



AGENDA

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

October 4, 2012 – Thursday

5:00 p.m.

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report of the Citizens Advisory Committee
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 September 6, 2012
 - b. Acceptance of Statement of Revenues and Expenditures for August 2012
5. Resolution of Appreciation for Rich Napier, Executive Director, City/County Association of Governments RESOLUTION
6. Public Comment
Public comment by each individual speaker shall be limited to one minute
7. Chairperson's Report
8. SamTrans Liaison Report – September 12, 2012
9. Joint Powers Board Report
10. Report of the Executive Director
11. Finance
 - a. Approve 23 Highway Projects and Authorize Allocation and/or Programming of \$82.71 Million in Original and New Measure A Funds RESOLUTION
 - b. Authorize Amendment to the Fiscal Year 2013 Budget by \$308,000 and Enter into a Funding Agreement with Metropolitan Transportation Commission for the U.S. Highway 101 Ramp Metering Project RESOLUTION

- c. Authorize Amendment to the Fiscal Year 2013 Budget and Allocation of \$3 Million in Measure A Funds for Caltrain's Communications-based Overlay Signal System/Positive Train Control Project

RESOLUTION

12. Program

- a. Update on State and Federal Legislative Program

INFORMATIONAL

13. Requests from the Authority

14. Written Communications to the Authority

15. Report of Legal Counsel

16. Date/Time of Next Meeting: Thursday, November 1, 2012, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

17. Adjournment

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

MINUTES OF SEPTEMBER 6, 2012

MEMBERS PRESENT: R. Foust, C. Groom, D. Horsley, K. Matsumoto, T. Nagel,
N. Patridge,

MEMBERS ABSENT: S. Richardson

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

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

Chair Groom said since Director Sepi Richardson is absent, agenda item 11a, the presentation on the Bayshore Intermodal Station Access Study, will be postponed until a later date.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta reported on the August 2 meeting. The CAC:

- Received a presentation about the Bayshore Intermodal Station Access Study.
- Received an update on and discussed the Highway Call for Projects (CFP).
- Supported the authorization of solicitation of letters of intent for grade separations.
- Supported the acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook.
- Supported the acceptance of the Statement of Revenues and Expenditures for July 2012.

CONSENT CALENDAR

Director Terry Nagel asked to pull item 4b, Acceptance of Statements of Revenues for July 2012, from the Consent Calendar.

- a. Approval of Minutes of August 2, 2012
- c. Measure A Program Status Report

A motion (Patridge/Matsumoto) to approve the Consent Calendar was approved.

Acceptance of the Statement of Revenues and Expenses for July 2012

Director Nagel asked how much the TA will get back from the Lehman Brothers Recovery indicated on the statement.

Deputy CEO Gigi Harrington said the TA wrote off approximately \$25 million when the loss occurred and is getting back around 20 cents on the dollar over a period of time. She said because it was written off, the TA will receive it as revenue and it will go into the reserves.

Director Karyl Matsumoto asked why the purchase price and market value were the same for the County Pool and the Local Agency Investment Fund (LAIF). Ms. Harrington said Bill Osher of CSI Group of SunTrust Bank will answer that question in his report.

A motion (Nagel/Foust) to approve the Statement of Revenues for July 2012 was approved.

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT – CAROLE GROOM

None

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

Director Matsumoto said a public hearing will be held on October 10 to discuss eliminating selected unproductive fixed routes.

JOINT POWERS BOARD (JPB) REPORT

Executive Director Michael Scanlon reported:

- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – July 2012 compared to July 2011
 - Total Ridership was 1,305,970, an increase of 12 percent.
 - Average Weekday Ridership was 48,609, an increase of 10.2 percent.
 - Total Revenue was \$5,836,357, an increase of 16.8 percent.
 - On-time Performance was 93.5 percent, an increase of 1.4 percent.
 - Caltrain Shuttle Ridership was 7,506, an increase of 20.5 percent.
- JPB passed a proclamation declaring September “Railroad Safety Month.”
- A very serious incident occurred at the South San Francisco Caltrain Station on August 24. A southbound express train passed through the station while a northbound train was stopped at the station boarding passengers in violation of the hold-out rule. The investigation continues and the Transit America management team and staff are fully engaged and taking this incident very seriously.
- Sixteen months ago the JPB lost Director Omar Ahmad. Today’s Palo Alto *Daily Post* has an article on a publication of a book he wrote just before his death. It has been published as a non-profit by TED.com and is titled *Citizen Advocate Getting Governments to Move Mountains and Change the World*. It focuses on how you get local government to respond to you.
- The Bicycle Advisory Committee will meet on September 20.
- Staff is preparing for the service increase on October 1. The four shoulder trains eliminated last year will be restored, two afternoon peak trains will be added and stops will be added at either Sunnyvale or Palo Alto.
- Special service:
 - Giants hosted 12 games in August and averaged about 7,200 additional riders for each game. Year-to-date Giants ridership is 466,000, about an 11 percent increase over the same number of games last year.

- No additional service was added for the San Francisco 49er preseason games. After the first game there were an additional 375 passengers that boarded at Bayshore Station.
- Service will be provided for Stanford Football on September 9 at 7:30 p.m. Trains will stop at Stanford Stadium before and after the games.
- Construction is at the halfway point for the San Bruno Grade Separation Project.
- The Narrowbanding Project was completed in July and testing was completed last month.
- Staff from the State Legislative Analyst's Office will be touring transit properties in the Bay Area, including a ride on Caltrain, on September 11. Staff will be meeting them on the train to discuss our programs and projects.
- Commuter Appreciation Day is on September 27. A team from Clear Channel will hand out goodie bags and welcome Caltrain customers as they pass through the San Francisco Station.
- A customer proposed marriage on Caltrain in August. The groom-to-be worked with marketing staff to purchase group tickets for the event. A YouTube video of the proposal was shown.
- The reading file contained a Take One for the new service starting in October, the July Safety and Security Report, the Metropolitan Transportation Commission (MTC) *Getting There on Transit* brochure and a correspondence packet.
- It was reported the JPB is ahead of the 10.5 percent goal with the Disadvantaged Business Enterprise (DBE) Program at 12.1 percent.
- The Board:
 - Received an update on the Request for Proposal for general engineering consultants.
 - Received an update on Caltrain Modernization.
 - Approved the recommendation of staff to enter into a contract with LTK Engineering Services for on-call railroad vehicle support services for a total not-to-exceed cost of \$5,000,000 for a three-year term.
 - Authorized an award of a contract to Transit Constructors LP for the signal optimization project phase 2 for a total cost of \$549,000.
 - Received a legislative update.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The California Transportation Commission (CTC) will be holding its next meeting on September 27 in Burlingame. Along with the City/County Association of Governments (C/CAG), Caltrain is hosting a reception the evening of September 26 at the Burlingame Hilton. At the meeting on September 27, the CTC will be voting on two important funding issues, \$9 million for reconstruction of the San Mateo County rail bridges and \$40 million for the Communications Based Overlay Signal System (CBOSS)/Positive Train Control (PTC) Advanced Signal System. In anticipation of a positive vote, staff will be holding a news conference on September 27 at 10 a.m.

FINANCE

Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for Quarter Ended June 30, 2012

Mr. Osher said the answer to Director Matsumoto's question about why the purchase price and market value were the same is because those are stable value funds and are run the same way as a money market fund. They are bought and sold at the same price, and in between they earn money. He said the County Pool has a higher interest rate than LAIF because it is longer in maturity and it is possible that some securities were sold and the profit was added to the regular earnings yield.

Mr. Osher said bonds are paid out twice a year, but interest is earned daily. The interest receivable shows the amount of interest accrued but not paid out. Interest earned is how much was earned for the month. The interest received portion is the amount of payments that were paid out during the month.

Mr. Osher said the strategy used for the portfolio has been very conservative. He said interest rates have continued to fall but that is a result of politics and the situation in Europe. The portfolio accepts a lower yield of about 1 percent per year because if the interest rates do go up, the portfolio will not be hurt and bond prices will not fall much and it will still produce positive returns every quarter.

He said there is an expectation that policy makers will provide additional economic stimulus. This news would normally cause interest rates to fall, but they did not. This is because rates have hit the bottom. If the economic stimulus is successful then rates will go up.

Director Nagel asked what the benchmark is, how it is determined and why the portfolio is consistently below it. Mr. Osher said short-term bonds, government bonds, and corporate bonds are used to find a weighted average. He said because the portfolio objectives are safety of principle, liquidity, and return, the portfolio is measured against a one- to three-year benchmark which is safer. The longer-term benchmark was more successful but carried more risk.

Director Rosanne Foust asked if the Federal Reserve (Fed) was trying to inspire confidence by setting up the longer-term bonds to be riskier and more successful. Mr. Osher said the Fed is attempting to push investors into riskier investments to make the Stock Market go up. Director Foust said if people are pushed into risky long-term investments, the markets will go up today.

Mr. Osher said his biggest concern is inflation. He said interest rates could go up 3 or 4 percent in a year.

A motion (Foust/Matsumoto) to approve the Quarterly Investment Report was approved.

PROGRAM

Feature Presentation: Bayshore Intermodal Station Access Study

Postponed until a date yet to be determined.

Update on the Highway Call for Projects (CFP)

Project Manager Aidan Hughes said staff met with C/CAG Technical Advisory Committee, which was supportive of this CFP with the caveat that there needed to be an ongoing dialogue between staff and the applicants, especially those whose projects were not funded or were partially funded. Once received, staff will present a summary of the comments along with recommendations to the Board in October.

- Objectives of the CFP were outlined by the Short-range Highway Plan (SRHP) and were to close out the Original Measure A, move forward on New Measure A, fund projects based on merit, and initiate the planning phases for projects.
- From the Original Measure A, there is a recommended allocation of \$46.81 million for construction. This will help close out the Original Measure A funding.
- Of the \$104 million available, \$81.71 million is recommended for funding. Each of the applicants was required to act as sponsors for their projects and provide support by adopting a governing board resolution to show responsibility between the governing board and the applications.
- The evaluation panel was comprised of staff from the TA, California Department of Transportation (Caltrans), and Alameda CTC in order to provide an outside look at the process. The review was based on the evaluation criteria from the SRHP.
- The evaluation criteria included effectiveness, readiness, need, policy consistency, and sustainability, as well as ease of implementation, the funding plan, stakeholder interest, economies of scale, and the merit of the overall project.
- The program intent is to reduce congestion on commute corridors. There is no defined relationship to bicycles, pedestrians, or Complete Streets, in which the emphasis is moving away from autos and toward including other modes of transit.
- Staff received 29 applications, two were withdrawn, 19 were multi-phase requests, and eight were planning-only projects.
- The mix of projects included freeways, interchanges, trunk-lines, non-freeway projects, and local roadways.
- Of the 27 applications evaluated, 23 are recommended for funding. Some are partially funded, and four projects are not recommended because they scored poorly against technical criteria and/or do not meet the intent of the Highway Program.
 - Recommended funding is \$7.65 million for planning, \$20.41 million for environmental design and right of way, and \$53.65 million for construction.
 - Proposed recommended Board action includes programming and allocating funds for \$54.42 million and programming only funds for \$27.29 million.
- The projects in the Programming-only category means the Board will be asked to program funds as a conditional commitment. The Sponsor will need to meet specific conditions before the Board will be asked to allocate funds. Some conditions will be met in a few months, some in a few years. This establishes expectations on the project sponsors to act with diligence to address the conditions so the funding will become available. It also gives flexibility to the Board to step in and deprogram or reprogram if the Board sees the money is not being spent as expected.
- A leverage of 37 percent was achieved.
- Next steps include taking the final list to the TA CAC and the TA Board in October. Until then, staff will be engaged in dialogue to explain recommendations, take comments

and gather additional information. Over the next few months staff will return to the Board with lessons learned and to address policy changes if needed.

- Geographic equity was not included because this is only the first call and as the program moves along it will be included.

Director Matsumoto asked if staff anticipates changes to the list in October. Mr. Hughes said staff cannot anticipate changes at this point because there has not been an opportunity to collect all of the comments. This was a diligent process and the applications were comprehensive so the list may stay relatively the same.

Director Don Horsley said he would like to meet and work with staff to discuss some of the projects that were not fully funded, including the project at Alpine Road and Interstate 280 where a fatal accident occurred.

Director Naomi Partridge said this process was very thorough. The idea to allocate some funds for planning and then allocate funds later after planning was done is a good idea. She is not in favor of the Complete Streets Project because it has not been thoroughly looked at. She said the funding is widespread and appears to cover a lot of area.

Director Nagel asked if Measure A funds can be used for Complete Streets and said the Coastsides seems to be getting left out when the funding is rolled out to Priority Development Areas (PDA). Mr. Hughes said staff has not made a determination that there needs to be a policy change but they realize Complete Streets is a concept that is an increasing part of funding processes so staff wants to come back with a discussion about how to deal with Complete Streets in the context of Measure A. Legal Counsel David Miller said the Board has discretion to apply lessons learned.

Director Nagel asked if letters played into the selection process. Mr. Hughes said applicants were asked to provide supporting documentation to show support for or against any projects. It did impact the scoring.

Director Nagel asked what will happen to remaining Original Measure A funds. Mr. Hughes said it will need to be allocated to an Original Measure A project and there is no deadline to do so.

Chair Groom asked staff to look into finding funding for the Alpine Road Project.

Chair Groom said the application for San Mateo at Peninsula and Poplar Roads is different from what was discussed in the newspaper and asked how that will affect the application. Mr. Hughes said staff will continue to have discussions with the applicants about changes and updates and to get clarification.

Director Horsley said he would like to talk to staff about Alpine Road because the project needs to be done and he would like to find funding for it. Mr. Scanlon said the results of the evaluation are pure, based on the criteria of the project. This month it is an information item, and over the next month there will be time to review the list.

PUBLIC COMMENT

Leslie Latham, Portola Valley, said the Alpine Road Project had more letters of support than most other projects but it did not get approved and questioned the level of public input that was considered in the selection process. She said there are many other issues about the project than just bicycle lanes. She said in June a TA staff member recommended to the County Board of Supervisors this project be funded and asked if that person's recommendation was not taken into consideration or if the criteria was not known at that time. She said she would like the project to be considered if funds from the Original Measure A are available or if funds from the New Measure A can be used. She said she would be interested in helping if there is an opportunity to participate in the evaluation process.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said for 25 years there have been discussions about the Woodside Road interchange because there is a lot of traffic in this intersection. He said he is glad the TA is closing out the Original Measure A. He said it is smart to commit only some of the funds so there will be money available if something else comes up.

Ted Huang, Menlo Park, said simple striping would be very effective in the Alpine Road intersection and would streamline highway merging and off ramps.

Shandon Lloyd, Portola Valley, thanked Directors Groom and Horsley for requesting staff to find funds for the Alpine Road Project. She said the fatality was caused by a truck that was in a merge zone so she is disappointed the project did not meet the Highway Project criteria. She said no one knows what lane to be in around that area.

Mayor Brandt Grotte, city of San Mateo, said the progress and plans on Poplar Avenue have not been changed. He thinks the divider in the middle of the avenue is a short-term measure but other alternatives and solutions need to be looked at.

Mary Keitelman, Pacifica, passed out a press release about alternatives to the widening of Highway 1 in Pacifica. She said a group of Pacifica residents would like the TA to look at lower cost, quick-to-implement opportunities for solving the congestion problems.

CAC Chair Arietta said Highway 1 does not have any left-hand turns. She said the TA CAC expressed concern about Alpine Road.

Director Patridge asked if there is any Caltrans funding for the Alpine Road Project. Mr. Scanlon said he does not know if Caltrans has funding but staff will look for other sources of money. Chair Groom said the Highway Patrol and Caltrans have been contacted but the project is not a priority and that is why it went to the TA. She said the Highway Patrol is doing extra patrols to help with traffic.

Director Foust said there could be some cost-sharing for the Alpine Road Project, and Portola Valley and local organizations should be contacted to find funding. She said the TA can

think of people to contribute without manipulating the established criteria for the program which would open up the door for other projects to try to use exceptions to get funding.

Solicitation of Letters of Intent for Grade Separations

Executive Officer, Planning and Development April Chan said the Grade Separation Program was put on hold to allow time for staff and the California High Speed Rail Authority to figure out what kind of grade separation investments would need to be made in the Caltrain corridor. The State recently appropriated funding for the Caltrain Modernization Early Investment Program, and the city of San Mateo recently submitted a letter to the TA requesting funding for a grade crossing project. Staff is now trying to determine how to structure a program selection process to prioritize the grade separation projects and get the most for the money. She said this solicitation is to find out which cities are interested and to determine how the projects will meet criteria so staff can make a recommendation for the Board on which projects to fund.

Director Patridge asked how San Bruno got \$48 million for Grade Separations if there was not a CFP at that time. Ms. Chan said there was a special project funding category in the TA Strategic Plan. Mr. Scanlon said San Bruno was first or second in the State in terms of dangerous crossings and there was State money available for funding, which warranted the special circumstances.

Director Nagel asked how much of the blended system funding is available for grade separations. Mr. Scanlon said the State Legislature approved funds for electrification and the advanced signal system but there is no funding for grade separations.

PUBLIC COMMENT

Mr. Bigelow said after the first 20-year Measure there were funds left and not all cities asked for it. Some cities may not want grade separations and others might, so it is fair to put out letters to find out which cities are interested. He said the TA needs to be ready in case more funding becomes available.

Mayor Grotte, city of San Mateo said grade separations are not precluded from the HSR funding. He said the city of San Mateo supports the solicitation of letters and will submit a letter. He said delays put the San Mateo build-out at risk, and the improvements will increase Caltrain ridership at the Hillsdale Station. He said \$12 million is available from local funding to help provide leverage to the project. He said three out of four possible locations for HSR passing tracks are in San Mateo.

Larry Patterson, director of Public Works, city of San Mateo, said the San Mateo grade separations have been in planning since 2001. First, the footprint studies intervened, then HSR came and the project was put on hold again. The project is being readied for supplemental funding because they want to be able to take advantage of local funding, TA funding, and HSR funding.

A motion (Horsley/Nagel) to authorize the solicitation of letters of interest for grade separations passed.

Director Nagel asked Chair Groom to consider using a subcommittee to review this information.

Update on State and Federal Legislative Program

Director, Government and Community Affairs Seamus Murphy, said:

State Update

Senate Bill (SB) 1339 would authorize the MTC and the Bay Area Air Quality Management District to require employers with 50 or more employees to offer employees pre-tax transit and bicycle and vanpool commuter benefits. The goal is to make transit attractive to commuters. If this is passed there should be some positive benefit in terms of ridership on regional transit systems.

SB 1492 would authorize a pilot program in San Francisco to increase the vehicle license fee for an unspecified program of projects. It would require a 2/3rd approval by the Board of Supervisors and a majority vote approval of the residents. This is something San Mateo County should look closely at to see how it is implemented in San Francisco when discussing dedicated funding for transit operations or capital needs.

When Caltrans reviews Project Study reports and other planning documents for local projects, they require reimbursement from the local agencies. A bill was introduced that would require Caltrans to pay for these reviews. This will be positive for the budget on capital projects.

There are some pieces of legislation that staff will be working on next year. One is legislation to lower the vote threshold to 55 percent for transportation projects. This has been introduced five times now. It is not likely to pass but staff is encouraged that the bill continues to be discussed and debated.

Assembly Bill (AB) 845 was introduced and would provide transit agencies with electricity usage credits for any increase in fees associated with the implementation of AB 32 and the market-based cap and trade system. Staff expects some increase in fees due to these regulations. Some industries are exempt from these fees but transit agencies are not.

SB 1455 did not make it out of committee by one vote and staff will work on this bill next year. This bill would extend the Carl Moyer Program, a regional air quality program that expires at the end of this year and needs to be extended because it is an element of the Caltrain Modernization Funding Plan.

Federal Update

The Administration announced it will take unobligated earmarks allocated between 2003 and 2006 and redirect them to projects that will obligate the funds by the end of the year. States were asked to review their projects and identify those that were more appropriate and could spend the funds sooner. C/CAG would have the authority to review projects that have unobligated funds in San Mateo County and if the project owner wants to obligate funds to those projects they would have until the end of the month to demonstrate that the funds could be obligated by the end of the year. If they can't, C/CAG would have the discretion to find other projects that can obligate the

funds by the end of the year. If C/CAG can't find projects, the funds would be spent on other projects around the State, likely the State Highway Program.

Capital Projects Quarterly Status Report – 4th Quarter

Joe Hurley said the report is in the Board package and available on the TA Website.

REQUESTS FROM THE AUTHORITY

Director Nagel asked if staff would clarify or define the PDA process, how to qualify for a PDA and where they are in particular cities. She would like to see a map of the county to see where the PDAs are. Director Matsumoto said this would be better to do at a C/CAG meeting.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion

DATE AND PLACE OF NEXT MEETING

October 4, 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.

REPORT OF LEGAL COUNSEL

Mr. Miller said this closed session is permitted for real estate negotiations on the Burlingame Interchange Project.

Closed Session: Real Estate Negotiations – Pursuant to Government Code 54956.8:
 Agency Negotiators: David J. Miller and Brian Fitzpatrick
 Under Negotiation: Price and Terms of Purchase

APN	State Parcel No.	Grantor	Address	Relocation
026-112-140	62629	HMC Burlingame Hotel LLC	1333 Bayshore Highway Burlingame, CA	N
026-141-020	62631	99 Old Bayshore LLC	1299 Bayshore Highway Burlingame, CA	N
026-142-110 & 026-142-070	62632	Fox Investments GP	1288 & 1290 Bayshore Highway San Mateo, CA	N
026-142-080	62633	1250 Bayshore Highway LLC	1250 Bayshore Highway Burlingame, CA	N
026-142-090	62634	Pritam Sing & Jean D. Sabharwal	1240 Bayshore Highway Burlingame, CA	N
026-142-020 & 026-142-030	62635	Robert Paul Wadell Jr. & Angela Kathie Bramble Trust	Vacant Land on Bayshore Highway Burlingame, CA	N
026-142-130	62636	NorthWest Dealerco HoldingsLLC	1200 Bayshore Highway Burlingame, CA	Y
026-134-090	62638	Kathleen M. Dore Trust	1250 Rollins Road Burlingame, CA	N

APN	State Parcel No.	Grantor	Address	Relocation
026-134-030	62639	Robert Nerli	1320 Marsten Road Burlingame, CA	N
026-134-160	62640	Kathleen L. Lyons, Successor Trustee	1222 Rollins Road Burlingame, CA	N
026-134-080	62641	CSE Investments II LLC	1212 Rollins Road Burlingame, CA	Y
026-290-310	62642	CRP BAHP SFO, LLC	1177 Airport Boulevard Burlingame, CA	N
026-131-180	62644	N & S Cristafi Family Limited Partnership	1271 Whitehorn Way Burlingame, CA	N
026-131-100	62645	Marc Andre Rochette, Trustee for Rochette Family Trust	1213 Rollins Road Burlingame, CA	N
026-131-170	62646	Linda Feng Min Sun & Jennifer Hsu Partnership	1000 Broadway Burlingame, CA	N
Total of All Parcels	15			

Meeting adjourned to closed session at 7:16 p.m.

Meeting reconvened to open session at 7:21 p.m.

Mr. Miller said the TA Board convened in closed session as permitted by the Brown Act and instructions have been given to the TA real property negotiators to proceed with finalizing offers for all of the needed parcels. Progress on the negotiations will be reported periodically to the Board.

Meeting adjourned at 7:23 p.m.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Deputy CEO

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

ACTION

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

SIGNIFICANCE

Revenues: Year-to-date *Total Revenue* (\$11,010,765 - line 6) is **better** than staff projections by \$289,685 or 2.7 percent. Within total revenue, *Interest Income* (\$638,404 - line 2) is \$74,856 or 10.5 percent **worse** than projections due to lower than budgeted returns and *Rental Income* (\$187,196 - line 3) is \$1,176 or 0.6 percent **better** than staff projections.

Total Revenue (\$11,010,765 - line 6) is \$507,654 or 4.8 percent **better** than prior year performance. *Sales Tax* (\$9,821,800 - line 1) which is \$307,532 or 3.2 percent **better** than prior year is offset by *Interest Income* (\$638,404 - line 2) which is \$165,593 or 20.6 percent **worse**.

Expenditures: *Total Administrative* (\$96,359 - line 21) is **better** than staff projections by \$33,300 or 25.7 percent and also **better** than prior year actual by \$58,949 or 38.0 percent. Within total administrative, *Staff Support* (\$62,897 - line 17) and *Other Admin Expenses* (\$33,461 - line 19) are \$33,300 or 25.7 percent **better** than staff projections.

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

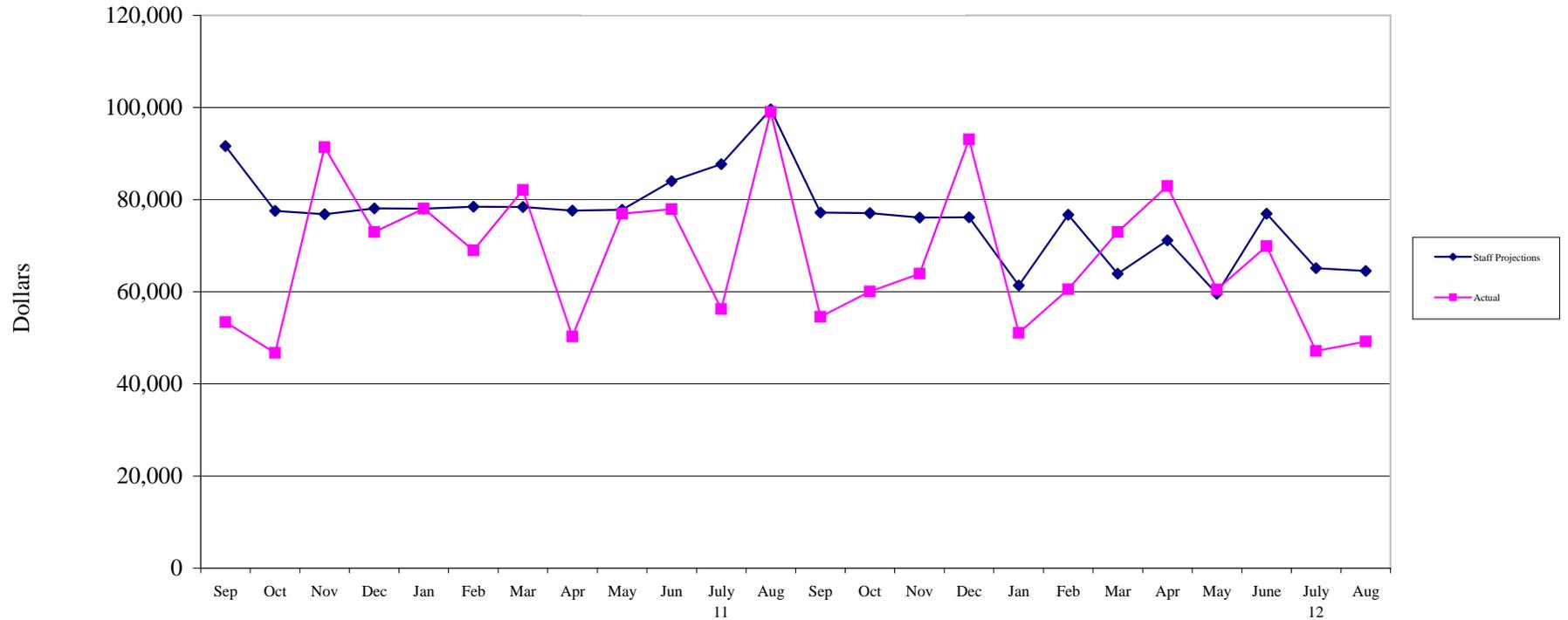
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2013
August 2012

% OF YEAR ELAPSED: **16.7%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	STAFF PROJECTION	% OF PROJ	ADOPTED BUDGET*	STAFF PROJECTION**	% OF PROJ
REVENUES:								
1 Sales Tax	4,910,900	9,514,267	9,821,800	9,821,800	100.0%	65,000,000	65,000,000	15.1%
2 Interest Income	306,808	803,996	638,404	713,260	89.5%	4,022,150	4,022,150	17.7%
3 Rental Income	93,793	183,287	187,196	186,020	100.6%	1,116,180	1,116,180	16.8%
4 Grant Proceeds	362,584	1,562	363,365	0	0.0%	0	0	0.0%
5								
6 TOTAL REVENUE	5,674,086	10,503,111	11,010,765	10,721,080	102.7%	70,138,330	70,138,330	15.7%
7								
EXPENDITURES:								
9								
10 Annual Allocations	1,792,479	3,704,029	3,584,957	3,584,958	100.0%	23,725,000	23,725,000	15.1%
11								
12 Program Expenditures	514,801	405,018	750,654	12,195,940	6.2%	73,175,646	73,175,646	1.0%
13								
14 Oversight	21,879	52,683	31,048	80,833	38.4%	485,000	485,000	6.4%
15								
16 Administrative								
17 Staff Support	32,843	90,130	62,897	82,134	76.6%	634,125	634,125	9.9%
18 Measure A Info-Others	-	-	-	-	0.0%	16,500	16,500	0.0%
19 Other Admin Expenses	16,154	65,178	33,461	47,525	70.4%	333,959	333,959	10.0%
20								
21 Total Administrative	48,997	155,308	96,359	129,659	74.3%	984,584	984,584	9.8%
22								
23 TOTAL EXPENDITURES	2,378,156	4,317,039	4,463,018 (1)	15,991,390	27.9%	98,370,230	98,370,230	4.5%
24								
25 EXCESS (DEFICIT)	3,295,930	6,186,072	6,547,747	(5,270,310)		(28,231,900)	(28,231,900)	
26								
27 BEGINNING FUND BALANCE	Not Applicable	421,881,503	446,742,157	422,021,138		422,021,138	422,021,138	
28								
29 ENDING FUND BALANCE	Not Applicable	428,067,575	453,289,904 (2)	416,750,828		393,789,238	393,789,238	
30								
31								
32 Includes the following balances:								
33 Cash and Liquid Investments		1,161,742					305,190,114	
34 Current Committed Fund Balance		399,097,327 (3)					98,370,230	
35 Undesignated Cash & Net Receivable		53,030,836					(4,463,018) (1)	
36 Total		<u>453,289,904 (2)</u>					<u>399,097,327 (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 7, 2012.								
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 '12	Aug '12	Sep '12	Oct '12	Nov '12	Dec '12	Jan '13	Feb '13	Mar '13	Apr '13	May '13	Jun '13
MONTHLY EXPENSES												
Staff Projections	65,111	64,548	0	0	0	0	0	0	0	0	0	0
Actual	47,161	49,198	0	0	0	0	0	0	0	0	0	0
CUMULATIVE EXPENSES												
Staff Projections	65,111	129,659										
Actual	47,161	96,359										
Variance-F(U)	17,950	33,300	0	0	0	0	0	0	0	0	0	0
Variance %	27.57%	25.68%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%



Board of Directors 2012
 Carole Groom, Chair
 Karyl Matsumoto, Vice Chair
 Rosanne Foust
 Don Horsley
 Terry Nagel
 Naomi Patridge
 Sepi Richardson

 Michael J. Scanlon
 Executive Director

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 CAPITAL PROJECT RESERVES

AS OF AUGUST, 2012

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET VALUE
County Pool #3	*	Liquid Cash	0.750%	\$ 262,078,554	\$ 262,078,554
Local Agency Investment Fund	**	Liquid Cash	0.377%	\$ 27,507,309	\$ 27,507,309
Investment Portfolio	***	Liquid Cash	1.373%	\$ 148,080,615	\$ 149,145,627
Other		Liquid Cash	0.010%	\$ 1,161,742	\$ 1,161,742
				<u>\$ 438,828,219</u>	<u>\$ 439,893,232</u>

Accrued Earnings for August 2012 \$ 338,213.28
 Cumulative Earnings FY2013 \$ 655,035.69

* County Pool average yield for the month ending August 31, 2012 was 0.750%. As of August 2012, the amortized cost of the Total Pool was \$2,522,355,384.59 and the fair market value per San Mateo County Treasurer's Office was \$2,538,446,116.75.

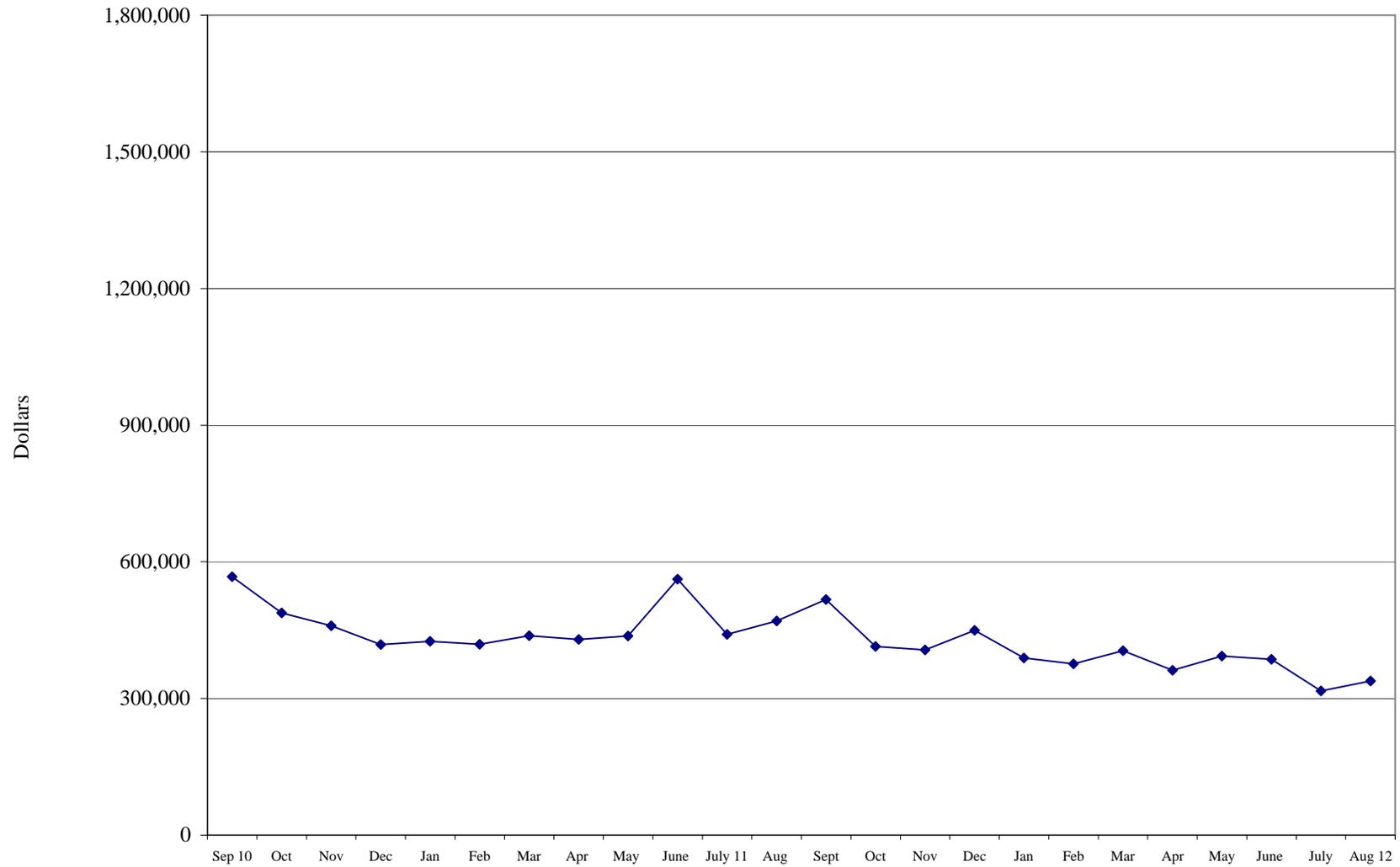
** The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

*** 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
AUGUST 2012**

FY2013	CURRENT MONTH TOTAL	FISCAL YEAR TO DATE TOTAL
JULY	316,822.41	316,822.41
AUGUST	338,213.28	655,035.69
SEPTEMBER		
OCTOBER		
NOVEMBER		
DECEMBER		
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		

SMCTA Interest Income



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
INTEREST ON INVESTMENTS
August 31, 2012

DESCRIPTION	TOTAL INVESTMENT 08-31-12	INTEREST RECEIVABLE 07-31-12	INTEREST EARNED 08-31-12	INTEREST RECEIVED 08-31-12	ADJ.	INTEREST RECEIVABLE 08-31-12
LAIF	27,507,308.73	6,319.91	8,012.30			14,332.21
COUNTY POOL	262,078,554.07	144,489.78	167,552.00			312,041.78
BANK OF AMERICA	1,161,741.94	0.00	9.89	9.89		0.00
INVESTMENT PORTFOLIO	<u>148,080,614.62</u>	<u>692,203.30</u>	<u>163,562.95</u>	<u>410,373.35</u>	<u>(923.86)</u>	<u>444,469.04</u>
	<u>438,828,219.36</u>	<u>843,012.99</u>	<u>339,137.14</u>	<u>410,383.24</u>	<u>(923.86)</u>	<u>770,843.03</u>

AUGUST 2012 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned Per Report 8/31/12	338,213.28
Add:	
County Pool Adj.	
Misc. Income - Lehman Brothers Recovery	
GASB 31	
Less:	
Management Fees	(6,526.72)
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(24,878.36)</u>
Total Interest & Capital Gain(Loss)	<u>306,808.20</u>

YEAR TO DATE -- SUMMARY

Interest Earned	655,035.69
Add:	
County Pool Adj.	
Misc. Income - Lehman Brothers Recovery	
GASB 31	
Less:	
Management Fees	8,724.63
Securities Transaction Activity Fees	
Capital Gain(Loss)	<u>(25,356.27)</u>
Total Interest	<u>638,404.05</u>
 Balance Per Ledger as of 8/31/12	
Int Acct. 409100 - Co. Pool	308,106.88
Int Acct. 409100 - LAIF	14,332.21
Int Acct. 409100 - B of A	15.73
Int Acct. 409100 - Misc. Income	
Int Acct. 409101 - Portfolio Funds	341,305.50
Misc. Income Acct. 405240 - Other Non-Transit	
Gain(Loss) Acct. 405210	<u>(25,356.27)</u>
GASB31 Acct. 405220	
	<u>638,404.05</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 6-30-12	MARKET VALUE 08-31-12	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 07-31-12	INTEREST EARNED 08-31-12	INTEREST RECEIVED	ADJ.	INTEREST REC'VBLE 08-31-12
<u>SECURITIES MANAGED BY INVESTMENT ADVISOR:</u>														
<u>U.S. TREASURY NOTES AND BONDS</u>														
US TREASURY NOTE	912828LH1	03-12-10	2,028,125.00	2,003,980.00	2,001,180.00	08-15-12	1.750%	97.2222	14	16,153.85	1,361.11	17,500.00	(14.96)	(0.00)
US TREASURY NOTE	912828HQ6	07-29-09	15,462,500.00	15,233,850.00	15,165,750.00	01-31-13	2.875%	1,197.9167	31	216,796.88	37,135.42	215,625.00	(807.30)	37,500.00
<u>U.S. GOVERNMENT AGENCIES</u>														
FNMA	31398AYM8	07-10-09	4,996,300.00	5,008,450.00	5,002,000.00	08-10-12	1.750%	243.0556	9	41,562.50	2,187.50	43,750.00		(0.00)
FNMA	3135G0FS7	11-29-11	11,997,600.00	12,006,120.00	12,005,520.00	11-21-13	0.600%	200.0000	30	14,000.00	6,000.00			20,000.00
FHLMC	3134G3AC4	12-06-11	4,990,725.00	5,001,000.00	5,002,400.00	12-06-13	0.600%	83.3333	30	4,583.33	2,500.00			7,083.33
FHLM	3137EACR8	02-08-11	18,901,470.00	19,319,960.00	19,314,830.00	02-25-14	1.375%	725.6944	30	113,208.33	21,770.83	130,625.00		4,354.16
FHLM	3137EACB3	03-30-11	13,932,270.00	14,025,825.00	13,998,555.00	04-23-14	2.500%	937.5000	30	91,875.00	28,125.00			120,000.00
FNMA	3135G0LX9	6-28-12	3,000,900.00	3,003,870.00	3,004,200.00	06-26-15	0.700%	58.3333	30	2,041.67	1,750.00			3,791.67
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,052,200.00	10,064,100.00	09-28-15	0.750%	208.3333	30	25,625.00	6,250.00			31,875.00
FNMA	3136G0EJ6	05-03-12	9,996,875.00	10,019,400.00	10,031,700.00	10-30-15	0.750%	208.3333	30	18,958.33	6,250.00			25,208.33
FHLMC	3134G3UV0	05-23-12	5,000,000.00	5,001,550.00	5,012,050.00	11-23-15	0.750%	104.1667	30	7,083.33	3,125.00			10,208.33
FNMA	3135G0LM3	05-25-12	14,995,500.00	14,997,900.00	15,038,400.00	11-24-15	0.750%	312.5000	30	20,937.50	9,375.00			30,312.50
FNMA	3135G0LT8	06-22-12	3,999,400.00	4,001,560.00	4,011,200.00	11-01-15	0.750%	83.3333	32	5,955.56	2,666.67			8,622.23
FNMA	3135G0MB6	06-28-12	2,999,250.00	2,999,460.00	3,004,440.00	12-28-15	0.750%	62.5000	30	2,062.50	1,875.00			3,937.50
FHLMC	3134G3SE1	03-21-12	12,007,500.00	12,064,200.00	12,098,760.00	03-21-16	1.000%	333.3333	30	43,333.33	10,000.00			53,333.33
FNMA	3135G0KA0	05-03-12	10,030,700.00	10,043,400.00	10,051,000.00	04-26-16	1.125%	312.5000	30	29,687.50	9,375.00			39,062.50
<u>U.S. TREASURY INFLATION PROTECTED SECURITIES</u>														
US INFLATION INDEXED	912828KM1	01-21-10	10,122,021.25	10,662,069.77	10,701,522.83	04-15-14	1.250%	358.5854	30	38,051.35	10,757.56		92.89	48,901.80
<u>COLLATERIZED MORTGAGE OBLIGATIONS</u>														
FHLB SERIES 00-0606 Y	3133XE5D7	11-21-08	647,903.37	688,065.60	641,198.99	12-28-12	5.270%	101.9620	30	287.34	3,058.86	2,873.35	(194.49)	278.36
MATURED/CALLED	912828LH1	08-16-12	(2,028,125.00)	(2,003,980.00)	(2,001,180.00)									
	31398AYM8	08-10-12	(4,996,300.00)	(5,008,450.00)	(5,002,000.00)									
TOTAL			<u>148,080,614.62</u>	<u>149,120,430.37</u>	<u>149,145,626.82</u>					<u>692,203.30</u>	<u>163,562.95</u>	<u>410,373.35</u>	<u>(923.86)</u>	<u>444,469.04</u>

19-Sep-12

Weighted Average Interest Rate 1.3730%

162,639.09

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2012 & FY2013
 AUGUST 2012

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Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
FY2012:					
1st Quarter	15,680,000	1st Quarter	17,044,298	1,364,298	17,044,298
2nd Quarter	16,562,400	2nd Quarter	18,016,949	1,454,549	18,016,949
3rd Quarter	14,812,600	3rd Quarter	16,477,299	1,664,699	16,477,299
4th Quarter	15,945,000	4th Quarter	17,393,500	1,448,500	17,393,500
FY2012 Total	63,000,000	FY2012 Total	68,932,046	5,932,046	68,932,046
FY2013:					
Jul. 12	4,360,900	Sep. 12			4,360,900
Aug. 12	4,360,900	Oct. 12			4,360,900
Sep. 12	5,810,000	Nov. 12			5,810,000
1st Qtr. Adjustment	1,650,000	Dec. 12			1,650,000
3 Months Total	16,181,800		0	0	16,181,800
Oct. 12	4,507,000	Dec. 12			4,507,000
Nov. 12	4,507,000	Jan. 13			4,507,000
Dec. 12	6,330,000	Feb. 13			6,330,000
2nd Qtr. Adjustment	1,740,000	Mar. 13			1,740,000
6 Months Total	33,265,800		0	0	33,265,800
Jan. 13	4,092,500	Mar. 13			4,092,500
Feb. 13	4,092,500	Apr. 13			4,092,500
Mar. 13	5,580,800	May 13			5,580,800
3rd Qtr. Adjustment	1,516,400	Jun. 13			1,516,400
9 Months Total	48,548,000		0	0	48,548,000
Apr. 13	4,442,000	Jun. 13			4,442,000
May 13	4,442,000	Jul. 13			4,442,000
Jun. 13	5,923,000	Aug. 13			5,923,000
4th Qtr. Adjustment	1,645,000	Sep. 13			1,645,000
FY2013 Total	65,000,000	FY2013 Total	0	0	65,000,000
	9,821,800	1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>9,821,800</u>	YTD Actual Per Statement of Revenue & Expenses			

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

	<u>8/31/2012</u>
Cash -- Bank of America Checking Account	1,161,741.94
LAIF	27,507,308.73
County Pool	262,078,554.07
Investment Portfolio	148,080,614.62
	<hr/>
Total	<u><u>438,828,219.36</u></u>

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN -- AUGUST 2012

Unit	Reference	Name	Date	Sum Amount	Method	Description
4CTA	000777	MATSUMOTO, KARYL M.	2012-08-06	100.00	WIR	Board of Directors Compensation
4CTA	000778	GROOM, CAROLE	2012-08-06	100.00	WIR	Board of Directors Compensation
4CTA	000779	NAGEL, TERRY	2012-08-06	100.00	WIR	Board of Directors Compensation
4CTA	000780	HORSLEY, DONALD	2012-08-06	100.00	WIR	Board of Directors Compensation
4CTA	000781	SAN MATEO COUNTY TRANSIT DISTRICT	2012-08-13	5,015.91	WIR	Capital Programs
4CTA	003289	BANK OF NEW YORK MELLON, THE	2012-08-06	2,872.17	CHK	Investment Portfolio Administration
4CTA	003290	BURLINGAME, CITY OF	2012-08-06	26,952.88	CHK	Capital Programs
4CTA	003291	EAST PALO ALTO, CITY OF	2012-08-06	32,956.01	CHK	Capital Programs
4CTA	003292	FOUST, ROSANNE	2012-08-06	100.00	CHK	Board of Directors Compensation
4CTA	003293	GOLDEN STATE OVERNIGHT DELIVERY SERVICE	2012-08-06	7.31	CHK	Postage and Delivery Services
4CTA	003294	PATRIDGE, NAOMI	2012-08-06	100.00	CHK	Board of Directors Compensation
4CTA	003295	RICHARDSON, SEPI	2012-08-06	100.00	CHK	Board of Directors Compensation
4CTA	003296	SF BAY AREA WATER EMERGENCY TRANS AUTH	2012-08-06	1,158,874.24	CHK	Capital Programs
4CTA	003297	URS CORPORATION	2012-08-06	549,174.59	CHK	Capital Programs
4CTA	003298	FEHR & PEERS	2012-08-13	914.60	CHK	Capital Programs
4CTA	003299	FOSTER CITY, CITY OF	2012-08-13	12,613.16	CHK	Capital Programs
4CTA	003300	JACOBS ENGINEERING GROUP, INC.	2012-08-13	5,836.88	CHK	Capital Programs
4CTA	003301	SHAW/YODER & ANTWIH, INC.	2012-08-13	3,795.00	CHK	Legislative Advocate
4CTA	003302	FEHR & PEERS	2012-08-20	7,513.93	CHK	Capital Programs
4CTA	003303	REDWOOD CITY, CITY OF	2012-08-20	35,840.29	CHK	Capital Programs
4CTA	003304	DMJM HARRIS/MARK THOMAS JV	2012-08-27	40,442.50	CHK	Capital Programs
4CTA	003305	FEHR & PEERS	2012-08-27	12,822.92	CHK	Capital Programs
4CTA	003306	RAJAPPAN & MEYER CONSULTING	2012-08-27	233.50	CHK	Capital Programs
4CTA	003307	URS CORPORATION	2012-08-27	359,565.15	CHK	Capital Programs
				<u>2,256,131.04</u>		

Resolution 2012-
Resolution of Appreciation
Presented to
RICH NAPIER

WHEREAS, RICH NAPIER, having served 17 years as the Executive Director of the City/County Association of Governments of San Mateo County, is retiring from this position at the end of 2012; and

WHEREAS, with the leadership of **MR. NAPIER, C/CAG** as the San Mateo County Congestion Agency, pursued a thoughtful and creative agenda to expand transit and transportation opportunities, resulting in several innovative programs that have eased congestion, encouraged residents to shift to alternative transportation modes, and improved the mobility and quality of life for the people of this community; and

WHEREAS, MR. NAPIER was an integral member of the team that spearheaded the education and outreach effort which led to the voters of San Mateo County's overwhelming support for the reauthorization of Measure A; and

WHEREAS, MR. NAPIER fostered an unparalleled collaborative working relationship between C/CAG and the San Mateo County Transportation Authority that resulted in the delivery of close to a half billion dollars of highway improvements in the County; and

WHEREAS, MR. NAPIER directed the effort to secure additional funding for transportation projects and programs in San Mateo County through his efforts associated with the County vehicle license fee; and

WHEREAS, under **MR. NAPIER'S** leadership, both ramp metering and "Smart Corridor" programs have significantly improved the efficiency and effectiveness of the County's transportation network; and

WHEREAS, under the direct guidance and leadership of **MR. NAPIER, C/CAG** developed the first comprehensive bike plan that guided the Measure A Pedestrian and Bicycle Program.

THEREFORE, BE IT RESOLVED that the San Mateo County Transportation Authority does thank and commend **RICH NAPIER** for his leadership, his contribution toward improving mobility and overall quality of life in this County and his commitment to "getter done."

UNANIMOUSLY ADOPTED by the San Mateo County Transportation Authority this 4th day of October 2012.



Chair, San Mateo County Transportation Authority

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
September 12, 2012**

**AGENDA ITEM # 8
OCTOBER 4, 2012**

The Community Relations Committee and Board

Accessibility Coordinator Tina Dubost reported the “night-before reminder calls” option has gone live with the new Interactive Voice Response (IVR) Program and seems to be working well.

PCC Chair Mike Levinson reported:

- Michel Settles is the vice chair and Stephanie Hill is the advocacy legislative chair.
- The PCC will be updating the consumer core confidential survey sent out to passengers after their rides to include questions about the new IVR system and night-before reminder calls.

Citizens Advisory Committee Chair Peter Ratto reported the CAC received a presentation on the SamTrans Service Plan (SSP).

Average weekday ridership for all modes for July 2012 compared to July 2011 was 95,267, an increase of 5.3 percent.

The Finance Committee and Board

The Board:

- Approved the Statement of Revenues and Expenses for July 2012.
- Authorized the Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2012.
- Authorized the Amendment to Temporary Staffing Services Contracts with AppleOne Employment Services, Nelson Family of Companies and Aerotek Inc. for an Estimated Aggregate Not-to-exceed Amount of \$1,000,000 from \$1,500,000 to \$2,500,000.
- Authorized Award of Contract to MV Transportation, Inc. to Provide Coastsid e Transportation Services for a Five-year Term for a Total Estimated Cost of \$11,745,904

The Legislative Committee and Board

State

The Legislature session ended on August 31. The most significant piece of legislation approved for transit agencies was Assembly Bill (AB) 1706. This bill specifically addresses the issue of the weight allowed on each axel of the buses as there is a real disparity between Federal and State regulations. Most of the transit buses in California are in violation of the State regulation, but most are probably within the parameters of the Federal regulation. This legislation is sitting on the governor's desk waiting for his signature. The main reason the buses weigh more is because of air quality standards and Americans with Disabilities Act standards.

There are other bills to work on in the next session including Senate Bill (SB) 1455 which would extend the State's major air quality program called the Carl Moyer Program. It would have provided regional funding for air quality improvement programs, but failed by one vote. AB 845 would have exempted transit operations from electricity cost increases associated with the

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
September 12, 2012**

implementation of the State's market-based compliance emissions reduction strategy. There were seven bills that were the principle focus in Sacramento and five were successful in passage.

Federal

Congress approved Moving Ahead for Progress in the 21st Century (MAP-21), the transportation funding program, through 2014, which also provided a slight increase in funding. There is a continuing resolution to extend the existing appropriation level before they expire on September 30, 2012. The Administration and Senator Barbara Boxer are both currently working with majority leaders in the Senate to increase the funding in the continuing resolution so MAP-21 can take effect immediately.

The Planning, Development and Sustainability Committee and Board

- The Capital Projects Quarterly Status Report for the 4th Quarter of Fiscal Year 2012 was presented as an informational item.

Board of Directors

General Manager/CEO Michael Scanlon reported:

- Staff participated in the annual San Mateo County Heart Walk. For the second year in a row the San Mateo County Transit District was the number one fundraiser in the county.
- The CTC will be holding their next quarterly meeting on September 27 in Burlingame. Along with the City/County Association of Governments, the District will co-host a reception on September 26 at the Burlingame Hilton. Two important issues that will be discussed at their meeting is funding for two projects for Caltrain, \$9 million for the San Mateo Rail Bridges and \$40 million for the Communications-based Overlay Signal System and Positive Train Control Project.
- SSP outreach has begun with presentations to city councils and the San Mateo County Board of Supervisors. Staff is finalizing the public workshops and forums. Dates and times will be announced next week.
- Route ECR is off to a great start and staff is monitoring it. On-time performance has increased tremendously. Preliminary responses from passengers and drivers are very positive about the new route.
- Special service:
 - Provided assistance to the Hillsborough Police Department in August for a tactical exercise.
 - Working with staff on the Devil's Slide tunnel grand opening and will be providing service from the south portal to the event.
- Five new part-time bus operators graduated in August.
- Accessible Services continues to provide sensitivity training for new employees.
- Staff participated with the California Highway Patrol in the Older Driver Training Seminar in Belmont and South San Francisco.
- Redi-Wheels on-time performance is now above 90 percent.

**Summary of San Mateo County Transit District's
Committee and Board of Directors Meeting of
September 12, 2012**

- Fixed-route service for August averaged 27,500 miles between service calls and Redi-Wheels averaged over 40,000 miles between service calls. These are both over the 20,000-mile goal.
- This month staff will be kicking off a nine-month program called “Connecting with Customers” under which teams of employees will go out and visit one transit stop or major station each month to thank SamTrans customers and answer any questions they may have.
- The new graphics for the new Redi-Wheels buses were shown.

The next meeting of the Board is scheduled for Wednesday, October 10, 2012 at 2 p.m.

BUDGET IMPACT

The total proposed programming is \$82.71 million, including \$57.62 million in allocations at this time, to be funded through Original Measure A Highway funds, New Measure A Key Congested Corridors funds, and New Measure A Supplemental Roadway funds. These funds are included in the Fiscal Year (FY) 2013 budget.

BACKGROUND

The TA issued the CFP for the Highway Program based on the guidelines established in the Short-range Highway Plan (SRHP). A total of \$104.3 million was available through a combination of funding sources: \$47 million in Original Measure A, \$36 million in New Measure A Key Congested Areas, and \$21 million in New Measure A Supplemental Roadway Highway Program funds.

The TA evaluation panel evaluated 27 applications with a total request of \$103.3 million and developed a draft recommendation list to provide \$81.71 million to 23 projects. The draft recommendation list was presented to the Citizens Advisory Committee (CAC) at the September and October 2012 meetings, and to the City/County Association of Governments of San Mateo County Technical Advisory Committee (C/CAG TAC) at its August and September 2012 meetings, and to the TA Board on September 6, 2012.

Both general comments and project-specific comments were made at all of the meetings. General comments focused on application of the scoring system, as well the rationale for not recommending funding for certain projects.

Bike Facility Improvements on Alpine at 280

The bike facility improvement project on Alpine Road at Interstate 280 was not recommended for funding on the draft list. However, it was highlighted by a number of Board members and members of the public as being worthy of funding and staff was asked to assist the applicant in identifying funding sources. Accordingly, staff has been working with the County of San Mateo to identify funding sources that would allow this project to proceed to construction.

Changes from the Draft List to the Final List

Based on discussions with applicants and other stakeholders' staff, TA staff is proposing a number of revised recommendations. These changes are primarily associated with the allocation or programming of funds, or changes in the assigned funding tracks. No projects were added to the funding recommendation list. The comments and responses are summarized in Attachment B.

Allocation and Programming

Staff is recommending that the Board adopt the final recommended list by taking two separate actions. The first action is to program and allocate funds to one group of projects. The second is to only program funds to the other group of projects. The distinction between these two actions is as follows:

- **Program and allocate:** The Board programs and allocates funds to a project in a single combined action. The project sponsor may expend funds on the project thereafter for reimbursement by the TA.
- **Program only:** The Board only programs funds as a commitment to a project, without allocating those funds. The sponsor may not expend funds for reimbursement until funds are allocated by the Board through a subsequent action. The allocation of programmed funds would be conditioned on the project (or sponsor) fulfilling certain conditions, i.e. project readiness to start the next phase. Sponsors would have to demonstrate that the condition had been met before requesting a Board allocation for programmed funds.

Next Steps

The TA will enter into funding agreements with sponsors of projects for which funds have been allocated. The TA will also monitor and continue working with sponsors of projects for which funds have been programmed in order to help address the conditions and expedite a timely request for allocation of funds.

This is the first time that a CFP process has been used to prioritize and fund projects for the New Measure A Highway Program. Staff will review the issues raised and lessons learned from this (and other) CFPs, and present any proposed revisions, clarifications and policy changes at a future Board meeting.

Attachment A: Draft Recommendations List

Attachment B: Comments and Responses Regarding the Draft Recommendation List

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

DRAFT

ATTACHMENT A: Measure A Highway Call for Projects: FINAL RECOMMENDATION LIST, OCTOBER 2012

Sponsor	Project	Overall Project Description	Total Measure A Hwy request (\$1,000s)	Recommendation (\$1,000s)			Rationale	Funding Track*
				A = B + C	B	C		
				Total (ALLOCATE+PROGRAM)	PROGRAM AND ALLOCATE	PROGRAM only		
A. RECOMMENDED FUNDING AS REQUESTED								
Brisbane	US 101 Candlestick Point interchange	A new compact diamond interchange at US 101 and Geneva Avenue (proposed extension); close Harney Way on/off ramps.	\$400	\$400	\$400		Supplemental studies for the PSR	OM
Burlingame	US 101 Broadway interchange	New seven-lane Broadway overcrossing including bike lanes and sidewalks; reconfiguration of existing on/off ramps; ramp meter installation.	\$36,000	\$36,000	\$36,000		Construction.	OM
C/CAG	Staged US 101 HOV Lane project (Whipple to San Bruno)	Evaluation of a 13-mile hybrid of new HOV lane segments and auxiliary lane segments (to allow for conversion of left-hand mixed-low lane to HOV), based on ROW opportunities/constraints.	\$2,000	\$2,000		\$2,000	Program \$2,000 for PID/PSR (planning studies): allocation conditional on C/CAG Board resolution or policy supporting re-evaluation (or adoption) of HOV policy.	SR
C/CAG	US 101 Auxiliary lane	US 101 Auxiliary lane between Oyster Point Blvd interchange and the San Francisco County line	\$1,000	\$1,000	\$1,000		PID/PSR	OM
C/CAG	SR 92 Delaware Feasibility Study	Evaluation of potential access options, reconfiguration of west side of SR92/US101 interchange, and local access issues	\$300	\$300	\$300		Preliminary planning	OM
C/CAG	US 101/SR 92 Interchange Area Improvements	Evaluation of improvements for US-101 between Third Ave and Ralston interchanges (4.8 miles) and SR92 between I-280 and Foster City Blvd. (5.9 miles)	\$500	\$500	\$500		Preliminary planning	OM
County of San Mateo	Hwy 1 (Mid Coast) Congestion, throughput and safety improvements	Hwy 1 between Gray Whale Cove and Miramar (7 miles): pedestrian crossings, left-turn lanes and medians at six locations.	\$1,500	\$1,500	\$500	\$1,000	Program and allocate \$250 for preliminary planning and \$250 for PID/PSR. Program \$1,000 for Environmental and Design: allocation conditional on completion of preliminary planning and PID/PSR; and the provision of an updated schedule, cost estimate and scope of work for the Environmental and Design phases.	SR
Foster City	Triton Drive widening	Add a second east-bound lane on Triton Dr between Foster City Blvd and Pilgrim Dr.; modifications to Metro Center Blvd between SR 92 and Foster City Blvd.	\$650	\$650	\$650		Construction	SR
Half Moon Bay	Poplar - Wavecrest: SR 1 safety and operational improvements	Create left-turn lanes at all intersections, add traffic signals, traffic calming and roadway widening	\$3,500	\$3,500		\$3,500	Program \$300 for Design: allocation conditional on Caltrans approval of PEER and environmental clearance; Program \$3,200 for Construction: allocation conditional on Design completion.	KCA

DRAFT

ATTACHMENT A: Measure A Highway Call for Projects: FINAL RECOMMENDATION LIST, OCTOBER 2012

Sponsor	Project	Overall Project Description	Total Measure A Hwy request (\$1,000s)	Recommendation (\$1,000s)			Rationale	Funding Track*
				A = B + C	B	C		
				Total (ALLOCATE+PROGRAM)	PROGRAM AND ALLOCATE	PROGRAM only		
Half Moon Bay	Main - Kehoe: SR 1 safety and operational improvements	Create left-turn and right-turn lanes at street intersections, add traffic signals, roadway widening	\$3,500	\$3,500		\$3,500	Program \$300 for Design: allocation conditional on Caltrans approval of PEER and environmental clearance; Program \$3,200 for Construction: allocation conditional on Design completion.	KCA
Menlo Park	US 101 at Willow Rd interchange improvements	Interchange improvements	\$500	\$500	\$500		Consultant support for Environmental phase, pending clarification of existing Measure A allocation	OM
Menlo Park	Sand Hill Rd signal coordination and interconnect	Traffic signal interconnection, adaptive traffic signal coordination, fiber optic cable and video surveillance installation on Sand Hill Road between I-280 and Santa Cruz Ave.	\$1,300	\$1,300	\$1,300		Construction	SR
Pacifica	SR 1 San Pedro Creek Bridge Replacement	Widen San Pedro Creek under the new bridge to eliminate flood hazards. New bridge includes Class I bike/pedestrian path.	\$3,500	\$3,500	\$3,500		Environmental \$100; Design \$170; ROW \$30; Construction \$3,200	KCA
Pacifica	SR 1 Fassler-Westport (Calera)	Widen existing 4-lane Highway 1 to 6 lanes between Fassler Ave and Reina Del Mar Ave (1.3 miles).	\$4,000	\$4,000		\$4,000	Program \$4,000 for Design: allocation conditional on City Council adopting EIR (environmental clearance).	SR
Redwood City	US 101 Woodside Road (SR 84) Interchange	Replace current loop interchange/substandard ramps configuration with standard diagonal or hook ramps; convert 5-legged intersection at Broadway/Woodside Rd to 4-way intersection; Blomquist/Seaport intersection improvements.	\$8,910	\$8,910	\$3,420	\$5,490	Allocate \$3,420 for environmental; Program \$5,490 for design - allocation conditional on environmental clearance	OM
San Bruno / SSF	I-380 congestion improvements	Technically determine improvements for I-380 corridor.	\$500	\$500	\$500		Preliminary planning	SR
San Carlos	Holly St/ US 101 interchange modifications	Convert current L-10 cloverleaf interchange to Type L-9 partial cloverleaf interchange by eliminating SW and NE quadrant ramps and realigning diagonal on- and off-ramps; add one lane and one -HOV lane to NB on-ramp; add one lane to NB off-ramp; add a grade-separated bike/pedestrian bike path through the interchange.	\$3,000	\$3,000		\$3,000	Program \$1,500 for environmental: allocation conditional on Caltrans approval of PSR/PID; Program \$1,500 for design: allocation conditional on environmental clearance	SR
City of San Mateo	SR 92 / El Camino Real ramp (SR82) modifications	Convert current L-10 cloverleaf interchange to Type L-9 partial cloverleaf interchange by eliminating 2 loop ramps and creating 2 diagonal ramps with signalized intersections at El Camino Real.	\$2,200	\$2,200	\$600	\$1,600	Allocate \$500 for environmental and \$100 for project management/oversight support for environmental; Program \$1,500 for design and \$100 for design support/oversight: allocation conditional on environmental clearance	OM
A. SUBTOTAL			\$73,260	\$73,260	\$49,170	\$24,090		

*OM: Original Measure A KCA: Key Congested Areas SR: Supplemental Roadways
 PSR: Project Study Report PID: Project Initiation Document PEER: Permit Engineering Evaluation Report

ATTACHMENT A: Measure A Highway Call for Projects: FINAL RECOMMENDATION LIST, OCTOBER 2012

Sponsor	Project	Overall Project Description	Total Measure A Hwy request (\$1,000s)	Recommendation (\$1,000s)			Rationale	Funding Track*
				A = B + C	B	C		
				Total (ALLOCATE+PROGRAM)	PROGRAM AND ALLOCATE	PROGRAM only		
B. RECOMMENDED FUNDING LESS THAN REQUESTED								
East Palo Alto	University Ave/ US 101 interchange improvements	Stage 2A: New SB Palo-Alto-bound off-ramp; and widen north-side University Ave overcrossing for minimum corner sight distance and include shoulders/bike lanes and sidewalks. Stage 2B: widen south-side University overcrossing to include shoulders/bike lanes and sidewalks.	\$6,000	\$5,000	\$5,000		\$1,800 for the construction of Stage 2A off-ramp; \$3,200 for the construction of Stage 2A north-side overcrossing widening.	OM
Half Moon Bay	SR 92 safety / operational improvements Half Moon Bay	Widening of shoulders and travel lanes to current standards, as well as sight improvements along SR 92 from 0.6 miles east of SR 1 to Pilarcitos Creek.	\$900	\$600	\$600		Preliminary planning	KCA
San Bruno / SSF	Skyline Blvd (SR 35) - widening from I-280 to Sneath Lane	Widen from 2 lanes to 4 lanes	\$14,250	\$850	\$850		Preliminary Planning \$100; PID/PSR \$250; Environmental \$500	SR
City of San Mateo	US 101 Peninsula Ave /Poplar Ave Interchange Area safety improvements	Construction of a raised median on Poplar Ave between Idaho and US-101 (option 2A); bicycle and pedestrian improvements for the neighborhood east of Peninsula/101 interchange; Evaluation (Project Study Report) of the Peninsula/101 and Poplar/101 partial interchanges for safety and access improvements	\$3,000	\$2,500	\$1,500	\$1,000	Allocate \$1,500 for the design, environmental and construction of Option 2A median improvements; Program \$1,000 for the PSR allocation conditional on City Council resolution commitment to PSR	OM
South San Francisco	US 101 Produce Ave interchange	New 101 overcrossing connecting Utah Ave to San Mateo Ave; reconfigure existing SB ramps at Produce Ave and Airport Blvd; incorporate NB on-/off-ramps at S. Airport Blvd.	\$4,000	\$500	\$500		PID/PSR	SR
B. SUBTOTAL			\$28,150	\$9,450	\$8,450	\$1,000		

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ATTACHMENT A: Measure A Highway Call for Projects: FINAL RECOMMENDATION LIST, OCTOBER 2012

Sponsor	Project	Overall Project Description	Total Measure A Hwy request (\$1,000s)	Recommendation (\$1,000s)			Rationale	Funding Track*
				A = B + C	B	C		
				Total (ALLOCATE+PROGRAM)	PROGRAM AND ALLOCATE	PROGRAM only		
C. NOT RECOMMENDED FOR FUNDING								
Phases requested								
Belmont	Ralston Ave Corridor Study and Improvements	Ralston Ave between US 101 and SR 92 (4 miles): Evaluation of existing intersections' Level of Service; walkability analysis; evaluate existing bike lanes for complete streets compatability	\$120	\$0	\$0	\$0	Project scored poorly against SRHP technical criteria in Need and Readiness.	
County of San Mateo	Bike facility improvements on Alpine at 280	Addition of a new green-colored bicycle lane by relocating/resurfacing existing travel lane on SB Alpine Road with attendant signage to delineate travel and bicycle lanes.	\$175	\$0	\$0	\$0	Project scored poorly against SRHP technical criteria in Effectiveness and Readiness.	
Daly City	Traffic Signal System and Traffic Signal Controller Upgrade	Upgrade City traffic signal system by replacing old equipment, connecting traffic controllers to central traffic system and retiming signals.	\$115	\$0	\$0	\$0	Project scored poorly against SRHP technical criteria in Effectiveness and Need .	
Millbrae	Millbrae Ave & Rollins Rd intersection improvements	Add second right-turn lane on NB Rollins Rd at Millbrae Ave intersection, and reconfigure intersection.	\$1,430	\$0	\$0	\$0	Project scored poorly against SRHP technical criteria in Effectiveness and Readiness.	
C. SUBTOTAL			\$1,840					

TOTAL (A+B+C)	\$103,250	\$82,710	\$57,620	\$25,090
		\$82,710		

ATTACHMENT B:**Comments/Requests and Responses regarding the September 2012 draft recommendations list for the Measure A Highway Call for Projects**

Project	Source	Comment	TA Response
Highway 1 Mid-Coast improvements	San Mateo County Supervisor Don Horsley	Letter requesting consideration of funding of the environmental and design phases (\$1 million), in addition to funding \$500K for preliminary planning and PID/PSR.	Staff has met with County to review and clarify the project. Recommendation has been revised to program up to an additional \$1 million combined for environmental and design. Allocation will be conditioned on completion of planning phases, and the provision of an updated schedule, cost estimate and scope of work for the environmental and design phases.
Alpine/I-280 bike improvements	TA Board	Request at September 6 Board meeting that TA staff explore options to fund the application due to safety concerns.	Staff has met with County and Caltrans and identified other potential funding sources which are eligible to fully fund this project.
Ralston Corridor Study and Improvements	Belmont	Letter requesting reconsideration of funding, based on the clarification of the need to relieve congestion on Ralston Ave from SR92 to I-280. Ralston Ave is used by all modes including vehicles, transit, bicyclists and pedestrians which results in significant congestion. The study would take a holistic approach by integrating all modes of transportation.	Staff reviewed the additional information, but propose no changes to the original recommendation.
University Ave/US 101 interchange	East Palo Alto	Requested the programming and allocation of \$3.2 million for Stage 2A bridge widening construction, rather than program only.	Staff reviewed the additional information provided by East Palo Alto and Caltrans which addressed evaluators' original concerns regarding Caltrans design approval. Staff concurred with the request.

ATTACHMENT B:**Comments/Requests and Responses regarding the September 2012 draft recommendations list for the Measure A Highway Call for Projects**

Project	Source	Comment	TA Response
US 101 Peninsula/ Poplar interchange safety improvements	City of San Mateo	Clarified that City Council would hold a study session on the proposed PSR for the interchange before the TA October 4 meeting and requested consideration of programming and allocating of \$1 million for the PSR, instead of programming only of those funds.	Staff will change the recommendation if the conditions are met.
SR 1 safety (Poplar-Wavecrest; Main - Kehoe)	Half Moon Bay	Clarified that Caltrans agreed to the need for a PEER, instead of PID/PSR for these projects, and requested this change be reflected in the conditions for TA funding allocation.	Staff concurred with the request.
Staged US 101 HOV Lane (study)	C/CAG	Requested clarification of whether the existing governing board resolution and Executive Director letter in support of the application was sufficient for allocation of funds	While the documents technically met the intent/need for the CFP process, C/CAG would need to provide a detailed resolution stating current C/CAG policy regarding HOV and recognize that the outcome of the study would guide future HOV policy, before funds can be allocated for this study.
General comment	Daly City	Concerns that the evaluation process was applied inconsistently; and that the scoring criteria should have been more robust.	The evaluation process was carried out as laid out in the adopted Short-range Highway Plan, and reviewed by the TA Advisory Board. This is the first time the scoring criteria has been used for a Highway Call for Projects; staff will review and fine tune it for the next Call for Projects.

ATTACHMENT B:

Comments/Requests and Responses regarding the September 2012 draft recommendations list for the Measure A Highway Call for Projects

Project	Source	Comment	TA Response
General comment	C/CAG TAC	At its September 20 meeting, the C/CAG TAC voted (with abstentions from Belmont and Daly City) to: (1) deem the draft recommendations list acceptable; (2) request the TA to revise and improve elements of the CFP process before the next CFP; and (3) consider the unfunded projects undiminished in merit and request that the TA and C/CAG work to identify other funding sources for those projects.	Staff will review the issues raised and lessons learned from this (and other) CFPs, and present any proposed revisions, clarifications and policy changes for Board consideration. TA will work with C/CAG and sponsor to identify other funds.

RESOLUTION NO. 2012 –

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

* * *

**APPROVING HIGHWAY PROJECTS LIST, PROGRAMMING AND
ALLOCATING A TOTAL OF \$57,620,000, AND PROGRAMMING AN ADDITIONAL
TOTAL OF \$25,090,000 IN ORIGINAL MEASURE A AND NEW MEASURE A FUNDS
FROM THE HIGHWAY PROGRAM CATEGORY**

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

WHEREAS, the Original Measure A included funding for projects under the Highway Program category, of which \$47 million remains available for eligible projects;

WHEREAS, on November 2, 2004, the voters of San Mateo County approved continued collection and distribution by the TA of 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 designates 17.3 percent of the New Measure A revenues to fund projects in Key Congested Corridors under the Highway Program; and

WHEREAS, the 2004 Transportation Expenditure Plan designates 10.2 percent of the New Measure A revenues to fund supplemental roadway projects under the Highway Program; and

WHEREAS, on October 6, 2011, the TA adopted a Short-range Highway Plan directing the TA to conduct a Call for Projects for using both the available Original Measure A and New Measure A Highway Program funds; and

WHEREAS, the TA issued a Call for Projects in May 2012 for the Highway Program Category, resulting in receipt of 27 applications from 17 applicants; and

WHEREAS, the TA evaluation panel reviewed and scored the Highway project applications; and

WHEREAS, Staff recommends that the Board of Directors approve the list of 23 projects to be funded by the TA as set forth in Attachment A; and

WHEREAS, Staff further recommends that the Board of Directors authorize the programming and allocation of a total of \$57,620,000 in Original and New Measure A Highway Program Category funds for projects as indicated in Attachment A; and

WHEREAS, Staff recommends that the Board of Directors authorize the programming of an additional total of \$25,090,000 in Original and New Measure A Highway Program Category funds for projects as indicated in Attachment A.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby approves the list of 23 projects indicated on Attachment A to receive TA funding; and

BE IT FURTHER RESOLVED THAT the Board of Directors hereby programs and allocates a total of \$57,620,000 in Original and New Measure A Highway Program Category funds for projects as indicated in Attachment A; and

BE IT FURTHER RESOLVED THAT the Board of Directors hereby programs an additional total of \$25,090,000 in Original and New Measure A Highway Program Category funds for projects as indicated in Attachment A; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute any necessary documents or agreements and to take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 4th day of October 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 Chuck Harvey
Deputy CEO Deputy CEO

SUBJECT: **AUTHORIZATION TO AMEND THE FISCAL YEAR 2013 BUDGET AND
ENTER INTO AN AGREEMENT WITH MTC TO FUND THE
IMPLEMENTATION PLAN FOR RAMP METERING ON US 101**

ACTION

Staff recommends the Board:

1. Amend the Fiscal Year (FY) 2013 budget to include up to \$308,000 from Metropolitan Transportation Commission (MTC) for the Ramp Metering program (TA #761), increasing Grant Proceeds (Line #7 of Attachment A) and Program Expenditures (Line #16) by \$308,000; and
2. Authorize the Executive Director, or his designee, to enter into a funding agreement with the MTC for the ramp metering implementation plan on US Highway 101.

SIGNIFICANCE

The Freeway Performance Initiative (FPI), which is part of MTC's Transportation 2035 Plan and Plan Bay Area, includes the installation of ramp metering in San Mateo County. The proposed funding agreement with MTC will support the development of a ramp metering implementation plan for US 101 north of State Route 92. The requested funds will be used to develop the plan and activate the ramp metering system in the northern part of San Mateo County, tentatively scheduled for fall 2013.

BUDGET IMPACT

Funding for this project will be provided by MTC through the Federal Highway Administration's Congestion Management and Air Quality Improvement Program (CMAQ), with a required local match from previously budgeted Original Measure A funds.

BACKGROUND

The TA previously participated in the ramp metering implementation plan for the US 101 corridor between State Route 92 and the Santa Clara County line. The additional funds from MTC will support the implementation plan for US 101 north of State Route 92, which will assist in completion of the ramp metering system along US 101 in San Mateo County.

RESOLUTION NO. 2012 -

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

STATE OF CALIFORNIA

AUTHORIZING AMENDMENT OF THE FY2013 BUDGET AND EXECUTING AN AGREEMENT WITH THE METROPOLITAN TRANSPORTATION COMMISSION TO FUND THE COMPLETION OF A RAMP METERING PLAN ON US 101 FROM STATE ROUTE 92 NORTH TO THE SAN MATEO COUNTY LINE

WHEREAS, the Metropolitan Transportation Commission's (MTC) Transportation 2035 Plan and Plan Bay Area include, through the Freeway Performance Initiative, the installation of ramp metering in San Mateo County; and

WHEREAS, ramp metering has been completed on US 101 between State Route 92 and the Santa Clara County line; and

WHEREAS, additional funds in the amount of \$308,000 are available through the MTC to complete the ramp metering implementation plan for US 101 north of State Route 92 to the San Mateo County line; and

WHEREAS, Staff recommends that the Transportation Authority amend its Fiscal Year (FY) 2013 adopted budget to include the additional funding for this ramp metering program in the amount of \$308,000.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the following:

1. An Amendment to the FY2013 budget to include up to \$308,000 from MTC for the Ramp Metering program (TA #761);

2. The Executive Director to execute a Funding Agreement with MTC for up to \$308,000 to develop a ramp metering implementation plan on Highway 101.

Regularly passed and adopted this 4th day of October 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 April Chan
Deputy CEO Executive Officer, Planning & Development

SUBJECT: **AUTHORIZE AN AMENDMENT TO INCREASE THE FISCAL
YEAR 2013 BUDGET AND APPROVE AN ALLOCATION OF
\$3 MILLION FOR THE CALTRAIN COMMUNICATIONS-BASED
OVERLAY SIGNAL SYSTEM/POSITIVE TRAIN CONTROL
PROJECT**

ACTION

Staff recommends that the Board:

1. Authorize an amendment to the Fiscal Year (FY) 2013 Budget to increase the Program Expenditures (Line #16 of Attachment A) by \$3 million for the Caltrain Communications-based Overlay Signal System/Positive Train Control (CBOSS/PTC) project; and
2. Allocate \$3 million to the CBOSS/PTC project.

SIGNIFICANCE

The TA is a signatory to the *High-Speed Rail (HSR) 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 Memorandum of Understanding (MOU)*.

As part of the funding plan that was included in the MOU, the three Peninsula Corridor Joint Powers Board (JPB) member agencies are to provide a total of \$180 million in future funding contribution towards the program, or \$60 million per partner. Each agency's contribution is contingent upon the \$60 million each from the other two JPB partners.

The CBOSS/PTC project is part of the HSR Early Investment Strategy, and the total cost of the project is \$231 million. Fund sources for the project are comprised of \$47.1 million in Federal grants, \$109.6 million in State grants (including \$106 million in Proposition 1A Connectivity funds) and \$74.3 million of local funding. \$4.2 million in local funding has previously been budgeted and approved for the project, with the balance of \$70.1 million to be equally split amongst the three partners, or \$23,375,400 each. The \$23,375,400 would be deducted from the

\$60 million commitment each partner made to the HSR Early Investment Strategy, and the balance would be available to fund the Electrification Infrastructure program.

According to the MOU, San Mateo County's share is to come from San Mateo County Measure A funds. The first \$3 million of the \$23,375,400 will be needed for the CBOSS/PTC project by December 2012 because the JPB is scheduled to award the first contract option to advance the project into the next phase, which includes final design, as well as procurement and installation of a data communication system for the signal system. The balance, or \$20,375,400, will be needed for the project in 2013 when the JPB is expected to exercise the third and last contract option. The other two JPB members are taking similar actions at their respective Boards to commit the local funding needed for the Caltrain CBOSS/PTC project.

BUDGET IMPACT

The \$3 million would come from the Caltrain category in the Original Measure A program. The semi-annual Measure A Program Status Report that was presented to the Board at the September 6, 2012 board provides that there is \$69,863,000 remaining in the Caltrain category. The HSR Early Investment Strategy projects are eligible under the Caltrain category.

BACKGROUND

At the May 3, 2012 meeting, the TA Board approved 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*. 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 blended system on the peninsula corridor is comprised of several interrelated capital projects including the Caltrain Electrification Infrastructure and Advanced Signal System projects. The funding plan included in the MOU is for the Caltrain Electrification Infrastructure and Advanced Signal System projects (CBOSS/PTC) only.

Prepared by: April Chan, Executive Officer, Planning & Development

650-508-6228

RESOLUTION NO. 2012 –

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

**AUTHORIZATION TO INCREASE THE FY2013 BUDGET AND TO
ALLOCATE \$3,000,000 FOR THE CALTRAIN COMMUNICATIONS-BASED
OVERLAY SIGNAL SYSTEM/POSITIVE TRAIN CONTROL PROJECT**

WHEREAS, the San Mateo County Transportation Authority is a signatory to the *High-Speed Rail (HSR) 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

WHEREAS, as part of the funding plan that was included in the MOU, the three Peninsula Corridor Joint Powers Board (JPB) member agencies are to provide a total of \$180 million in future funding contribution towards the program, or \$60 million per partner; and

WHEREAS, the Communication-based Overlay Signal System / Positive Train Control (CBOSS/PTC) project is part of the HSR Early Investment Strategy, and the total cost of the CBOSS/PTC project is \$231 million; and

WHEREAS, the three JPB partners will need to provide a total of \$70.1 million towards the project, or \$23,375,400 each; and

WHEREAS, according to the MOU, San Mateo County's share of \$23,375,400 is to come from San Mateo County Measure A funds; and

WHEREAS, the first \$3,000,000 of the \$23,375,400 will be needed for the CBOSS/PTC project by December 2012 because the JPB is scheduled to award the first contract option to advance the CBOSS/PTC project into the next phase, which includes final

design, as well as procurement and installation of a data communication system for the signal system; and

WHEREAS, the \$3,000,000 would come from the Caltrain category in the Original Measure A program, as the HSR Early Investment Strategy projects are eligible under the Caltrain category; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes an amendment to increase the FY2013 Budget to include \$3,000,000 for the Caltrain CBOSS/PTC project, and to allocate the \$3,000,000 for the project.

Regularly passed and adopted this 4th day of October 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: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

Cap and Trade

The investment plan approved by the California Air Resources Board (CARB) includes public transportation as an eligible expense for revenues generated through implementation of the State's market-based compliance emissions reduction program.

As the CARB works to craft a more detailed policy proposal, staff is participating, along with the California Transit Association, in an organized effort to develop a coalition called the Transportation Coalition for Livable Communities to advocate for an equitable share of revenues for public transportation.

State Transit Assistance

The State Transit Assistance program has exceeded the estimates in the Governor's May Revise by \$48 million thanks to higher-than-expected diesel fuel sales over the summer.

FEDERAL ISSUES

Appropriations

On September 22, Congress passed a Continuing Resolution that essentially maintains existing funding levels for transportation programs through March 27, 2013. The bill includes the programmatic changes outlined in recently passed legislation that reauthorizes transportation programs through Fiscal Year 2014, but, as expected, it does not include the authorization bill's

inflationary adjustments, which would have increased overall funding by approximately \$1 billion per year.

The Continuing Resolution adheres to cuts called for in the Budget Control Act of 2011, but transportation programs are largely unaffected. The Budget Control Act allowed for an increase in the Federal debt ceiling, but also mandated across-the-board cuts unless a long-term deficit reduction measures were implemented.

Without a deal on deficit reduction, most Federal programs will be cut by about 8.2 percent starting on January 3, 2013. Federal highway programs would experience a small \$56 million reduction out of a \$40 billion budget. Transit formula programs are exempt from the cuts, but the Federal Transit Administration's New Starts program would experience a reduction.

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

**SMCTA Bill Matrix
as of 9/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 41 Hill D</p> <p>High-Speed Rail Authority: conflicts of interest: disqualification.</p>	<p>ENROLLED TO THE GOVERNOR</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 8/16/2012</p>	
<p>AB 57 Beall D</p> <p>Metropolitan Transportation Commission.</p>	<p>CHAPTERED</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 6/20/2012</p>	
<p>AB 294 Portantino D</p> <p>Transportation projects: procurement: design- sequencing.</p>	<p>ENROLLED TO THE GOVERNOR</p>	<p>Until January 1, 2010, the Department of Transportation was authorized to conduct a pilot project to let design-sequencing contracts, as defined, for design and construction of not more than 12 transportation projects. These provisions are now repealed.</p> <p>This bill would enact new provisions, authorizing the department to let contracts for construction of not more than 8 transportation projects utilizing the design-sequencing method, to be effective until January 1, 2017. The bill would require the department to use department employees or consultants under contract with the department to perform all design services related to design plans for the transportation projects, as specified. The bill would require the department to compile data on the transportation projects awarded under these provisions and to make that information available on its Internet Web site each year during which the projects are underway, as specified. Last amended on 8/23/2012</p>	

**SMCTA Bill Matrix
as of 9/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 441 Monning D</p> <p>Transportation planning.</p>	CHAPTERED	<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 the commission to attach a summary of the policies, practices, or projects that have been employed by metropolitan planning organizations that promote health and health equity to the commission's next revision of specified regional transportation planning guidelines. Last amended on 6/4/2012</p>	
<p>AB 492 Galgiani D</p> <p>Public transportation agencies: administrative penalties.</p>	CHAPTERED	<p>Existing law authorizes certain transit operators to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative adjudication procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing.</p> <p>This bill would extend the application of these provisions to all public transportation agencies, as defined. The bill would require the penalties collected by a public transportation agency to be deposited in the general fund of the county in which the citation is administered. The bill would make conforming changes. Last amended on 8/13/2012</p>	
<p>AB 819 Wieckowski D</p> <p>Bikeways.</p>	ENROLLED TO THE GOVERNOR	<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, by June 30, 2013, procedures for cities, counties, and local agencies to be granted exceptions from the requirement to use those criteria and specifications for purposes of research, experimentation, testing, evaluation, or verification. The bill would require the department, by November 1, 2014, to report to the transportation policy committees of both houses of the Legislature the steps that the department has taken to implement those requirements, including, but not limited to, information regarding requests received and granted by the department from July 1, 2013, to June 30, 2014, inclusive, for those exceptions, and the reasons the department rejected any requests for those exceptions. Last amended on 8/14/2012</p>	

**SMCTA Bill Matrix
as of 9/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 890 Olsen R</p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>ENROLLED TO THE GOVERNOR</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, 2016, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried by a city or county to improve public safety meeting specified requirements. Last amended on 8/24/2012</p>	
<p>AB 1126 Calderon, Charles D</p> <p>Transaction and use tax: rate.</p>	<p>ENROLLED TO THE GOVERNOR</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 1606 Perea D</p> <p>Local public employee organizations: impasse procedures.</p>	<p>CHAPTERED</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations.</p> <p>This bill would instead authorize the employee organization to request that the parties' differences be submitted to a fact finding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. The bill would also authorize an employee organization, if the dispute was not submitted to mediation, to request that the parties' differences be submitted to a fact finding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse. The bill would specify that the procedural right of an employee organization to request a fact finding panel cannot be expressly or voluntarily waived.</p> <p>Last amended on 5/17/2012</p>	

**SMCTA Bill Matrix
as of 9/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 1665 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>ENROLLED TO THE GOVERNOR</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, 2016, 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.</p> <p>Last amended on 8/6/2012</p>	
<p>AB 1671 Huffman D</p> <p>Department of Transportation: retention proceeds: State Contract Act: bids: bidder's security.</p>	<p>CHAPTERED</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. Last amended on 7/6/2012</p>	
<p>AB 1706 Eng D</p> <p>Vehicles: transit bus weight.</p>	<p>ENROLLED TO THE GOVERNOR</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 provide that these prohibitions do not apply to a transit bus, except as specified. The bill would, until January 1, 2015, 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 through a solicitation process pursuant to which a solicitation is issued on or after January 1, 2013, a transit bus whose weight on any axle exceeds 20,500 pounds, with specified exceptions. The bill would impose a state-mandated local program by imposing new requirements upon transit buses. Last amended on 8/21/2012</p>	<p>Support</p>
<p>AB 1770 Lowenthal, Bonnie D</p> <p>California Transportation Financing Authority.</p>	<p>CHAPTERED</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.</p>	

**SMCTA Bill Matrix
as of 9/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 1779 Galgiani D</p> <p>Intercity rail agreements.</p>	<p>ENROLLED TO THE GOVERNOR</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 approval of the secretary, to enter into interagency transfer agreements for additional intercity rail corridors, to be entered into between June 30, 2014, and June 30, 2015. The bill would require the agreements to cover the initial 3-year period after the transfer, and would authorize subsequent extensions by mutual agreement. If agreements are not entered into by that the expiration of that period, the bill would require the secretary to report to the Governor and the Legislature by June 30, 2016, as specified. Last amended on 8/24/2012</p>	
<p>AB 1890 Solorio D</p> <p>Vehicles: toll highways: motorcycles.</p>	<p>CHAPTERED</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.</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 6/6/2012</p>	
<p>AB 1915 Alejo D</p> <p>Safe routes to school.</p>	<p>ENROLLED TO THE GOVERNOR</p>	<p>Existing law requires the Department of Transportation, in consultation with the Department of 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 school bus stops located outside of the vicinity of schools. Last amended on 6/26/2012</p>	

**SMCTA Bill Matrix
as of 9/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 1960 Dickinson D</p> <p>State contracts: reports: lesbian, gay, bisexual, and transgender businesses.</p>	<p>ENROLLED TO THE GOVERNOR</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 8/6/2012</p>	
<p>AB 2200 Ma D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>VETOED</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. This bill, until January 1, 2020, or until the Director of Transportation determines otherwise, as provided under the bill, and files that determination with the Secretary of State, would suspend, consistent with the state implementation plan for the San Francisco Bay area adopted pursuant to the federal Clean Air Act and other federal requirements, 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 morning reverse commute direction, as defined.</p> <p>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 8/23/2012</p>	
<p>AB 2245 Smyth R</p> <p>Environmental quality: California Environmental Quality Act: exemption: bicycle lanes.</p>	<p>ENROLLED TO THE GOVERNOR</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, until January 1, 2018, exempt from CEQA the restriping of streets and highways for bicycle lanes in an urbanized area that is consistent with a prepared bicycle transportation plan. A lead agency would be required to take specified actions with regard to making an assessment of traffic and safety impact and holding hearings before determining a project is exempt. The bill would require a state agency, that determines that a project is exempt under this provision, and approves or determines to carry out that project, to file a notice of the determination with OPR. The bill would require a local agency, that determines that a project is exempt under this provision, and approves or determines to carry out that project, to file a notice of determination with OPR and the county clerk in the county in which the project is located. Last amended on 8/7/2012</p>	

**SMCTA Bill Matrix
as of 9/24/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 2298</u> <u>Solorio D</u></p> <p>Insurance: public safety employees: accidents.</p>	<p>ENROLLED TO THE GOVERNOR</p>	<p>Existing law provides that no insurer shall, in issuing or renewing a private automobile insurance policy to a peace officer, member of the Department of the California Highway Patrol, or firefighter, with respect to his or her operation of a private motor vehicle, increase the premium on that policy for the reason that the insured or applicant for insurance has been involved in an accident while operating an authorized emergency vehicle, as defined, in the performance of his or her duty during the hours of his or her employment.</p> <p>This bill would also provide that no insurer shall, in issuing or renewing a private automobile insurance policy to a peace officer, member of the Department of the California Highway Patrol, or firefighter, with respect to his or her operation of a private passenger motor vehicle, increase the premium on that policy for the reason that the insured or applicant for insurance has been involved in an accident while operating his or her private passenger motor vehicle in the performance of his or her duty at the request or direction of the employer. Last amended on 8/24/2012</p>	
<p><u>AB 2405</u> <u>Blumenfield D</u></p> <p>Vehicles: high-occupancy toll lanes.</p>	<p>ENROLLED TO THE GOVERNOR</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 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 (HOT) lanes conducted by the Los Angeles County Metropolitan Transportation Authority.</p> <p>This bill would instead exempt, with specified exceptions applicable to passage on designated state highways, 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 HOT lanes unless prohibited by federal law. The bill would exclude a toll imposed for passage on a toll road or toll highway, that is not an HOT lane, a toll imposed for crossing a state-owned bridge, or, until March 1, 2014, a toll imposed for passage in HOT lanes designated for State Highway Route 10 or 110, from this exemption. The bill would provide that these changes shall be known as the Choose Clean Cars Act of 2012. Last amended on 6/27/2012</p>	
<p><u>AB 2489</u> <u>Hall D</u></p> <p>Vehicles: license plates: obstruction or alteration.</p>	<p>ENROLLED TO THE GOVERNOR</p>	<p>Existing law prohibits a person from displaying upon a vehicle a license plate altered from its original markings. Existing law also prohibits a person from selling a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate, as specified. A violation of these provisions 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 additionally prohibit a person from selling a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate by visual means. The bill would also prohibit a person from operating a vehicle with such a product or device and would make it a crime for a person to erase the reflective coating of, paint over the reflective coating of, or alter a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement. Last amended on 8/22/2012</p>	

**SMCTA Bill Matrix
as of 9/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 2498 Gordon D</p> <p>Department of Transportation: Construction Manager/General Contractor project method.</p>	<p>ENROLLED TO THE GOVERNOR</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. Last amended on 8/31/2012</p>	
<p>AB 2679 Committee on Transportation</p> <p>Transportation: omnibus bill.</p>	<p>ENROLLED TO THE GOVERNOR</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 8/23/2012</p>	
<p>SB 829 Rubio D</p> <p>Public contracts: public entities: project labor agreements.</p>	<p>CHAPTERED</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>	

**SMCTA Bill Matrix
as of 9/24/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 878</u> <u>DeSaulnier D</u></p> <p>Office of the Transportation Inspector General.</p>	<p>ENROLLED TO THE GOVERNOR</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds, including fuel tax revenues allocated from the Highway Users Tax Account, to various transportation purposes. Existing law provides funding for transportation capital improvement projects undertaken by the department or regional or local transportation agencies.</p> <p>This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state, regional, and local agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify certain duties and responsibilities of the Transportation Inspector General, would require an annual report to the Legislature and Governor, and would provide for funding the office, to the extent possible, from federal transportation funds, with other necessary funding to be made available in proportion to the activities of the office from the Highway Users Tax Account and an account from which high-speed rail activities may be funded. Last amended on 8/22/2012</p>	
<p><u>SB 972</u> <u>Simitian D</u></p> <p>Environmental quality: California Environmental Quality Act: scoping meeting and notice of completion.</p>	<p>CHAPTERED</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>	
<p><u>SB 1002</u> <u>Yee D</u></p> <p>Public records: electronic format.</p>	<p>ENROLLED TO THE GOVERNOR</p>	<p>The California Public Records Act requires state and local agencies to make their records available for public inspection and, upon request of a person, to provide a copy of a public record unless the record is exempt from disclosure. The act requires an agency that has information that constitutes an identifiable public record not otherwise exempt from disclosure that is in an electronic format to make that information available in an electronic format when requested by a person. The act requires the agency to make the information available in an electronic format in which it holds the information.</p> <p>This bill would make technical, non-substantive changes to these provisions. Last amended on 8/20/2012</p>	

**SMCTA Bill Matrix
as of 9/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 1102 DeSaulnier D</p> <p>State transportation improvement program.</p>	CHAPTERED	<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, beginning not later than November 15, 2014, 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. Last amended on 5/31/2012</p>	
<p>SB 1117 DeSaulnier D</p> <p>Passenger rail: planning.</p>	ENROLLED TO THE GOVERNOR	<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, and authorizes the commission to develop guidelines for preparation of regional transportation plans. 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, with both passenger and freight rail elements. 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 include in its guidelines for regional transportation plans policy direction regarding the integration of all passenger rail services into a coordinated system with emphasis on intermodal facilities and cost-effective rail services, as specified. The bill would revise the requirements for the 10-year state rail plan prepared by the department to require the plan to be consistent with the federal Passenger Rail Investment and Improvement Act of 2008 and to contain various passenger and freight rail elements, including, among other things, plans for a comprehensive and integrated statewide rail system, a statement of the state's passenger rail service objectives, and identification of improvements that have utility both for freight and passenger rail services. The bill would delete the requirement that the state rail plan be prepared on a biennial basis. The bill would require the department to submit a draft plan under these new requirements for review and comment to the commission and authority by December 1, 2015, and would require public hearings on the plan. The bill would require the final plan to be approved by the Secretary of Business, Transportation and Housing by March 1, 2016, and then to be submitted to the Legislature, Governor, and various state agencies. The bill would require the plan to be updated at least every 5 years. Last amended on 8/20/2012</p>	

**SMCTA Bill Matrix
as of 9/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 1160 Padilla D</p> <p>Communications: service interruptions.</p>	<p>ENROLLED TO THE GOVERNOR</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 charges for transmittal or delivery of the message have 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 8/24/2012</p>	
<p>SB 1225 Padilla D</p> <p>Intercity rail agreements.</p>	<p>ENROLLED TO THE GOVERNOR</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 approval of the secretary, to enter into interagency transfer agreements for additional intercity rail corridors, to be entered into between June 30, 2014, and June 30, 2015. The bill would require the agreements to cover the initial 3-year period after the transfer, and would authorize subsequent extensions by mutual agreement. If agreements are not entered into by the expiration of that period, the bill would require the secretary to report to the Governor and the Legislature by June 30, 2016, as specified. Last amended on 8/30/2012</p>	
<p>SB 1257 Hernandez D</p> <p>Utility user tax: exemption: public transit vehicles.</p>	<p>CHAPTERED</p>	<p>Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity, in the unincorporated area of the county.</p> <p>This bill would provide that a local jurisdiction, as defined, may not impose a utility user tax, as specified, upon either the consumption of compressed natural gas dispensed by a gas compressor, within a local jurisdiction, that is separately metered and is dedicated to providing compressed natural gas as a motor vehicle fuel for use by the local agency or public transit operator or 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 6/11/2012</p>	

**SMCTA Bill Matrix
as of 9/24/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 1339 Yee D</p> <p>Commute benefit policies.</p>	<p>ENROLLED TO THE GOVERNOR</p>	<p>Existing law creates the Metropolitan Transportation Commission, with various transportation planning and programming responsibilities in the 9-county San Francisco Bay Area. Existing law creates the Bay Area Air Quality Management District, with various responsibilities relative to the reduction of air pollution in the area of its jurisdiction, which incorporates a specified portion of the jurisdiction of the Metropolitan Transportation Commission.</p> <p>This bill would authorize the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.</p>	<p>Support</p>
<p>SB 1464 Lowenthal D</p> <p>Vehicles: bicycles: passing distance.</p>	<p>ENROLLED TO THE GOVERNOR</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 these provisions 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 8/6/2012</p>	
<p>SB 1533 Padilla D</p> <p>Electricity: energy crisis litigation.</p>	<p>CHAPTERED</p>	<p>Existing law, until January 1, 2013, requires the Attorney General to represent the Department of Finance and to succeed to all rights, claims, powers, and entitlements of the Electricity Oversight Board in any litigation or settlement to obtain ratepayer recovery for the effects of the 2000-02 energy crisis. Existing law additionally prohibits the Attorney General from expending the proceeds of any settlements of those claims, except as specified.</p> <p>This bill would instead repeal the above-described requirements on January 1, 2016. Last amended on 5/1/2012</p>	

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as of 9/24/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1549</u> <u>Vargas D</u></p> <p>Transportation projects: alternative project delivery methods.</p>	<p>ENROLLED TO THE GOVERNOR</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 allow the San Diego Association of Governments to utilize alternative project delivery methods, as defined, for public transit projects within its jurisdiction. The bill would, upon completion of a project, require a progress report to be submitted by the San Diego Association of Governments to its governing board and would require the report to be made available on its Internet Web site. The bill would also, except as provided, require the San Diego Association of Governments to pay fees related to these projects into the State Public Works Enforcement Fund, a continuously appropriated fund, thereby making an appropriation. Because this bill would subject these projects to certain prevailing wage enforcement requirements, the violation of which is a crime, it would impose a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable.</p> <p>Last amended on 8/13/2012</p>	