, as part of the performance monitoring, there has to be a mechanism that if you are able to meet the leveraging and meet a certain level of funding then the shuttle is kept active. Mr. Hughes said staff is looking at criteria to allow staff to make some distinction between the match from an employer commuter shuttle versus a community shuttle.

Mr. Scanlon said in the criteria there will be geographic equity and also how to address the needs of a community. Some communities need more than others.

Director Richardson said Brisbane will not be able to have a project that would meet countywide needs, but Brisbane needs the shuttle service.

Chair Groom said there are seven Board members and we have been tasked with doing this by following the criteria staff is recommending. The board members will have to work on our own thought process and we will figure this out.

Mr. Hughes continued:

- The Highway CFP is more challenging than the Shuttle CFP. The program is heavily oversubscribed and has an adopted Short Range Transit Plan.
- The Short Range Highway Plan is very prescriptive on how money is allocated, but the CFP makes it merit based.
- The Highway CFP significantly leverages TA funding and recognizes funding challenges.
- The project sponsors are expected to demonstrate a local commitment to the projects.
- There is a need to make timely use of funds and review inactive projects and reallocate funds.
- There is a provision to look at special circumstances and this allows staff to consider opportunities outside the CFP to advance cash for a project.

Director Matsumoto asked if the highway funds have to go through the State Transportation Improvement Plan (STIP) or is it dependent on the project. Mr. Hughes said the project readiness would recognize whether the project already has some funding or has progressed in terms of addressing its funding needs so the STIP is one part of that.

Legal Counsel David Miller reported:

- The role of Board and Management as fiduciaries/trustees is to administer the voter-approved Expenditure Plan in accordance with the broadly stated goals of the Plan and requires countywide focus.
- There is enabling legislation to have transportation authorities administer the Expenditure Plan.
- Each member represents an area of the county, but each represents the entire county while being on this Board.

Public Comment

Barbara Arietta, Pacifica, said Pacifica has over 40,000 residences who in 1988 also voted on this Measure. She said what we have here is a fruit bowl. Highway 101 and El Camino Real is the apple, Highway 1 is the orange, Highway 92 might be a grape and the rest may be bananas. It is hard to say which is best because we are talking about apples and oranges and that is why we have these discussions.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said the Original and New Measure A never have enough money to cover all the projects. There are local cities that do nothing and do not do any requests. Those who have an interest advocate and ask for money. The TA and C/CAG have about a 50/50 match in the highway and roadway projects. There are ways for individual cities to advocate for their local interests.

Chair Groom said she spent time with a high school political science class and they asked how you make a decision. She told them you look at the law and look at the facts, which include some research, listen to the public testimony, evaluate the basic needs, put a little dose of own personal experience and then you make a vote.

Director Nagel said part of the Board's role is to evangelize what is out there.

FINANCE

Authorize Reprogramming of \$21,791,646 from Inactive Projects Under the 1988 Measure A Streets and Highways Program

Mr. Hughes said staff is recommending reprogramming funds from inactive 1988 Measure A projects. The basis for the reallocation was put in the adopted Short Range Highway Plan, which directed staff to initiate the CFP for the New Measure A program and close out the Original Measure A program by reviewing the status of previously allocated funds. Through the review process, six projects were identified as inactive based on two criterias: the last deliverable for the project was more than five years old; there was no deliverable or phase of work currently being completed for the proposed project.

Mr. Hughes said there is \$21 million from the six projects available to be reprogrammed to other Original Measure projects. A project being made inactive under the Original Measure, a sponsor can apply for funds under New Measure A. Half Moon Bay officials expressed support for their two projects and staff will continue discussions with them and work with them on how to apply for funding under the New Measure.

Director Nagel asked if this money has to be used for streets and highways only. Mr. Hughes said yes.

Director Patridge said she met with staff today and would like staff to clarify for the public and Board while these projects went inactive. Mr. Harvey said the definition of an inactive project was any phase of a project that had not been completed and had no activity for five years. On all these projects nothing had moved forward for five years. There were specific issues for each project that led them to be inactive.

- The truck-climbing lane project is on the section of Highway 92 between the reservoir Skyline Boulevard. The problem with this project was that it included the watershed area and staff was not able to obtain permissions from the San Francisco Water Department.
- The issue with the Half Moon Bay Pilarcitos Creek was the project needed to add shoulders and do some curve straightening. The regulatory agencies that had jurisdiction

placed onerous mitigation requirements on the project that would have required \$40 million project.

- There has been absolutely no political support in the west bay for the Bayfront Expressway to improve access from the Dumbarton Bridge and Highway 84.
- The Interstate 280 project had serious right of way issues that caused it to be extremely expensive and environmentally difficult.
- The proposal to extend Highway 380 beyond Highway 280 had no political backing and the project didn't advance.

Mr. Harvey said it could be possible in the new CFP that some smaller section of these areas could be candidates to be studied again.

Director Patridge said she thinks it is important the Board knows the facts of why these projects are being considered inactive.

A motion (Horsley/Richardson) to authorize reprogramming of \$21,791,646 from inactive projects under the 1988 Measure A Streets and Highways Program was approved unanimously.

PROGRAM

Program Report: Transit: Caltrain Modernization Early Investment Memorandum of Understanding Update

Ms. Lee reported projects for early investments in the Caltrain corridor projects were submitted to MTC and HSR for their consideration of leveraging HSR money. MTC got several transportation agencies in the region together and successfully agreed on a conceptual definition of the blended system and prioritization of projects to make the blended system happen and identify those that would compete well for HSR funding. Ms. Lee said this agreement has been put into a MOU. The nine parties in the MOU are HSR, MTC, JPB, the three transportation funding agencies, one in each county, that Caltrain represents, the Transbay Joint Powers Authority (TJPA) and the cities of San Francisco and San Jose. All parties on the MOU have a role in planning, funding, construction and/or operations in the corridor.

Ms. Lee said the MOU defines the blended system as primarily a two-track system, not a four-track system, in the corridor from San Jose to the northern terminus at the Transbay Center in downtown San Francisco, identified by law. It includes a description of several interrelated projects that are needed to happen to put the blended system in place and they include:

- Caltrain's advanced signal system, known as Communications Based Overlay Signal System/Positive Train Control.
- Electrification of the system.
- Acquiring of electric multiple units rolling stock.
- Construction of the downtown extension project to the Transbay Terminal Center.
- HSR stations proposed at Diridon and Millbrae.
- Set of core capacity projects that include system upgrades involving stations, tunnels, bridges, tracks and rail crossings.

Attached to the MOU is a funding plan of approximately \$1.5 billion to specifically fund the Caltrain advanced signal system and electrification. It doesn't mean these projects are more important than any of the other projects, but these two projects fared best in getting highway project funding. These projects are to be implemented by 2015 and 2019 and the funding plan reflects a 50/50 match

Ms. Lee said the most important condition that made it into the MOU is that this is primarily a two-track blended system. It is an electrified system to be used by Caltrain, HSR, freight and existing rail tenants. The planning process will be done in a way that is supported by the Local Land Use Policies as well as the Transit Oriented Development Policies set by local jurisdiction. There is also a commitment to update and recirculate the Caltrain environmental document.

Ms. Lee said there were some concerns that were not addressed in the MOU and they include:

- The need to figure out what other funding sources are available.
- There are cities in San Mateo County very interested in grade separation projects and through the existing 2005 Measure A program there is local sales tax money that can be used for leveraging funding.
- Staff will be supporting TJPA as they pursue Federal New Starts money for their project.
- There are other Federal grants available, specifically targeted for HSR corridors.

Ms. Lee said there was a second set of comments related to local planning that did not make it into the MOU and they include:

- Passing tracks, if we need them and where they would go.
- How to upgrade the at-grade crossings given the impact anticipated on gate down times and impact on local traffic.
- Issues on HSR maintenance and storage facility, if there would be one and if so, where it would.
- Improvements and impacts related to electrification project.

Ms. Lee said the third category of comments not in the MOU had to do with HSR policies and responsibilities. They include:

- Have the MOU reflect the fact it did not endorse HSR's alignment selection nor was the MOU an endorsement of HSR's decision to start in the Central Valley.
- Removing any reference to a four-track the prior and current Business Plans.
- There was interest in an opinion from the attorney general whether position if the blended system meets the Proposition 1A requirements.

Ms. Lee said MTC approved the MOU on March 28 and HSR will be taking action at its April 12 meeting. The JPB, TA and the Santa Clara Valley Transportation Authority will take action in May. The TJPA and the City of San Jose are scheduled to take action in June. The San Francisco agencies will be taking it up in the May/June timeframe.

Director Richardson asked for clarification on items that did not make into the MOU and those that will be discussed at local venues. Ms. Lee said there are two planning efforts addressing traffic impact at at-grade crossings, including gate down time and the issue of the HSR storage

and maintenance facility. In addition when staff recirculates and updates the environmental document, the concerns about poles, the wiring and the visual and sound impact will be addressed.

Director Richardson said with the four-track being excluded from the MOU, will that be addressed at the local level? Ms. Lee said it is addressed in the MOU and the MOU is about the blended system and the primarily two-track system.

Director Nagel said the MOU does not address the four-track, but is there any plan to assure cities that this is not the first step toward a four-track system. Ms. Lee said the MOU is very clear that it is not a four-track system, but also the revised HSR Business Plan embraces the blended system for the corridor. Staff will be coming back with an action item and can work with the Board so certain wording is contained in the resolution.

Director Nagel said there are fears among the cities and the fear of the unknown.

Public Comment

Jim Bigelow, Redwood City/San Mateo County/Menlo Park Chamber of Commerce, said the chamber submitted a letter to the MTC in support of the MOU. The key point is that MTC Chair Adrienne Tissier indicated Caltrain will be the lead agency on carrying out the two-year planning effort.

Director Foust said in the Board resolution she would like to call out and include in the TA's resolution the part in the MTC resolution that states *"This MOU is specific to project investments that upgrade existing rail service and prepare for a future HSR train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and HSR and will be designed to continue to support existing passenger and freight rail tenants."* She thinks it is important this is in the resolution and from a clarification standpoint there are 17 cities along the Caltrain corridor, 11 of which reside in San Mateo County. There are many cities that submitted letters in support of the MTC resolution. There are some cities that still do have concerns and still have a level of distrust in the process. It is not all cities. When we speak in terms of cities she likes to make sure that both sides are brought out. She asked about the regulations that govern maximum speed of the trains on the Caltrain right of way. Ms. Lee said based on current classification, Caltrain cannot exceed 79 miles per hour and with the Caltrain electrification project, will not go faster than 79 miles per hour. Beyond electrification and when HSR gets here, staff has not made a determination yet, but is contemplating speeds up to 110 miles per hour and to do that we would need a new classification.

State and Federal Legislative Update

No report

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None

REPORT OF LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

May 3, 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 7:05 p.m.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: San Mateo County Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT : **INFORMATION ON STATEMENT OF REVENUES AND
EXPENDITURES FOR THE PERIOD ENDING MARCH 31, 2012**

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$54,110,026 - line 6) is **better** than staff projections by \$1,439,616 or 2.7 percent. Within total revenue, *Interest Income* (\$3,488,058 - line 2) is \$224,252 or 6.0 percent **worse** than projections due to lower than budgeted returns and *Grant Proceeds* (\$956,444 - line 4) is \$130,986 or 12.0 percent **worse** than staff projections.

Total Revenue (\$54,110,026 - line 6) is \$3,663,253 or 7.3 percent **better** than prior year performance. *Sales Tax* (\$48,836,865 - line 1) which is \$3,353,253 or 7.4 percent **better** than prior year is offset by *Interest Income* (\$3,488,058 - line 2) which is \$268,873 or 7.2 percent **worse**.

Expenditures: *Total Administrative* (\$611,493 - line 21) is **better** than staff projections by \$84,391 or 12.1 percent; however, it is **worse** than prior year actual by \$4,657 or 0.8 percent. Within total administrative, *Staff Support* (\$402,530 - line 17) and *Other Admin Expenses* (\$207,981 - line 19) are \$82,373 or 11.9 percent **better** than staff projections.

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

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

% OF YEAR ELAPSED: 75.0%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	6,365,583	45,483,611	48,836,865	47,055,000	103.8%	61,500,000	63,000,000	74.7%
2 Interest Income	398,954	3,756,930	3,488,058	3,712,310	94.0%	5,420,670	4,832,570	76.8%
3 Rental Income	93,331	795,040	828,658	815,670	101.6%	1,087,560	1,087,560	76.2%
4 Grant Proceeds	139,874	411,193	956,444	1,087,430	88.0%	0	2,733,100	35.0%
5								
6 TOTAL REVENUE	6,997,742	50,446,773	54,110,026	52,670,410	102.7%	68,008,230	71,653,230	75.5%
7								
8 EXPENDITURES:								
9								
10 Annual Allocations	2,443,995	17,534,569	18,908,087	18,256,075	103.6%	23,888,835	24,436,335	77.4%
11								
12 Program Expenditures	2,881,666	28,714,362	18,500,192	46,737,419	39.6%	58,181,665	62,498,768	29.6%
13								
14 Oversight	130,247	179,804	415,867	363,750	114.3%	485,000	485,000	85.7%
15								
16 Administrative								
17 Staff Support	53,241	416,248	402,530	444,469	90.6%	603,712	536,910	75.0%
18 Measure A Info-Others	-	-	982	3,000	32.7%	12,000	12,000	8.2%
19 Other Admin Expenses	19,707	190,589	207,981	248,415	83.7%	353,687	354,687	58.6%
20								
21 Total Administrative	72,948	606,836	611,493	695,884	87.9%	969,399	903,597	67.7%
22								
23 TOTAL EXPENDITURES	5,528,856	47,035,572	38,435,639 (1)	66,053,128	58.2%	83,524,899	88,323,700	43.5%
24								
25 EXCESS (DEFICIT)	1,468,886	3,411,201	15,674,387	(13,382,718)		(15,516,669)	(16,670,470)	
26								
27 BEGINNING FUND BALANCE	Not Applicable	413,096,727	421,881,503	433,190,608		433,190,608	433,190,608	
28								
29 ENDING FUND BALANCE	Not Applicable	416,507,928	437,555,890 (2)	419,807,890		417,673,939	416,520,138	

30
31
32 Includes the following balances:

33 Cash and Liquid Investments	529,462			FY 2011 Carryover of Commitments (Unaudited)	271,356,576
34 Current Committed Fund Balance	321,244,637 (3)			FY 2012 Additional Commitments (Budgeted)	83,524,899
35 Undesignated Cash & Net Receivable	115,781,791			Reso #2011-11	1,584,003
36 Total	<u>437,555,890 (2)</u>			Reso #2011-12	2,733,100
				Reso #2012-01	481,698
				Less: Current YTD expenditures	<u>(38,435,639) (1)</u>
				Current Committed Fund Balance	<u>321,244,637 (3)</u>

37
38
39
40 "% OF YEAR ELAPSED" provides a general measure for evaluating overall progress
41 against the annual budget. When comparing it to the amounts shown in the
42 "% of PROJECT" column, please note that individual line items reflect variations
43 due to seasonal activities during the year.
44

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

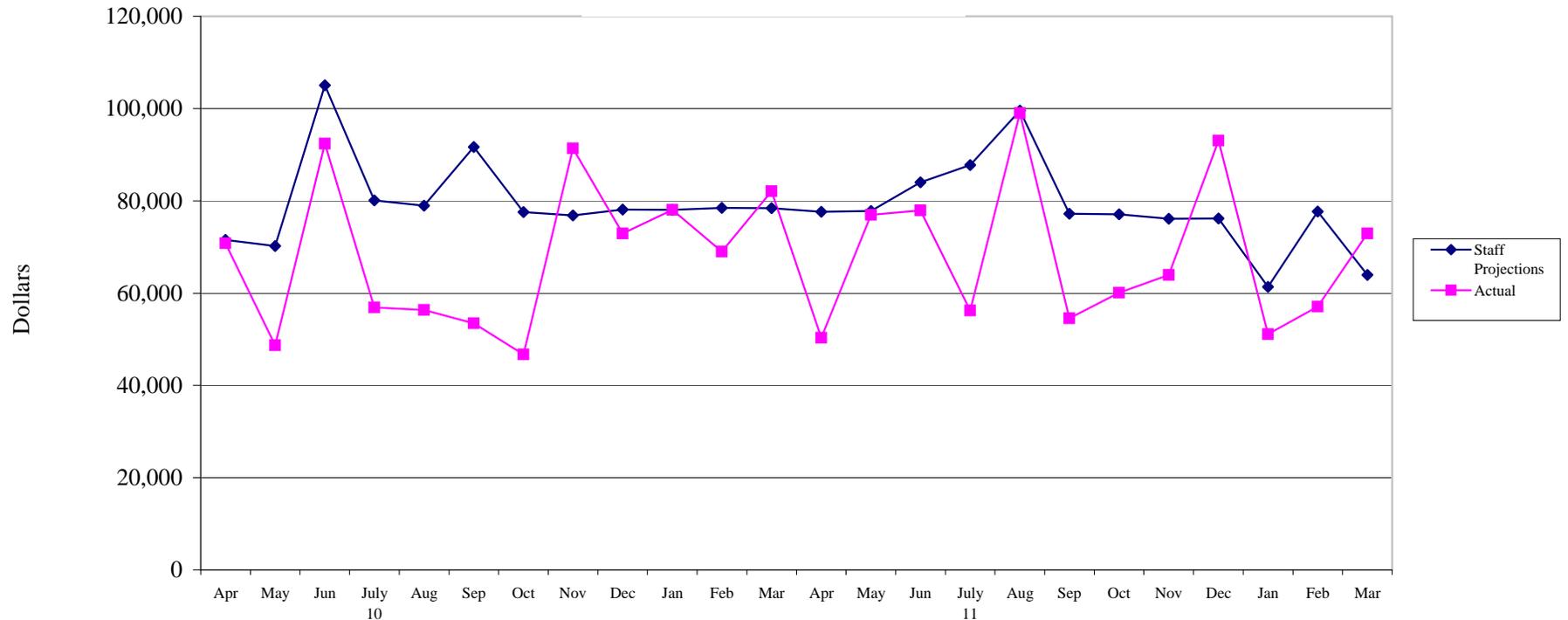
46 ** The TA Staff Projection is the adopted budget including year to date budget transfers.

47

48

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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	63,953			
Actual	56,262	99,047	54,550	60,068	63,933	93,052	51,081	60,552	72,948			
CUMULATIVE EXPENSES												
Staff Projections	87,727	187,318	264,520	341,583	417,696	493,849	555,228	631,931	695,884			
Actual	56,262	155,308	209,858	269,926	333,860	426,912	477,993	538,545	611,493			
Variance-F(U)	31,465	32,010	54,662	71,657	83,836	66,937	77,235	93,386	84,391			
Variance %	35.87%	17.09%	20.66%	20.98%	20.07%	13.55%	13.91%	14.78%	12.13%			



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 MARCH, 2012

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	Liquid Cash	0.930%	\$ 248,182,552	\$ 248,182,552
Local Agency Investment Fund	Liquid Cash	0.383%	\$ 27,554,730	\$ 27,554,730
Investment Portfolio	Liquid Cash	1.664%	\$ 149,665,593	\$ 150,593,974
Other	Liquid Cash	0.010%	\$ 529,462	\$ 529,462
			<u>\$ 425,932,338</u>	<u>\$ 426,860,719</u>

Accrued Earnings for March 2012 \$ 404,881.63
 Cumulative Earnings FY2012 \$ 3,868,307.66

* County Pool average yield for the month ending March 31, 2012 was 0.930%. As of March 2012, the amortized cost of the Total Pool was \$2,648,754,757.89 and the fair market value per San Mateo County Treasurer's Office was \$2,644,779,467.87.

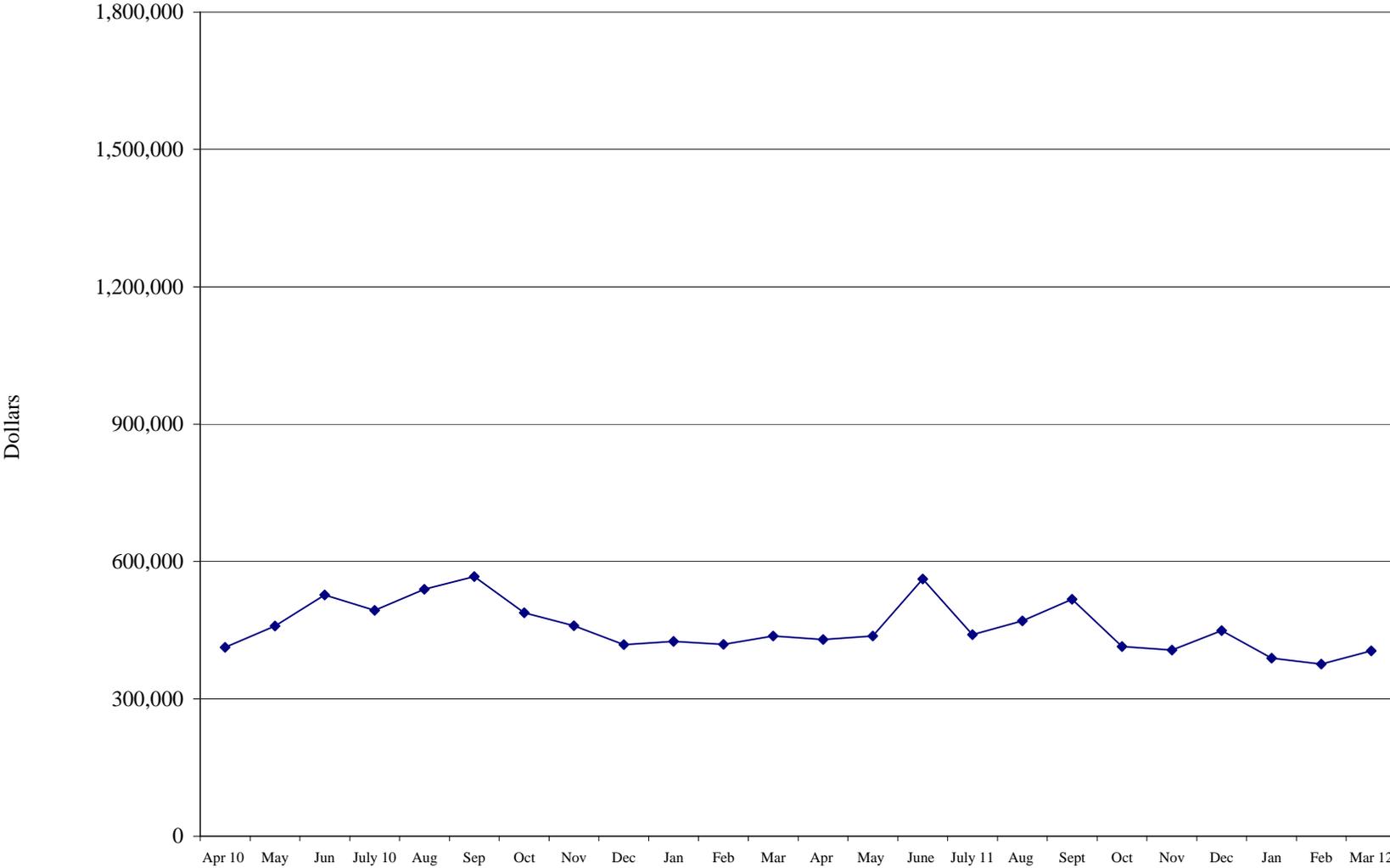
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

*** 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
MARCH 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	404,881.63	3,868,307.66
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
March 31, 2012

DESCRIPTION	TOTAL INVESTMENT 03-31-12	INTEREST RECEIVABLE 02-29-12	INTEREST EARNED 03-31-12	INTEREST RECEIVED 03-31-12	ADJ.	INTEREST RECEIVABLE 03-31-12
LAIF	27,554,730.32	18,531.51	11,360.32	0.00		29,891.83
COUNTY POOL	248,182,552.48	370,293.40	193,942.27	0.00		564,235.67
BANK OF AMERICA	529,462.03	0.00	15.87	15.87		0.00
INVESTMENT PORTFOLIO	<u>149,665,592.79</u>	<u>482,398.93</u>	<u>200,035.97</u>	<u>50,239.30</u>	<u>(472.80)</u>	<u>631,722.80</u>
	<u>425,932,337.62</u>	<u>1,229,804.79</u>	<u>405,354.43</u>	<u>50,255.17</u>	<u>(472.80)</u>	<u>1,225,850.30</u>

MARCH 2012 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 3/31/12	404,881.63
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(6,626.31)
Securities Transaction Activity Fees	(4,043.76)
Capital Gain(Loss)	<u>4,742.23</u>
Total Interest & Capital Gain(Loss)	<u><u>398,953.79</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	3,868,307.66
Add:	
County Pool Adj.	
Misc. Income	
GASB 31	
Less:	
Management Fees	(60,729.70)
Securities Transaction Activity Fees	(8,425.03)
Capital Gain(Loss)	<u>(311,094.75)</u>
Total Interest	<u><u>3,488,058.18</u></u>
Balance Per Ledger as of 1/31/12	
Int Acct. 409100 - Co. Pool	1,789,656.04
Int Acct. 409100 - LAIF	63,414.89
Int Acct. 409100 - B of A	137.02
Int Acct. 409100 - Misc. Income	
Int Acct. 409101 - Portfolio Funds	1,945,944.98
Gain(Loss) Acct. 405210	(311,094.75)
GASB31 Acct. 405220	<u>0.00</u>
	<u><u>3,488,058.18</u></u>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INVESTMENT PORTFOLIO
March 31, 2012**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-11	MARKET VALUE 03-31-12	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 02-29-12	INTEREST EARNED 03-31-12	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 03-31-12	PAR VALUE
<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	2,002,846.00	04-30-12	2.100%	116.6667	31	13,883.33	3,616.67			17,500.00	2,000,000
GENERAL ELECTRIC	36967HAH0	03-24-10	1,530,600.00	1,527,810.00	1,505,659.50	06-08-12	2.200%	91.6667	32	7,425.01	2,933.33		(0.01)	10,358.33	1,500,000
GOLDMAN SACHS	38146FAA9	05-29-09	3,124,650.00	3,084,189.00	3,018,438.00	06-15-12	3.250%	270.8333	32	20,041.66	8,666.67			28,708.33	3,000,000
WELLS FARGO & CO	949744AC0	03-16-10	3,058,440.00	3,050,793.00	3,011,817.00	06-15-12	2.125%	177.0833	32	13,104.16	5,666.67			18,770.83	3,000,000
JOHN DEERE CAPITAL	24424DAA7	03-16-10	3,107,970.00	3,076,248.00	3,017,481.00	06-19-12	2.875%	239.5833	32	16,770.83	7,666.67			24,437.50	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	1,505,332.50	06-15-12	1.875%	78.1250	31	5,840.16	2,421.88		(39.70)	8,222.34	1,500,000
US TREASURY NOTE	912828LH1	03-12-10	2,028,125.00	2,033,438.00	2,011,876.00	08-15-12	1.750%	97.2222	31	1,346.15	3,013.89		(33.12)	4,326.92	2,000,000
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,590,039.06	15,331,050.00	01-31-13	2.875%	1,197.9167	31	34,357.83	37,135.42		(408.09)	71,085.16	15,000,000
															13.08%
<u>U.S. GOVERNMENT AGENCIES</u>															
FHLB	3133XR5T3	03-12-10	2,105,000.00	2,062,248.00	2,012,844.00	06-08-12	3.625%	201.3889	32	16,312.56	6,444.44		(0.06)	22,756.94	2,000,000
FHLM	3137EACC1	05-27-09	1,995,080.00	2,027,354.00	2,006,524.00	06-15-12	1.750%	97.2222	32	7,194.48	3,111.11		(0.03)	10,305.56	2,000,000
FNMA	31398AYM8	07-10-09	4,996,300.00	5,077,580.00	5,028,425.00	08-10-12	1.750%	243.0556	32	4,618.09	7,777.78		(0.04)	12,395.83	5,000,000
FNMA	3135G0FS7	11-29-11	11,997,600.00	11,982,300.00	12,000,000.00	11-21-13	0.600%	200.0000	32	18,000.00	6,400.00			24,400.00	12,000,000
FHLMC	3134G3AC4	12-06-11	4,990,725.00	4,991,540.00	4,998,250.00	12-06-13	0.600%	83.3333	32	6,916.66	2,666.67			9,583.33	5,000,000
FNMA	3135G0GG2	12-06-11	5,000,000.00	4,997,885.00	5,001,515.00	12-06-13	0.750%	104.1667	32	8,645.84	3,333.33			11,979.17	5,000,000
FHLM	3137EACR8	02-08-11	18,901,470.00	19,277,989.00	19,401,698.00	02-25-14	1.375%	725.6944	32	2,902.76	23,222.22		0.02	26,125.00	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	15	42,968.76	3,906.25	46,875.00	(0.01)	(0.00)	15,000,000
FNMA	3135G0BG7	04-18-11	10,993,400.00	11,094,545.00	11,006,193.00	04-18-14	1.500%	458.3333	32	60,041.66	14,666.67			74,708.33	11,000,000
FNMA STEP UP	3136FRFT5	04-18-11	9,998,000.00	10,024,690.00	10,002,160.00	04-18-14	1.000%	277.7778	32	36,388.89	8,888.89			45,277.78	10,000,000
FHLM	3137EACB3	03-30-11	13,932,270.00	14,098,225.50	14,081,836.50	04-23-14	2.500%	937.5000	32	118,125.00	30,000.00			148,125.00	13,500,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	9,988,620.00	9,988,620.00	09-28-15	0.750%	208.3333	3	0.00	625.00			625.00	10,000,000
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,106,092.00	12,106,092.00	03-21-16	1.000%	333.3333	10	0.00	3,333.33			3,333.33	12,000,000
															74.35%
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>															
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,704,011.00	10,790,119.95	04-15-14	1.250%	353.2417	31	47,402.96	10,950.49		18.29	58,371.74	10,173,360
															7.19%
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>															
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	759,669.04	990,814.80	765,196.63	12-28-12	5.270%	0.0000	32	112.14	0.00	3,364.30	(10.05)	(3,262.21)	743,180
															0.53%
CALLED	3134G2D66	03-14-12	(14,994,750.00)	(14,968,650.00)	(15,001,530.00)										(15,000,000)
TOTAL			<u>149,665,592.79</u>	<u>151,341,261.36</u>	<u>150,593,974.08</u>					<u>482,398.93</u>	<u>196,447.38</u>	<u>50,239.30</u>	<u>(472.80)</u>	<u>628,134.21</u>	<u>148,416,540.70</u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2011 & FY2012
MARCH 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	1,580,549	(102,951)	1,580,549
6 Months Total	32,242,400		35,061,247	2,818,847	35,061,247
Jan. 12	3,967,700	Mar. 12	4,186,600	218,900	4,186,600
Feb. 12	3,967,700	Apr. 12		218,900	4,186,600 (1)
Mar. 12	5,407,800	May 12		298,350	5,706,150 (1)
3rd Qtr. Adjustment	1,469,400	Jun. 12		(1,773,132)	(303,732) (1)
9 Months Total	47,055,000		39,247,847	1,781,865	48,836,865
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		(1,781,865)	(187,365)
FY2012 Total	63,000,000	FY2012 Total	39,247,847	0	63,000,000
	17,044,298	1st Quarter			
	18,016,949	2nd Quarter			
	13,775,618	3rd Quarter			
		4th Quarter			
	<u>48,836,865</u>	YTD Actual Per Statement of Revenue & Expenses			

(1) Accrued

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF MARCH 31, 2012

	<u>3/31/2012</u>
Cash -- Bank of America Checking Account	529,462.03
LAIF	27,554,730.32
County Pool	248,182,552.48
Investment Portfolio	149,665,592.79
Total	<u><u>425,932,337.62</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- MARCH 2012

Unit	Reference	Name	Date	Sum Amount	Method	Account	Description
SMCTA	000744	PENINSULA CORRIDOR JOINT POWERS BOARD	2012-03-05	796,417.66	WIR	625090	Capital Programs
SMCTA	000745	MATSUMOTO, KARYL M.	2012-03-05	100.00	WIR	511500	Board of Directors Compensation
SMCTA	000746	GROOM, CAROLE	2012-03-05	100.00	WIR	511500	Board of Directors Compensation
SMCTA	000747	NAGEL, TERRY	2012-03-05	100.00	WIR	511500	Board of Directors Compensation
SMCTA	000748	HORSLEY, DONALD	2012-03-05	100.00	WIR	511500	Board of Directors Compensation
SMCTA	000749	DEPARTMENT OF TRANSPORTATION	2012-03-19	610,195.05	WIR	625090	Capital Programs
SMCTA	003195	FOUST, ROSANNE	2012-03-05	100.00	CHK	511500	Board of Directors Compensation
SMCTA	003196	HANSON, BRIDGETT, MARCUS, VLAHOS & RUDY	2012-03-05	12,287.92	CHK	525010	Legal Services
SMCTA	003197	PATRIDGE, NAOMI	2012-03-05	100.00	CHK	511500	Board of Directors Compensation
SMCTA	003198	RICHARDSON, SEPI	2012-03-05	100.00	CHK	511500	Board of Directors Compensation
SMCTA	003199	SHAW/YODER & ANTWIH, INC.	2012-03-05	3,795.00	CHK	525030	Legislative Advocate
SMCTA	003200	URS CORPORATION	2012-03-05	365,938.49	CHK	625090	Capital Programs
SMCTA	003201	GREEN CARPET LANDSCAPING	2012-03-12	440.00	CHK	625190	Grounds Maintenance Service
SMCTA	003202	HOLLAND & KNIGHT LLP	2012-03-12	5,000.00	CHK	525030	Legislative Advocate
SMCTA	003203	MARTINEZ, MARTHA	2012-03-12	137.27	CHK	530090	Board of Directors Meeting
SMCTA	003204	MENLO PARK, CITY OF	2012-03-12	14,871.75	CHK	210106	Capital Programs
SMCTA	003205	SAN FRANCISCO COUNTY TRANSPORTATION	2012-03-12	793.09	CHK	625090	Capital Programs
SMCTA	003206	SF BAY AREA WATER EMERGENCY TRANS AUTH	2012-03-12	990,256.50	CHK	625090	Capital Programs
SMCTA	003207	BANK OF NEW YORK MELLON, THE	2012-03-19	4,043.76	CHK	409101	Investment Portfolio Administration
SMCTA	003208	FEHR & PEERS	2012-03-19	15,853.33	CHK	625050	Capital Programs
SMCTA	003209	FOSTER CITY, CITY OF	2012-03-19	12,391.47	CHK	625090	Capital Programs
SMCTA	003210	GOVERNMENT FINANCE OFFICERS ASSN	2012-03-19	160.00	CHK	521010	Dues and Subscriptions
SMCTA	003211	JACOBS ENGINEERING GROUP, INC.	2012-03-19	2,086.47	CHK	625050	Capital Programs
SMCTA	003212	PARKING COMPANY OF AMERICA	2012-03-19	92,159.43	CHK	525185	SMCTA Caltrain Shuttles
SMCTA	003213	S3, INC.	2012-03-19	1,706.90	CHK	525050	Seminar and Training
SMCTA	003214	URS CORPORATION	2012-03-19	7,591.19	CHK	625090	Capital Programs
				<u>2,936,825.28</u>			

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
April 11, 2012**

**AGENDA ITEM # 7
MAY 3, 2012**

The Community Relations Committee and Board

Appointed the following members to the Citizens Advisory Committee (CAC):

- Kristopher Adler, Representing Community Riders
- Kathy Gilbert, Representing Community Riders
- Margaret Pye, Representing Community Riders
- Sondra Price, Representing Multimodal Riders

Manager Accessible Transit Services Bill Welch said staff has been discussing with the Paratransit Coordinating Council (PCC) the Clipper card and having attendants eligible to have a card to use only while travelling with a person who needs assistance.

PCC Chair Nancy Keegan reported Allan Newlands representing the San Mateo County Commission on Disabilities has joined the PCC. She thanked staff for allowing the PCC to offer comments and review the 5310 vehicles.

CAC Chair Peter Ratto reported on their April 4 meeting:

- Interim Executive Office Planning and Development Aidan Hughes provided an update on the SamTrans Service Plan.
- Manager, Operations Planning Eric Harris and Manager, Bus Contracts Paul Lee reported on concerns the CAC shared at the March 7 meeting.
- Kim Nobles has resigned and her last meeting will be May 2. She will be relocating to Yolo County.

Director of Bus Transportation Chester Patton presented the Mobility Management Report: Fixed-route Bus Service (attached).

Average weekday ridership for all modes for February 2012 compared to February 2011 was 96,223, an increase of 7.4 percent.

The Finance Committee and Board

The Board approved the following items:

- The Statement of Revenues and Expenses for February 2012.
- Authorized the Filing of Applications for State Proposition 1B Transit Security Grant Program Funds.
- Authorized Acceptance of Proposition 1B Public Transportation Modernization Improvement and Service Enhancement Account Funds in a Total Amount of \$2,272,697 to help fund the replacement of 62-1998 Gillig 40-foot diesel buses.
- Authorized Reaffirmation of the Investment Policies and Annual Reauthorization to Invest Monies with the Local Agency Investment Fund.
- Authorized Approval of Resolution of Intention to Approve an Amendment to the District's California Public Employees' Retirement System Contract to Provide Two Percent at 60 Modified Formula to Future Employees. The Board will take action on this item at the May 9 meeting.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
April 11, 2012**

- Authorized Award of Contract to T & J Lewis, Inc. dba Classic Graphics for Autobody Repair and Repainting Services for a Total Estimated Cost of \$1,271,310 for a Five-year Term.
- Authorized Award of Contract to Transit Resource Center to Provide Contracted Urban Bus Inspection Services for an Estimated Amount of \$91,350 for a Three-year Base Term.
- Received an Assessment of the Fiscal Year (FY) 2012 Fuel Hedging Program. A fuel hedging program was instituted for FY12 to cover 50 percent of the District's projected diesel fuel usage, which was approximately 0.9 million gallons. This program allows the District to reduce uncertainty in the fuel budget for FY12.

The Legislative Committee and Board

State

The State Legislature is back from recess and starting to move bills through Committee. Senate Bill 1339 would create a commute benefits ordinance requiring employers with 50 or more employees to provide transit benefits. Cap and trade discussions continue with how the revenues collected will be allocated. Staff will be working with the California Transit Association to make sure our voices are heard.

Federal

There was another 90-day extension signed and staff is continuing to follow the development of the House Bill. There is discussion of a potential five-year bill with 30-35 percent reduction in spending, but staff doesn't expect to see a move before the November presidential election.

The Planning, Development and Sustainability Committee and Board

A presentation was given on accessing the Golden Gate National Recreation Area by transit on the coast by San Mateo County Coordinator Christine Carey and Transportation Planer Darren Brown.

Board of Directors

General Manager/CEO Michael Scanlon reported:

- The United Way committee was recognized for their efforts in helping to raise over \$50,300. SamTrans received the Community Impact Award from United Way.
- Received a grant for a pilot car share program in Redwood City and ZipCar was selected.
- Investment in human capital continues with the hiring of eight part-time bus operators starting on April 6.
- A Request for Proposal has been issued to operate the coastside service.
- Staff met with school administrators to discuss SamTrans' role and emphasize the bus has to be open to everyone and not specifically school service.

The next meeting of the Board is scheduled for Wednesday, May 9, 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", "r", "a", "n", and "s" are uppercase. Below the text are three horizontal bars: a red bar on top, a white bar in the middle, and a blue bar on the bottom.

Mobility Management: Fixed-route Bus Service

April 11, 2012

Fixed-route Bus Service

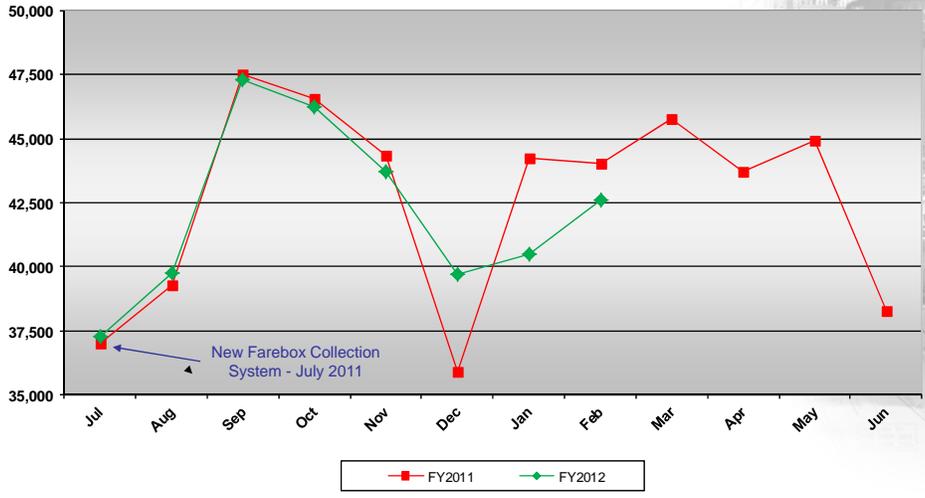
The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "a" and "m" are lowercase, while "T", "r", "a", "n", and "s" are uppercase. Below the text are three horizontal bars: a red bar on top, a white bar in the middle, and a blue bar on the bottom.

- Performance Statistics
- Bus Maintenance
 - Daily Cleaning
 - Inspection
 - Hi-tech
 - Training
- Summary



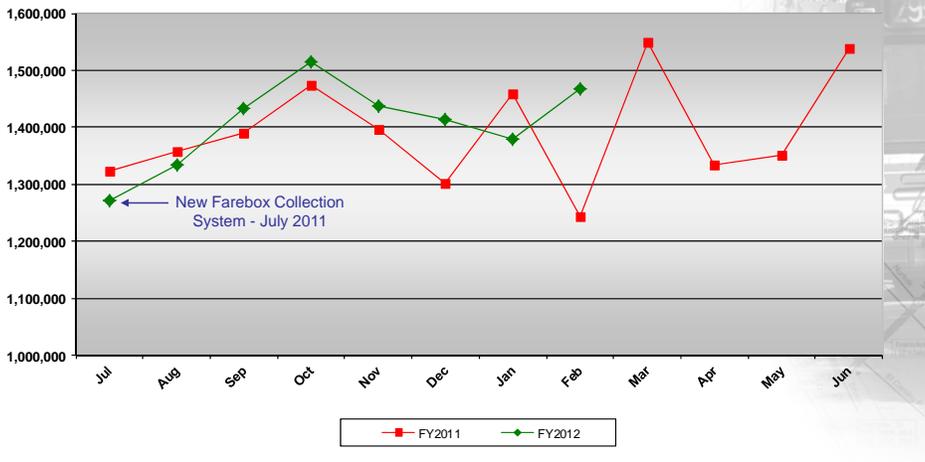
2

Average Weekday Ridership



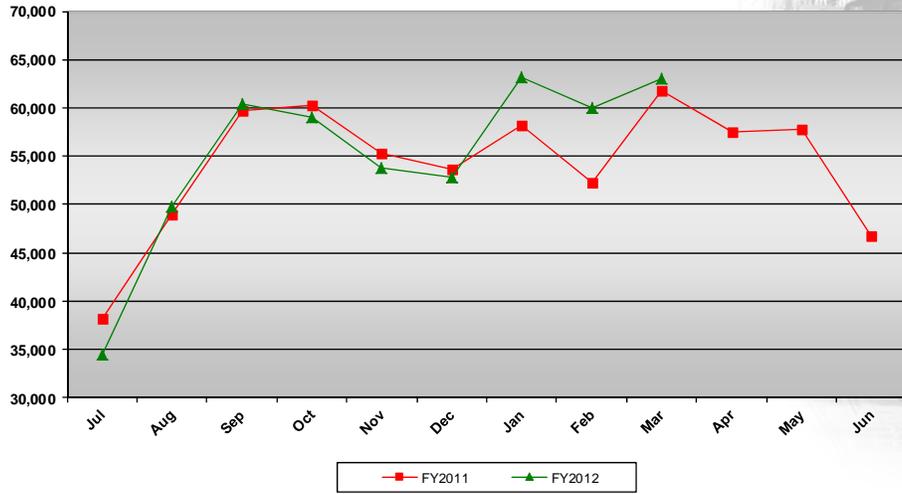
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Monthly Farebox Revenue



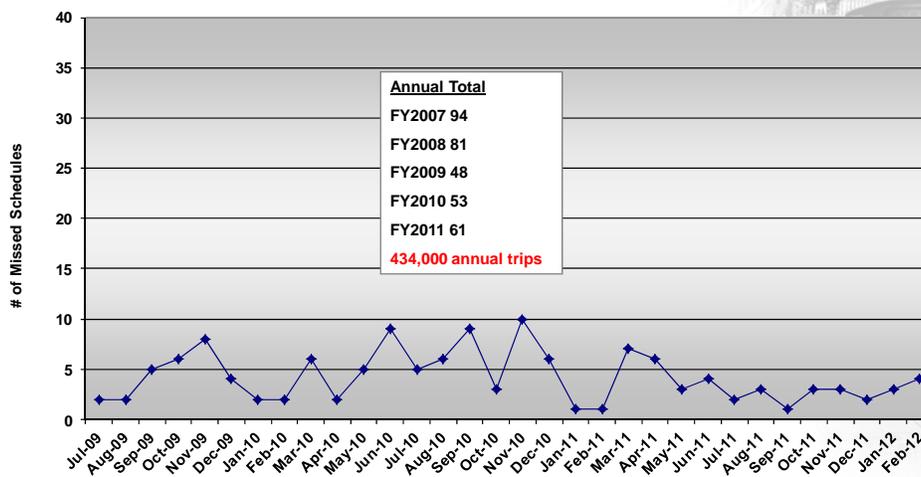
4

Token Usage



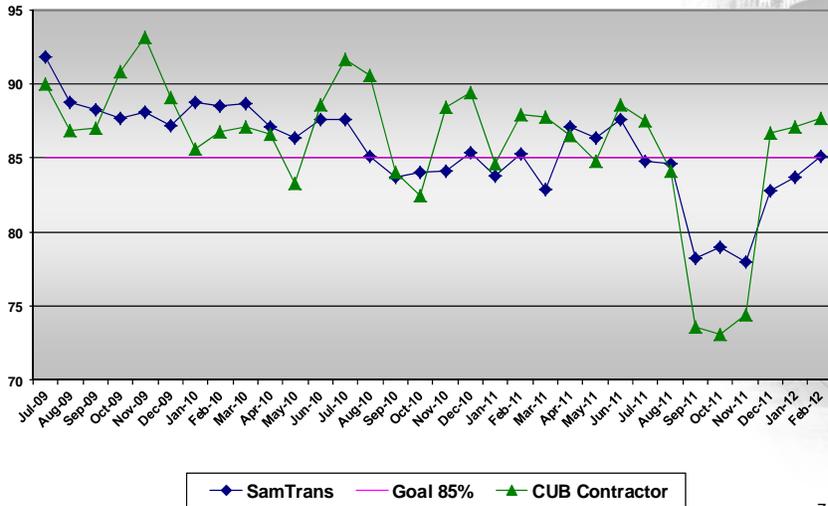
5

Missed Schedules



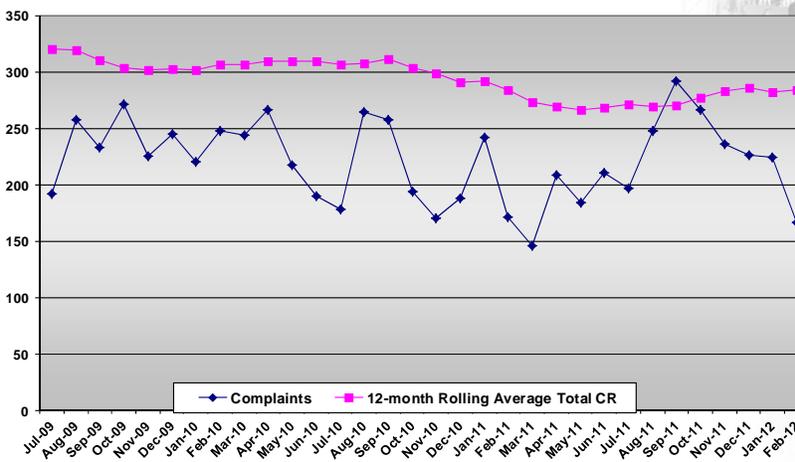
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On-time Performance



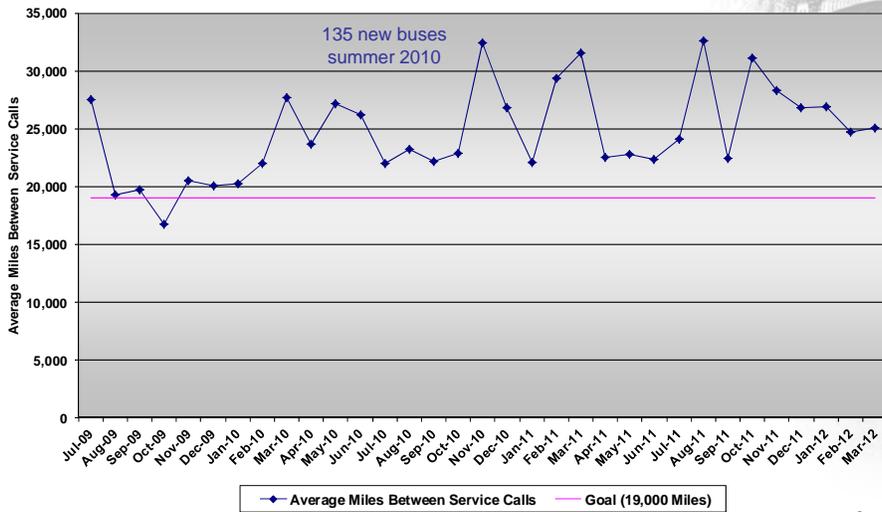
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Consumer Reports



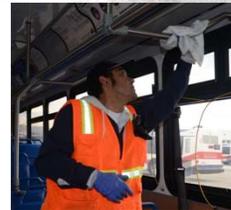
8

Fleet Reliability



9

Bus Maintenance - Daily Cleaning



Each night the buses are fueled and cleaned - both interior & exterior

- Utility Worker uses air wand to blow debris to front of bus
- Floors are mopped with a disinfectant
- All purpose disinfectant used for areas wiped by hand
- "Adios" cleaner used to remove graffiti
- Windex is used on windows

10

Bus Maintenance - Daily Cleaning



- More than 77,000 buses cleaned annually
- More than 700 buses detailed annually
- Industrial cleaners – liquid soaps
- Quaternary disinfectants – bacteria, viruses, pathogenic fungi, and mycobacteria
- Aerosol cleaners
- Upholstery cleaners

11

Bus Maintenance - Inspection



- Lights inside & out
- Air leak
- Coolant leak
- Engine oil leak
- Transmission oil leak
- Fan drive leak
- Fuel leak
- Ride height
- Brake shoe contact
- Push rod travel
- Schedule reline
- Slack adjuster
- Back up alarm
- Lift/ramp
- Defect - down bus

12

Bus Maintenance – Hi-tech

samTrans



Numerous computer systems on each bus:

- Engine
- Transmission
- Braking system
- Video cameras
- Destination sign
- Radio/AVL system
- Air conditioning
- Rear door
- Artic dampener
- Clean air muffler
- Farebox
- Clipper

13

Bus Maintenance – Hi-tech

samTrans



Full brake service:

- brake shoes
- s cam bushings
- s cam shaft/activator

Clipper

Farebox revenue collection system

Hydraulic dampener keeps articulated bus riding straight – being pushed by rear wheels

14

Bus Maintenance - Training

samTrans



- Diesel engine systems, electrical systems, hazardous materials response
- Shop safety, GFI farebox, automatic transmission, HVAC
- 24 regional mechanics through 2011 program
- 33 regional mechanics registered for 2012 program
- Realizing MTC Transit Sustainability Project strategy through better coordination with other transit systems

15

Summary

samTrans

- Bus ridership lower than prior year, but trend may be changing for the better
- Monthly farebox revenue is up
- Missed schedules remains extremely low
- On-time performance is returning closer to historical levels
- Consumer Reports and Complaints are back to historical levels
- Fleet reliability is very high – good maintenance practices
- Realizing MTC Transit Sustainability Project strategy through better coordination with other transit systems

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SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Director, Caltrain Modernization Program

SUBJECT: **HIGH-SPEED RAIL EARLY INVESTMENT STRATEGY FOR A
BLENDED SYSTEM MEMORANDUM OF UNDERSTANDING (MOU)**

ACTION

Staff proposes that the Board approve the following:

- Approval of the *High-Speed Rail Early Investment Strategy for a Blended System in the San Francisco to San Jose Segment known as the Peninsula Corridor of the Statewide High-Speed Rail System MOU* (attachment "A");
- Authorization for the Executive Director to enter into the MOU on behalf of the San Mateo County Transportation Authority (TA).

SIGNIFICANCE

Based on the California High-Speed Rail Authority (CHSRA) Business Plan (April 2012), the Metropolitan Transportation Commission has developed a MOU reflecting regional agreement on leveraging high-speed rail Prop 1A funding with local, state, and federal funding to implement the Caltrain's advanced signal system and electrification projects.

This is the first time that a realistic funding strategy has been defined for modernizing the Caltrain system reflected in the Caltrain 1999 and 2004 Strategic Plans.

TA funding of \$60 million is included in the funding plan as local commitment to leverage Prop 1A funding. The use of the sales tax revenues is consistent with the voter-approved 2004 Expenditure Plan. The Plan states that TA funding is to be used to:

"Continue the current program to rebuild and upgrade Caltrain. Funding would be provided for San Mateo County's share of the capital cost of system wide improvements, including conversion of the line from diesel to electric operation. Funding would also be provided for existing stations upgrades, including expanded parking."

BUDGET IMPACT

The Board has previously programmed funding for Caltrain Electrification. The funds will be budgeted in subsequent fiscal years as needed.

BACKGROUND

The overall intent of the MOU is to jointly support and pursue the implementation of a statewide high-speed rail system that utilizes a blended system and operational model on the peninsula corridor to support a one-seat ride between the Transbay Transit Center in San Francisco and Los Angeles.

The MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail as well as other passenger and freight services.

The blended system is comprised of several interrelated capital projects. The early investment projects are the Caltrain Electrification Infrastructure and Advanced Signal System projects. The remaining inter-related capital projects are Downtown Extension (DTX) project, San Jose Diridon Caltrain Station, Millbrae BART/Caltrain Station and Core Capacity upgrades to stations, tunnels, bridges, passing tracks (to be determined) and other track modifications and rail crossing improvements including grade separations (to be determined).

The funding plan included in the MOU is for the Caltrain Electrification Infrastructure and Advanced Signal System projects only.

All projects will be environmentally analyzed and cleared according to CEQA and NEPA regulations, including updating and recirculation of the Caltrain Electrification EA/FEIR completed in 2009. The Peninsula Corridor Joint Powers Board, as the owner of the rail right of way and project implementer will plan, design and construct the projects in a way that respects the communities through which Caltrain operates to the maximum extent feasible.

Prepared by: Marian Lee,
Director, Caltrain Modernization Program

650-622-7843

RESOLUTION NO. 2012 -

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

* * *

**AUTHORIZING APPROVAL OF THE HIGH-SPEED RAIL EARLY
INVESTMENT STRATEGY FOR A BLENDED SYSTEM MEMORANDUM OF
UNDERSTANDING**

WHEREAS, the Peninsula Corridor Joint Powers Board owns the Caltrain right-of-way and is charged with oversight and management of that right-of-way in such a manner that it assures that the Peninsula commuter rail service survives and thrives and does so to the extent possible in harmony with the communities in which it operates; and

WHEREAS, the Metropolitan Transportation Commission (MTC) has prepared and formally authorized execution of a Memorandum of Understanding (MOU) entitled *High Speed Rail Early Investment Strategy for a Blended System in the San Francisco to San Jose Segment known as the Peninsula Corridor of the Statewide High-Speed Rail System* specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail as well as other passenger and freight services; and

WHEREAS, the California High-Speed Rail Authority (CHSRA) similarly desires to enter into and has authorized execution of a MOU defining the projects and an early investment funding plan for a Caltrain and high-speed rail blended system in the peninsula corridor; and

WHEREAS, the MOU reflects regional consensus on leveraging Prop 1A funding with local, state and federal funding to implement two early investment projects - the Caltrain Electrification Infrastructure and Advanced Signal System projects; and

WHEREAS, the MOU is to be signed by agencies, including the San Mateo County Transportation Agency (SMCTA), involved in the planning, funding, construction and/or operations related to the blended system; and

WHEREAS, \$60M from the SMCTA, with equal contributions from San Francisco and Santa Clara counties, is included in the funding plan as local commitment to leverage Prop 1A funding; and

WHEREAS, the proposed use of the SMCTA sales tax revenues is consistent with the voter approved 2004 Expenditure Plan, as well as policy actions approved by the Board in support of Caltrain Electrification and Advanced Signal System projects; and

WHEREAS, the MOU, attached to this resolution, was approved by the CHSRA and MTC; and

WHEREAS, the other MOU parties consisting of the Peninsula Corridor Joint Powers Board (JPB), San Francisco County Transportation Authority (SFCTA), San Mateo County Transportation Authority (SMCTA), Santa Clara Valley Transportation Authority (VTA), City of San Jose, City and County of San Francisco, and Transbay Joint Powers Authority (TJPA) are committed to seeking approvals by their respective Boards.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the SMCTA approve the *High Speed Rail Early Investment Strategy for a Blended System in the San Francisco to San Jose Segment known as the Peninsula Corridor of the Statewide High-Speed Rail System* MOU and authorize the Executive Director, or his designee, to execute the MOU in a form approved by the General Counsel, coupled with the authority to approve non-substantive minor changes that may be proposed by other parties, subject to the following understandings and conditions:

- The MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail and will be designed to continue to support existing passenger and freight rail tenants.
- The JPB, as owner of the Peninsula rail corridor right-of-way and operator of the Caltrain system, will exercise its authority to preserve and protect the integrity of the rail corridor for the benefit of its constituents.
- The JPB, as the owner of the Peninsula rail corridor right-of-way and operator of the Caltrain system will be the lead agency to plan, environmentally study, and oversee the design and construction of the early investment project.

- The projects will be planned, designed and constructed in a way that respects community partners and stakeholders.
- In parallel with implementing the early investment projects, additional funding will be sought to advance all of the interrelated capital projects ultimately needed for introduction of a blended system.
- In order to address outstanding questions and issues that remain relative to the early investment project, the JPB will continue with its planning process and update/ recirculate the Caltrain Electrification EA/FEIR which was completed in 2004.

Regularly passed and adopted this 3rd day of May, 2012 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

MEMORANDUM OF UNDERSTANDING

HIGH SPEED RAIL EARLY INVESTMENT STRATEGY FOR A BLENDED SYSTEM IN
THE SAN FRANCISCO TO SAN JOSE SEGMENT KNOWN AS THE PENINSULA
CORRIDOR OF THE STATEWIDE HIGH-SPEED RAIL SYSTEM

BY AND AMONG THE FOLLOWING PARTIES (PARTIES)

CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY)
METROPOLITAN TRANSPORTATION COMMISSION (MTC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)
CITY OF SAN JOSE
CITY AND COUNTY OF SAN FRANCISCO
TRANSBAY JOINT POWERS AUTHORITY (TJPA)

Recitals

Whereas, the California High-Speed Rail AUTHORITY (AUTHORITY) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

Whereas, the AUTHORITY, in partnership with the Federal Railroad Administration is advancing a California High-Speed Train (HST) network that links the major metropolitan areas of the State of California utilizing corridors into and through Southern, Central and Northern California; and

Whereas, the AUTHORITY has responsibility for planning, construction and operation of high-speed passenger train service in California and is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

Whereas, the AUTHORITY's 2012 Business Plan proposes to incrementally develop the HST system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems, improving, enhancing and expanding the integration of high-speed and regional/local passenger rail systems; and

Whereas, this blended approach requires a series of incremental investments in the Peninsula corridor to prepare for integrated service and operations and the AUTHORITY recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors that improve service, safety and efficiency, and create linkages between HST and local passenger rail service; and

Whereas, a blended system will remain substantially within the existing Caltrain right-of-way and will accommodate future high-speed rail and modernized Caltrain service along the Peninsula corridor by primarily utilizing the existing track configuration on the Peninsula; and

Whereas, this MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail and will be designed to continue to support existing passenger and freight rail tenants; and

Whereas, local transportation improvement projects are required to be included in a Regional Transportation Plan (Plan), and the Metropolitan Transportation Commission, working closely with local agencies is charged with developing the Plan every four years to provide guidance for transportation investments within the San Francisco Bay Area and with development of regional transportation strategies to address the needs of the Bay Area; and

Whereas, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2 Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

Whereas, the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg, Statutes of 2008) requires the Plan to include a Sustainable Communities Strategy (SCS), showing evidence of integrated planning, goals that establish and strengthen the crucial linkages between the economy, land use development and the regional transportation system to improve access to jobs, education, healthcare, and other amenities in ways that improve the overall quality of life in the Bay Area, and the blended system on the Peninsula corridor in the California High-Speed Rail program is consistent with achieving SB 375 goals to reduce greenhouse gas emissions; and

Whereas, all PARTIES are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the Peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

Whereas, it is the intent and purpose of this MOU to strengthen the working relationship between the PARTIES to facilitate the development and implementation of projects that will improve local passenger rail service and operations while preparing designated HST corridors for eventual HST operation to achieve region-wide systems integration of rail service in Northern California; and

Whereas, local transportation improvement projects are required to be environmentally evaluated according to CEQA and NEPA regulations and where necessary, existing environmental approval covering incremental improvements to the Peninsula corridor will be updated to reflect evolving local and regional conditions and concerns; and

Whereas, incremental improvements and the blended system project will be planned, designed and constructed in a way that supports local land use and Transit Oriented Development policies along the Peninsula corridor; and

Now, THEREFORE, it is mutually understood and agreed to by the PARTIES as follows:

To jointly support and pursue the implementation of a statewide high-speed rail system that utilizes a blended system and operational model on the Peninsula corridor and that has its northern terminus at the Transbay Transit Center in San Francisco as specified in law, and its southern limit at Mile Post 51.4 at the Tamien Station in San Jose. The blended system will support and benefit operation of both Caltrain and future high-speed train service.

To jointly recognize a defined set of Inter-related Program of Projects that is consistent with the AUTHORITY's phased implementation plan and with a blended system operation of the corridor and achieves objectives that include but are not limited to system capacity and connectivity for Caltrain, HST and freight; public safety; operational efficiency; effectiveness and connectivity.

To generally describe, identify and work to fully fund an Inter-related Program of Projects known as the Corridor Electrification Infrastructure Project, Advanced Signal System (also known as Positive Train Control), the Downtown Extension to the Transbay Transit Center, which is the Proposition 1A designated northern terminus of high-speed rail, new high-speed stations at San Jose Diridon Station and a Millbrae BART/Caltrain Station with a connection to San Francisco International Airport, and a Core Capacity project of needed upgrades to stations, tunnels, bridges, potential passing tracks and other track modifications and rail crossing improvements including improvements and selected grade separations required to accommodate the mixed traffic capacity requirements of high-speed rail service and commuter services.

To recognize that of the set of Inter-related Program of Projects, the most substantial and tangible early-investment benefits will be realized when two essential projects are identified for an Initial Investment Strategy to secure, at the earliest possible date, the benefits of the blended system for the traveling public and an Initial Investment Strategy is needed to provide the groundwork upon which future construction can more readily progress.

To recognize that the two Inter-related projects for Initial Investment Strategy are the Corridor Electrification Infrastructure Project that includes the needed rolling stock to operate revenue service; and the Advanced Signal System project and to adopt as part of this MOU, the funding plans needed to move as expeditiously as possible toward construction of these two essential projects.

To work toward the implementation of the Initial Investment Strategy to the maximum extent feasible and that the PARTIES shall endeavor to incorporate the Electrification Infrastructure and Advanced Signal System projects into their respective plans and that the AUTHORITY shall reflect this MOU in its Business Plan by December 31, 2012.

That the aforementioned projects will need to be environmentally analyzed and cleared according to CEQA and NEPA guidelines as appropriate, including updating and recirculation of the Caltrain Electrification EA/FEIR completed in 2009.

That the AUTHORITY will endeavor in good faith to secure approval and release of \$600 million of Proposition 1A funds and \$106 million of Proposition 1A "connectivity" funds

consistent with the funding plans contained in this MOU as required to complete at the earliest possible date, the Corridor Electrification Infrastructure and Advanced Signal System projects.

That the AUTHORITY will endeavor in good faith to secure approval of Proposition 1A “connectivity” funds for Bay Area project sponsors consistent with and in accordance with the schedule and project expenditure plan approved and as amended by the California Transportation Commission.

That the AUTHORITY will work with funding partners to assist in seeking and releasing the funds necessary to implement the Electrification Infrastructure Project and Advanced Signal System project. Local agencies may provide local funds, real property, or in-kind resources as matching funds where matching funds are required to qualify for grant funds. PARTIES agree to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Electrification Infrastructure Project and the Advanced Signal System Project.

That the AUTHORITY and appropriate PARTIES will coordinate to obtain funding using a mutually agreed-upon strategy. In the event that funding for the program is constrained by statute, recession of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the AUTHORITY and the PARTIES shall take steps to notify each other as needed in a timely manner.

FUNDING PLAN

**Program Costs and Proposed Funding
for
Peninsula Corridor Projects:
Electrification and Advance Signal System**

Program Costs <i>(in \$ millions, year of expenditure)</i>	
Advance Signal System / Positive Train Control (PTC)	\$231
Electrification and Electric Multiple Units (EMUs)	\$1,225
Total	\$1,456

Program Funding <i>(in \$ millions)</i>	
Source	Amount
JPB Contributions	\$180
JPB Local - Currently Available	\$11
Caltrain PTC	\$4
Subtotal Local	\$195
Prop 1A Connectivity	\$106
Prop 1A High Speed Rail Authority	\$600
Prop 1B Caltrain	\$24
Subtotal State	\$730
Federal RR Admin. for PTC	\$17
Federal Transit Admin prior/current obligations	\$43
Federal Transit Admin future obligations	\$440
Subtotal Federal	\$500
MTC Bridge Tolls	\$11
BAAQMD Carl Moyer	\$20
Subtotal Regional	\$31
Total	\$1,456

See Next Page for Notes.

Funding Plan Notes:

1. Caltrain Joint Powers Board (JPB) Local Contribution is \$60 million from San Mateo sales tax, \$60 million from VTA sales tax, and \$60 million from San Francisco (\$23 million from sales tax, \$37 million from Regional Transportation Improvement Program (RTIP)/local/other). Each agency's contribution, including Proposition 1A Connectivity funds as outlined in Note 2, is contingent upon the \$60 million each from the other two JPB partners.
2. Prop 1A Connectivity is \$42 million from Caltrain, \$26 million from VTA, and \$38 million from BART (2nd priority for BART after receipt of \$150 million for railcars).
3. Prop 1B Caltrain is \$20 million Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), \$4 million State-Local Partnership Program (SLPP).
4. FTA Prior/Current Obligations is \$16 million for electrification in prior years, \$27 million for EMUs in FY12.
5. FTA Future Obligations is \$315 million for electric multiple units (EMUs), \$125 million from fixed guideway caps. Funds will be programmed in accordance with MTC Transit Capital Priorities process between approximately FY2012-2013 and FY2022-2023.
6. Bridge Tolls is from Regional Measure 1 (RM1) West Bay Rail Reserve.
7. Bay Area Air Quality Management District (BAAQMD) funds to be confirmed.
8. Assumes that all local sources, Prop 1B PTMISEA, all federal sources, and bridge tolls can be used as match to Prop 1A funds, totaling \$726 million in matching funds for \$706 million in Prop 1A funds.
9. Other potential future funding sources could be substituted if secured, including federal Transportation Investment Generating Economic Recovery (TIGER) funds (such as current Caltrain application for \$44 million), State Interregional Transportation Improvement Program (ITIP) funds, and private financing.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

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

ACTION

Staff recommends that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended March 31, 2012.

SIGNIFICANCE

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

BUDGET IMPACT

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

BACKGROUND

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

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

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

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

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

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

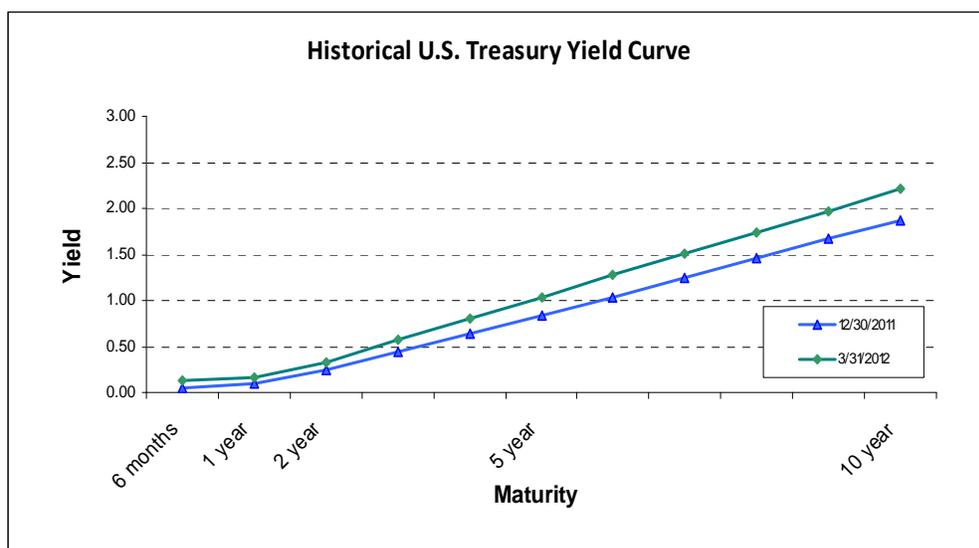
The Liquidity funds managed by TA staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share,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

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

DISCUSSION

Market Review and Outlook

Interest rates climbed modestly during the first quarter of the year as a combination of solid economic growth and progress on the debt crisis in Europe gave investors' confidence to shift some funds back towards riskier assets such as the equity markets. Although interest rates have rebounded off their recent record lows, they remain well below what the current pace of economic growth would suggest. In this regard, the future level of interest rates will remain highly dependent on US monetary policy since the Federal Reserve is able to set the short term interest rates at will, moving the Federal Funds overnight rate higher or lower to enforce both monetary and fiscal policy changes.



Data Source: Bloomberg

Recent statements from the Federal Reserve's Open Market Committee (FOMC, the body responsible for setting the level and direction of the Fed Funds rate) have signaled their intention to keep interest rates low through late 2014. This policy was recently reinforced by Federal Reserve Chairman Ben Bernanke in a lecture given to students at George Washington University's School of Business. In the lecture Chairman Bernanke highlighted his belief that the 1930's Federal Reserve made a serious error by raising interest rates too soon after the onset of the Great Depression. Given the historical context and the current state of our economy, the market anticipates the Federal Reserve will keep short-term interest rates at their current levels for at least the next several quarters.

This suggests the near term outlook for interest rates appear to be fairly lack luster and range bound, where rates will remain at low to very low levels at the bottom of the yield curve. As to exactly when rates might eventually climb back to more comfortable levels, there are no indicators to cite at this time.

Strategy

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

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

As of the end of the quarter, the Transportation Authority's portfolio consisted of approximately 8.4 percent Government Guaranteed Corporate Bonds, 71.4 percent Agency Securities, 19.7 percent US Treasury securities, 0.5 percent Agency MBS and 0 percent Cash Equivalents; see Exhibit 6.

Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending March 31, the portfolio returned **0.42** percent. This compares to the benchmark return of **0.32** percent. The Performance graph in Exhibit 3 shows the relative performance of the Authority since inception. The Growth of a Thousand Dollars graph in Exhibit 4 shows the cumulative performance over this same time frame for the Authority's portfolio.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, the portfolio's yield to maturity or call was **0.42** percent. The benchmark's yield to maturity was **0.73** percent.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the portfolio's rate of return on investments, at cost, was **1.38** percent

Prepared by: Lori Snow, Manager Finance Treasury

650-508-6425

EXHIBIT 1

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS
FOR QUARTER ENDED MARCH 31, 2012**

TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<u>FUNDS MANAGED BY SUNTRUST BANK/CSIGROUP</u>							
<u>INVESTMENT PORTFOLIO:</u>							
CORPORATE BONDS							
Bank of America Corp.	06050BAC6	04-30-12	2,000,000	2,032,960	2,002,846	17,500	2,020,346
General Electric Capital Corp	36967HAH0	06-08-12	1,500,000	1,530,600	1,505,660	10,358	1,516,018
Goldman Sachs	38146FAA9	06-15-12	3,000,000	3,124,650	3,018,438	28,708	3,047,146
Wells Fargo & Co.	94974AAC0	06-15-12	3,000,000	3,058,440	3,011,817	18,771	3,030,588
John Deere Capital	2442DAA7	06-19-12	3,000,000	3,107,970	3,017,481	24,438	3,041,919
TREASURY SECURITIES							
U.S. Treasury Note	912828KK7	06-15-12	1,500,000	1,525,313	1,505,333	8,222	1,513,555
U.S. Treasury Note	912828LH1	08-15-12	2,000,000	2,028,125	2,011,876	4,327	2,016,203
U.S. Treasury Note	912828HQ6	01-31-13	15,000,000	15,462,500	15,331,050	71,085	15,402,135
GOVERNMENT BONDS							
FHLB	3133XR5T3	06-08-12	2,000,000	2,105,000	2,012,844	22,757	2,035,601
FHLM	3137EACC1	06-15-12	2,000,000	1,995,080	2,006,524	10,306	2,016,830
FNMA	31398AYM8	08-10-12	5,000,000	4,996,300	5,028,425	12,396	5,040,821
FNMA	3135QJFS7	11-21-13	12,000,000	11,997,600	12,000,000	24,400	12,024,400
FNMA	3135G0GG2	12-06-13	5,000,000	5,000,000	4,998,250	9,583	5,007,833
FHLM	3134G3AC4	12-06-13	5,000,000	4,990,725	5,001,515	11,979	5,013,494
FHLM	3137EACR8	02-25-14	19,000,000	18,901,470	19,401,698	26,125	19,427,823
FNMA	3135G0BG7	04-18-14	11,000,000	10,993,400	11,006,193	74,708	11,080,901
FNMA STEP UP	3136FRFT5	04-18-14	10,000,000	9,998,000	10,002,160	45,278	10,047,438
FHLM	3137EACB3	04-23-14	13,500,000	13,932,270	14,081,837	148,125	14,229,962
FHLM	3134G3SD3	09-28-15	10,000,000	9,996,000	9,988,620	625	9,989,245
FHLM	3134G3SE1	03-21-16	12,000,000	12,007,500	12,106,092	3,333	12,109,425

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS (Continued)
FOR QUARTER ENDED MARCH 31, 2012**

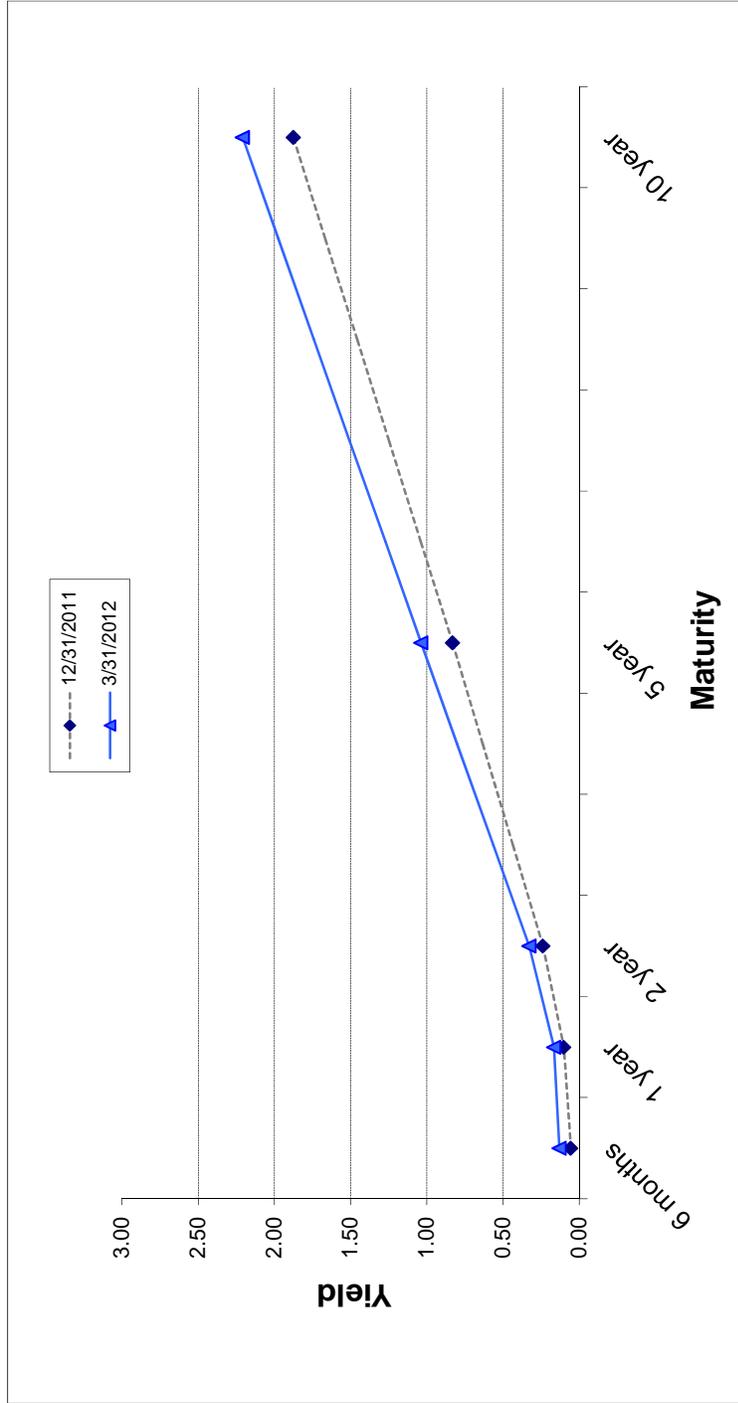
TYPE	CUSIP NUMBER	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE + ACCR. INT.
<u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP (Cont.)</u>							
TREASURY INFLATION PROTECTED SECURITIES							
US Inflation Indexed Note	912828KM1	04-15-14	10,173,360	10,122,021	10,790,120	58,372	10,848,492
COLLATERIZED MORTGAGE OBLIGATIONS							
FHLB Series 00-0606 Class Y	3133XESD7	12-28-12	743,180	759,669	765,197	326	765,523
TOTAL FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP							
			148,416,540	149,665,593	150,593,974	631,723	151,225,697

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:

BANK OF AMERICA CHECKING LAIF				529,462	529,462	0	529,462
SAN MATEO COUNTY POOL				27,554,730	27,554,730	29,892	27,584,622
				248,182,552	248,182,552	564,236	248,746,788
TOTAL FUNDS MANAGED BY DISTRICT STAFF							
				276,266,745	276,266,745	594,128	276,860,872
TOTAL AS OF MARCH 31, 2012							
				425,932,338	426,860,719	1,225,850	428,086,569

EXHIBIT 1 (Cont.)

San Mateo County Transportation Authority
Historical Yield Curve

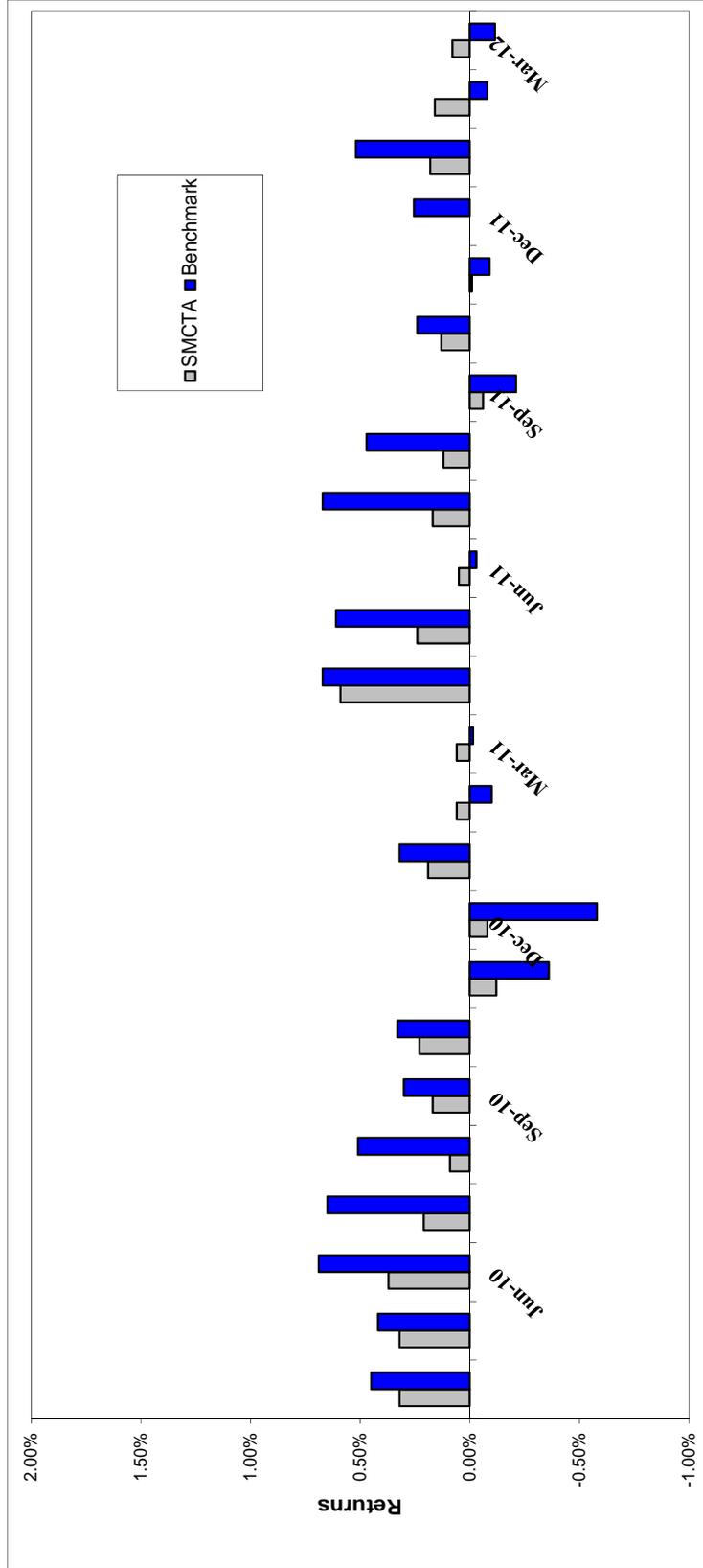


Data Source: Bloomberg

CSI Capital Management, Inc.

EXHIBIT 2

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



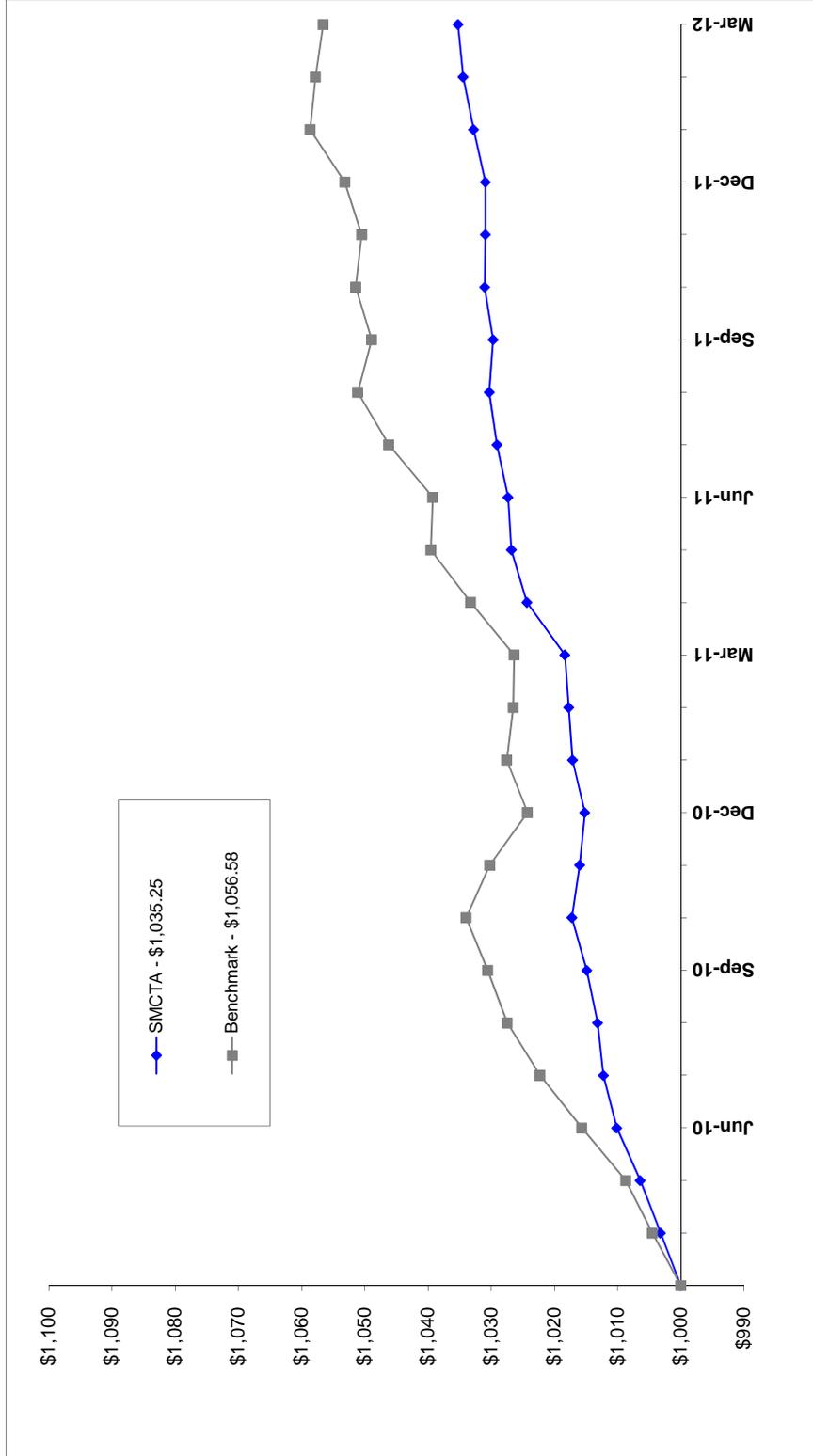
Trailing 12 Months	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Trailing 12
MONTHLY PERFORMANCE DATA													
SMCTA	0.59%	0.24%	0.05%	0.17%	0.12%	-0.06%	0.13%	-0.01%	0.00%	0.18%	0.16%	0.08%	1.66%
Benchmark	0.67%	0.61%	-0.03%	0.67%	0.47%	-0.21%	0.24%	-0.09%	0.26%	0.52%	-0.08%	-0.11%	2.94%

EXHIBIT 3

CSI Capital Management, Inc.

San Mateo County Transportation Authority Growth of a Thousand Dollars

Rolling 24 Months

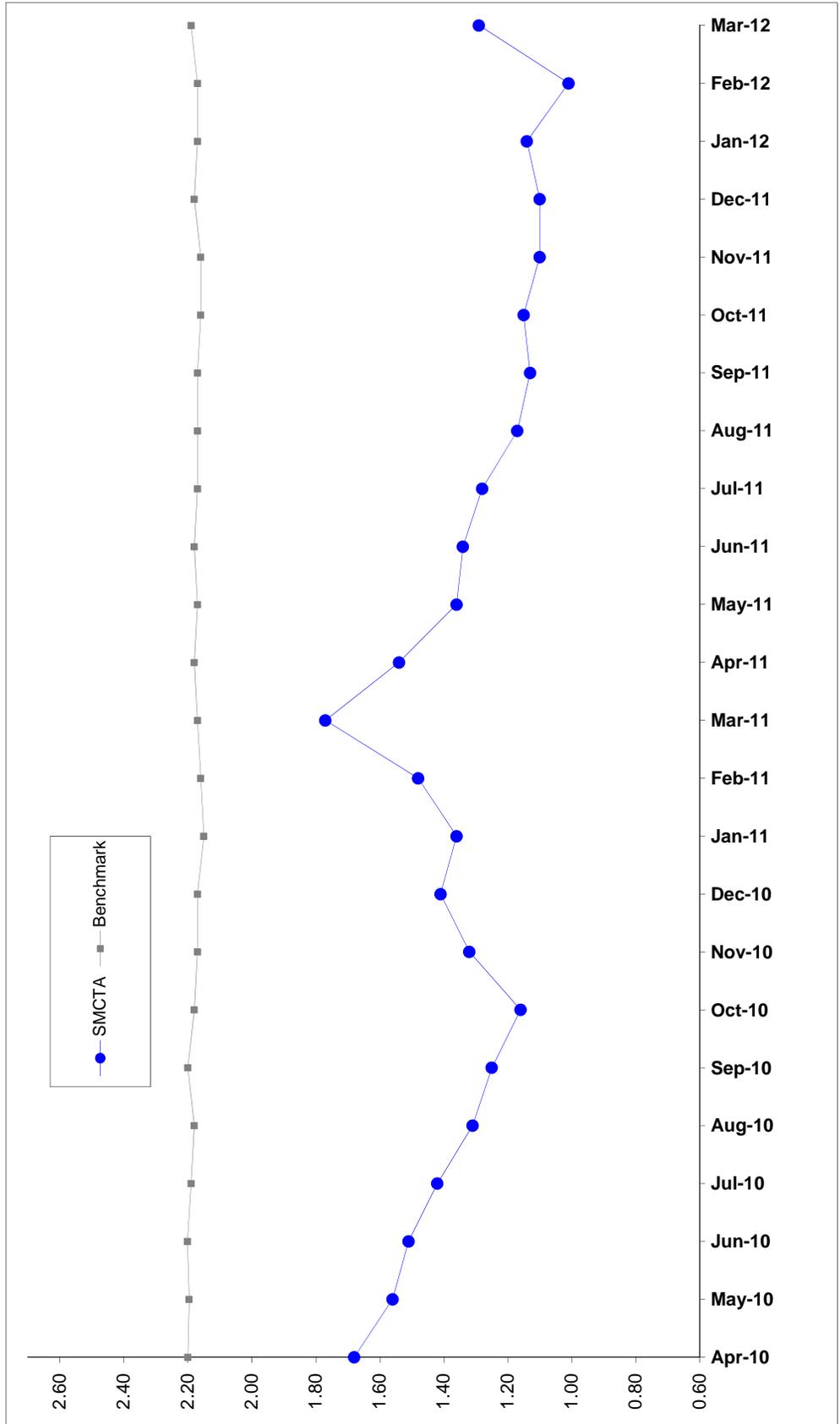


CSI Capital Management, Inc.

San Mateo County Transportation Authority Duration vs. Benchmark

Duration is a measure of a portfolio's sensitivity to a change in interest rates. It represents the amount a portfolio's value would change, in percent, if interest rates were to rise or fall by 1%. For example, we would expect a portfolio with a duration of 2 to rise by 2% in value if interest rates fell 1% and to fall by 2% in value if interest rates rose by 1%.

EXHIBIT 5



San Mateo County Transportation Authority Percent of Assets Held by Type

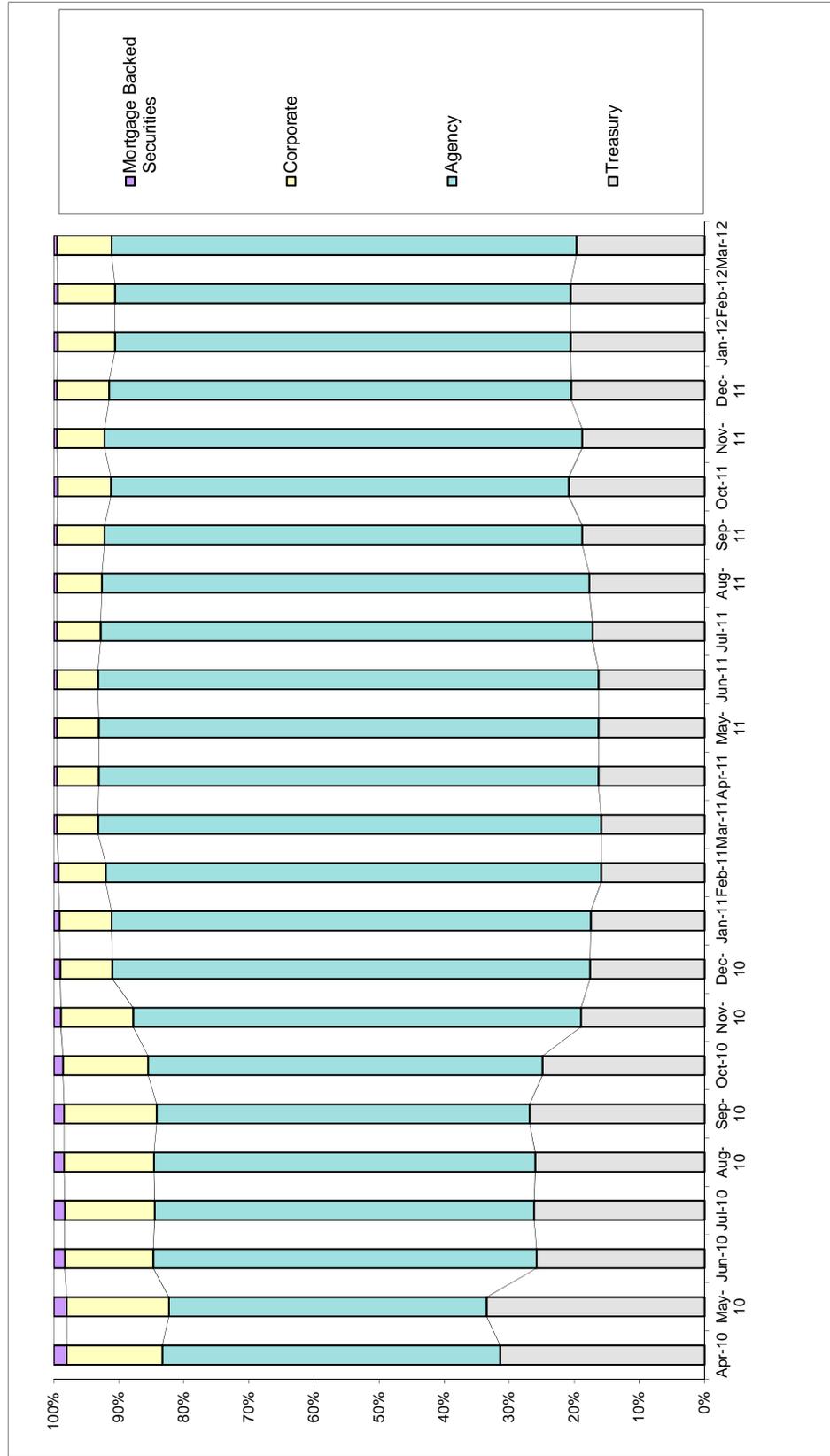


EXHIBIT 6

CSI Capital Management, Inc.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority
THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AMENDMENT TO THE INVESTMENT POLICY, AND
REAUTHORIZATION OF THE INVESTMENT OF MONIES WITH THE
LOCAL AGENCY INVESTMENT FUND**

ACTION

Staff recommends the Board adopt the attached resolutions amending the Statement of Investment Policy for the investment of San Mateo County Transportation Authority (TA) funds and the delegation of authority as stated therein and reauthorizing the investment of TA funds in the Local Agency Investment Fund (LAIF).

SIGNIFICANCE

The Executive Director (or his designee) serves as the TA's trustee for purposes of placing investments pursuant to the attached investment policy. The Board of Directors, in accordance with *California Government Code Section 53646(a)*, may review and reauthorize this delegation of authority on an annual basis at a public meeting. The Board of Directors, in compliance with LAIF requirements, must also adopt a separate resolution authorizing monies to be invested in LAIF.

Staff, in conjunction with Legal Counsel and the San Mateo County Treasurer's Office, has reviewed the attached investment policy and recommends the following substantive changes: 1) Requiring an annual independent audit of the Authority's assets as reported for the investment program's activities and 2) requiring an independent auditor's opinion regarding compliance with the TA's investment policy and the California Government Code. Also, two minor changes are recommended to clarify an allowable investment provision and to update one citation.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

The first formal investment policy for the investment of general funds was presented and adopted by the Board on November 4, 1999.

On May 21, 2009, the TA eliminated the separate Statement of Investment Policy for the Paratransit Trust Funds which were transferred to the San Mateo County Transit District upon the expiration of the Original Measure A.

Most recently on May 6, 2010 the TA amended the investment policy to allow CSI Group, at its sole discretion, the authority to continue the current practice of choosing from which broker dealers to solicit bids for the execution of a portfolio transaction. Additionally, the name of the bond index used as a benchmark in the TA's investment policy was updated to reflect a merger in the market.

Annually, the TA's external auditors, Maze and Associates, perform an independent audit of the TA's assets as they are reported for the investment program's activities. It is conducted to determine compliance with the TA's Investment Policy and the Government Code. Upon completion, the auditors express an opinion whether the statement of assets is presented fairly and in accordance with generally accepted accounting principles. This amendment to the investment policy, to require annual independent audit of the investment program's activities and an opinion thereof, will reflect the current practice within the TA's investment policy as section "c." on page 8, under the new heading, "Oversight."

Two other minor changes are also incorporated into this amendment. The citation on page 3, Section 2 *Diversification*, changed from (j) to (k) due to a change in the California Government code; and page 5, section 6, item j was reworded for clarity.

Prepared by: Lori Snow, Manager, Finance Treasury

650-508-6425

RESOLUTION NO. 2012 –

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

**AMENDING THE INVESTMENT POLICY FOR THE INVESTMENT OF
TRANSPORTATION AUTHORITY FUNDS**

WHEREAS, in accordance with applicable State law, the San Mateo County
Transportation

Authority (Transportation Authority) is required to adopt an investment policy; and

WHEREAS, in November 1999, the Transportation Authority adopted a Statement of
Investment Policy for the Investment of General Funds, which was amended in April 2001, May
2003 and August 2007, August 2008, May 2009 and most recently in May 2010; and

WHEREAS, the Transportation Authority may annually render a statement of said
investment policy to the Board of Directors for review and approval pursuant to Section 53646
of the State of California Government Code; and

WHEREAS, the Executive Director is proposing amendment of the Statement of
Investment Policy for the Investment of Transportation Authority Funds to require an annual
independent audit and opinion thereof on the investment program's activities, to clarify an
allowable investment provision, and to update one citation; and

WHEREAS, staff recommends approval and amendment of the Statement of Investment
Policy for the Investment of Transportation Authority Funds for the aforementioned purposes.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the San Mateo
County Transportation Authority takes the following actions: 1. Approves the amendment of the

Statement of Investment Policy for the Investment of Transportation Authority Funds, attached hereto as Exhibit A and incorporated by this reference; and 2. Hereby appoints its Executive Director (or his designee) as the trustee for purposes of placing investments pursuant to said policy.

Regularly passed and adopted this 3rd day of May, 2012 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

Adopted November 1999	Reaffirmed May 2005	Amended May 2010
Amended April 2001	Reaffirmed May 2006	Reaffirmed June 2011
Reaffirmed May 2002	Amended August 2007	
Amended May 2003	Reaffirmed August 2008	
Reaffirmed May 2004	Amended May 2009	

EXHIBIT A

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Statement of Investment Policy For The Investment of Transportation Authority Funds

I. PURPOSE

This Policy sets forth the investment guidelines for the prudent management of the general funds of the San Mateo County Transportation Authority, (the Authority). It is the goal of this Policy to establish investment objectives in accordance with the provisions of the *California Government Code, Section 53600 et seq.* (hereafter “Code”), and investment guidelines, to ensure that the funds under its purview are prudently invested to preserve capital, provide necessary liquidity, and to achieve a market-average rate of return over an economic cycle consistent with the Authority’s goals of preserving principal and minimizing the risk of diminishing the principal.

Investments may only be made as authorized by this Investment Policy, and subsequent revisions. This Statement of Investment Policy may be reviewed annually by the Authority’s Board of Directors at a public meeting. Irrespective of these policy provisions, should the provisions of the *Code* be, or become, more restrictive than those contained herein, then such provisions will be considered immediately incorporated into this Statement of Investment Policy.

II. OBJECTIVES

The Authority’s cash management system is designed to monitor and forecast accurately expenditures and revenues, thus enabling the Authority to invest funds to the fullest extent possible. Idle funds of the Authority shall be invested in accordance with sound treasury management and in accordance with the provisions of *California Government Code Section 53600 et seq.* and this Policy.

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived. The standard of prudence to be used by investment officials shall be applied in the context of managing an overall portfolio. The Authority officials shall act in accordance with written procedures and the Investment Policy and should report deviations from expectations in a timely fashion and take appropriate action to control adverse developments.

The Authority's primary objective with respect to its invested funds is to safeguard the principal

of the funds. The second objective is to meet the liquidity needs of the Authority. The third objective is to achieve a return on its invested funds.

III. BENCHMARKS

Investment results are compared quarterly to the following composite index:

- 30% BofA Merrill Lynch 0-1 Year U.S. Governments
- 20% BofA Merrill Lynch 1-3 Year U.S. Governments
- 20% BofA Merrill Lynch 3-5 Year U.S. Governments
- 10% BofA Merrill Lynch 1-10 Year U.S. Governments
- 20% BofA Merrill Lynch 1-5 Year Corporate Bonds

IV. POLICY

At all times, the Authority shall invest its funds in accordance with the rules and restrictions established by the law of the State of California (*Government Code Section 53600 et seq.*). In addition, the Authority shall conduct its investments under the "prudent investor standard": "When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency." (*California Government Code Section 53600.3*).

The Executive Director or his designee of the Authority shall serve as the Authority's trustee for purposes of placing investments pursuant to this policy. The Board of Directors may review and specifically reauthorize this delegation of authority on an annual basis. The policy may also be reviewed annually by the Authority's Board of Directors at a public meeting. (*California Government Code Section 53646(a)*).

1. **Criteria for Selecting Investments.** Criteria for selecting investments and the order of priority are:
 - a. **Safety.** The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. The Authority shall invest only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section 6, Allowable Investment Instruments and Section 7, Local Agency Investment Fund & San Mateo County Investment Fund, are deemed to constitute safe investments within the meaning of this Policy.
 - b. **Liquidity.** An adequate percentage of the portfolio, in the approximate amount of six months operating expenses, should be maintained in liquid short-term investments which can convert to cash if necessary to meet

disbursement requirements. For purposes of this Policy, fixed income securities maturing in one year or more are considered investment term and fixed income securities maturing in less than one year are considered short-term cash equivalents.

- c. **Return on Investment.** The Authority's investment portfolio shall be designed with the objective of attaining the safety and liquidity objectives first, and then attaining a market rate of return throughout the budgetary and economic cycles consistent with the portfolio's benchmark as described in Section III. This benchmark takes into account the Authority's investment risk constraints and the cash flow characteristics of the portfolio.

2. **Diversification.** The Authority will limit its investments to the safest types of securities which include those backed by the U.S. Government or its agencies, those which have federal insurance on principal by the Federal Deposit Insurance Corporation (FDIC), or those having collateral backing of the invested principal as defined by this Policy and/or the California Codes, and medium term notes as defined by *California Government Code Section 53601 (k)*.

The portfolio should consist of a mix of various types of securities, issuers, and durations from among the allowable investment instruments described in Sections 5, 6 and 7 so as to minimize the risk of loss and to maximize the rate of return when prudent to do so.

3. **Safekeeping and Custody.** All security transactions, including collateral for repurchase agreements will be executed on a Delivery versus Pay Basis (DVP). The assets of the Authority shall be held in safekeeping by the Authority's safekeeping agent, or secured through third party custody and safekeeping procedures. A due bill or other substitution will not be acceptable.
4. **Investment Maturities and Average Life.** The specific security guidelines including maximum maturities and qualified Fixed Income instruments can be found in Section 10 "Summary of Instruments & Limitations" of this policy.

The maximum dollar weighted average maturity of the fund is five years. This policy limitation leaves open the flexibility to take advantage of interest rate fluctuations as well as yield curve differences to maximize the return on investment. The imposed maximum dollar weighted five year average maturity limits the market risk to levels appropriate for an intermediate income fund. For the purposes of calculating the "average life" of the fund, callable and asset backed securities will be run to their stated final maturity.

5. **Deposit of Funds.** As far as possible, all money belonging to or in the custody of the Authority including money paid to the Authority to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, credit unions or federally

insured industrial loan companies in California (as defined by *California Government Code Section 53630*). Pursuant to *California Government Code Sections 53635, 53637 and 53638*, the money shall be deposited in any authorized depository with the objective of realizing maximum return, consistent with prudent financial management.

The Authority's funds may also be invested in the instruments set forth below and in Sections 6 and 7 of this Policy:

- a. Time Deposits with Banks. The Authority may invest in time deposits. In so doing, the following rules will be followed subject to the applicable statutory requirements:
 - (1) No more than 5 percent of the total portfolio will be placed in any one financial institution.
 - (2) The issuing bank must carry short-term ratings of A1/P1/F1 or better whose long-term rating is A or better by two of the three nationally recognized rating services (Standard & Poor's, Moody's Investor Services and Fitch's Ratings).
 - (3) Prior to placing each deposit, the Executive Director or his designee will survey the market in order to determine which stable financial institution offers the highest rate of interest.
 - b. U.S. Treasury Obligations. The investment of Authority funds in U.S. Treasury Obligations may be undertaken in lieu of time deposits. Guaranteed by the U.S. Government, treasury obligations are considered one of the safest instruments, but the yield generally is lower than that of time deposits.
6. Allowable Investment Instruments. The Authority may also invest in any investment instrument as authorized by the *California Government Code*, as it may be amended from time to time, and subject to any conditions set forth in the *California Government Code*. These investment instruments may include:
- a. United States Treasury notes, bonds, bills or certificates of indebtedness, or those for which the faith and credit of the United States Government are pledged for the timely payment of principal and interest.
 - b. Obligations issued by banks for cooperatives, federal land banks, federal intermediate credit banks, federal home loan banks or obligations, participations or other instruments of or issued by, a federal agency or a United States government-sponsored enterprise.
 - c. Bills of exchange or time drafts drawn on and accepted by a commercial bank, otherwise known as banker's acceptances, which are eligible for

purchase by the Federal Reserve System.

- d. Commercial paper of "prime" quality of the highest ranking or of the highest letter and numerical rating as provided for by Moody's Investors Service, Inc., Standard and Poor's Corporation, or Fitch's Ratings.
- e. Negotiable certificates of deposits issued by a nationally or state-chartered bank or a state or federal association (as defined by *California Financial Code Section 5102*) or by a state-licensed branch of a foreign bank.
- f. Investments in repurchase agreements or reverse repurchase agreements of any securities authorized by this section only under specific statutory conditions.
- g. Medium-term notes/corporate bonds of a maximum of five years' maturity issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.
- h. Shares of beneficial interest issued by diversified management companies investing in the securities and obligations as authorized by subdivisions (a) to (g), inclusive, of this section and that comply with specific statutory restrictions.
- i. Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass-through certificate or consumer receivable-backed bond of a maximum of five years maturity.
- j. Other securities having first mortgages or government securities as collateral backing of the invested principal as defined by this Policy and/or the California Government Code,.

Collateral is defined in this Policy to mean property (as securities) pledged by a borrower to protect the interest of the lender. For purposes of this Policy, the following investments are considered to have collateral backing: Certificates of Deposit protected by either the FDIC or pledged securities in conformance with California Codes and this Policy; Bankers' Acceptances (protected by an irrevocable time draft or bill of exchange) whereby the accepting bank incurs an irrevocable primary obligation thus guaranteeing payment on the draft or bill. A secondary obligation rests with the issuing company; Commercial Paper (protected by an unsecured promissory note from the issuer who must be rated A1/P1/F1 or better) thereby guaranteeing that the earning power and/or liquidity had been established to fulfill the obligation to pay; and, asset backed securities

which are rated AAA by both Moody’s and Standard & Poors.

7. **Local Agency Investment Fund & San Mateo County Investment Fund.** The Board of Directors also authorizes the Authority to invest in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code Section 16429.1* and in the San Mateo County Investment Fund (SMCIF).

8. **Prohibited Investments.** The Authority shall not invest any funds in inverse floaters, range notes or mortgage derived interest-only strips. The Authority shall not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the Authority may hold this prohibited instrument until its maturity date. The limitation does not apply to investments in shares of beneficial interest issued by diversified management companies as set forth in *California Government Code Section 53601.6*.

9. **Portfolio Transactions.** The Authority’s investment advisors are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Investment advisors are to obtain three independent bids from SEC licensed brokerage institutions, licensed by the state as a broker-dealer, as defined in California Government Code Section 53601.5, or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank, prior to the execution of each portfolio transaction. The investment advisors, at their sole discretion and authority, will choose which broker dealers or brokerage firms from which to solicit bids and final selection is to be made based on the best interests of the Authority. Investment advisors may incur realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time subject, however, to the prior approval of the Executive Director or his designee.

10. **Summary of Instruments & Limitations.** Subject to the limitations set forth in *California Government Code Sections 53600 et seq.* which may be amended from time to time, the Executive Director or his designee may invest in the following instruments, subject to the limits of flexibility described above:

<u>Instrument</u>	<u>Limitations</u>		
	<u>Rating</u>	<u>% Of Fund</u>	<u>% Of Fund Per Issuer Maturity</u>
U.S. Treasury Obligations		100	100 15 years
Obligations of U.S. Agencies or Government Sponsored Enterprises		100	100 15 years
Bankers Acceptances	A1/P1/F1		

Domestic (\$500 million minimum assets)	15	10	180 days
Foreign (\$500 million minimum assets)	15	10	180 days
Collateralized Time Deposits Within the State of California	30	10	1 year
Negotiable Certificates of Deposit	10	5	5 years

<u>Instrument</u>	<u>Limitations</u>			
	<u>Rating</u>	<u>% Of Fund</u>	<u>% Of Fund Per Issuer</u>	<u>Maturity</u>
Commercial Paper (\$500 million minimum assets)	A1/ P1/F1	15	10	270 days
Additional 10% (for a total of 25%) if the dollar weighted average maturity of the entire amount does not exceed 31 days	Additional	10	0	31 days
Repurchase Agreements Secured by U.S. Treasury or Agency Obligation Max 5 yr maturity (102% collateral)		100	50	1 year
Reverse Repurchase Agreements & Security Lending		20	20	92 days
Corporate Bonds and Medium Term Notes Including Asset-Backed Bonds (two agencies) A	A	30	10	5 years
Local Agency Investment Fund (LAIF)		Up to the current limit.		
San Mateo County Investment Fund		Up to the current limit.		
Shares of Beneficial Interest Issued by Diversified Management Companies as Defined in Government Code Section 53601		10	5	30 days
Mortgage Backed Securities No Inverse Floaters No Range Notes No Interest Only Strips Derived from a Pool of Mortgages	A	20	5	5 years

11. **Oversight.**

a. On a monthly basis the Investment Advisor shall submit an investment report which provides a market review, the Advisor's outlook for the market and strategy for investing Authority funds. The report will also compare the portfolio against the benchmark established by the Policy in terms of duration and yield.

b. Quarterly, the Executive Director shall submit an investment report to the Board of

Directors within 30 days of the end of the quarter. The report shall include the following information:

1. type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the Authority;
 2. description of any of the Authority's funds, investments or programs that are under the management of contracted parties, including lending programs;
 3. for all securities held by the Authority or under management by any outside party that is not a local agency or the State of California Local Agency Investment Funds, a current market value as of the date of the report and the source of this valuation;
 4. statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
 5. statement that the Authority has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.
- c. Annually, the Executive Director shall perform, or cause to be performed an independent audit of the Authority's assets as reported for the investment program's activities. It is to be conducted in such a way as to determine compliance with the Authority's investment policy and the Government Code. Such independent auditors will express an opinion whether the statement of assets is presented fairly and in accordance with generally accepted accounting principles.
- d. If the Authority places all of its investments in the Local Agency Investment Funds, Federal Deposit Insurance Corporation-insured accounts in a bank or savings and loan association or the San Mateo County Investment Fund (or any combination of these three), the Executive Director can simply submit, on at least a quarterly basis, the most recent statements from these institutions to meet the requirements of items 1-3 above, with a supplemental report addressing items 4 and 5 above. (*California Government Code Section 53646(b)-(e)*).

RESOLUTION NO. 2012 –

BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY

STATE OF CALIFORNIA

**AUTHORIZING INVESTMENT OF SAN MATEO COUNTY TRANSPORTATION
AUTHORITY FUNDS IN THE LOCAL AGENCY INVESTMENT FUND**

WHEREAS, pursuant to Government Code Section 16429.1, a Local Agency Investment Fund was created in the State Treasury for the deposit of local agency monies for purposes of investment by the State Treasurer; and

WHEREAS, staff recommends that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Government Code Section 16429.1 is in the best interests of the San Mateo County Transportation Authority.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority does hereby authorize the deposit and withdrawal of San Mateo County Transportation Authority's Funds in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Government Code Section 16429.1, for the purpose of investment; and

BE IT FURTHER RESOLVED that the Executive Director (or his designee) shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment fund.

Regularly passed and adopted this 3rd day of May, 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: Aidan Hughes
Interim Executive Officer, Planning and Development

**SUBJECT: MINOR AMENDMENT OF THE 2004 MEASURE A EXPENDITURE
PLAN HIGHWAY PROGRAM REGARDING ELIGIBLE SPONSORS**

ACTION

Staff recommends that the Board of Directors amend the 2004 Measure A (New Measure A) Transportation Expenditure Plan to make following changes to the eligible project sponsors for the Highway Program:

1. Add the City/County Association of Governments of San Mateo County (C/CAG) to the list of eligible sponsors for the following Highway Program categories:
 - a. Highway 280 North Improvements
 - b. Coastside Highway Improvements
 - c. Highway 92 Improvements
 - d. Highway 101 Mid-County Improvements
 - e. Highway 101 South Improvements
 - f. County-wide Supplemental Roadways

2. Add the City of Redwood City to the list of eligible sponsors for:
 - a. Highway 101 South Improvements

SIGNIFICANCE

The New Measure A Transportation Expenditure Plan specifies eligible sponsors for the five Key Congested Area (KCA) categories for the Highway Program as listed in Attachment A. In preparing the upcoming Highway Program Call for Projects (CFP), staff identified concerns that the list of sponsors was potentially too restrictive and could discourage a robust response to the CFP.

For most of the KCA categories, the only regional-level sponsor identified is Caltrans. To increase flexibility and provide more options for stakeholders to move KCA projects forward, Staff recommends that C/CAG be added as an eligible sponsor for all KCAs, and for the Supplemental Roadways (SR) category.

The Highway 101/Woodside interchange project received funding under the 1988 Measure A (Original Measure A) Highway Program; and may seek additional funding under the New Measure Highway Program in the Highway 101 South KCA. Staff proposes adding the City of Redwood City as an eligible sponsor for the Highway 101 South KCA to provide flexibility to the project stakeholders in moving the project forward.

The Board is requested to exercise its statutory authority to make a minor amendment to the Expenditure Plan to formally include C/CAG and the City of Redwood City as eligible sponsors.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

The Transportation Authority (TA) will be issuing a CFP for the Highway Program this spring, through which project sponsors will be applying for funds.

The New Measure A Transportation Expenditure Plan identifies eligible project sponsors for the KCA and the SR categories. Each of the five KCA corridors has a specific list of potential project sponsors, as shown in Attachment A. Caltrans is included as a sponsor in every category but C/CAG is not listed in any category. This may be potentially problematic at the planning stage of projects, since Caltrans has indicated they are only interested in sponsoring projects entering into design phases after the projects have completed planning studies (such as Project Initiation Documents). Including C/CAG as an eligible sponsor for each KCA provides greater flexibility for a regional agency to seek funding and carry out the planning activities for KCA projects.

All cities, the County and Caltrans are listed as eligible sponsors under the SR category. This is appropriate where the candidate projects are local in nature. However, there are potential highway projects which could be characterized as regional improvements. In these cases, Caltrans might be expected to be the project sponsor. However, Caltrans has become less active in sponsoring such projects in recent years, and increasingly, regional interests are being led more actively by C/CAG as the County's Congestion Management Agency. In order to maintain flexibility and allow a broad range of projects to be promoted, it is proposed that C/CAG be added to the list of potential sponsors in the SR category.

Public Utilities Code Section 131304 requires that any amendment to a Transportation Expenditure Plan to add or delete a project, or otherwise make a "major" amendment, be adopted through the same process used in adopting the Transportation Expenditure Plan. Legal counsel has advised that the proposed amendment would not be a "major" amendment and that the amendment would, as required by the statute, prioritize projects in the initial plan.

Both C/CAG and the City of Redwood City have submitted letters requesting they be added as eligible sponsors (attached).

Prepared By: Celia Chung, Interim Manager of Programming &
Monitoring

650-508-6466

ATTACHMENT A

NEW MEASURE HIGHWAY PROGRAM CATEGORIES	CURRENT ELIGIBLE SPONSORS UNDER NEW MEASURE	ADDITIONAL ELIGIBLE SPONSORS FOR NEW MEASURE
Key Congested Areas		
Highway 280 (I-280) North	Caltrans, Daly City	C/CAG
Coastside Highway Improvements	Caltrans, Pacifica, Half Moon Bay	C/CAG
Highway 92 (SR-92)	Caltrans, City of San Mateo, Foster City	C/CAG
Highway 101 (US-101) Mid-County	Caltrans, Burlingame, City of San Mateo	C/CAG
Highway 101 (US-101) South	Caltrans	Redwood City, C/CAG
Supplemental Roadways		
Supplemental Roadways	Caltrans, Cities and San Mateo County	C/CAG

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica •
Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

April 19, 2012

San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

Attention: Aidan Hughes, Interim Executive Officer, Planning and Development

Reference: San Mateo County Measure A Program: Highway Program Call for Projects

Dear Mr. Hughes:

The City/ County Association of Governments of San Mateo County is the Congestion Management Agency for San Mateo County. As the Congestion Management Agency, C/CAG programs the State and Federal Transportation Funds and is responsible for developing the San Mateo County project list to the Regional Transportation Plan. C/CAG in conjunction with the San Mateo County Transportation Authority (TA) is involved in the initiation of projects, early advancement, planning, and funding of highway projects. However, C/CAG does not do the detailed design and construction. This is usually done by Caltrans or the TA. It is critical in the planning stage of highway projects that C/CAG and the TA work cooperatively to advance the most cost efficient and beneficial projects.

The TA will issue a Highway Program call for projects for both the Key Congested Areas and the Supplemental Projects. It is critical that C/CAG be allowed to submit projects for both categories to ensure that all the significant highway projects have been presented to the TA for consideration.

Therefore, it is requested that the Transportation Authority determine C/CAG eligible to submit project applications in both the Key Congested Area and the Supplemental Projects for the Highway Program call for projects.

Your consideration of this request is appreciated. Working together C/CAG and the TA can make certain that the most cost effective and beneficial highway projects are advanced.

If you need additional clarification, please contact me at 650 599-1420.

Sincerely;



Richard Napier
Executive Director

Office of City Manager
Robert B. Bell

1017 Middlefield Road
Redwood City, CA 94063
(650) 780-7301
Fax (650) 780-7225



APR16'12 10:30 EXEC

April 12, 2012

Michael Scanlon
Executive Director
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Dear Mr. Scanlon,

The City of Redwood City hereby requests that the City be added as an eligible sponsor for the Highway 101 South Key Congested Areas category of the 2004 Measure A Highway Program. The Highway 101/Woodside Road (SR 84) interchange project is a priority project for our community and we are concerned that Caltrans is the only listed sponsor. It is our belief that the project would not be completed in a timely manner if this was to remain the case. Redwood City is committed to continuing work on this project in order to realize the project's benefits as soon as possible and intends to seek funding for the project.

Thank you for your consideration of this request. If you have any questions regarding this, please contact Peter Vorametsanti, City Engineer, at (650) 780-7388 or at pvorametsanti@redwoodcity.org.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Bell".

Robert B. Bell
City Manager

C: Peter Vorametsanti, City Engineer
Bill Ekern, Community Development Director

RESOLUTION NO. 2012 –

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

* * *

**MINOR AMENDMENT OF THE 2004 MEASURE A EXPENDITURE PLAN
HIGHWAY PROGRAM REGARDING ELIGIBLE SPONSORS**

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the Measure A 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, the 2004 Transportation Expenditure Plan designated sponsors for Key Congested Areas and the Supplemental Roadway components of the Highway Program; and

WHEREAS, the City/County Association of Governments of San Mateo County (C/CAG) was not designated as a sponsor for any of the Key Congested Areas or Supplemental Roadway components; and

WHEREAS, the City of Redwood City was not designated as a sponsor for the Highway 101 South Improvements Key Congested Areas component; and

WHEREAS, C/CAG desires to be an eligible sponsor for projects in the Key Congested Areas and Supplemental Roadway components; and

WHEREAS, the City of Redwood City desires to be an eligible sponsor for the project to reconstruct the Highway 101/Woodside Road Interchange under the Highway 101 South Improvements Key Congested Area component; and

WHEREAS, Staff has determined that it would be appropriate for C/CAG to be eligible for sponsoring projects under the Key Congested Areas and Supplemental Roadway components in recognition of its role as the congestion management agency in San Mateo County coupled with Caltrans' increasing reluctance to serve as a sponsor of highway projects; and

WHEREAS, Staff has determined it would be appropriate for the City of Redwood City to be eligible for sponsoring projects under the Highway 101 South Improvements Key Congested Areas component; and

WHEREAS, Legal Counsel has advised that the proposed amendment is within the Board of Directors' authority to make minor amendments to the Transportation Expenditure Plan; and

WHEREAS, Staff recommends the Board of Directors amend the 2004 Transportation Expenditure Plan to expand the list of eligible sponsors for Key Congested Areas components and the Supplemental Roadway components of the Highway Program by adding C/CAG as a potential sponsor for all Highway Program projects and by adding the City of Redwood City as a potential sponsor for Highway 101 South Improvements with the Key Congested Area component of the Highway Program.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby amends the 2004 Expenditure Plan to:

1. Add the City/County Association of Governments of San Mateo County (C/CAG) to the list of eligible sponsors for the following Highway Program categories:
 - a. Highway 280 North Improvements
 - b. Coastside Highway Improvements
 - c. Highway 92 Improvements
 - d. Highway 101 Mid-County Improvements
 - e. Highway 101 South Improvements
 - f. County-wide Supplemental Roadways; and

2. Add the City of Redwood City to the list of eligible sponsors for:
 - a. Highway 101 South Improvements.

Regularly passed and adopted this 3rd day of May, 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: Gigi Harrington
Deputy CEO

SUBJECT: **PRELIMINARY BUDGET FOR FISCAL YEAR 2013**

ACTION

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

SIGNIFICANCE

The Fiscal Year (FY) 2013 Preliminary Budget is presented in Attachment A. The total proposed budget is \$98,366,145, and is composed of \$97,385,646 in allocation and projected program expenditures, and \$980,499 in administrative expenses. Details of the Fiscal Year (FY) 2013 Preliminary Budget are provided below.

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

Revenues

For FY2013, total revenue for the San Mateo County Transportation Authority (TA) is projected to be \$70.1 million, a decrease of \$1.5 million or 2.1 percent over the FY2012 revised budget. The projected revenue decrease is composed of the following:

- Sales tax revenue is projected to increase by \$2.0 million, or 3.2 percent over FY2012 based on current sales tax revenue.
- Interest income is projected to decrease by \$810,420, or 16.8 percent due to a decrease in interest rate projections.
- Grant proceeds are projected to decrease by \$2.7 million or 100 percent due to no grant proceeds projected in FY2013.

Expenditures

Proposed expenditures for FY2013 fall in four categories, as further discussed below.

Annual Allocations (line 14)

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

<u>New Measure A Operating Budget Items</u>	
Local Streets/Transportation	22.5%
Caltrain Improvements - Operating	8.0%
Accessible Services/Paratransit	4.0%
SFO BART Extension	2.0%

Total annual allocations are projected to decrease by \$711,335 or 2.9 percent, compared to the FY2012 revised budget. This change is mostly due to the 3.2 percent projected increase in the half-cent sales tax offset by a decrease in TA Caltrain Shuttles of (\$1,441,335), which have been included under the Program Expenditures section, Local Shuttle Call for Projects (CFP) for FY2013. The 4 percent allocation for the shuttle program is projected to be \$2.6 million.

Program Expenditures (line 16)

Program expenditures include projects with FY2013 funding requirements which are detailed in Attachment B.

Program Expenditures include the following categories:

- **Alternative Congestion Relief** –The \$665,000 budgeted for FY2013 is the full 1 percent of projected sales tax outlined in the 2004 TEP plus \$15,000 based on the FY2012 revised sales tax revenue. Of the \$665,000, \$410,000 is proposed to be set aside for the Peninsula Traffic Relief Congestion Alliance’s Transportation Demand Management (TDM) Program.
- **Caltrain** –The San Mateo County Local Share (TA project #605) for the system-wide improvement program for FY2013 is tentatively budgeted at \$3 million, subject to potential changes to the final FY2013 Peninsula Corridor Joint Powers Board (JPB) Capital Budget. System-wide capital improvements anticipated to be undertaken in FY2013 for the Caltrain system include: “State of Good Repair” rolling stock, signal and track rehabilitation work, communication upgrades and safety improvements.
- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$1.95 million represents the projected 3% of sales tax revenues designated for this category in the 2004 TEP. These funds will be used for the FY2014/15 call for projects.

- **Local Shuttle** – As also discussed above, the \$2.6 million budget for this line item represents the funds available for the FY2013/14 Shuttles CFP.
- **Streets and Highways** – The Streets and Highways program expenditures include funding for five key congested corridors in the amount of \$10.9 million, and for supplemental roadway projects in the amount of \$6.4 million. Both of these proposed programs are outlined in the 2004 TEP and the TA’s 2009 Strategic Plan. The budgeted amounts for these two programs are based on projected revenues for FY2012 and are placeholders until specific project are selected for funding. In addition to the key congested corridors and supplemental roadway projects funds, \$47.3 million of original Measure funds are included and will be available to fund active projects under the upcoming CFP.

Oversight (line 18)

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

Administrative (line 24)

Total administrative expenditures are projected to increase by \$76,902 or 8.5 percent from the FY2012 revised budget. For FY2013, it is proposed that \$630,040 be used for staff support, which is below 1.0 percent of the projected sales tax revenues as allowed for such expenditures in the TEP.

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

650-508-7755
650-508-6416

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2013 PROPOSED BUDGET

	FY2011 <u>ACTUAL</u> A	FY2012 <u>ADOPTED</u> B	FY2012 <u>REVISED</u> C	FY2013 <u>PROPOSED</u> D	FY13 PROPOSED TO FY12 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
REVENUE:							
1 Sales Tax	63,515,997	61,500,000	63,000,000	65,000,000	2,000,000	3.2%	1
2							2
3 Interest Income	5,186,394	5,420,670	4,832,570	4,022,150	(810,420)	-16.8%	3
4							4
5 Rental Income	1,063,951	1,087,560	1,087,560	1,116,180	28,620	2.6%	5
6							6
7 Grant Proceeds	725,399	-	2,733,100	-	(2,733,100)	-100.0%	7
8							8
9 TOTAL REVENUE	70,491,740	68,008,230	71,653,230	70,138,330	(1,514,900)	-2.1%	9
10							10
11							11
12 EXPENDITURES:							12
13							13
14 Annual Allocations	24,560,386	23,888,835	24,436,335	23,725,000 (1)	(711,335)	-2.9%	14
15							15
16 Program Expenditures	35,952,122	58,181,665	62,498,768	73,175,646 (1)	10,676,878	17.1%	16
17							17
18 Oversight	360,996	485,000	485,000	485,000 (1)	-	0.0%	18
19							19
20 Administrative:							20
21 Staff Support	549,484	603,712	537,910	630,040	92,130	17.1%	21
22 Measure A Info-Others	5,000	12,000	12,000	16,500	4,500	37.5%	22
23 Other Admin Expenses	278,978	353,687	353,687	333,959	(19,728)	-5.6%	23
24 Total Administrative	833,461	969,399	903,597	980,499	76,902	8.5%	24
25							25
26 TOTAL EXPENDITURES	61,706,965	83,524,899	88,323,700	98,366,145	10,042,445	11.4%	26
27							27
28 EXCESS/(DEFICIT)	8,784,776	(15,516,669)	(16,670,470)	(28,227,815)	(11,557,345)	69.3%	28
29							29
30 BEGINNING FUND BALANCE	413,096,727	433,190,609	421,881,503	405,211,033	(16,670,470)		30
31							31
32 ESTIMATED ENDING FUND BALANCE	421,881,503	417,673,940	405,211,033	376,983,217	(28,227,815)	-7.0%	32
33							33
34 (1) See Attachment B for details.							34
35							35
36 FUND BALANCE (2)							36
37							37
38 Beginning Fund Balance		<u>320,958,148</u>	<u>84,252,884</u>	<u>405,211,033</u>			38
39 Excess/(Deficit)		<u>(48,063,545)</u>	<u>19,835,730</u>	<u>(28,227,815)</u>			39
40 Ending Fund Balance		<u>272,894,603</u>	<u>104,088,614</u>	<u>376,983,217</u>			40
41							41
42 Capital Appropriation Carryover		<u>180,807,623</u>	<u>70,870,990</u>	<u>251,678,613</u>			42
43 Undesignated (3)		<u>92,086,980</u>	<u>33,217,624</u>	<u>125,304,605</u>			43
44 Total Ending Fund Balance		<u>272,894,603</u>	<u>104,088,614</u>	<u>376,983,217</u>			44
45							45
46 (2) Fund Balance is based on budgeted figures for FY2012 and FY2013 and includes grant funds of \$14.5 million.							46
47 (3) Undesignated funds are funds collected but not budgeted or allocated. The 1988 Undesignated funds are projected to include \$60 million for Caltrain and							47
48 \$32 million for Dumbarton							48

ATTACHMENT B

FY2013 ALLOCATIONS AND EXPENDITURES

	<u>Prior Approved Budget</u>	<u>FY2013 Proposed</u>	<u>Total Approved Budget</u>	<u>Budgeted Non-Measure A</u>	<u>Total Measure A Share</u>
ANNUAL ALLOCATIONS:					
Allocation to Local Entities	N/A	14,625,000			N/A
Transfer to SMCTD for Caltrain	N/A	5,200,000			N/A
Paratransit	N/A	2,600,000			N/A
SFO BART Extension	N/A	1,300,000			N/A
		<u>23,725,000</u>			
PROGRAM EXPENDITURES:					
ALTERNATIVE CONGESTION RELIEF					
TBD Countywide TDM Program	796,206	410,000	1,206,206		1,206,206
TBD Call for Projects (1)	418,794	255,000	673,794		673,794
DUMBARTON					
00745 Maintenance of Way	835,500	357,000	1,192,500		1,192,500
CALTRAIN					
00605 San Mateo Local Share JPB CIP	53,537,540	3,000,000	56,537,540	2,733,100	53,804,440
PEDESTRIAN AND BICYCLE PROGRAM					
00748 Set-aside for Call for Projects (2)	4,584,003	1,950,000	6,534,003	-	6,534,003
LOCAL SHUTTLE					
00749 Set-aside for Call for Projects (3)	1,959,777	2,600,000	4,559,777	-	4,559,777
STREETS AND HIGHWAYS					
00621 101/Broadway Interchange (Design, ROW)	23,518,000	-	23,518,000	4,218,000	19,300,000
00900 Key Congested Corridors Program (4)	25,131,000	10,899,000	36,030,000	-	36,030,000
00901 Supplemental Roadway Program (4)	14,817,000	6,426,000	21,243,000	-	21,243,000
TBD Highway Plan Original Measure (5)		47,278,646	47,278,646		47,278,646
	<u>125,597,820</u>	<u>73,175,646</u>	<u>198,773,466</u>	<u>6,951,100</u>	<u>191,822,366</u>
OVERSIGHT:					
00740 Program Planning and Management	<u>1,955,000</u>	<u>485,000</u>	<u>2,440,000</u>	<u>-</u>	<u>2,440,000</u>
	<u>1,955,000</u>	<u>485,000</u>	<u>2,440,000</u>	<u>-</u>	<u>2,440,000</u>

(1) Funds proposed in FY2013 for the ACR Call For Projects represent 1% of sales tax revenues (\$650K) plus additional revenues anticipated in FY12 (\$15K) but not included in the January 2012 amended budget, less funds designated for the Alliance's Countywide TDM program (\$410K).

(2) The Pedestrian and Bicycle Set-aside for Call for Projects (\$1.95M) represents the estimated funds to be collected in FY13, which will be reserved for the FY2014/15 Call for Projects.

(3) The Local Shuttle Set-aside for Call for Projects (\$2.6M) represents the estimated funds to be collected in FY13 to be used for the FY2013/14 Call for Projects.

(4) The Key Congested Corridors and Supplemental Roadway Programs represent 17.3% and 10.2% respectively of Measure A revenues projected to be collected in FY12 and are placeholders until specific projects are selected under these categories.

(5) The funds included in the Highway Plan Original Measure represent state funds being reprogrammed per Board Resolution 2012-06 (\$21.8M) along with the balance of funds collected and never programmed (\$25.5M).

AGENDA ITEM # 10 (f)
MAY 3, 2012

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **CALL FOR A PUBLIC HEARING AT THE JUNE 7, 2012 MEETING ON
THE PROPOSED BUDGET FOR FISCAL YEAR 2013**

ACTION

Staff requests the Authority establish a public hearing on June 7, 2012, to consider adoption of the Proposed Fiscal Year 2013 Budget enclosed in the current agenda packet.

Prepared by: Ladi Bhuller, Manager, Budgets

650-508-7755

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

High Speed Rail

On April 12, the California High Speed Rail Authority (CHSRA) approved its Business Plan that calls for early investment in the electrification and modernization of the Caltrain corridor and eventual improvements that support blended Caltrain and high-speed rail operations on the Peninsula. The Plan reflects the recent Memorandum of Understanding (MOU) being considered by several Bay Area public agencies including the Peninsula Corridor Joint Powers Board.

The plan also allows the Legislature to move forward with the consideration of the Governor's budget request for a \$5.9 billion appropriation to start construction of the project in the Central Valley. It is unclear whether funds would also be appropriated in Fiscal Year (FY) 2013 to start work on the Caltrain corridor, but the Governor is recommending full appropriation of the remaining funds in the \$950 million Proposition 1A connectivity pot. The Bay Area MOU identifies

\$106 million from the connectivity pot for Caltrain electrification and modernization.

On April 18 the Assembly and Senate transportation budget sub-committees met to review the CHSRA business plan and discuss the Governor's budget request, but did not take action on any of the recommended appropriations.

FEDERAL ISSUES

Authorization

Following approval of a 90-day extension of current surface transportation funding levels, Congress continues to work toward a longer-term reauthorization compromise. The Senate-approved two-year proposal (S. 1813) will be considered in conference committee along with H.R. 4348, which extends the program by another 90 days and also includes the approval of the Keystone XL oil pipeline. The approval of the pipeline will likely be a primary topic of debate during conference and the White House has stated that it will veto a bill that includes the pipeline.

Senate conferees include Sens. Barbara Boxer (D-Calif.) Max Baucus (D-Mont.), Dick Durbin (D-Ill.), Tim Johnson (D-S.D.), Bill Nelson (D-Fla.), Charles Schumer (D-N.Y.), Robert Menendez (D-N.J.), James Inhofe (R-Okla.), David Vitter (R-La.), Orrin Hatch (R-Utah), Richard Shelby (R-Ala.), Kay Bailey Hutchison (R-Texas), Jay Rockefeller (D-W.Va.) and John Hoeven (R-N.D.). House conferees have not been named.

Appropriations

The Senate appropriations subcommittee passed the FY 2013 Transportation, Housing and Urban Development appropriations bill, which maintains highway and transit program funding levels. The bill also provides funding for discretionary programs including:

- \$500 million (equal to the FY 2012 funding level) for Significant Transportation Projects (the “TIGER” program) to support projects in a wide variety of modes, including highways and bridges, public transportation, passenger and freight railroads, and port infrastructure;
- \$39.1 billion (equal to the FY 2012 funding level) for the annual Federal-aid Highway program to support essential investments in roads and bridges in every State across the country.
- \$1.75 billion for rail infrastructure, including \$100 million for the High Performance Intercity Passenger Rail grant program to assist states with the improvement of existing intercity services, congestion mitigation and multi-state planning initiatives and \$1.45 billion for Amtrak;
- \$50 million within HUD’s Community Development Fund for the Sustainable Communities Initiative to promote integrated housing and transportation planning.

House appropriators are working on a bill that will provide lower discretionary spending levels consistent with the House-passed 2013 budget resolution.

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

**San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 41 Hill D High-Speed Rail Authority: conflicts of interest: disqualification.</p>	<p>SENATE THIRD READING 4/9/2012 - 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 levels 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 3/29/2012</p>	
<p>AB 57 Beall D 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 4/24/2012

Bill ID/Topic	Location	Summary	Position
<p><u>AB 286</u> <u>Berryhill, Bill R</u></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><u>AB 294</u> <u>Portantino D</u></p> <p>Transportation projects: procurement.</p>	<p>SENATE INACTIVE FILE 9/2/2011 - Ordered to inactive file at the request of Senator DeSaulnier.</p>	<p>Existing law, until January 1, 2014, authorizes the design-build method of procurement to be used for up to 10 local transportation projects, 5 state transportation projects, and a specified project in Riverside County. Existing law, until January 1, 2017, authorizes certain transportation agencies to enter into comprehensive development lease agreements for public-private partnership transportation projects.</p> <p>This bill, with respect to projects on the state highway system undertaken pursuant to these provisions, would require the Department of Transportation to use department employees or consultants under contract with the department to perform all project development services and preparation of documents and construction inspection services, as defined. Last Amended on 8/31/2011</p>	
<p><u>AB 441</u> <u>Monning D</u></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 4/24/2012**

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.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains. The bill would require the authority to appoint a small business enterprise advisory committee. Last Amended on 6/27/2011</p>	
<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. 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. Last Amended on 1/13/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012**

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%. 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 4/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 1444 Feuer D</p> <p>Environmental quality: record of proceedings.</p>	<p>ASSEMBLY APPR. 4/23/2012 - Action From NAT. RES.: Do pass as amended.To 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. 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 and the agreement of the project applicant to bear the costs incurred by the lead agency, to, among other things, prepare a record of proceedings concurrently with the preparation, and adoption or certification, of an environmental document. 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. In an action or proceeding filed challenging the lead agency's action pursuant to CEQA, the bill would require the court to schedule a hearing within 30 days of the filing of the statement of issues regarding the record of proceedings. Last Amended on 3/29/2012</p>	
<p>AB 1448 Furutani D</p> <p>Home-to-school transportation: funding.</p>	<p>ASSEMBLY APPR. 4/19/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 18). Re-referred to Com. on APPR.</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. Last Amended on 3/19/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 1455 Harkey R</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 4/23/2012 - Action From TRANS.: Failed passage.</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.</p> <p>Last Amended on 2/9/2012</p>	<p>Oppose</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. (Ayes 14. Noes 0.) (March 19). Re-referred to Com. on APPR.</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 APPR. 4/17/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 16). 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. 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, until January 1, 2016, the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. 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. Last Amended on 4/10/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1574</u> <u>Galgiani D</u> 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><u>AB 1606</u> <u>Perea D</u> Local public employee organizations: impasse procedures.</p>	<p>SENATE RLS. 4/23/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>The Meyers-Miliias-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 4/24/2012

Bill ID/Topic	Location	Summary	Position
<p>AB 1618 Galgiani D</p> <p>High-speed rail.</p>	<p>ASSEMBLY APPR. 4/23/2012 - Action From TRANS.: Do pass as amended. To APPR.</p>	<p>Existing law creates the High-Speed Rail Authority, with various powers and duties relative to the development and implementation of a high-speed rail system.</p> <p>This bill would require the authority to consult with the University of California, the California State University, and the California Community Colleges to determine how the state can best meet the educational needs for the future high-speed rail operations and maintenance workforce, including, but not limited to, the use of extension programs, contract education, and new or revised academic programs. The bill would require the authority to seek federal funding in this regard and to report to the Legislature and the Governor by July 1, 2014. Last Amended on 4/10/2012</p>	
<p>AB 1627 Dickinson D</p> <p>Energy: vehicle miles traveled.</p>	<p>ASSEMBLY B., P. & C.P. 4/17/2012 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require the office, not later than January 1, 2014, to prepare and make available a manual containing specified information designed to be used by local governments, local agencies, and project developers to evaluate and incorporate measures and strategies to reduce vehicle miles traveled (VMT) in new residential and commercial building projects. The bill would require the office, not later than January 1, 2014, to make recommendations to the Legislature and local policymakers of measures to improve the reduction of VMT related to residential and commercial building projects.</p> <p>Last Amended on 4/10/2012</p>	
<p>AB 1645 Norby R</p> <p>State highways: naming and designation by the Legislature.</p>	<p>ASSEMBLY TRANS. 4/9/2012 - In committee: Set, first hearing. Failed passage.</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>AB 1665 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>ASSEMBLY APPR. 4/23/2012 - Action From NAT. RES.: Do pass as amended. To 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. 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 exempt from CEQA the closure of a railroad grade crossing by order of the PUC under the above authority if the PUC finds the crossing to present a threat to public safety. Last Amended on 4/18/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 1671 Huffman D</p> <p>Department of Transportation: retention proceeds.</p>	<p>ASSEMBLY APPR. 4/11/2012 - From committee: Do pass and re-refer to Com. on APPR</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>	
<p>AB 1706 Eng D</p> <p>Vehicles: transit bus weight.</p>	<p>ASSEMBLY APPR. 4/23/2012 - Action From TRANS.: Do pass as amended. To APPR..</p>	<p>Under existing law, the gross weight imposed upon the highway by the wheels on any one axle of a vehicle is prohibited from exceeding 18,000 pounds, except the gross weight on any one axle of a bus is prohibited from exceeding 20,500 pounds. A violation of these requirements is a crime.</p> <p>This bill would repeal that weight exception for buses on January 1, 2016. The bill would instead exempt a transit bus from the limits on the weight that may be imposed upon the highway by the wheel of any one axle, until January 1, 2016, and as of that date, the bill would repeal that exemption for transit buses and reinstate the existing prohibition of 20,500 pounds for any one axle of a bus. The bill would prohibit a publicly owned or operated transit system or an operator of a transit system under contract with a publicly owned or operated transit system from procuring a new transit bus whose gross weight exceeds the gross weight of the heaviest transit bus in the system's existing bus inventory, for that transit bus' fleet class as of December 31, 2012, except as specified. The bill would repeal this prohibition on January 1, 2016. The bill would impose a state-mandated local program by imposing new requirements upon buses that are not transit buses.</p> <p>Last Amended on 4/17/2012</p>	Support
<p>AB 1722 Alejo D</p> <p>Department of Transportation: changeable message signs.</p>	<p>ASSEMBLY TRANS. 4/23/2012 - Action From TRANS.: Reconsideration granted.</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 it policies to permit displays of specified messages on changeable roadside message signs. Last Amended on 4/9/2012</p>	
<p>AB 1770 Lowenthal, Bonnie D</p> <p>California Transportation Financing Authority.</p>	<p>ASSEMBLY THIRD READING 4/19/2012 - Read second time. Ordered to third reading.</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 4/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 1778 Williams D</p> <p>Local transportation funds.</p>	<p>ASSEMBLY TRANS. 4/23/2012 - Action From TRANS.: Do pass.</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 would provide that local transportation funds in Ventura County shall be available solely for transit purposes beginning July 1, 2014, as specified. The bill would also provide that any of those funds that remain unencumbered for more than one year, or unexpended for more than 2 years, be returned to the Ventura County Transportation Commission for reapportionment to other transit operators or transit service in proportional amounts based on population, contingent upon specified criteria . Last Amended on 4/17/2012</p>	
<p>AB 1779 Galgiani D</p> <p>Intercity rail agreements.</p>	<p>ASSEMBLY L. GOV. 4/23/2012 - Re-referred to Com. on L. GOV.</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 would authorize the department, with the approval of the secretary, to enter into an additional interagency transfer agreement with respect to the San Joaquin Corridor, as defined, if a joint powers authority and governing board are created and organized. In that regard, the bill would provide for the creation of the San Joaquin Corridor Joint Powers Authority, to be governed by a board of not more than 11 members. The bill would provide that the board shall be organized when at least 6 of the 11 agencies elect to appoint members. The bill would provide for the authority to be created when the member agencies enter into a joint powers agreement, as specified. The bill would provide for future appointments of additional members if the service boundaries of the San Joaquin Corridor are expanded. Last Amended on 4/19/2012</p>	

San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1780</u> <u>Bonilla D</u></p> <p>Department of Transportation: project studies reports.</p>	<p>ASSEMBLY APPR. 4/23/2012 - Action From TRANS.: Do pass. To APPR.</p>	<p>Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review and approve 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 revise these provisions to authorize the department to prepare project study reports or equivalent planning documents for any projects on the state highway system, limited by the resources available to the department. The bill would require the department to pay for the costs of its review and approval of project study reports or equivalent planning documents that are prepared by other entities for projects that are in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program. In other cases, the bill would require the cost of the department's review and approval to be paid by the entity preparing the project study report or equivalent planning document. The bill would delete the provisions relating to the guidelines adopted by the California Transportation Commission and would instead require open and continuous communications between the parties during the development of project study reports or equivalent planning documents. Last Amended on 3/29/2012</p>	<p>Support</p>
<p><u>AB 1804</u> <u>Valadao R</u></p> <p>Public contracts: public entities: project labor agreements.</p>	<p>ASSEMBLY L. GOV. 4/11/2012 - In committee: Set, final hearing. Failed passage.</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.</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1890</u> <u>Solorio D</u></p> <p>Vehicles: toll highways: motorcycles.</p>	<p>SENATE RLS. 4/16/2012 - In Senate. Read first time. To Com. on RLS. for assignment.</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 5 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. Last Amended on 3/28/2012</p>	
<p><u>AB 1915</u> <u>Alejo D</u></p> <p>Safe routes to school.</p>	<p>ASSEMBLY APPR. 4/23/2012 - Action From TRANS.: Do pass. To APPR.</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law sets forth various factors to be used to rate proposals submitted by applicants for these funds.</p> <p>This bill would provide that up to 10% of program funds may be used to assist eligible recipients in making infrastructure improvements, other than school bus shelters, that create safe routes to bus stops located outside of the vicinity of schools. Last Amended on 3/26/2012</p>	
<p><u>AB 1960</u> <u>Dickinson D</u></p> <p>State contracts: reports: lesbian, gay, bisexual, and transgender businesses.</p>	<p>ASSEMBLY APPR. 4/11/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (April 10). Re-referred to Com. on APPR.</p>	<p>Existing law requires the Department of General Services to make available a report on contracting activity containing specified information, including the level of participation of business enterprises, by race, ethnicity, and gender of owner, in specified contracts.</p> <p>This bill would require the Department of General Services to include in the report on contracting activity information regarding the level of participation of lesbian, gay, bisexual, or transgender owned businesses in specified contracts, as provided. Last Amended on 3/27/2012</p>	

San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012

Bill ID/Topic	Location	Summary	Position
<p>AB 2147 Cedillo D</p> <p>Vehicles: automated rail enforcement systems: fixed guideway crossings.</p>	<p>ASSEMBLY TRANS. 4/9/2012 - Re-referred to Com. on TRANS.</p>	<p>Existing law authorizes railroad and rail transit grade crossings to be equipped with an automated rail crossing enforcement system if the system is identified by signs clearly indicating the system's presence and visible to traffic approaching from each direction. Existing law requires that only a governmental agency, in cooperation with a law enforcement agency, may operate an automated rail crossing enforcement system.</p> <p>This bill would revise and recast these provisions to apply to railroad and fixed guideway crossings. The bill would add specific procedures for the processing of a notice of violation based upon evidence from an automated rail or fixed guideway enforcement system in lieu of the existing procedures for the issuance of a notice to appear. The bill would also add specific requirements for a driver or pedestrian when making a stop at a railroad or fixed guideway crossing. By expanding the definition of an existing crime, the bill would impose a state-mandated local program. Last Amended on 3/29/2012</p>	
<p>AB 2173 Skinner D</p> <p>Metropolitan Transportation Commission: regional gasoline tax.</p>	<p>ASSEMBLY TRANS. 4/16/2012 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law creates the Metropolitan Transportation Commission with specified powers and duties relative to transportation planning and programing 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>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY APPR. 4/23/2012 - Action From TRANS.: Do pass as amended. To APPR.</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, consistent with the state implementation plan for the San Francisco Bay area adopted pursuant to the federal Clean Air Act and other federal requirements, suspend the hours of operation for highway lanes designated for high-occupancy vehicles, in the Interstate 80 corridor within the Metropolitan Transportation Commission's jurisdiction, in the reverse commute direction . Because the commission would be required to post signage of the above requirements along the Interstate 80 corridor, the bill would impose a state-mandated local program. Last Amended on 4/18/2012</p>	
<p>AB 2245 Smyth R</p> <p>Environmental quality: California Environmental Quality Act: exemption: bikeways.</p>	<p>ASSEMBLY NAT. RES. 4/17/2012 - In committee: Hearing postponed by committee. (Refers to 4/16/2012 hearing)</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 4/24/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 2277</u> <u>Hueso D</u></p> <p>Adopt a Highway Program: courtesy signs.</p>	<p>ASSEMBLY TRANS. 4/16/2012 - In committee: Set, first hearing. Hearing canceled at the request of author.</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.</p>	
<p><u>AB 2298</u> <u>Ma D</u></p> <p>Junk dealers and recyclers.</p>	<p>ASSEMBLY B.,P. & C.P. 4/9/2012 - Re-referred to Com. on B., P. & C.P.</p>	<p>Existing law requires junk dealers and recyclers, as defined, to keep written records of all sales and purchases made in the course of their business. Existing law requires a junk dealer or recycler to allow for periodic inspection by specified persons, including persons authorized by the county sheriff or the head of a city police department, of any premises maintained for purposes of determining compliance with the recordkeeping requirements, and, upon inspection, requires the junk dealer or recycler to produce sales and purchase records.</p> <p>This bill would, in addition, authorize persons appointed by the head of a county agricultural commission to carry out the periodic inspection of the premises of junk dealers and recyclers. Last Amended on 3/29/2012</p>	
<p><u>AB 2375</u> <u>Knight R</u></p> <p>Vehicles: public transit buses: illuminated signs.</p>	<p>ASSEMBLY CONSENT CALENDAR 4/23/2012 - Action From TRANS.: Do pass. To CONSENT CALENDAR.</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 4/24/2012

Bill ID/Topic	Location	Summary	Position
<p>AB 2382 Gordon D</p> <p>Department of Transportation: Innovation District Demonstration Project.</p>	<p>ASSEMBLY APPR. 4/23/2012 - Action From TRANS.: Do pass. To APPR.</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.</p> <p>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. 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.</p>	
<p>AB 2405 Blumenfield D</p> <p>Vehicles: high-occupancy toll lanes.</p>	<p>ASSEMBLY THIRD READING 4/23/2012 - Read third time and amended. Ordered to third reading.</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 eligible low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. Existing law provides that a vehicle, eligible under these provisions to use HOV lanes, that meets the 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 pursuant to a federally supported value-pricing and transit development program involving high-occupancy toll lanes conducted by the Los Angeles County Metropolitan Transportation Authority.</p> <p>This bill would instead exempt, with specified exceptions, all of the low emission and hybrid vehicles eligible to use HOV lanes under these provisions, including vehicles that meet the enhanced AT PZEV standards, from toll charges imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law. The bill would exclude a toll imposed for passage on a toll road, toll highway, or toll bridge from this exemption. The bill would provide that these changes shall be known as the Choose Clean Cars Act of 2012. Last Amended on 4/23/2012</p>	
<p>AB 2489 Hall D</p> <p>Vehicles: license plates: alteration.</p>	<p>ASSEMBLY APPR. 4/17/2012 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar.</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 and the penalty for the first conviction of an infraction under the Vehicle Code is a fine not exceeding \$100.</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 provide that a violation of this prohibition is punishable by a fine of not more than \$250 and would provide that the offense is subject to specified procedures with regard to a defendant electing to have the case proceed as a misdemeanor. Last Amended on 3/27/2012</p>	

San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012

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 APPR. 4/23/2012 - Action From TRANS.: Do pass. To APPR.</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 CONSENT CALENDAR 4/23/2012 - Do pass, and re-refer to Committee on Appropriations with recommendation: To Consent Calendar.</p>	<p>Existing law authorizes the Department of Transportation (department) 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. Last Amended on 3/27/2012</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>	Support

**San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012**

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>Vehicles: driving under the influence: controlled substances.</p>	<p>ASSEMBLY RLS. 4/16/2012 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.</p>	<p>Existing law makes it a crime for a person who is under the influence of alcohol or any drug, or under the combined influence of alcohol and any drug, to drive a vehicle. Existing law also makes it a crime for a person to drive a vehicle with 0.08% or more, by weight, of alcohol in his or her blood.</p> <p>This bill would, in addition, make it a crime for a person to have a controlled substance in his or her blood while driving a vehicle. Last Amended on 4/16/2012</p>	
<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>	

San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012

Bill ID/Topic	Location	Summary	Position
<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. Last Amended on 6/6/2011</p>	
<p>SB 829 Rubio D</p> <p>Public contracts: public entities: project labor agreements.</p>	<p>SENATE ENROLLMENT 4/19/2012 - Assembly amendments concurred in. (Ayes 25. Noes 13. Page 3218.) Ordered to engrossing and enrolling.</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, 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, limits, or constrains in any way the governing board's authority or discretion to adopt, require, or utilize 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 4/9/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 878 DeSaulnier D</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>SB 972 Simitian D</p> <p>Environmental quality: California Environmental Quality Act: scoping meeting and notice of completion.</p>	<p>ASSEMBLY DESK 4/23/2012 - In Assembly. Read first time. Held at Desk.</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 a public agency that has filed a written request for the notice, thereby imposing a state-mandated local program. Last Amended on 4/9/2012</p>	

San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012

Bill ID/Topic	Location	Summary	Position
<p><u>SB 985</u> <u>La Malfa</u> R</p> <p>Transportation bonds.</p>	<p>SENATE T. & H. 4/17/2012 - Set, second hearing. Testimony taken. Further hearing to be set.</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.</p>	<p>Oppose</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. This bill contains other existing laws.</p>	
<p><u>SB 1102</u> <u>DeSaulnier</u> D</p> <p>State transportation improvement program.</p>	<p>SENATE APPR. 4/20/2012 - Set for hearing April 30.</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 4/24/2012

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1117</u> <u>DeSaulnier D</u></p> <p>Statewide passenger rail transportation plan.</p>	<p>SENATE T. & H. 4/10/2012 - Set for hearing April 24.</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relating to the programming and allocation of certain funds available for transportation capital improvement projects and various other transportation policy matters. Existing law creates the Department of Transportation with various powers and duties relating to the state highway system and other transportation modes, including the authority to contract for conventional rail passenger service. Existing law requires the department to prepare a 10-year State Rail Plan on a biennial basis. Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including preparation of a business plan on a biennial basis. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would require the California Transportation Commission to prepare a statewide passenger rail transportation plan relative to conventional and high-speed intercity passenger rail, commuter rail, and urban rail transit containing various elements. The bill would require the commission to adopt the plan by September 2014, and update the plan every 4 years thereafter. The bill would require the plan to contain goals for integrated passenger rail services and facilities, and to adopt policies and guidelines to be used by the department, the authority, and regional transportation agencies in the development of their plans, and would prohibit those agencies from taking inconsistent actions. The bill would require regional transportation planning agencies to submit their plans for commuter rail and urban rail transit to the commission by December 31, 2013. Last Amended on 3/29/2012</p>	
<p><u>SB 1160</u> <u>Padilla D</u></p> <p>Communications : service interruptions.</p>	<p>SENATE JUD. 4/17/2012 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 13. Noes 0. Page 3205.) (April 17). Re-referred to Com. on JUD.</p>	<p>Existing law provides that an agent, operator, or employee of a telegraph or telephone office who willfully refuses or neglects to send a message received by the office is guilty of a misdemeanor. Existing law provides that these requirements are not applicable when payment for charges for transmittal or delivery of the message has not been paid or tendered, for messages counseling, aiding, abetting, or encouraging treason or resistance to lawful authority, to a message calculated to further any fraudulent plan or purpose, to a message instigating or encouraging the perpetration of any unlawful act, or to a message facilitating the escape of any criminal or person accused of crime.</p> <p>This bill would retain the provision that the above-described requirements are not applicable when payment for charges for transmittal or delivery of the message has not been paid or tendered, but would delete the other enumerated exceptions. Last Amended on 4/9/2012</p>	

San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012

Bill ID/Topic	Location	Summary	Position
<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 APPR. 4/20/2012 - Set for hearing April 30.</p>	<p>Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed train capital projects and other associated purposes. Existing law makes \$950 million of the proceeds of those bonds available for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system, as specified, or that provide capacity enhancements and safety improvements. Existing law requires the California Transportation Commission to allocate those funds to eligible recipients, as defined, and to develop guidelines to implement those provisions.</p> <p>This bill would appropriate \$523,400,000 from the High-Speed Passenger Train Bond Fund to the Department of Transportation for allocation by the California Transportation Commission as provided for in specified guidelines adopted by the commission. Last Amended on 3/26/2012</p>	<p>Support</p>
<p>SB 1214 Cannella R</p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>SENATE E.Q. 4/16/2012 - Set, first hearing. Failed passage in committee. (Ayes 0. Noes 5. Page 3189.) Reconsideration granted.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</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 1225 Padilla D</p> <p>Intercity rail agreements.</p>	<p>SENATE T. & H. 4/18/2012 - Hearing postponed by committee. (Refers to 4/17/2012 hearing)</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 the Business, Transportation and Housing Agency, 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 would authorize the department, with the approval of the secretary, to enter into an additional interagency transfer agreement with respect to the LOSSAN Corridor, defined to mean the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo, if the LOSSAN Agency, an existing joint powers agency, is reconstituted through an amended joint powers agreement approved by the governing boards of its members to enable that agency to enter into an interagency transfer agreement with the secretary relative to the LOSSAN Corridor. Last Amended on 4/9/2012</p>	

San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012

Bill ID/Topic	Location	Summary	Position
<u>SB 1252</u> <u>Rubio D</u> State Infrastructure Projects Fund.	SENATE G. & F. 4/13/2012 - Set for hearing April 25.	<p>The Personal Income Tax Law and the Corporation Tax Law impose taxes upon income, including income generated from any gain from the sale or exchange of a capital asset. This bill would require the Department of Finance, in consultation with the Franchise Tax Board and the Employment Development Department, on specified dates, to estimate the amount of revenues derived from income taxes imposed on income generated as a result of capital gains related to the Facebook, Inc. initial public offering, as provided, and would direct the Controller to transfer an amount equal to the total estimated amount from the General Fund to the State Infrastructure Projects Fund, a fund that would be created by the bill.</p> <p>This bill would allocate the moneys in the State Infrastructure Projects Fund, upon appropriation by the Legislature, for various infrastructure projects, as provided. Last Amended on 4/9/2012</p>	
<u>SB 1257</u> <u>Hernandez D</u> Utility user tax: public transit vehicles.	SENATE G. & F. 4/20/2012 - Set for hearing May 2.	<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 the consumption of electricity used to charge electric bus propulsion batteries , within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus. Last Amended on 4/16/2012</p>	
<u>SB 1269</u> <u>Fuller R</u> Income taxes: credit: highway maintenance and enhancement.	SENATE G. & F. 3/28/2012 - Set for hearing May 9.	<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.</p>	
<u>SB 1339</u> <u>Yee D</u> Commute benefit policies.	SENATE E.Q. 4/17/2012 - Set for hearing April 30.	<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 4/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 1380 Rubio D</p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>SENATE E.Q. 4/11/2012 - Set for hearing April 30.</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 requires the lead agencies to make specified findings in an EIR.</p> <p>This bill would enact the California Public Health and Environmental Standards Act and would require documentation prepared pursuant to CEQA for the bicycle transportation plan to disclose applicable environmental laws, as specified. The bill would prohibit a cause of action from being brought in a judicial proceeding alleging noncompliance with CEQA related to those applicable environmental laws. This bill contains other existing laws. Last Amended on 4/10/2012</p>	
<p>SB 1396 Dutton R</p> <p>Sales and use taxes: excise taxes: fuel.</p>	<p>SENATE GOV & FINANCE</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or a tax, measured by the sales price, on the storage, use, or other consumption of tangible personal property in this state." That law defines the terms "gross receipts" and "sales price."</p> <p>This bill would exclude from the terms "gross receipts" and "sales price" the amount charged at retail for gasoline and diesel fuels in excess of \$3.88 or \$3.52 per gallon, respectively, as provided. Existing law imposes a sales and use tax and an excise tax on gasoline and diesel fuels and requires the State Board of Equalization to annually modify both the gasoline and diesel excise tax rates on a going-forward basis so that the taxes imposed on gasoline and diesel fuels, as described above, are revenue neutral. This bill would require the State Board of Equalization to reduce, but not increase, certain excise tax rates on gasoline and diesel fuels to maintain revenue neutrality. This bill would declare that it is to take effect immediately as an urgency statute.</p>	<p>Oppose</p>
<p>SB 1417 Hancock D</p> <p>Local government: infrastructure financing districts.</p>	<p>SENATE G. & F. 4/23/2012 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to division of taxes and voter approval. Existing law authorizes the legislative body to, by majority vote, initiate proceedings to issue bonds for the financing of district projects by adopting a resolution, subject to specified procedures and voter approval. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, which may not be more than 30 years from the date on which the ordinance forming the district is adopted. Existing law prohibits a district from including any portion of a redevelopment project area.</p> <p>This bill instead would specify that the date a district shall cease to exist may not be more than 45 years from the date on which the ordinance forming the district is adopted or not more than 45 years from the date on which bonds have been issued, whichever is later. The bill would delete the prohibition on a district including any portion of a redevelopment project area. The bill would make technical changes to a provision on bond issuance. Last Amended on 4/9/2012</p>	

**San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 1464 Lowenthal D</p> <p>Vehicles: bicycles: passing distance.</p>	<p>SENATE SECOND READING 4/23/2012 - From committee: Do pass as amended and re- refer to Com. on APPR. (Ayes 8. Noes 0. Page 3211.) (April 17).</p>	<p>Under existing law, a driver of a vehicle overtaking another vehicle or a bicycle proceeding in the same direction is required to pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle or bicycle, subject to certain limitations and exceptions. A violation of this provision is an infraction punishable by a fine not exceeding \$100 for a first conviction, and up to a \$250 fine for a 3rd and subsequent conviction occurring within one year of 2 or more prior infractions.</p> <p>This bill would recast this provision as to overtaking and passing a bicycle by requiring , with specified exceptions, the driver of a motor vehicle overtaking and passing a bicycle that is proceeding in the same direction on a highway to pass in compliance with specified requirements applicable to overtaking and passing a vehicle, and to do so at a safe distance that does not interfere with the safe operation of the overtaken bicycle, having due regard for the size and speed of the motor vehicle and the bicycle, traffic conditions, weather, and the surface and width of the highway. The bill would prohibit , with specified exceptions, the driver of the motor vehicle that is overtaking or passing a bicycle proceeding in the same direction on a highway from passing at a distance of less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator. The bill would make a violation of this provision an infraction punishable by a \$35 fine. The bill would also require the imposition of a \$220 fine on a driver if a collision occurs between a motor vehicle and a bicyclist causing bodily harm to the bicyclist, and the driver is found to be in violation of the above provisions. Last Amended on 4/9/2012</p>	
<p>SB 1499 Anderson R</p> <p>California Transportation Commission: review of expenditures.</p>	<p>SENATE T. & H. 4/17/2012 - Set, first hearing. Hearing canceled at the request of author.</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>	

San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012

Bill ID/Topic	Location	Summary	Position
<p>SB 1545 DeSaulnier D</p> <p>Bay Area toll bridges.</p>	<p>SENATE APPR. 4/20/2012 - Set for hearing April 30.</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>	
<p>SB 1549 Vargas D</p> <p>Transportation projects: construction Manager/General Contractor project method.</p>	<p>SENATE APPR. 4/18/2012 - Do pass as amended, and refer to the Committee on Appropriations</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>	

**San Mateo County Transportation Authority
Bill Matrix as of 4/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 1566 Negrete McLeod D</p> <p>Vehicle license fees: allocation.</p>	<p>SENATE T. & H. 4/20/2012 - Set for hearing April 24.</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 , second to each city that was incorporated before August 5, 2004, in an amount determined pursuant to a specified formula , and third to the Local Law Enforcement Services Account in the Local Revenue Fund 2011, for allocation to cities, counties, and cities and counties . 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. Last Amended on 4/10/2012</p>	
<p>SB 1572 Pavley D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>SENATE APPR. 4/23/2012 - Do pass as amended, and refer to the Committee on Appropriations</p>	<p>The Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act.</p> <p>This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the California Global Warming Solutions Act of 2006. The bill would declare the intent of the Legislature to enact legislation that would establish criteria for the development and implementation of an expenditure plan, as specified, for moneys appropriated from the Greenhouse Gas Reduction Account.</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</p>	<p>The California Constitution requires meetings of public bodies to be open to public scrutiny.</p> <p>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. Last Amended on 4/13/2011</p>	