



BOARD OF DIRECTORS 2011

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GENERAL MANAGER/CEO

## A G E N D A

### **COMMUNITY RELATIONS COMMITTEE COMMITTEE OF THE WHOLE (Accessibility, Senior Services, and Community Issues)**

**San Mateo County Transit District Administrative Building  
Bacciocco Auditorium - Second Floor  
1250 San Carlos Ave., San Carlos, CA**

**WEDNESDAY, JUNE 8, 2011 – 2:00 p.m.**

1. Pledge of Alliegiance

#### **ACTION**

2. Approval of Minutes of Community Relations Committee Meeting of May 11, 2011
3. Proclamation Declaring June 16, 2011 as “National Dump the Pump Day”

#### **INFORMATIONAL**

4. Accessibility Update – Tina DuBost
5. Paratransit Coordinating Council (PCC) Update – Nancy Keegan
6. Citizens Advisory Committee Liaison Report – Peter Ratto
7. Performance Report – ADA Paratransit Service
8. Multimodal Ridership Report – April 2011

Committee Members: Rose Guilbault, Carole Groom, Shirley Harris

#### NOTE:

- This Committee meeting may be attended by Board Members who do not sit on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**SAN MATEO COUNTY TRANSIT DISTRICT  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA**

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
MAY 11, 2011**

Committee Members Present: C. Groom, S. Harris

Committee Members Absent: R Guilbault (Committee Chair)

Other Board Members Present, Constituting Committee of the Whole: J. Deal,  
Z. Kersteen-Tucker, A. Lloyd, K. Matsumoto, A. Tissier

Staff Present: J. Cassman, T. DuBost, G. Harrington, C. Harvey, R. Haskin, M. Lee,  
M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Board Chair Karyl Matsumoto asked for a moment of silence in memory of Director Omar Ahmad.

Director Shirley Harris called the meeting to order at 2:01 p.m.

**Approval of Minutes of Community Relations Committee (CRC) Meeting of April 13, 2011**  
The committee approved the minutes (Lloyd/Deal).

**Designation of May as “Older Americans Month”**

Director Harris said staff is asking the Board to adopt a proclamation proclaiming May as “Older Americans Month.” Director Harris and Chair Matsumoto presented the proclamation to David Gilson, member of the San Mateo County Commission on Aging.

A motion (Harris/Lloyd) to designate May as “Older Americans Month” was approved unanimously.

**Student “Art Takes a Bus Ride” Contest**

Executive Officer, Customer Service and Marketing Rita Haskin presented the winners:

- Ava Tsou, 1<sup>st</sup> Grade, Central Elementary
- Taylor Gee, 2<sup>nd</sup> Grade, Sandpiper Elementary
- Vernon Luk, 3<sup>rd</sup> Grade, Sandpiper Elementary
- Jamie Wang, 4<sup>th</sup> Grade, Highlands Elementary
- Devin Dohrmann, 5<sup>th</sup> Grade, North Star Academy
- Bining Wang, 6<sup>th</sup> Grade, Tierra Linda Middle School

Committee recessed at 2:15 p.m. to view the wrapped art bus.

Committee reconvened at 2:33 p.m.

### **Accessibility Update**

Accessibility Coordinator Tina DuBost said Redi-Wheels productivity increased in April and staff has started beta testing the Interactive Voice Response System.

### **Paratransit Coordinating Council (PCC) Update**

PCC Chair Nancy Keegan reported:

- She expressed heartfelt condolences to the Board on their loss of their colleague and friend Director Ahmad.
- The PCC had a successful one-day retreat on May 10. Three major themes identified were: educating consumers about Redi-Wheels and RediCoast policies and procedures, outreach and education with agencies whose clients benefit from paratransit services and emergency planning.
- The PCC will be hosting a booth at the San Mateo County Fair on Senior Day on June 14.

### **CAC Liaison Report**

Chair Peter Ratto reported on the May meeting:

- Welcomed three new members to their first meeting who are all daily riders.
- Received a Brown Act presentation by Legal Counsel Julie Sherman and a SamTrans Service Plan update by Manager of Planning and Research Marisa Espinosa.

### **Performance Report – Fixed-route Bus Service**

Deputy CEO Chuck Harvey provided the following information:

- Average weekday ridership is about 47,500.
- Token usage is above 60,000 per month.
- Missed schedules are very minimal.
- On-time performance is slightly below the on-time goal of 85 percent.
- Fleet reliability is well above the 19,000-mile goal.
- Complaints are down.
- Strategic Plan goals include attract and retain quality employees, encourage excellence and innovative thinking and invest in employees' professional development.
- The Leadership Program will graduate its second class in June 2011.
- Thirty of the 40 bus operators laid off in December 2009 have been recalled.
- SamTrans is hosting the University of the Pacific (UOP) Transit and Paratransit Management Certificate Program at North Base. Sixteen employees are participating along with eight people from other transit agencies.
- Sixty-one new bus shelters have been installed and 20 installations are scheduled for this year.
- Final acceptance of the Predictive Arrival System was done on March 15. The signs are located at Millbrae, Daly City, Colma and Redwood City. Future locations include Top of the Hill-Daly City and Palo Alto Transit Center, which is a joint effort with Santa Clara Valley Transportation Authority (VTA).
- Hard launch of Clipper was completed in February 2011. The last month for paper passes will be December 2011.
- Bus operator training is in progress for the new farebox revenue collection system. Five fareboxes are in the field for final testing with great results. The system will be launched at the end of June 2011.

- SamTrans is a member of the Dumbarton Express Consortium along with BART, AC Transit, Union City Transit and VTA.
- Route 17 is in the first of two option years. A weekend service change was made by merging Routes 17 and 294 to allow riders to travel from Half Moon Bay to Pacifica.
- SamCoast service, in the Pescadero area, is a demand-response service. Staff is analyzing contracting options as it currently is operated by a non-profit.
- Key initiatives include:
  - Comprehensive Operational Analysis (COA) now branded “SamTrans Service Plan – SSP.”
  - Metropolitan Transportation Commission Transit Sustainability Project.
  - SamTrans contribution levels to the Peninsula Corridor Joint Powers Board to support Caltrain operations.
  - Labor negotiations with the three bargaining units.
  - Updates to the Strategic Plan/Financial Capacity Ad Hoc Committee of the Board.

Chair Matsumoto asked if a bus with the new fareboxes could be brought here for a demonstration at the July meeting. She also said she has heard from a few residents in South San Francisco that people from Safe Harbor are selling bus tickets at Peet’s Coffee on Grand Avenue.

Director Zoe Kersteen-Tucker asked if staff is seeing demand more than can be handled due to the service cuts last year. Mr. Harvey said Route KX is seeing some very full buses.

Director Harris congratulated the graduates from the Leadership Program and congratulated staff for doing the UOP certification program.

#### Public Comment

Pat Giorni, Burlingame, said she is very happy that the new Gillig buses were bought from a local company. She just returned from a trip to New Orleans and their buses have a fantastic farebox system.

#### **Multimodal Ridership Report – March 2011**

- Bus ridership was 47,620, an increase of 2.1 percent.
- Paratransit ridership was 1,090, a decrease of 2.4 percent.
- Caltrain ridership was 37,500, an increase of 4 percent.
- Caltrain shuttle ridership was 5,791, an increase of 6 percent.
- BART shuttle ridership was 2,087, an increase of 11.2 percent.
- Overall ridership was 94,088, an increase of 3.2 percent.

#### Year-to-date

- Overall ridership was 92,189, a decrease of 0.6 percent.

#### Public Comment

Jerry Grace, San Lorenzo, said people don’t know about the Clipper card and word needs to get out to the schools about the card.

Adjourned: 3:10 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Community Relations Committee

**THROUGH:** Michael J. Scanlon  
General Manager/CEO

**FROM:** Mark Simon  
Executive Officer for Public Affairs

**SUBJECT: PROCLAMATION DECLARING JUNE 16, 2011 AS “NATIONAL DUMP  
THE PUMP DAY”**

**ACTION**

Staff proposes that the Committee recommend the Board adopt the proclamation designating June 16, 2011 as “National Dump the Pump Day.”

**SIGNIFICANCE**

The proclamation for “National Dump the Pump Day” is a reaffirmation of the SamTrans Board’s commitment to provide quality public transit service to all bus riders in San Mateo County. In partnership with the American Public Transportation Association, Dump the Pump Day also is an opportunity to encourage people to give up driving and use public transportation, steps that would reduce the carbon footprint, ease congestion and pollution and save money.

“National Dump the Pump Day” began in June 2006 when gas prices were \$3 per gallon. With gas prices at \$4 per gallon or more, using transit options such as SamTrans is one of the most effective ways to beat high gas prices. Bus riders can use the Commute Calculator on the SamTrans website to compare the cost of taking SamTrans instead of driving a car.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

SamTrans will participate in Dump the Pump Day by conducting several activities to call attention to the important role that public transportation plays in the community:

- Tour of South San Francisco Operations and Maintenance Facility for media and community leaders
- Tweets about the benefits of taking public transportation
- Video of tour on YouTube and Facebook
- Series of ads in local newspapers
- Dump the Pump logo on June monthly pass

# Proclamation

## IN HONOR OF NATIONAL DUMP THE PUMP DAY

**WHEREAS**, June 16, 2011 marks the American Public Transportation Association's 6<sup>th</sup> Annual National Dump the Pump Day; and

**WHEREAS**, SamTrans supports National Dump the Pump Day as a day that encourages people to ride public transportation to save money, protect the environment, reduce our dependence on foreign oil and improve the quality of life for all Americans; and

**WHEREAS**, U.S. public transportation use reduces the country's carbon footprint by 37 million metric tons -- the equivalent of 4.9 million households using electricity in a year; and

**WHEREAS**, U.S. public transportation use saves 4.2 billion gallons of gasoline per year -- the equivalent of 900,000 cars filling up every day; and

**WHEREAS**, households near public transit drive an average of 4,400 fewer miles than households with no access to public transit and one person switching to public transit can reduce daily carbon emissions by 20 pounds, or more than 4,800 pounds in a year.

**NOW, THEREFORE BE IT RESOLVED** that the Board of Directors and staff of the San Mateo County Transit District encourage citizens to get out of their vehicles and onto public transportation, and do hereby proclaim Thursday, June 16, 2011 as *NATIONAL DUMP THE PUMP DAY*.

Regularly passed and adopted this 8<sup>th</sup> day of June 2011.



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Chair, San Mateo County Transit District

**CRC ITEM # 4  
JUNE 8, 2011**

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **ACCESSIBILITY REPORT**

**ACTION**

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

**SIGNIFICANCE**

Several groups advise SamTrans on accessible service issues. The Paratransit Coordinating Council (PCC) provides a forum for consumer input on paratransit issues. The Advocacy and Legislative Committee (AL-Com) is the advocacy arm of the PCC. The SamTrans Accessibility Advisory Committee (formerly the Americans with Disabilities Act Technical Advisory Committee or ATAC) is a SamTrans committee that advises on accessibility issues, particularly related to fixed-route service. Each group has requested that the Board be informed of the issues discussed at meetings.

The PCC meets monthly (except for August). The SamTrans Accessibility Advisory Committee (SAAC) meets every two months. The PCC Advocacy meetings are held on a quarterly basis.

The minutes from the April 12 PCC meeting and the April 5 Al-Com meeting are attached. The minutes from the March 17 SAAC meeting are not yet available.

Prepared by: Bill Welch, Manager, Accessible Transit Services  
Tina Dubost, Accessibility Coordinator

650-508-6475  
650-508-6247

**SAN MATEO COUNTY  
PARATRANSIT COORDINATING COUNCIL  
April 12, 2011  
MEETING MINUTES**

**ATTENDANCE**

Members Present: Nancy Keegan, Chair; Dale Edwards, Vice Chair; Mike Levinson, AL-Com Chair; James Asche, OES; Maureen Dunn, Senior Focus; Aki Eejima, Consumer; Judy Garcia, Consumer; Diane Griffith & Joey, Consumer; Stephanie Hill, Consumer; Barbara Kalt, Rosener House; Benjamin McMullan, CID; Dan Mensing, Consumer; May Nichols, COA; Sammi Riley, Consumer; Michal Settles, Coastside; Bill Welch, SamTrans.

Absentees: Myria Barnes-Jackson, DOR; Pat Dixon, COD; Craig McCulloh, Aging & Adult Services; Marie Violet, Sequoia Hospital.

Guests: Elly Colwell, SamTrans; Tina Dubost, SamTrans; John Murphy, MV Transportation; Linda Rhine, Nelson\Nygaard; Henry Silvas, SamTrans; Rose Berta, PCC Staff.

(Total Attendance: 22) Quorum--Yes

**WELCOME/INTRODUCTION**

Nancy welcomed all to the April PCC meeting.

**APPROVAL OF MARCH PCC MINUTES**

Nancy asked for a vote of approval for the March minutes. Mike moved to approve the minutes and May seconded the motion. The motion was approved with Michal and Jim abstaining since they were not present at the March meeting.

**COMMITTEE REPORTS**

**A. AL-COM REPORT**

Mike shared that Tom Rickert of Access International Exchange, an advocacy group for accessibility worldwide, was AL-Com's guest speaker. Tom gave a presentation on transportation systems in other countries focusing on how they approach accessibility. He distributed his newsletter and other handouts. A roster of the members will be sent to Tom so he can send out newsletters to the members.

Diane mentioned that Tom said some services have a Sister City and she would like the PCC to consider this unique opportunity. Nancy suggested this as a topic at the May retreat.

**B. GRANT/BUDGET REVIEW**

Barbara reported the 5310 grant applications are being processed. SamTrans submitted an application for two vehicles, and Life Steps Foundation submitted an application for both expansion and replacement vehicles. The applications have been scored and ranked; MTC will rank them next, and then send them to the State which will evaluate and prepare a final list later in the summer.



There was a discussion on federal money and how it may impact local operators. Bill reported no impact on Caltrain because they do not rely on federal funds for day to day operations. The Board is still investigating options for funding Caltrain; there will be an effort to educate the public on different scenarios and solutions.

### **C. EDUCATION COMMITTEE**

Maureen reported there will be a meeting today. The spring newsletter is printed and posted on the PCC website. The committee will explore the mission of the newsletter and staffing of future outreach, including the San Mateo Fair in June.

### **D. EXECUTIVE COMMITTEE**

Nancy reported the committee held a meeting on April 1. The May retreat was the main topic of discussion. Invitations for the May 10 Retreat will be sent out to PCC members and invited guests. The Retreat will be from 10:00 am to 3:00 pm at the San Mateo City Library; lunch will be provided. Nancy encouraged members to think about ideas for activities for the PCC to discuss at the Retreat.

## **SAM TRANS/REDI-WHEELS REPORT**

### **Board Presentation**

Bill presented the paratransit report that was presented to the SamTrans Board in February 2011. The presentation covered both paratransit and senior mobility. Summary and highlights of the PowerPoint presentation included:

- Ridership is down
- Service quality remains high
  - Zero denials
  - Few complaints
  - Good on-time performance
- Program costs declined, but are still very expensive
  - Average cost trip (2010)--\$40.22
  - Average cost trip (2009)--\$40.99
  - Farebox recovery is about 5%.
- Efficiency measures save money
  - Working with Trapeze consultant to help become more efficient with scheduling and grouping trips.
- Senior Mobility Program gives options to seniors
  - Ambassadors are the core of the program
  - Peninsula Fleet Share—trying to establish partnerships to share vehicles/resources.
  - 8,000 senior mobility guides distributed-- [www.seniormobility.org](http://www.seniormobility.org)

All members agree that the presentation is important and will make it a regular item on our agenda three times per year. Nancy thanked Bill for a very informative presentation.

## **A. Operational Report**

### **Interactive Voice Response (IVR)**

The IVR still needs the message to be clear and precise; refinement and improvement of the system is needed before piloting the system with the testers. All PCC consumers will be pilot testers. PCC supports delaying implementation until the system is working perfectly. Nancy thanked Bill and Tina for taking their time to improve IVR before testing.

## **B. Performance Summary**

Tina reported that February 2011 shows a continued ridership decline; same day cancels are slightly better; late cancels have increased and staff is investigating the cause; trips served are down. On-time performance is positive at 92%; number of complaints is better than the standard. There was a discussion on late cancels and speculation on the reason why it has not gone down since the change from one to two hours for late cancels in February 2010.

## **C. Customer Comments**

Elly reported that the total comments have increased from January to February; all Comments by Category have increased, including compliments. The response time remains under the 7-day turn around limit, thanks to Sophie and Lynn. On Comments by Type, compliments are up and other comments are consistent.

## **D. Safety Report**

John reported RediCoast had no accidents; Redi-Wheels had five accidents, four non-chargeable and one chargeable. Perhaps the rain was a factor in the number of accidents.

## **LIAISON REPORTS**

### **A. MTC REPORT**

No report.

Mike mentioned that MTC is hosting a public workshop on April 27 at the San Mateo City Library to unveil their Regional Transportation Plan.

### **B. AGENCY**

Barbara reported no previous meeting, but a meeting is scheduled later this month. They are planning for the IVR implementation testing; probably will postpone since the system is not ready to test.

### **C. COASTSIDE TRANSPORTATION COMMITTEE (CTC)**

Michal announced the quarterly meeting is on April 21 at Half Moon Bay. The meeting will focus on emergency planning since they had their first actual experience with the tsunami warning. John shared that RediCoast had to deal with unique challenges, especially with difficult traffic jams. One-tenth of the drivers were a no-show to deal with their own families and evacuation in Half Moon Bay. There were 30 trips on this day out of 120 reservations.

Nancy commented that we should take advantage of our new member, Jim Asche who works for the Office of Emergency Services and determine how we might be better prepared for emergencies. Website for more information: [www.smcready.org](http://www.smcready.org)

Michal will write an article for the newsletter about her experience with the tsunami.

#### **D. EFFICIENCY REVIEW COMMITTEE (ERC)**

Mike reported no meeting for this month, but there were two meetings to review the preliminary testing of the IVR system. The next meeting will be the first Tuesday in May.

#### **E. COMMISSION ON AGING (COA) REPORT**

May gave her thanks to everyone who attended her induction into the Hall of Fame. The County is experiencing a double-digit percentage (17.5%) drop in its funding. COA will meet five times throughout the county to increase awareness of COA services and to improve visibility. Monday, May 9 meeting will be at the Doelger Center at 10:00 am. The "Soul Stroll" will take place on Saturday, May 21, sponsored by Mills Peninsula. Deborah Odom was also honored.

COA is still looking for new members.

#### **F. COMMISSION ON DISABILITY (COD) REPORT**

No report.

#### **G. OFFICE OF EMERGENCY SERVICES**

Jim mentioned the issues and challenges presented from the tsunami warning. It showed many issues require improvement with their systems. He mentioned that the article in the newsletter gives information on how to sign up for alerts; this system worked well last month. The telephone notification and the internet did not work as well as expected. OES is exploring these issues with their vendors.

June 11 will be the County Preparedness Day at the County Fair, held in the Main Expo Hall at 10:00 am. The first hour of the Fair will have no charge to attend this event.

#### **OTHER BUSINESS**

The spring 2011 *Disability History Event* with Anthony Tusler will take place on Thursday, April 21, from 2:30 pm until 4:00 pm, at the Silicon Valley Community Foundation Conference Center in San Mateo.

Diane and Stephanie mentioned that rides to the ERC meeting may be consolidated to be more efficient. Riders will email John a reminder to do so.

The next meeting will be the Retreat on May 10 at the San Mateo City Library, 10:00 am-3:00 pm.

Nancy thanked everyone.

**MEETING ADJOURNED: 3:30 pm**

**SAN MATEO COUNTY  
PARATRANSIT COORDINATING COUNCIL  
Advocate /Legislative (AL-Com) Committee Meeting  
April 5, 2011**

**MEETING MINUTES**

**ATTENDANCE**

Members Present: Mike Levinson, AL-Com Chair; Dale Edwards, PCC Vice Chair; Aki Eejima, Consumer; Bill Welch, SamTrans; Diane Griffith & Joey, Consumer; Stephanie Hill, Consumer; Ben McMullan, CID; Dan Mensing, Consumer.

Guests: Tom Rickert, ACCESS Exchange International, guest speaker; Elly Colwell, SamTrans; John Murphy, MV Transportation; Jim Rusconi, SamTrans; Linda Rhine, Nelson\Nygaard; Rose Berta, PCC Staff.

(Total Attendance: 14)

**WELCOME/INTRODUCTION**

Mike welcomed everyone at the AL-Com meeting.

Mike introduced Tom Rickert of Access Exchange International (AEI) as the guest speaker; former San Francisco Coordinator of SPEAK (Sunset Parkside Education and Access Committee) and CRAB (Coalition for Removal of Artificial Barrier). Tom was a former employee of San Francisco MUNI with the job of improving access by building platforms (for level boarding) at MUNI Metro.

Access Exchange International Presentation—celebrating 20<sup>th</sup> anniversary

*Mission: “To promote accessible transportation in developing countries around the world.”*

- Hold workshops with planners on accessibility issues in countries worldwide
- Distribute “How to” manuals that describe what is accessible transportation in at least 14 languages that introduces stakeholders around the world to accessibility issues facing seniors and persons with mobility, sensory, and cognitive disabilities.
- Access Exchange International newsletter is the most read publication
- Advocacy around the world is growing—there is work on accessible sidewalks and buildings.
- Progress is world-wide: Canada, Latin America, Malaysia, Asia, South Africa, Europe, etc.
- Bus Rapid Transit (BRT) systems are being built around the world to improve mobility for millions of persons with disabilities and all others who benefit from “universal design”
- AEI is seeking sponsors to help prepare a guide to door-to-door and rural transport for seniors and persons with disabilities.
- [www.globalride-sf.org](http://www.globalride-sf.org) website for more information.

**LEGISLATIVE UPDATE**

There is nothing to report. State budget is still being discussed.

## **LOCAL ADVOCACY ISSUES—OPEN DISCUSSION**

Stephanie brought up a discussion on taxi drivers not being given enough advance notice about picking up passengers, specifically during evening hours. Taxis are not well-integrated with Redi-Wheels service; John is working on better communication with taxis concerning passenger needs. John reported on the continued discussion on the integration of IVR, Trapeze, and the taxi system. The end of summer will be a better time for evaluating the communication issue and software integration. All vehicles have the GPS capability, but cannot distinguish if the pickup location is a residence or a commercial location.

## **COMPLAINT REVIEW COMMITTEE—OPEN DISCUSSION**

Nothing to report.

## **OTHER BUSINESS**

Interactive Voice Response (IVR) testing—SamTrans is seeking PCC consumers to participate in the testing.

Spring newsletters were distributed.

Mike reminded everyone of the Retreat for the PCC May meeting.

The PCC and Education Committee will meet next Tuesday.

Dale made a motion to send Tom Rickert the PCC roster for mailing the AEI newsletter. Rose will mail Tom the roster.

Congratulations to Dale on birth of his grandson and sharing See's lollipops!

Marshall will email Linda information on BRT, and Linda will consult with Nancy about relevance for future meetings.

**MEETING ADJOURNED: 2:50 PM**

## SAMTRANS ACCESSIBILITY ADVISORY COMMITTEE

### MEETING SUMMARY – March 17, 2011

**PRESENT:** Pat Dixon, Jim Engvall, Alec Karp (Chair),

**ABSENT:** Tom Collette, Doris Maez, Alice McGrath, Ben McMullan,

**GUEST:** Cam Acker, Henry Rutland

**SAMTRANS STAFF:** Bill Welch, Tina Dubost, Richard Lesser

#### I. Introductions

Alec Karp asked everyone to introduce themselves and people briefly discussed their interest in the committee.

#### II. Approval of Minutes

The minutes were not approved because there was not a quorum.

#### III. Fixed Route Bus and Caltrain

##### A. Upgrading the SamTrans Website ([www.samtrans.com](http://www.samtrans.com))

Bill Welch said that the San Mateo County Transit District is working to make all of its web sites more accessible and useful to the public. The Caltrain web site ([www.caltrain.com](http://www.caltrain.com)) has been updated to be more functional. SamTrans has a consultant to assist in the upgrade and the consultant is aware of methods to make the web site functional and useful for all. SamTrans Marketing staff and the consultant are now working on the SamTrans web site, which includes information on accessibility and paratransit. Bill Welch asked the committee for advice on how the website could be improved to be more user-friendly and informative. He asked people to submit their comments to him by phone (650-508-6475) or by email ([welchb@samtrans.com](mailto:welchb@samtrans.com)).

Pat Dixon noted that she has hand impairments and prefers to get her information through means other than the internet. Bill Welch said that SamTrans would continue to provide information through the Customer Service Center and other means.

Cam Acker asked if there is a way to ask questions through the web site. She said she previously had trouble with schedules. Bill Welch said there is a search function and a “contact us” feature. Alec Karp recommended 511 for schedule information.

Henry Rutland asked about voice capability. Alec Karp said that voice capability typically comes for a customer's personal computer, rather than a web site. He said that the web site should work with Dragon Naturally Speaking.

Bill Welch said that he was particularly interested in people's reaction to the home page and whether it provides good information on how to start the search. Cam Acker said that it is important that the information be simple.

Alec Karp said that each icon should be clearly marked. Small print and small windows can cause people to get mixed-up on a page and make it difficult to visually navigate to different icons. Drop down menus of items can work. He suggested that a sample of the web site and an interactive discussion could be helpful. He said that he is happy to provide input, but that a visually-impaired person might perceive things differently than he does. He said that he will get in touch with two people at Vista who have expertise in this area.

Cam Acker, Jim Engvall and Henry Rutland offered to provide input.

B. The New Complimentary Day Pass for Use on Caltrain

Tina Dubost discussed the new complimentary day pass for Caltrain and distributed a sample. There was a discussion of the different types of fare media.

Cam Acker asked for clarification on her RTC card. Bill Welch explained that her RTC card has a Clipper chip. She can purchase a monthly pass or can show the card and pay the reduced fare.

Jim Engvall said that he had a fare payment problem on the SamTrans bus. He was riding with his Redi-Wheels ID card, which states that he is eligible to travel with a PCA. The operator said that the PCA had to pay the disabled fare. Bill Welch said all operators have the correct information on the driver information card. A memo has been issued to all operators. If a specific operator is in error, s/he will be reminded of the policy and SamTrans will compensate the PCA for the fare.

IV. Paratransit Update

Tina Dubost said that SamTrans is focusing on improving the productivity and efficiency of the paratransit service. Bill Welch said that the Metropolitan Transportation Commission (MTC) is studying Bay Area paratransit service and looking at ways to make it more efficient. Costs are increasing faster than ridership and inflation.

Bill Welch is on the technical advisory committee. The group is looking at best practices to keep costs down. There is an emphasis on cost cutting, efficiency and meeting the requirements of the ADA. Currently, SamTrans provides paratransit service to a larger population than is required by ADA.

Alec Karp asked for information on the Interactive Voice Response (IVR) project. Tina Dubost gave an update. Staff hopes that this new feature will increase efficiency, reduce no-shows and improve customer convenience. Bill Welch said that

a SamTrans staff person works full time to educate customers on how to avoid being a no-show. When people are certified, they get a *Rider's Guide* which includes information on how to use the service.

Alec Karp said that the Paratransit Coordinating Council is the advisory group for paratransit-related issues. The SamTrans Accessibility Advisory Committee focuses on regular bus service.

V. Commission on Disabilities Report

Pat Dixon said that the Commission is working on an art showcase. There are four vacancies on the Commission. Interested people are encouraged to apply.

VI. CAC update

The representative was absent at this meeting.

VII. TA (Transportation Authority) update

Pat Dixon said that the freeway over-crossing in Belmont is being completed. There is a new Chair of the TA CAC, Barbara Arietta.

VIII. Announcements and Other Business

Bill Welch discussed the follow-up to Alice McGrath's Caltrain concern from the previous meeting. She is visually impaired and said that the gate came down while she was crossing the tracks. Bill Welch said there is an advance warning at all crossing gates. Warning lights and bells are activated three seconds before the crossing gate starts to come down. The down movement is slow and it takes about 12 seconds to reach the full horizontal. The system provides about 25 seconds of warning time passing through the station. The federal standard is a warning time of at least 20 seconds. After the train stops, the crossing gate goes up and is then re-activated by the train engineer. He said there is an emergency exit for all crossings. If the gate comes down, there is a yellow metal gate that opens out so that people who are in the crossing between the two arms can exit. Alec Karp said that when he works with visually impaired people, he demonstrates the gate. He is concerned about Alice McGrath's experience and will work with her to be sure that she knows the location of the yellow gate, which is well-marked and of a bright yellow color.

Tina Dubost discussed changes to the Hillsdale Mall bus stop locations. The bus stop has been moved about half a block to the west. Richard Lesser reviewed the new bus stop and its accessibility features.

IX. Set Date for Next Meeting

The next meeting was set for Thursday, May 19, 2011. The meeting time has been changed. The meeting will start at **10:00 am**. The thank you lunch will follow the meeting.



**CRC ITEM # 7  
JUNE 8, 2011**

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Community Relations Committee

**THROUGH:** Michael J. Scanlon  
General Manager/CEO

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

**SUBJECT: SAMTRANS PERFORMANCE REPORT – ADA PARATRANSIT SERVICE**

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of this fiscal year's series of detailed performance reports presented to the Board. Each of the District's four transportation modes – SamTrans motor bus, ADA Paratransit, Caltrain and Shuttles – are featured individually each month. This month features a report on the SamTrans ADA Paratransit service.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff will report on Redi-Wheels and RediCoast operating statistics.

This month's presentation will be presented via PowerPoint. A handout will be provided at the meeting.

Prepared by: Donald G. Esse, Senior Operations Financial Analyst

650-508-6329

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Community Relations Committee

**THROUGH:** Michael J. Scanlon  
General Manager/CEO

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

**SUBJECT: MULTIMODAL RIDERSHIP REPORT—APRIL 2011**

**ACTION**

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

**SIGNIFICANCE**

Table “A” summarizes the average weekday ridership (AWR) statistics for all modes of transportation for which SamTrans is responsible. Chart “A” compares AWR for Fiscal Year 2009 vs. FY2010 and year-to-date comparisons of FY2010 vs. FY2011.

Table “A” also provides the average weekday ridership of the BART SFO Extension as a separate line.

**MONTHLY RIDERSHIP HIGHLIGHTS—APRIL 2011 COMPARED TO APRIL 2010**

**All Modes** – AWR of 96,583, an increase of 5.2 percent.

**Bus** – AWR of 45,690, an increase of 1.6 percent.

**Paratransit** - AWR of 1,098, a decrease of 1.0 percent.

**Caltrain** - AWR of 40,760, an increase of 7.1 percent.

**Caltrain Shuttles** - AWR of 7,000, an increase of 18.7 percent.

**BART Shuttles** - AWR of 2,035, an increase of 13.1 percent.

## **SamTrans Promotions – April 2011**

**Earth Day** – In collaboration with the Peninsula Congestion Relief Alliance and Caltrain, SamTrans participated in an Earth Day promotion to encourage commuters to take transit as a way to save money and help the environment. Employees in San Mateo County were encouraged to pledge to “Give the earth a rest and drive less”. The first 500 participants were given a Clipper card loaded with \$10 e-cash. All participants were entered into a drawing. The promotion also reminded employers of the \$230 pre-tax commuter benefit.

**Gas Pain Relief** – As drivers continued to pay more and more to fill their gas tanks, SamTrans promoted itself as a way to get gas relief. Newspaper ads directed readers to calculate the savings of commuting by train by using a Commute Calculator located on the SamTrans website.

**Pedal and Ride** – To teach customers who would like to bring their bike onboard SamTrans how to do it, staff produced a “how-to-load” video. The video, posted to YouTube and the SamTrans website, illustrates how simple it is to place the bike in the rack.

**Publications:** SamTrans issued its spring edition of its *Transit Fun Guide*. It also produced *Rider’s Digest* which provides a summary of service changes and provides information about different programs.

**Clipper®** – SamTrans staff continues to provide information to customers about Clipper, the regional fare payment system. Customers can load e-cash or Monthly passes on the cards. Other systems using Clipper include AC Transit, BART, Caltrain, Golden Gate Transit & Ferry, Muni and Santa Clara Valley Transportation Authority. Paper Monthly passes will be eliminated at the end of 2011.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650-508-6248  
Ted Yurek, Senior Planner 650-508-6471

**Table A**  
**Average Weekday Ridership**

<u>Mode</u>	April 2011			<u>FY2010/FY2011</u>
	<u>FY2009</u>	<u>FY2010^</u>	<u>FY2011</u>	<u>%Change</u>
Bus +	49,200	44,950	45,690	1.6%
Paratransit	1,127	1,109	1,098	-1.0%
Caltrain # +	39,120	38,060	40,760	7.1%
Caltrain Shuttle #	6,045	5,895	7,000	18.7%
BART Shuttle	2,043	1,800	2,035	13.1%
<b>Total</b>	<b>97,535</b>	<b>91,814</b>	<b>96,583</b>	<b>5.2%</b>
BART (Extension Only)*	36,057	35,165	38,525	9.6%
<b>Grand Total</b>	<b>133,592</b>	<b>126,979</b>	<b>135,108</b>	<b>6.4%</b>

<u>Mode</u>	Year to Date			<u>FY2010/FY2011</u>
	<u>FY2009</u>	<u>FY2010^</u>	<u>FY2011</u>	<u>%Change</u>
Bus +	50,600	46,770	44,870	-4.1%
Paratransit	1,146	1,106	1,078	-2.5%
Caltrain # +	40,090	37,370	39,160	4.8%
Caltrain Shuttle #	6,206	5,500	5,529	0.5%
BART Shuttle	2,057	1,910	2,002	4.8%
<b>Total</b>	<b>100,099</b>	<b>92,656</b>	<b>92,639</b>	<b>0.0%</b>
BART (Extension Only)*	37,556	35,704	38,024	6.5%
<b>Grand Total</b>	<b>137,655</b>	<b>128,360</b>	<b>130,663</b>	<b>1.8%</b>

# System

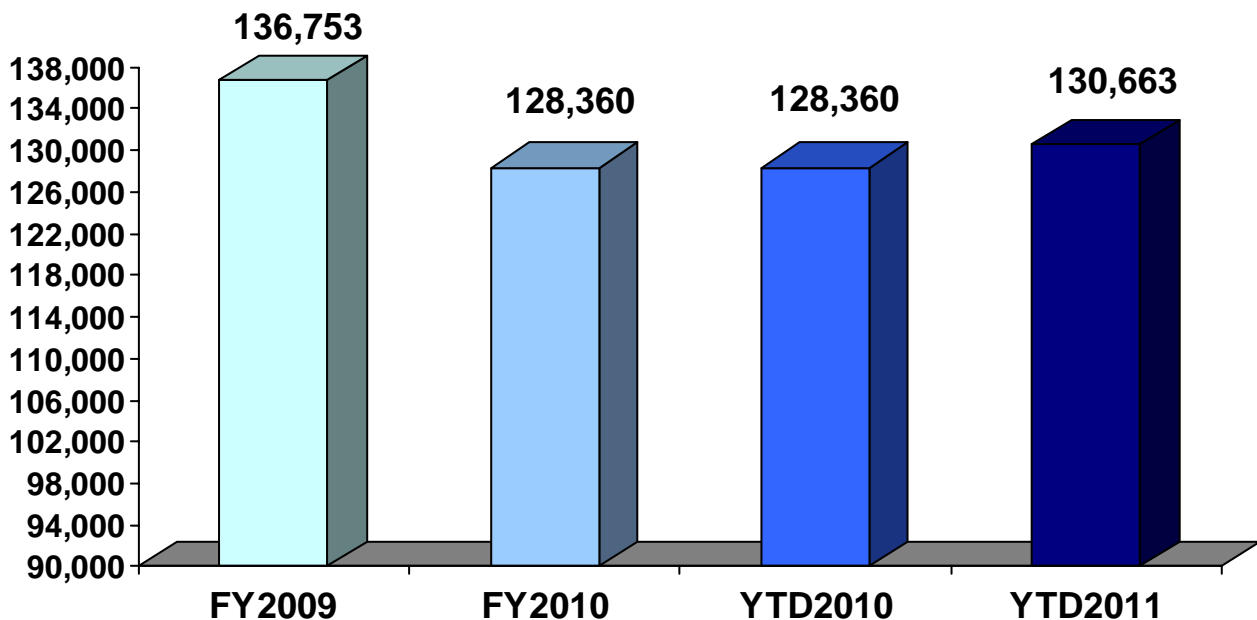
\* Extension Only (No Daly City)

+ Rounded to nearest tens

^ Service cuts/reduced (12/09)

\*\* FY2010 shuttle figures have been adjusted to reflect corrected number of days operated per month

**Chart A**  
**Average Weekday Ridership**





**A G E N D A**  
**FINANCE COMMITTEE**  
**COMMITTEE OF THE WHOLE**

**San Mateo County Transit District Administrative Building**  
**Bacciocco Auditorium - Second Floor**  
**1250 San Carlos Ave., San Carlos, CA**

**WEDNESDAY, JUNE 8, 2011 – 2:20 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Finance Committee Meeting of May 11, 2011
2. Approval of Statement of Revenues and Expenses for April 2011
3. Authorize Adoption of the Fiscal Year 2012 Operating Budget in the Amount of \$128,423,259
4. Authorize Adoption of the Fiscal Year 2012 Capital Budget in the Amount of \$19,180,994
5. Authorize Approval of Bid Documents and Execution of Documents and Payment of Premium for Commodity Price Cap for Fuel Hedging Program for Fiscal Year 2012
6. Authorize Execution of Ten-year Master Agreement and Program Supplements with the California Department of Transportation for State-funded Transit Projects

**CONTRACTS**

7. Authorize Execution of Contracts Over \$100,000 for Technology Related Products and Services to Vendors Under Cooperative Purchasing Agreements for Fiscal Year 2012 for an Aggregate Not-to-Exceed Amount of \$900,000
8. Authorize Execution of Contracts Over \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for Fiscal Year 2012 for an Aggregate Not-to-Exceed Amount of \$850,000
9. Authorize Cancellation of Contract for Automotive Repair Services with Spiteri Complete Auto Service and Repair, Inc.
10. Authorize Rejection of all Bids for Non-asbestos Brake Blocks and Authorize Reissuing the Solicitation

Committee Members: Shirley Harris, Adrienne Tissier

NOTE:

- This Committee meeting may be attended by Board Members who do not sit on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**SAN MATEO COUNTY TRANSIT DISTRICT  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA**

**MINUTES OF FINANCE COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
MAY 11, 2011**

Committee Members Present: S. Harris, A. Tissier

Other Board Members Present, Constituting Committee of the Whole: J. Deal, C. Groom,  
Z. Kersteen-Tucker, A. Lloyd, K. Matsumoto

Other Board Members Absent, Constituting Committee of the Whole: R. Guilbault

Staff Present: J. Cassman, C. Cavitt, A. Chan, E. Goode, G. Harrington, C. Harvey, R. Haskin,  
M. Lee, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Director Adrienne Tissier called the meeting to order at 3:10 p.m.

**Approval of Minutes of Finance Committee Meeting of April 13, 2011**

The Committee approved the minutes (Lloyd/Deal).

**Approval of Revenues and Expenses for March 2011**

Deputy CEO Gigi Harrington said revenues are on budget and there is approximately \$7.7 million in savings on the expense side. Fuel was \$3.40 per gallon last week and year-to-date averaged \$2.60 per gallon. In April a check was received for \$73,000 for the fuel hedge and SamTrans has now received more in revenue from the fuel hedge than the transaction cost.

The Committee (Deal/Harris) unanimously recommended Board acceptance of the report.

**Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2011**

Bill Osher, CSI Capital Management, said it was a very eventful quarter. The stock and bond markets have been all over the place. Oil is currently trading at \$98 per barrel. He said we need to keep an eye on oil and what is going on in Europe. The odds are the economy is going to do fine. He will continue to run the portfolio conservatively, plan for higher rates and keep everything safe.

The Committee (Lloyd/Deal) unanimously recommended Board acceptance of the report.

**Authorize Consenting to Assignment of Investment Management Services Agreement by CSI Capital Management, Inc. to SunTrust Bank**

Ms. Harrington said staff is asking the Committee to recommend the Board move the current contract with CSI Capital Management to SunTrust Bank. Mr. Osher's entire group is being moved to the new vendor. This is a three-year contract, which ends in September with the first option year starting in September. Staff will watch the transition closely and confirm the continuation of services that have been provided in the past.

The Committee (Harris/Lloyd) unanimously recommended Board acceptance of the report.

**Authorize Third Amendment to Agreement with Wells Fargo Insurance Services to Extend the Contract Through June 30, 2012 up to an Additional \$71,480 from \$408,620 to \$480,100**

Ms. Harrington said staff is asking the Committee to recommend the Board extend the term on the existing insurance broker arrangement while a competitive procurement is done. The bulk of the work is done at the end of the fiscal year and staff requires these services to procure insurance for next fiscal year. Staff will bring back a recommendation for award in the next fiscal year.

The Committee (Lloyd/Harris) unanimously recommended Board acceptance of the report.

**Authorize Exchanging up to \$3,700,000 of San Mateo County Transit District Proposition 1B State Local Partnership Program Funds for an Equivalent Amount of Local Caltrain Operating Funds in Fiscal Year (FY) 2012**

Director of Budgets and Grants April Chan said staff is asking the Committee to recommend the Board allow staff to do a fund exchange of up to \$3.7 million of Proposition 1B State Local Partnership funds that can be used to help finance a portion of San Mateo's contribution to the Caltrain Operating Budget in FY2012. At the March 21 workshop, staff told the Board they were still working with the other Peninsula Corridor Joint Powers Board (JPB) members, San Francisco Municipal Transportation Authority (SFMTA), Santa Clara Valley Transportation Authority (VTA), and the Metropolitan Transportation Commission (MTC) how to finance SamTrans' portion towards the Caltrain FY2012 Operating Budget. Since then a tentative agreement has been reached that SamTrans will contribute \$10.6 million, made up of \$4.9 million from the San Mateo County Transportation Authority Measure A funds, \$2 million in repayment from VTA to SamTrans for the right of the way purchase and a \$3.7 million fund swap. The District has \$3.7 million available in Proposition 1B funds. None of this money has been programmed to any projects yet. The requirement for this program is fairly restrictive and the funds can only be used for certain types of transportation projects and has to be matched with sales tax money that qualifies for this program. Staff has been working with VTA to see if the funding could be provided to them and they give SamTrans the \$3.7 million of local money that can be used for its contribution or a fund swap in the capital program. Staff is asking that this concept be approved and to allow an agreement be finalized with VTA.

Chair Matsumoto asked if this is capital project money and VTA is going to give SamTrans operating money. Ms. Chan said that is correct and VTA has agreed in concept.

Chair Matsumoto asked where the monies came from for the Caltrain right of way. Legal Counsel David Miller said it was a combination of Proposition 116 funds, approximately \$120 million and the balance came from SamTrans General Fund.

Chair Matsumoto asked if this action will have any impact on the bus service. Ms. Chan said this pot of money is very restrictive and can only be used for capital and not be used to operate SamTrans bus service.

Public Comment

Irvin Dawid, Palo Alto, urged the Board to approve the fund swap. The public and SamTrans riders will see the Board is choosing between SamTrans or Caltrain, but the public needs to understand SamTrans is paying for BART. The public also needs to see how much the JPB partners owe SamTrans.

Adina Levin, Friends of Caltrain, thanked the Board for working with the other counties and MTC to put a package together for funding for Caltrain and urged the Board to approve this action. She said since the last Caltrain board meeting over 290 people signed a petition in support of the FY2012 and FY2013 Caltrain budget being passed.

Pat Giorni, Burlingame, said she was encouraged by Chair Matsumoto's comments of saving Caltrain, but not at the cost of SamTrans service. She is vehemently opposed to SamTrans using the \$2 million in repayment of funds from VTA to pay for Caltrain. She said it is time for the JPB to reassess the morning boarding formula for the counties and adjust the member contributions.

April Vargas, Montara, thanked the Board for the SamCoast service. The people on the coastside care about Caltrain because they believe in regional transit. She urged the Board to approve this fund swap.

Ed DeLanoy, San Carlos, said off-peak trains should be shortened to reduce fuel costs. General Manager/CEO Michael Scanlon said coupling and uncoupling the trains would far exceed the cost that would be saved in fuel. There are also issues with maintenance costs of coupling and uncoupling and Federal Railroad Administration testing that must be done when trains are coupled and uncoupled.

Andy Chow, Friends of Caltrain, asked the Board to support staff's recommendation to maintain Caltrain's service. SamTrans is paying Caltrain for what they could have done and that is providing express bus service.

Director Tissier said she hopes the Board supports this item. She said all three JPB partners and MTC support this item because at a regional level everyone recognizes the importance of Caltrain. This is not just about Caltrain it is about the overall health of the local and regional county. She said this cannot go on forever and her goal was to get two years of funding, but need to work very hard as a tri-county get a long-term sustainable funding source.

The Committee (Lloyd/Kersteeen-Tucker) unanimously recommended Board acceptance of the report.

**Authorize Negotiation Principles to Explore Certain Funding Options to Finance Caltrain Operations with the Peninsula Corridor Joint Powers Board Member Agencies and the Metropolitan Transportation Commission in Fiscal Year 2013 and Beyond**

Ms. Harrington said this is a companion piece to the previous item. The JPB has asked staff to make best efforts to come back with a balancing plan for FY2013. Ms. Harrington said staff is asking the Committee recommend the Board approve the negotiating principles that would outline how staff would work with MTC and the JPB partners to complete the balancing of the FY2013 budget. There is no balancing plan in place yet for FY2013. She said staff would like



the Board to consider these principles, which include reevaluation of the boarding formula, exploration of the cost of Gilroy service, consideration of a management fee to the District for the management of the program and consideration of potentially using more of the right-of-way repayment from VTA than has been authorized previously.

Director Carole Groom asked for a snapshot of SFMTA. Mr. Scanlon said SFMTA has a significant operating deficit, but their contribution to Caltrain is not much. SFMTA and VTA are much greater in size than SamTrans so it is much more of a commitment for SamTrans than the other two partners.

Chair Matsumoto said San Francisco and Santa Clara have the advantage of sales tax revenue and would like to see the formula adjusted.

Director Tissier asked if all these principles have to happen. Mr. Scanlon said staff may not use all these principles but are open to other ideas. These principles are setting forth, as a matter of policy for this Board and for the partners to fully understand, why we have some of the positions that we have. He said there needs to be an equitable formula and the formula was originally built on A.M. peak boardings. Mr. Scanlon said the partners got in fiscal trouble long before SamTrans did and the formulas remained the same, causing San Mateo to subsidize Caltrain for many years. It is time to look at what is regional mobility and Caltrain is just one piece of making transit sustainable in the nine-county Bay Area.

Director Kersteen-Tucker said she is supportive of the negotiation principles but her concern is that the pressure is kept and the momentum is not lost so we are not back in this same position in the next year or two years. She appreciates what the Friends of Caltrain are doing and their grass roots efforts.

Mr. Scanlon said the Silicon Valley Leadership Group just finished eight regional workshops and they are committed to saving Caltrain as their number one priority. He said staff is working on the messaging of saving Caltrain and Director Tissier is carrying the ball over at MTC.

Mr. Miller said at a JPB meeting, Director Tissier made the motion that this action happen as soon as possible.

Director Tissier said once ridership is lost on Caltrain it is gone and will not come back. Caltrain has the best model for a rail service. She said we need to get all the counties involved to save the Caltrain system.

#### Public Comment

Pat Giorni, Burlingame, said one negotiation principle that should be added is that a few years ago MTC did a deal where the State was going to pass through some money to help Caltrain. Since the State stopped the money maybe the deal needs to be restructured.

Adina Levin, Friends of Caltrain, thanked the Board for working on this and the principles. She said Friends of Caltrain supports rebalancing the ridership numbers and formulas for the partners.

The Committee (Groom/Lloyd) unanimously recommended Board acceptance of the report.

**Authorize Award of Contract to OfficeMax, Inc. and Staples, Inc. for the Purchase and Delivery of General Office Supplies and Related Items for an Aggregate Total Estimated Cost of up to \$150,000 for a Two-year Term**

Director of Contracts and Procurement Cheryl Cavitt said staff is asking the Committee to recommend the Board award a contract to OfficeMax, Inc. and Staples, Inc. for general office supplies. Staff was able to secure very competitive pricing using the Western States Contracting Alliance (WSCA). As a result of using WSCA staff now has a very large catalog of items available to the District and access to over 600 Minority, Women and Emerging Small Business manufactured items.

The Committee (Kersteen-Tucker/Harris) unanimously recommended Board approval of the policy.

**Authorize Award of Contract to Carl Warren & Company for Public Liability Claims Administration, Investigation and Adjustment Services for an Estimated Cost of \$567,000 for a Five-year Term**

Ms. Cavitt said staff is in receipt of a protest from John Glenn Adjustors and Administrators of staff's recommendation for this award. The protest was found to be untimely and without merit and was rejected by staff. Ms. Cavitt said staff is asking the Board to sustain the rejection of protest.

Mr. Miller said legal counsel supports staff's recommendation to reject the protest.

No one from John Glenn was in attendance to address the Board.

A motion (Lloyd/Harris) to reject the protest by John Glenn Adjustors and Administrators was approved unanimously.

Director Tissier asked for a motion to award the contract to Carl Warren & Company.

The Committee (Lloyd/Harris) unanimously recommended Board acceptance of the report.

**Authorize Award of Contract to Standard Insurance Company for Life and Accidental Death and Dismemberment Insurance for an Estimated Cost of \$356,400 for a Three-year Term**

No discussion on item.

The Committee (Kersteen-Tucker/Harris) unanimously recommended Board approval of the policy.

Public Comment

Jerry Grace, San Lorenzo, asked if this is related to a bad accident. Mr. Scanlon said this item is for benefits for employees.

The Committee (Kersteen-Tucker/Lloyd) unanimously recommended Board acceptance of the report.

### **Preliminary Fiscal Year 2012 Operating Budget**

Ms. Harrington made the following points:

- Revenues are \$143.4 million.
- The FY2012 budget increased \$6.4 million from FY2011.
- Operating expenses are \$128.4 million.
- District-operated bus expenses decreased by \$600,000.
- Contracted service expenses increased by \$1 million.
- Paratransit program expenses increased 300,000.
- Multimodal transit program expenses decreased by \$4.3 million.
- The debt service requirement for BART is \$24.5 million
- A total of \$12.6 million in reserves will be used to balance the FY2012 budget.

Ms. Harrington said a final budget will be brought back to the June meeting for adoption.

Chair Matsumoto asked about the use of the reserves this year to balance the budget and the possibility of no reserves left within two years. Mr. Scanlon said at this rate the reserves would be gone by 2015. The Financial Capacity Committee of this Board has been working on this issue since 2005 and has made recommendations to staff, from service reductions to staff furlough days.

Chair Matsumoto asked how much is remaining in the reserves. Ms. Harrington said it is approximately \$70 million as of FY2010, but these funds are used for debt service.

Mr. Scanlon said the money was set aside to pay the debt service, but is being used to keep SamTrans in business.

Ms. Harrington said the sales tax is sufficient to cover the bus service, but have grown to more business units.

Chair Matsumoto asked if this money can be used for operating money under Measure A. Mr. Scanlon said the money can be used for Caltrain, paratransit and some shuttles.

### Public Comment

Jerry Grace, San Lorenzo, asked about the money budgeted for paratransit. Mr. Scanlon said the cost per trip is very significant for Redi-Wheels passengers versus a bus trip.

### **Preliminary Fiscal Year 2012 Capital Budget**

Manager of Budgets, Eva Goode made the following points:

- The FY2012 Capital Budget sustains the District's existing service and infrastructure network, ensures operating and maintenance facilities are in a state of good repair and invests in facility and equipment improvements to provide a safe and secure environment for patrons and employees.
- The six project categories of the Capital Budget are:
  - Revenue vehicles replacement: \$1 million to replace 10 cutaways used for paratransit that are at the end of their useful lives.
  - Revenue vehicles support: \$1.1 million to procure bus parts, engines, transmissions and replace support vehicles.

- Information technology: \$13.8 million to replace and upgrade information technology equipment, upgrade the radio backbone to meet Federal Communications Commission narrowbanding requirements by January 2013 and the full funding for Phases 1 and II of the PeopleSoft Systems Integration Project/Business Optimization Program.
- Development:\$1.1 million to undertake a Comprehensive Operational Analysis (COA) to evaluate the District's transportation services and develop, support and monitor the District's capital for the COA and develop support of the capital program.
- Facilities:\$1.9 million for improvement and rehabilitation to maintain a safe and secure environment for transit operations.
- The total Capital Budget is \$19.2 million
- Funding sources for FY2012 include Federal, State and district sales tax.
- Sales tax funding ranges from 20-50 percent of the budget.

Director Tissier adjourned the committee meeting in memory of Director Omar Ahmad who was the chair of the Finance Committee.

**Adjourned:** 4:24 p.m.

SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD  
ENDING APRIL 30, 2011 AND SUPPLEMENTAL INFORMATION**

**ACTION**

Staff proposes the Committee recommend that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of April 2011 and supplemental information.

**SIGNIFICANCE**

**Revenues:** *Total Revenues* (page 1, line 13) are \$1,515,557 or 1.3 percent *worse* than revised budget. *Passenger Fares* (page 1, line 1) are *better* than budget by \$56,231 or 0.4 percent, *Operating Grants* (page 1, line 3) are *worse* than budget by \$1,951,414 or 54.2 percent offset by *Investment Interest* (page 1, line 8) which is *better* than budget by \$217,971 or 7.3 percent and *Other Interest, Rent & Other Income* (page 1, line 10) is *better* than budget by \$230,464 or 5.3 percent.

**Expenses:** *Total Expenses* (page 4, line 74) are \$7,398,911 or 6.7 percent *better* than revised budget. Within *Total Expenses*, *Total Motor Bus* (page 3, line 47) is *better* than budget by \$5,969,797 or 7.3 percent, *Total ADA Programs* (page 4, line 56) are *better* than budget by \$1,580,763 or 13.1 percent and *Total Multi-Modal Programs* (page 4, line 72) are *worse* than budget by \$151,648 or 0.9 percent.

**Budget Amendments:** There are no budget amendments for the month of April 2011.

**SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2011  
APRIL 2011**

% OF YEAR ELAPSED: **83.3%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET*	REVISED BUDGET**	% REV BUDGET
<b>SOURCES OF FUNDS</b>								
<b>Operating Revenues</b>								
1 Passenger Fares	1,392,904	14,192,097	14,354,064	14,297,833	100.4	17,157,400	17,157,400	83.7
2 TDA and STA Funds	0	21,956,132	29,835,175	29,835,175	100.0	30,860,639	29,835,175	100.0
3 Operating Grants	518,782	2,622,797	1,647,765	3,599,179	45.8	10,577,283	11,388,870	14.5
4 Measure A Contribution and AB434 Funds	634,816	7,260,322	7,304,466	7,373,275	99.1	8,834,888	8,834,888	82.7
<b>5 Subtotal - Operating Revenues</b>	<b>2,546,502</b>	<b>46,031,348</b>	<b>53,141,470</b>	<b>55,105,462</b>	<b>96.4</b>	<b>67,430,210</b>	<b>67,216,333</b>	<b>79.1</b>
<b>Other Revenue Sources</b>								
7 District 1/2 Cent Sales Tax	4,471,737	48,470,186	49,954,625	49,954,625	100.0	60,000,000	60,000,000	83.3
8 Investment Interest	256,380	4,625,578	3,194,277	2,976,306	107.3	4,170,010	3,471,758	92.0
9 Pass through to Other Agencies	81,274	156,112	812,744	812,744	100.0	975,293	1,250,896	65.0
10 Other Interest, Rent & Other Income	521,713	4,990,994	4,581,903	4,351,439	105.3	5,082,780	5,193,677	88.2
11 Reserves	0	4,652,393	0	0	-	2,811,073	2,811,073	0.0
<b>12 Subtotal - Other Revenues</b>	<b>5,331,105</b>	<b>62,895,263</b>	<b>58,543,549</b>	<b>58,095,114</b>	<b>100.8</b>	<b>73,039,156</b>	<b>72,727,404</b>	<b>80.5</b>
<b>13 Total Revenues</b>	<b>7,877,607</b>	<b>108,926,611</b>	<b>111,685,019</b>	<b>113,200,576</b>	<b>98.7</b>	<b>140,469,366</b>	<b>139,943,737</b>	<b>79.8</b>
<b>14 Capital Assistance</b>	<b>472,083</b>	<b>49,431,868</b>	<b>4,217,959</b>	<b>4,217,959</b>	<b>100.0</b>	<b>4,447,354</b>	<b>20,171,195 A</b>	<b>20.9</b>
<b>15 Reserves Programmed for Capital</b>	<b>378,593</b>	<b>4,958,099</b>	<b>3,098,410</b>	<b>3,098,410</b>	<b>100.0</b>	<b>0</b>	<b>15,472,058 A</b>	<b>0.0</b>
<b>16 Total Revenues - All Sources</b>	<b>8,728,283</b>	<b>163,316,578</b>	<b>119,001,388</b>	<b>120,516,945</b>	<b>98.7</b>	<b>144,916,720</b>	<b>175,586,990</b>	<b>67.8</b>
<b>USES OF FUNDS</b>								
<b>Operations</b>								
20 District Motor Bus	8,537,869	76,727,594	75,631,726	81,601,523	92.7	98,189,247	98,990,997	76.4
21 A. D. A. Programs	1,109,662	10,788,516	10,481,662	12,062,425	86.9	13,773,430	13,773,430	76.1
22 Caltrain	1,055,553	14,041,884	12,596,769	12,596,769	100.0	14,707,875	14,707,875	85.6
23 Other Multimodal Programs	448,448	3,482,430	3,762,824	3,611,176	104.2	4,084,620	4,205,354	89.5
<b>24 Subtotal - Operating Costs</b>	<b>11,151,532</b>	<b>105,040,424</b>	<b>102,472,982</b>	<b>109,871,893</b>	<b>93.3</b>	<b>130,755,172</b>	<b>131,677,656</b>	<b>77.8</b>
<b>Other Uses of Funds</b>								
26 Pass through to Other Agencies	81,274	156,112	812,744	812,744	100.0	975,293	1,250,896	65.0
27 Transfer Out to Debt Service	2,037,678	20,375,290	20,376,780	20,376,780	100.0	24,451,963	24,451,963	83.3
28 Fiscal Agent Fees	3,525	14,038	13,343	20,400	65.4	27,400	27,400	48.7
29 Land Transfer Interest Expense	0	16,600	3,878	80,000	4.8	80,000	80,000	4.8
<b>30 Subtotal - Other Uses</b>	<b>2,122,477</b>	<b>20,562,040</b>	<b>21,206,745</b>	<b>21,289,924</b>	<b>99.6</b>	<b>25,534,656</b>	<b>25,810,259</b>	<b>82.2</b>
<b>31 Capital Programs</b>	<b>932,085</b>	<b>55,679,809</b>	<b>8,057,372</b>	<b>8,057,372</b>	<b>100.0</b>	<b>8,624,325</b>	<b>39,820,224 A</b>	<b>20.2</b>
<b>32 Total Uses of Funds</b>	<b>14,206,094</b>	<b>181,282,273</b>	<b>131,737,098</b>	<b>139,219,189</b>	<b>94.6</b>	<b>164,914,153</b>	<b>197,308,139</b>	<b>66.8</b>
<b>34 SURPLUS/(DEFICIT) FOR PERIOD</b>	<b>(5,477,811)</b>	<b>(17,965,695)</b>	<b>(12,735,710)</b>	<b>(18,702,244)</b>	<b>68.1</b>	<b>(19,997,433)</b>	<b>(21,721,149)</b>	<b>58.6</b>

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**Note A** - The Revised Budget includes the year end rollover of existing capital projects (unaudited).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STATEMENT OF REVENUES  
FISCAL YEAR 2011  
APRIL 2011**

% OF YEAR ELAPSED: 83.3%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET*	REVISED BUDGET**	% REV BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>								
1 <b>TOTAL MOTOR BUS FARES</b>	1,333,425	13,623,146	13,726,909	13,631,667	100.7	16,358,000	16,358,000	83.9
2 <b>LOCAL (TDA) TRANSIT FUND:</b>								
3 <b>General Operating Assistance</b>	0	20,552,535	23,503,880	23,503,880	100.0	23,503,880	23,503,880	100.0
4 <b>STATE TRANSIT ASSISTANCE:</b>								
5 <b>Local STA Operating Assistance</b>	0	181,007	4,483,131	4,483,131	100.0	5,511,071	4,483,131	100.0
6 <b>OPERATING GRANTS</b>								
7 <b>Planning Assistance Grant</b>	518,782	2,585,568	1,537,928	1,981,011	77.6	9,382,536	8,917,786	17.2
8 <b>DISTRICT 1/2 CENT SALES TAX:</b>								
9 General Operating Asst.	6,328,394	30,794,117	28,635,737	34,496,350	83.0	39,275,037	41,532,697	68.9
10 Accessibility Fixed Route	85,097	823,668	871,812	590,341	147.7	684,635	684,635	127.3
11 Use of Reserves	0	4,652,393	0	0	0.0	0	0	0.0
12 <b>TOTAL 1/2 CENT SALES TAX</b>	6,413,491	36,270,178	29,507,549	35,086,691	84.1	39,959,672	42,217,332	69.9
13 <b>INVESTMENT INTEREST INCOME:</b>								
14 <b>Investment Interest Income</b>	16,203	86,108	128,825	98,690	130.5	86,830	123,610	104.2
15 <b>OTHER REVENUE SOURCES:</b>								
16 Overnight Deposits Interest Income	152	1,959	1,310	2,200	59.5	2,640	2,640	49.6
17 Rental Income	86,808	860,776	867,747	873,290	99.4	1,047,940	1,047,940	82.8
18 Advertising Income	94,323	1,274,766	948,363	1,183,333	80.1	1,420,000	1,420,000	66.8
19 Other Income	74,684	1,264,855	926,086	757,630	122.2	916,678	916,678	101.0
20 <b>TOTAL OTHER REVENUES</b>	255,967	3,402,356	2,743,505	2,816,453	97.4	3,387,258	3,387,258	81.0
21								
22 <b>TOTAL MOTOR BUS</b>	8,537,869	76,700,898	75,631,726	81,601,523	92.7	98,189,247	98,990,997	76.4
23								
24 <b>AMERICAN DISABILITIES ACT:</b>								
25 Passenger Fares Redi-Wheels	59,479	568,951	627,155	666,167	94.1	799,400	799,400	78.5
26 Local TDA 4.5 Redi-Wheels	0	1,081,710	1,237,046	1,237,046	100.0	1,237,046	1,237,046	100.0
27 Local STA - Paratransit	0	140,880	611,118	611,118	100.0	608,642	611,118	100.0
28 Operating Grants	0	0	0	1,508,330	0.0	1,094,747	2,361,247	0.0
29 Sales Tax - District ADA Programs	754,475	5,311,210	4,739,019	4,624,033	102.5	5,855,529	4,630,382	102.3
30 Sales Tax - Paratransit Suppl. Coastside	94,315	948,688	927,639	1,067,524	86.9	1,300,726	1,300,726	71.3
31 Interest Income - Paratransit Fund	34,335	338,473	353,284	366,471	96.4	477,340	433,511	81.5
32 Measure A Redi-Wheels	167,058	1,954,378	1,986,402	1,981,736	100.2	2,400,000	2,400,000	82.8
33								
34 <b>TOTAL ADA PROGRAMS</b>	1,109,662	10,344,290	10,481,663	12,062,425	86.9	13,773,430	13,773,430	76.1
35 <b>MULTIMODAL TRANSIT PROGRAMS:</b>								
36 Sales Tax - Caltrain	721,437	10,133,129	8,623,964	8,633,297	99.9	9,907,875	9,907,875	87.0
37 Transfer from TA for Caltrain	334,116	3,908,755	3,972,805	3,963,472	100.2	4,800,000	4,800,000	82.8
38 TA Funded SM/Caltrain Shuttles	88,975	922,189	898,592	981,400	91.6	1,098,888	1,098,888	81.8
39 Employer Share SM/Caltrain Shuttles	25,628	340,769	383,555	385,485	99.5	316,122	427,019	89.8
40 AB434 Funds - SamTrans Shuttles	44,667	475,000	446,667	446,667	100.0	536,000	536,000	83.3
41 Employer Share SamTrans Shuttles	240,118	1,247,869	1,454,843	1,149,500	126.6	1,379,400	1,379,400	105.5
42 Sales Tax - SamTrans Shuttle Program	21,920	237,429	259,690	278,897	93.1	335,960	335,960	77.3
43 Operating Grants	0	37,229	109,837	109,837	100.0	100,000	109,837	100.0
44 Sales Tax - Gen. Operating Asst.	27,140	221,945	209,640	259,388	80.8	318,250	318,250	65.9
45								
46 <b>TOTAL MULTIMODAL</b>	1,504,001	17,524,314	16,359,593	16,207,944	100.9	18,792,495	18,913,229	86.5
47								
48 <b>TOTAL REVENUES</b>	11,151,532	104,569,502	102,472,982	109,871,892	93.3	130,755,172	131,677,656	77.8

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**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2011  
APRIL 2011**

% OF YEAR ELAPSED: 83.3%

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET*	REVISED BUDGET**	% REV BUDGET
<b>DISTRICT OPERATED BUSES</b>								
1 Wages & Benefits	5,095,473	43,889,362	42,652,484	44,931,884	94.9	54,414,983	54,380,750	78.4
2								
3 Services:								
4 Board of Directors	6,796	45,721	43,610	44,283	98.5	53,100	53,100	82.1
5 Contracted Vehicle Maintenance	73,333	480,497	582,953	800,500	72.8	930,600	930,600	62.6
6 Property Maintenance	118,080	835,437	902,454	1,070,667	84.3	1,282,500	1,282,500	70.4
7 Professional Services	165,665	1,765,672	1,730,853	2,520,593	68.7	2,955,181	3,630,733	47.7
8 Technical Services	291,170	2,952,072	3,036,282	3,327,350	91.3	3,907,744	4,076,775	74.5
9 Other Services	33,792	278,771	241,431	303,223	79.6	362,924	362,924	66.5
10								
11 Materials & Supply:								
12 Fuel & Lubricants	404,069	3,433,588	3,518,725	4,651,845	75.6	5,582,214	5,582,214	63.0
13 Bus Parts & Materials	135,404	1,538,305	1,177,816	1,458,910	80.7	1,750,972	1,738,972	67.7
14 Uniforms & Driver Expense	9,473	259,971	263,521	343,553	76.7	379,098	375,694	70.1
15 Timetables & Tickets	10,764	160,732	119,966	176,567	67.9	213,800	212,200	56.5
16 Office Supplies / Printing	21,382	184,856	206,825	297,197	69.6	332,130	349,036	59.3
17 Other Materials & Supply	9,171	121,067	96,635	146,000	66.2	175,000	175,000	55.2
18								
19 Utilities:								
20 Telephone	26,921	313,301	274,431	400,440	68.5	480,500	480,500	57.1
21 Other Utilities	68,642	790,806	754,801	801,667	94.2	1,001,000	962,000	78.5
22 Insurance Costs	207,988	1,906,133	2,075,158	2,076,643	99.9	2,492,000	2,492,000	83.3
23 Workers' Compensation	262,918	2,620,484	2,647,819	2,685,050	98.6	3,222,060	3,222,060	82.2
24 Taxes & License Fees	54,546	333,137	376,232	407,533	92.3	489,039	489,039	76.9
25 Fixed Route Accessibility	85,097	823,668	871,812	590,341	147.7	684,635	684,635	127.3
26 Leases & Rental	8,567	86,672	86,712	93,538	92.7	111,718	111,718	77.6
27 Promotional & Legal Advertising	18,183	157,661	102,188	220,035	46.4	279,840	259,840	39.3
28 Training & Business Travel	13,782	100,953	94,893	175,553	54.1	195,710	206,710	45.9
29 Dues & Membership	6,731	34,705	68,468	73,008	93.8	84,045	84,543	81.0
30 Postage & Other	2,577	48,759	55,378	229,686	24.1	313,564	313,564	17.7
31								
32 <b>Total District Operated Buses</b>	<b>7,130,524</b>	<b>63,162,330</b>	<b>61,981,447</b>	<b>67,826,066</b>	<b>91.4</b>	<b>81,694,357</b>	<b>82,457,107</b>	<b>75.2</b>
33								
34								
35 <b>CONTRACTED BUS SERVICES</b>								
36 Contracted Urban Bus Service	1,225,643	11,899,210	11,950,065	12,073,503	99.0	14,488,202	14,488,202	82.5
37 Other Related Costs	36,136	287,030	294,563	288,738	102.0	310,800	349,800	84.2
38 Insurance Costs	53,903	545,202	544,145	545,810	99.7	655,000	655,000	83.1
39 Coastside Services	50,147	504,401	503,042	473,547	106.2	568,256	568,256	88.5
40 Redi Coast Non-ADA	17,594	162,030	187,265	185,717	100.8	222,860	222,860	84.0
41 Other Related Costs	1,140	14,121	8,481	34,717	24.4	41,660	41,660	20.4
42 La Honda - Pescadero	9,975	43,438	39,900	43,750	91.2	52,500	52,500	76.0
43 SamCoast - Pescadero	11,688	105,414	115,785	118,052	98.1	141,662	141,662	81.7
44 Other Related Cost - SamCoast	1,119	4,418	7,033	11,625	60.5	13,950	13,950	50.4
45 <b>Total Contracted Bus Service</b>	<b>1,407,345</b>	<b>13,565,264</b>	<b>13,650,280</b>	<b>13,775,457</b>	<b>99.1</b>	<b>16,494,890</b>	<b>16,533,890</b>	<b>82.6</b>
46								
47 <b>TOTAL MOTOR BUS</b>	<b>8,537,869</b>	<b>76,727,594</b>	<b>75,631,726</b>	<b>81,601,523</b>	<b>92.7</b>	<b>98,189,247</b>	<b>98,990,997</b>	<b>76.4</b>

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**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2011  
APRIL 2011**

**% OF YEAR ELAPSED: 83.3%**

<u>EXPENSES</u>	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET*	REVISED BUDGET**	% REV BUDGET
<b>AMERICAN DISABILITY ACT PROGRAMS</b>								
Elderly & Disabled/Redi-Wheels	463,212	4,738,093	4,588,272	5,510,440	83.3	6,769,180	6,137,180	74.8
Other Related Costs	213,055	1,795,601	1,723,123	2,106,983	81.8	2,527,380	2,527,380	68.2
ADA Sedan Service	224,087	2,237,907	2,209,203	2,214,853	99.7	1,781,024	2,413,024	91.6
ADA Accessibility Support	72,493	639,848	605,943	733,461	82.6	880,120	880,120	68.8
Coastside ADA Support	94,315	948,688	927,639	1,067,524	86.9	1,300,726	1,300,726	71.3
Insurance Costs	42,499	428,379	427,482	429,163	99.6	515,000	515,000	83.0
<b>TOTAL ADA PROGRAMS</b>	<b>1,109,662</b>	<b>10,788,516</b>	<b>10,481,662</b>	<b>12,062,425</b>	<b>86.9</b>	<b>13,773,430</b>	<b>13,773,430</b>	<b>76.1</b>
<b>MULTIMODAL TRANSIT PROGRAMS</b>								
<b>CALTRAIN SERVICE</b>								
Peninsula Rail Service	1,055,553	14,041,884	12,596,769	12,596,769	100.0	14,707,875	14,707,875	85.6
<b>Total Caltrain Service</b>	<b>1,055,553</b>	<b>14,041,884</b>	<b>12,596,769</b>	<b>12,596,769</b>	<b>100.0</b>	<b>14,707,875</b>	<b>14,707,875</b>	<b>85.6</b>
<b>OTHER SUPPORT</b>								
Dumbarton Express Service	11,500	104,546	105,017	105,125	99.9	126,150	126,150	83.2
SamTrans Shuttle Service	306,705	1,960,298	2,161,200	1,875,064	115.3	2,251,360	2,251,360	96.0
SM/Caltrain Shuttles	114,603	1,300,188	1,391,985	1,476,723	94.3	1,515,010	1,635,744	85.1
Maintenance Multimodal Facilities	15,640	117,398	104,623	154,264	67.8	192,100	192,100	54.5
<b>Total Other Support</b>	<b>448,448</b>	<b>3,482,430</b>	<b>3,762,824</b>	<b>3,611,176</b>	<b>104.2</b>	<b>4,084,620</b>	<b>4,205,354</b>	<b>89.5</b>
<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>1,504,001</b>	<b>17,524,314</b>	<b>16,359,593</b>	<b>16,207,945</b>	<b>100.9</b>	<b>18,792,495</b>	<b>18,913,229</b>	<b>86.5</b>
<b>TOTAL EXPENSES</b>	<b>11,151,532</b>	<b>105,040,424</b>	<b>102,472,982</b>	<b>109,871,893</b>	<b>93.3</b>	<b>130,755,172</b>	<b>131,677,656</b>	<b>77.8</b>

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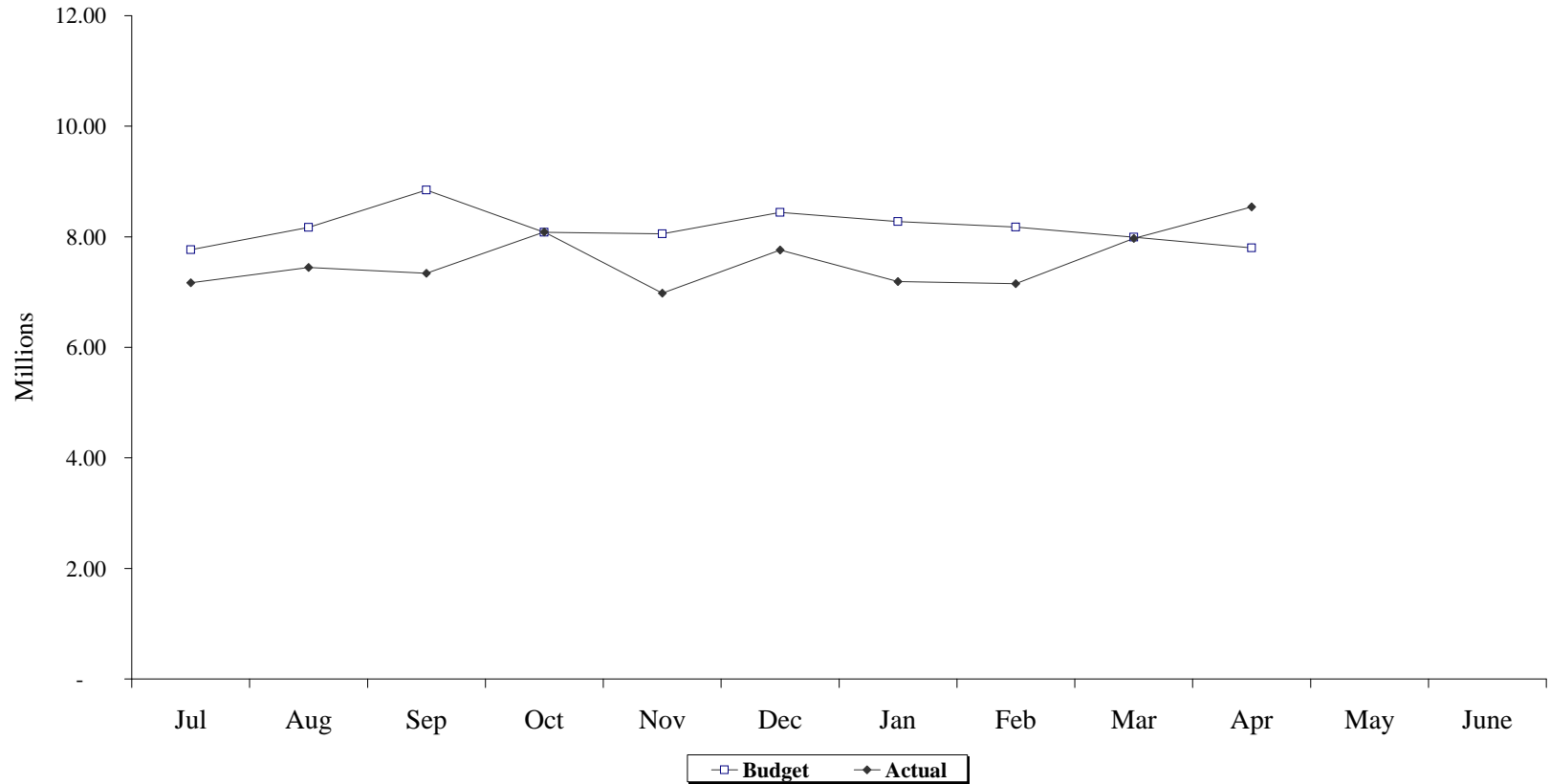
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## SAN MATEO COUNTY TRANSIT DISTRICT

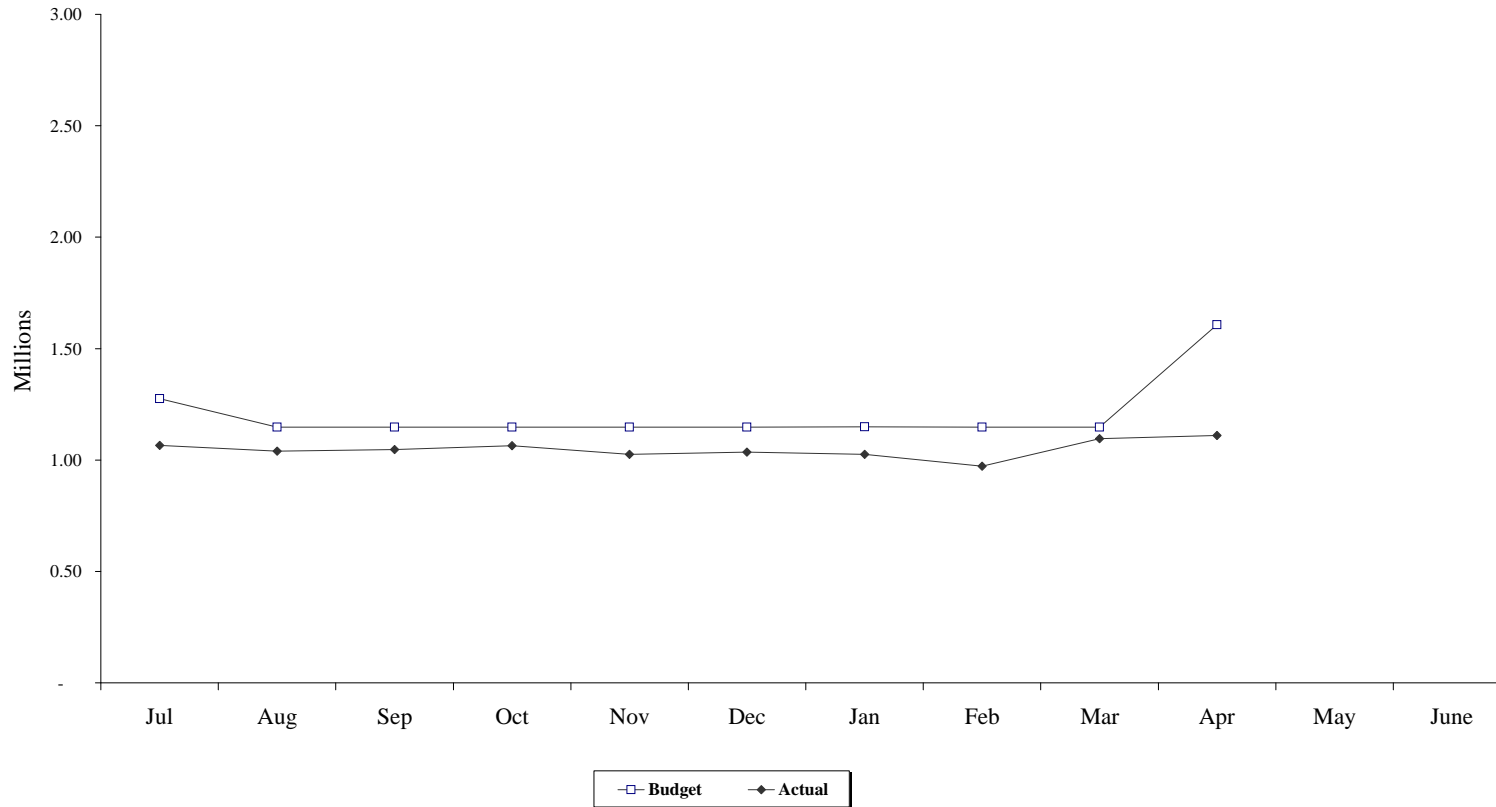
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2011



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
<b>Budget</b>	7,766,610	8,170,634	8,842,573	8,082,252	8,055,171	8,440,075	8,275,876	8,177,492	7,990,412	7,800,429			
<b>Actual</b>	7,166,097	7,443,503	7,340,348	8,083,999	6,981,605	7,761,065	7,192,138	7,154,007	7,971,095	8,537,869			
<b>CUMULATIVE EXPENSES</b>													
<b>Budget</b>	7,766,610	15,937,243	24,779,816	32,862,068	40,917,239	49,357,314	57,633,190	65,810,683	73,801,095	81,601,523			
<b>Actual</b>	7,166,097	14,609,599	21,949,948	30,033,947	37,015,552	44,776,617	51,968,755	59,122,762	67,093,857	75,631,726			
<b>Variance - F(U)</b>	600,513	1,327,644	2,829,869	2,828,121	3,901,687	4,580,697	5,664,436	6,687,921	6,707,238	5,969,797			
<b>Variance %</b>	7.73%	8.33%	11.42%	8.61%	9.54%	9.28%	9.83%	10.16%	9.09%	7.32%			

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL**  
**FISCAL YEAR 2011**

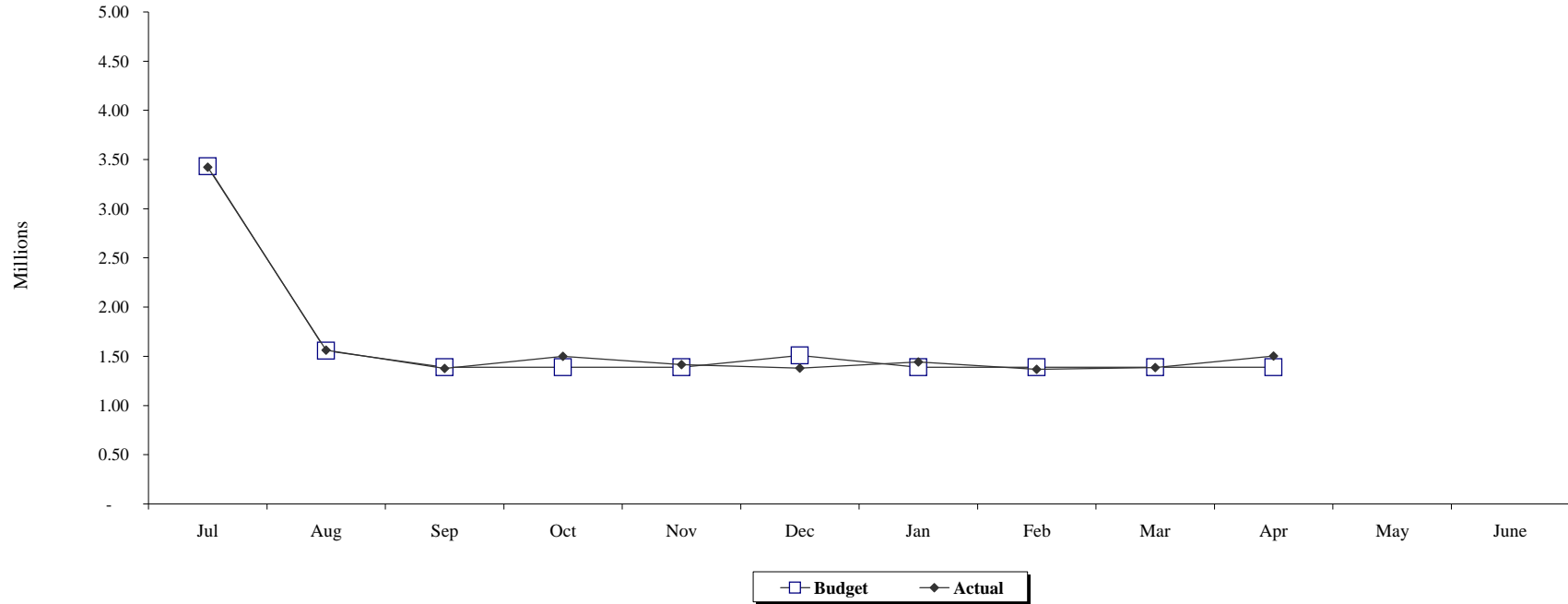


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	1,274,897	1,147,355	1,147,355	1,147,355	1,147,355	1,147,355	1,149,355	1,147,355	1,147,355	1,606,688		
<b>Actual</b>	1,065,703	1,039,441	1,047,366	1,064,705	1,025,377	1,035,058	1,025,650	972,264	1,096,437	1,109,662		
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	1,274,897	2,422,252	3,569,607	4,716,962	5,864,317	7,011,672	8,161,027	9,308,382	10,455,737	12,062,425		
<b>Actual</b>	1,065,703	2,105,144	3,152,510	4,217,215	5,242,592	6,277,650	7,303,300	8,275,564	9,372,001	10,481,662		
<b>Variance - F(U)</b>	209,194	317,108	417,097	499,747	621,725	734,022	857,727	1,032,818	1,083,736	1,580,763		
<b>Variance %</b>	16.41%	13.09%	11.68%	10.59%	10.60%	10.47%	10.51%	11.10%	10.36%	13.10%		

## SAN MATEO COUNTY TRANSIT DISTRICT

### MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2011



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	3,431,492	1,556,014	1,387,439	1,387,438	1,387,438	1,508,172	1,387,438	1,387,438	1,387,438	1,387,638		
Actual	3,421,682	1,563,465	1,377,708	1,499,612	1,416,979	1,379,609	1,442,408	1,368,319	1,385,811	1,504,001		
<b>CUMULATIVE EXPENSES</b>												
Budget	3,431,492	4,987,506	6,374,945	7,762,383	9,149,821	10,657,993	12,045,431	13,432,868	14,820,307	16,207,945		
Actual	3,421,682	4,985,147	6,362,855	7,862,467	9,279,445	10,659,054	12,101,462	13,469,781	14,855,592	16,359,593		
Variance - F(U)	9,810	2,359	12,089	(100,085)	(129,625)	(1,062)	(56,032)	(36,913)	(35,286)	(151,649)		
Variance %	0.29%	0.05%	0.19%	-1.29%	-1.42%	-0.01%	-0.47%	-0.27%	-0.24%	-0.94%		

SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF BUDGET ACTIVITY FOR APRIL 2011

BUDGET AMENDMENTS

Amount	Line Item	Description
Apr-11		No Budget Amendments in April 2011.
<u>\$ -</u> Total		<u>\$ -</u> Total

BUDGET REVISIONS

Amount	Line Item	Description
Apr-11		No Budget Revisions in April 2011.
<u>\$ -</u> Total		<u>\$ -</u> Total

SAN MATEO COUNTY TRANSIT DISTRICT  
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS  
FY2010 & FY2011  
APRIL 2011

5/27/11 2:03 PM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
<b>FY2010:</b>					
1st Quarter	15,555,000	1st Quarter	14,554,695	(1,000,305)	14,554,695
2nd Quarter	16,492,000	2nd Quarter	15,240,785	(1,251,215)	15,240,785
3rd Quarter	12,306,440	3rd Quarter	13,646,042	1,339,602	13,646,042
4th Quarter	15,646,560	4th Quarter	15,046,028	(600,532)	15,046,028
<b>FY2010 Total</b>	<b>60,000,000</b>	<b>FY2010 Total</b>	<b>58,487,550</b>	<b>(1,512,450)</b>	<b>58,487,550</b>
<b>FY2011</b>					
Jul. 10	4,110,600	Sep. 10	4,008,500	(102,100)	4,008,500
Aug. 10	4,110,600	Oct. 10	4,233,000	122,400	4,233,000
Sep. 10	5,480,800	Nov. 10	5,344,700	(136,100)	5,344,700
1st Qtr. Adjustment	1,522,400	Dec. 10	1,779,797	257,397	1,779,797
3 Months Total	15,224,400		15,365,997	141,597	15,365,997
Oct. 10	4,295,900	Dec. 10	4,473,500	177,600	4,473,500
Nov. 10	4,295,900	Jan. 11	4,722,500	426,600	4,722,500
Dec. 10	5,727,900	Feb. 11	5,964,700	236,800	5,964,700
2nd Qtr. Adjustment	1,591,100	Mar. 11	1,757,279	166,179	1,757,279
6 Months Total	31,135,200		32,283,977	1,148,777	32,283,977
Jan. 11	3,741,000	Mar. 11	3,691,700	(49,300)	3,691,700
Feb. 11	3,741,000	Apr. 11	3,940,700	199,700	3,940,700
Mar. 11	4,987,900	May 11		(65,600)	4,922,300 (1)
3rd Qtr. Adjustment	1,385,500	Jun. 11		(616,789)	768,711 (1)
9 Months Total	44,990,600		39,916,377	616,788	45,607,388
Apr. 11	4,052,500	Jun. 11		0	4,052,500 (1)
May 11	4,052,500	Jul. 11		0	4,052,500
Jun. 11	5,403,400	Aug. 11		0	5,403,400
4th Qtr. Adjustment	1,501,000	Sep. 11		(616,788)	884,212 (1) Apr
<b>FY2011 Total</b>	<b>60,000,000</b>	<b>FY2011 Total</b>	<b>39,916,377</b>	<b>(0)</b>	<b>60,000,000</b> (1) Apr Portion
	15,365,997	1st Quarter			
	16,917,979	2nd Quarter			
	13,323,411	3rd Quarter			
	4,347,237	4th Quarter			
	<u>49,954,625</u>	YTD Actual Per Statement of Revenues & Expenses			

(1) Accrued

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **PROPOSED FY2012 OPERATING BUDGET**

**ACTION**

Staff proposes that the Committee recommend Board approval of the Fiscal Year (FY) 2012 Proposed Operating Budget (Attachment A).

**SIGNIFICANCE**

The FY2012 Operating Budget totals \$128.4 million, as shown in Attachment A, *Total Uses of Funds* (page 1, line 24), and is consistent with the directions provided by the Board at a special meeting held on March 24, 2011 to discuss the San Mateo County Transit District's (District) fiscal crisis. The proposed budget is projected to **decrease** by \$4.6 million or 3.4 percent from the FY2011 revised budget of \$133.0 million.

**Sources of Funds**

Total sources of funds are projected to be \$143.4 million (page 1, line 15), for an increase of \$6.4 million or 4.6 percent as detailed below.

*Passenger Fares* (page 1, line 1), from both Motor Bus and ADA services, are projected at \$17.4 million in FY2012, an **increase** of \$0.3 million or 1.7 percent from the FY2011 revised budget.

- Motor Bus Fares are projected to **increase** by \$300,000, or 1.5 percent due to a projected ridership increase of 2 percent for FY2012.
- Redi-Wheels Fares are projected to **increase** by \$30,000, or 4.4 percent over the FY2011 revised budget primarily due to a Board-approved fare increase effective July 1, 2011 and a projected ridership increase of 2 percent for FY2012.

*Local/State/Federal* (page 1, lines 2, 4, 5 & 6) funds of \$52.2 million reflect a projected **increase** of \$2.0 million or 4.0 percent over the FY2011 revised budget of \$50.2 million. The increase is mainly due to the **increase** in Transportation Development Act funds of \$3.3 million or 13.4 percent from the FY2011 revised budget. This is offset by Operating Grants, which are

**decreasing** by \$1.3 million or 11.3 percent over the FY2011 revised budget mostly due to less preventive maintenance funding.

*Pass-through to Other Agencies* (page 1, line 3), is \$0.3 million, a projected **decrease** of \$1.0 million or 77.5 percent from the FY2011 revised budget, reflecting a decrease in the amount of grants and funds the District passes through to other agencies that cannot claim the funds directly. The corresponding pass through expenditure can be found under *Uses of Funds* (page 1, line 22), and the amount has been reduced accordingly.

*District Half-cent Sales Tax* (page 1, line 8) receipts is \$61.5 million, a projected **increase** of \$1.5 million or 2.5 percent from the FY2011 revised budget, based on current sales tax receipts.

*Investment Interest* (page 1, line 10) of \$0.3 million reflects a projected **decrease** of \$0.3 million or 46.3 percent from the FY2011 revised budget of \$0.6 million. This is due to a decrease in interest rate projections.

*Other Interest, Rent & Other Income* (page 1, line 11) of \$6.0 million reflects a projected **increase** of \$0.9 million or 17.5 percent compared to the FY2011 revised budget. The increase is mostly due to \$1.4 million in new Measure M funds for paratransit activities offset by a decrease in advertising revenue. Measure M was approved by the voters in San Mateo County in November 2010 to levy a \$10 vehicle registration fee for 25 years on vehicles registered in the county.

*Other Sources* (page 1, line 12) of \$5.7 million represents funds recommended to be used as part of the District's share for Caltrain service and is comprised of a \$2 million reimbursement from the Santa Clara Valley Transportation Authority (VTA) for SamTrans' purchase of the Caltrain right of way in 1991, and \$3.7 million through an one-time exchange of capital for operating funds.

### **Uses of Funds**

*Operating Costs* (page 1, line 24) of \$128.4 million are projected to **decrease** by \$4.6 million or 3.4 percent from the FY2011 revised budget of \$133.0 million. The decrease is mostly due to a reduction in contribution to Caltrain and pass-through funding to other organizations.

*Sales Tax Allocation - Capital Programs* (page 1, line 28) is projected to be \$5.0 million, a projected **increase** of \$0.8 million or 19.4 percent compared to the FY2011 revised budget.

### **Motor Bus Highlights**

*Total Motor Bus Expense* (page 1, line 18) of \$99.4 million, reflects a projected **increase** of \$0.4 million or 0.4 percent over the FY2011 revised budget of \$99.0 million. Critical Motor Bus elements include:

- *Wages and Benefits* (page 3, line 1) are projected to **decrease** \$1.1 million or 2.0 percent, in part due to a projected reduction in Bus Operator overtime.
- *Professional Services* (page 3, line 6) costs are projected to **increase** \$0.7 million or 18.8 percent due to consultant costs associated with several planning projects, including ones funded by Metropolitan Transportation Commission Climate Initiative and U.S. Department of Transportation Tiger II grants. Consultant costs are also included for transportation planning support, a SamTrans facility emergency plan and a Contracts and Procurement plan update.
- *Contracted Bus Service* (page 3, line 43) is projected to **increase** \$1.0 million or 5.8 percent, due primarily to higher contract costs resulting from an increase of



approximately 21,500 vehicle revenue miles and a projected 5 percent increase in the *Vehicle Revenue Mile* rate.

### **Paratransit Highlights**

The FY2012 budget (page 1, line 19) of \$14.1 million is a projected *increase* of \$0.3 million or 2.3 percent over the FY2011 revised budget mainly due to contract rate increases for paratransit services.

### **Caltrain Service**

In FY2012, the proposed District member agency share for Caltrain Service (page 1, line 20), is \$10.62 million. This amount represents the District's contribution as one of the three-member agencies that support Caltrain operations. This is projected to *decrease* \$4.1 million or 27.8 percent from FY2011 revised budget of \$14.7 million. The District has been funding the operating budget with significant amount of reserves which is not a financially sustainable practice. Since the District is decreasing its contribution to the Peninsula Corridor Joint Powers Board (JPB), it is expected that other JPB member agencies' shares will decrease accordingly. In FY2012, staff recommends funding the \$10.62 million Caltrain payment with \$4.92 million from San Mateo County Transportation Authority (TA) Measure A funds, \$2 million reimbursement from the VTA for the District's purchase of the Caltrain right of way in 1991, and \$3.7 million through a one-time swap of capital for operating funds.

### **Other Multimodal Programs**

In FY2012, support costs for various shuttle programs (Dumbarton Express, SamTrans and Caltrain Shuttles) and the multimodal maintenance facility is projected to *decrease* \$0.2 million or 5.7 percent from the FY2011 revised budget (page 1, line 21), primarily due to the elimination of costs incurred in FY2011 for East Palo Alto's JARC shuttle. SamTrans was acting as a pass-through agent for the City of East Palo Alto; the grant funds have since been exhausted.

### **Land Transfer Interest Expense**

The FY2012 budget includes \$0.1 million (page 1, line 23) in interest expense which represents the District's interest payment to the TA on a promissory note of \$4.3 million for four acres of property acquired from the TA which is located in San Carlos along the Caltrain right of way. The agreement allows the District to pay for the purchase price over time, but before December 1, 2033, subject to the payment of annual interest at the current rate of return earned by the TA on its investment portfolio until the principal is paid in full.

## **BACKGROUND**

The District proposed FY2012 budget is consistent with the District's Strategic Plan. The proposed budget lays out expenses consistent with the strategic plan vision and goals related to Samtrans' six focus areas: Financial Integrity, Multimodal Services, Transportation and Land Use, Customers, Business Practices, and Employees. The proposed budget provides for the continuation of safe, reliable and high-quality services to SamTrans customers, while promoting employee excellence in a very challenging economic environment.

Prepared by: Ladi Bhuller, Manager, Budgets  
Chris Petak, Senior Budget Analyst

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SAN MATEO COUNTY TRANSIT DISTRICT  
FY2012 PROPOSED OPERATING BUDGET

Attachment A

	FY2010 <u>ACTUAL</u> A	FY2011 <u>ADOPTED</u> B	FY2011 <u>REVISED</u> C	FY2012 <u>PROPOSED</u> D	FY2012 PROPOSED Compared to FY2011 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
<b>SOURCES OF FUNDS:</b>							
<b>Operating Revenues</b>							
1 Passenger Fares	17,149,123	17,157,400	17,157,400	17,443,300	285,900	1.7%	1
2 Local TDA and STA Funds	27,173,376	30,860,639	29,835,175	33,000,814	3,165,639	10.6%	2
3 Pass-through to Other Agencies	75,000	975,293	1,250,896	281,790	(969,106)	-77.5%	3
4 Operating Grants	10,353,903	10,577,283	11,499,767	10,202,857	(1,296,910)	-11.3%	4
5 Measure A	8,123,327	8,298,888	8,298,888	8,461,335	162,447	2.0%	5
6 AB434 Funds	547,570	536,000	536,000	535,000	(1,000)	-0.2%	6
7 Subtotal - Operating Revenues	63,422,298	68,405,503	68,578,126	69,925,096	1,346,970	2.0%	7
<b>Other Revenue Sources</b>							
9 District Half-cent Sales Tax	58,487,550	60,000,000	60,000,000	61,500,000	1,500,000	2.5%	9
10 Investment Interest	523,596	564,170	557,121	299,360	(257,761)	-46.3%	10
11 Other Interest, Rent & Other Income	6,094,775	5,082,780	5,082,780	5,972,275	889,495	17.5%	11
12 Other Sources		2,811,073	2,811,073	5,700,000	2,888,927	102.8%	12
13 Subtotal - Other Revenues	65,105,921	68,458,023	68,450,974	73,471,635	5,020,661.00	7.3%	13
14							14
15 Total Sources of Funds	128,528,219	136,863,526	137,029,100	143,396,731	6,367,631	4.6%	15
16							16
<b>USES OF FUNDS:</b>							
17							17
18 Motor Bus	90,687,064	98,189,247	98,990,997	99,342,910	351,913	0.4%	18
				99,414,897	423,900	0.4%	
19 A.D.A. Programs	12,908,024	13,773,430	13,773,430	14,085,146	311,716	2.3%	19
				14,069,346	295,916	2.1%	
20 Caltrain	16,521,290	14,707,875	14,707,875	10,620,000	(4,087,875)	-27.8%	20
21 Other Multimodal Programs	4,502,064	4,084,620	4,205,354	3,967,406	(237,948)	-5.7%	21
				3,967,226	(238,128)	-5.7%	
22 Pass-through to Other Agencies	75,000	975,293	1,250,896	281,790	(969,106)	-77.5%	22
23 Land Transfer Interest Expense	142,288	80,000	80,000	70,000	(10,000)	-12.5%	23
24 Total Uses of Funds	124,835,730	131,810,465	133,008,552	128,367,252	(4,641,300)	-3.5%	24
				128,423,259	(4,585,293)	-3.4%	
25							25
26 TOTAL OPERATING SURPLUS/(DEFICIT)	3,692,488	5,053,061	4,020,548	15,029,479	11,008,931	273.8%	26
				14,973,472	10,952,924	272.4%	
27							27
28 Sales Tax Allocation - Capital Programs	4,185,803	4,176,971	4,176,971	4,986,380	809,409	19.4%	28
29							29
30 SURPLUS/(DEFICIT)	(493,315)	876,090	(156,423)	10,043,099 0	10,199,522	-6520.5%	30
				9,987,092 0	10,143,515	-6484.7%	
31							31
<b>DEBT SERVICE</b>							
<b>SOURCES OF FUNDS:</b>							
34 Investment Interest	4,679,009	3,605,840	2,914,637	1,851,260	(1,063,377)	-36.5%	34
35 Total Sources of Funds	4,679,009	3,605,840	2,914,637	1,851,260 0	(1,063,377)	-36.5%	35
36							36
<b>USES OF FUNDS:</b>							
38 Debt Service	24,449,862	24,451,963	24,451,963	24,477,279	25,316	0.1%	38
39 Fiscal Agent Fees	21,520	27,400	27,400	25,080	(2,320)	-8.5%	39
40 Total Uses of Funds	24,471,382	24,479,363	24,479,363	24,502,359	22,996	0.1%	40
41 * Debt Service - BART - \$12.7M							41
42							42
43 USE OF RESERVES FOR DEBT SERVICE	(19,792,373)	(20,873,523)	(21,564,726)	(22,651,099)	(1,086,373)	5.0%	43
44							44
45 TOTAL USES OF RESERVES	(20,285,687)	(19,997,433)	(21,721,149)	(12,608,000)	9,113,149		45
				(12,664,007)	9,057,142		

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2012 PROPOSED OPERATING BUDGET**

	FY2010 <u>ACTUAL</u> A	FY2011 <u>ADOPTED</u> B	FY2011 <u>REVISED</u> C	FY2012 <u>PROPOSED</u> D	FY2012 PROPOSED Compared to FY2011 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C
<b>OPERATING REVENUES - MOTOR BUS:</b>						
1	<b>TOTAL MOTOR BUS FARES</b>	16,469,617	16,358,000	16,358,000	16,609,000	251,000 1.5%
2						
3	<b>LOCAL (TDA) TRANSIT FUND:</b>					
4	General Operating Assistance	25,426,608	23,503,880	23,503,880	26,648,636	3,144,756 13.4%
5						
6	<b>STATE TRANSIT ASSISTANCE:</b>					
7	STA Base	266,510	5,511,071	4,483,131	4,444,973	(38,158) -0.9%
8	<b>STA TOTAL</b>	266,510	5,511,071	4,483,131	4,444,973	(38,158) -0.9%
9						
10	<b>OPERATING GRANTS:</b>					
11	Operating Grants	8,642,142	9,382,536	10,184,286	8,813,584	(1,370,702) -13.5%
12						
13	<b>DISTRICT HALF-CENT SALES TAX:</b>					
14	General Operating Assistance	34,796,587	39,275,037	40,266,197	39,114,614	(1,151,583) -2.9%
15	Accessibility Fixed Route	1,005,305	684,635	684,635	666,929	(17,706) -2.6%
16	<b>TOTAL HALF-CENT SALES TAX</b>	35,801,892	39,959,672	40,950,832	39,781,543	(1,169,289) -2.9%
17						
18	<b>INVESTMENT INTEREST INCOME</b>					
19	Investment Interest Income	111,438	86,830	123,610	163,570	39,960 32.3%
20						
21	<b>OTHER REVENUE SOURCES:</b>					
22	Overnight Deposit Interest Income	2,265	2,640	2,640	1,580	(1,060) -40.2%
23	Rental Income	1,033,682	1,047,940	1,047,940	1,064,230	16,290 1.6%
24	Advertising Income	1,541,432	1,420,000	1,420,000	900,000	(520,000) -36.6%
25	Other Income	1,391,479	916,678	916,678	915,794	(884) -0.1%
26	<b>TOTAL OTHER REVENUES</b>	3,968,858	3,387,258	3,387,258	2,881,604	(505,654) -14.9%
27						
28	<b>TOTAL MOTOR BUS</b>	90,687,066	98,189,247	98,990,997	99,342,910	351,913 0.4%
29						
30	<b>AMERICAN DISABILITIES ACT:</b>					
31	Passenger Fares-Redi Wheels	679,505	799,400	799,400	834,300	34,900 4.4%
32	Local TDA 4.5 Redi Wheels	1,268,943	1,237,046	1,237,046	1,402,560	165,514 13.4%
33	Local STA - Paratransit	211,315	608,642	611,118	504,645	(106,473) -17.4%
34	Operating Grants	1,563,052	1,094,747	1,094,747	1,389,273	294,526 26.9%
35	Sales Tax - Paratransit District	5,312,241	5,855,529	5,896,882	4,801,822	(1,095,060) -18.6%
36	Sales Tax - Paratransit Suppl. Coastside	1,121,409	1,300,726	1,300,726	1,156,756	(143,970) -11.1%
37	Interest Income-Paratransit Fund	412,158	477,340	433,511	135,790	(297,721) -68.7%
38	Measure A Redi-Wheels	2,339,401	2,400,000	2,400,000	2,460,000	60,000 2.5%
39	Measure M Paratransit	0	0	0	1,400,000	1,400,000 n/a
40	<b>TOTAL ADA PROGRAMS</b>	12,908,025	13,773,430	13,773,430	14,085,146	311,716 2.3%
41						
42	<b>MULTI-MODAL TRANSIT PROGRAMS:</b>					
43	Sales Tax - Caltrain	11,842,488	9,907,875	9,907,875	0	(9,907,875) -100.0%
44	Other Sources - Caltrain	0	0	0	5,700,000	5,700,000 n/a
45	Transfer from TA for Caltrain	4,678,802	4,800,000	4,800,000	4,920,000	120,000 2.5%
46	TA Funded SM/Caltrain Shuttles	1,105,124	1,098,888	1,098,888	1,081,335	(17,553) -1.6%
47	Employer Share SM/Caltrain Shuttles	517,752	316,122	316,122	311,271	(4,851) -1.5%
48	AB434 Funds - SamTrans Shuttle	547,570	536,000	536,000	535,000	(1,000) -0.2%
49	Employer SamTrans Shuttle Funds	1,608,164	1,379,400	1,379,400	1,379,400	0 0.0%
50	Sales Tax - SamTrans Shuttle Program	307,152	335,960	335,960	342,140	6,180 1.8%
51	Operating Grants	148,708	100,000	220,734	0	(220,734) -100.0%
52	Sales Tax - Gen. Operating Asst.	267,594	318,250	318,250	318,260	10 0.0%
53	<b>TOTAL MULTI-MODAL</b>	21,023,355	18,792,495	18,913,229	14,587,406	(4,325,823) -22.9%
54						
55	<b>TOTAL REVENUES</b>	124,618,446	130,755,772	131,677,656	128,015,462	(3,662,194) -2.8%

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2012 PROPOSED OPERATING BUDGET**

	FY2010 <u>ACTUAL</u> A	FY2011 <u>ADOPTED</u> B	FY2011 <u>REVISED</u> C	FY2012 <u>PROPOSED</u> D	FY2012 PROPOSED Compared to FY2011 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C		
<b>DISTRICT OPERATED BUSES</b>								
1	Wages and Benefits	50,832,635	54,414,983	54,414,983	53,342,357 53,344,734	(1,072,626) (1,070,249)	-2.0% -2.0%	1
2	Services:							2
3	Board of Directors	52,638	53,100	53,100	53,100	0	0.0%	3
4	Contracted Vehicle Maintenance	568,345	930,600	930,600	785,250	(145,350)	-15.6%	4
5	Property Maintenance	1,073,561	1,282,500	1,282,500	1,278,500	(4,000)	-0.3%	5
6	Professional Services	2,359,105	2,955,181	3,619,931	4,181,348 4,299,827	561,417 679,896	15.5% 18.8%	6
7	Technical Services	3,654,782	3,907,744	4,044,744	4,008,902	(35,842)	-0.9%	7
8	Other Services	325,307	362,924	362,924	490,500	127,576	35.2%	8
9								9
10	Materials & Supply:							10
11	Fuel and Lubricants	4,074,175	5,582,214	5,582,214	5,636,357	54,143	1.0%	11
12	Bus Parts and Materials	1,806,647	1,750,972	1,750,972	1,765,700	14,728	0.8%	12
13	Uniform and Drivers Expense	290,733	379,098	379,098	391,380 391,130	12,282 12,032	3.2% 3.2%	13
14	Timetables and Tickets	186,762	213,800	213,800	153,100	(60,700)	-28.4%	14
15	Office Supplies/Printing	283,971	332,130	332,130	334,874	2,744	0.8%	15
16	Other Materials and Supply	146,260	175,000	175,000	166,000 166,250	(9,000) (8,750)	-5.1% -5.0%	16
17								17
18	Utilities:							18
19	Telecommunications	328,628	480,500	480,500	480,500	0	0.0%	19
20	Other Utilities	990,403	1,001,000	1,001,000	981,600	(19,400)	-1.9%	20
21	Insurance Costs	2,291,963	2,492,000	2,492,000	2,493,500	1,500	0.1%	21
22	Workers' Compensation	3,144,752	3,222,060	3,222,060	3,183,888	(38,172)	-1.2%	22
23	Taxes and License Fees	396,262	489,039	489,039	496,300	7,261	1.5%	23
24	Fixed Route Accessibility	1,005,305	684,635	684,635	666,929 659,919	(17,706) (24,716)	-2.6% -3.6%	24
25	Leases and Rentals	104,354	111,718	111,718	116,229	4,511	4.0%	25
26	Prmtnl and Legal Advertising	247,239	279,840	279,840	230,700	(49,140)	-17.6%	26
27	Training & Business Travel	152,548	195,710	195,710	181,085	(14,625)	-7.5%	27
28	Dues and Membership	82,479	84,045	84,045	83,785	(260)	-0.3%	28
29	Postage and other	70,673	313,564	313,564	390,125 346,646	76,561 33,082	24.4% 10.6%	29
30								30
31	<b>Total District Operated Buses</b>	<b>74,469,526</b>	<b>81,694,357</b>	<b>82,496,107</b>	<b>81,892,009</b> <b>81,962,376</b>	<b>(604,098)</b> <b>(533,731)</b>	<b>-0.7%</b> <b>-0.6%</b>	31
32								32
33	<b>CONTRACTED BUS SERVICES</b>							
34	Contracted Urban Bus Service	14,200,400	14,488,202	14,488,202	15,360,895	872,693	6.0%	34
35	Other Related Costs	348,014	310,800	310,800	337,960 339,820	27,160 29,020	8.7% 9.3%	35
36	Insurance Costs	654,913	655,000	655,000	655,000	0	0.0%	36
37	Coastside Services	611,578	568,256	568,256	630,630	62,374	11.0%	37
38	Redi Coast Non-ADA	198,169	222,860	222,860	238,216	15,356	6.9%	38
39	Other Related Costs	17,684	41,660	41,660	41,720 41,520	60 (140)	0.1% -0.3%	39
40	La Honda Pescadero	52,500	52,500	52,500	52,500	0	0.0%	40
41	Southcoast - Pescadero	128,539	141,662	141,662	120,000	(21,662)	-15.3%	41
42	Other Related Costs-SamCoast	5,741	13,950	13,950	13,980 13,940	30 (10)	0.2% -0.1%	42
43	<b>Total Contracted Bus Service</b>	<b>16,217,538</b>	<b>16,494,890</b>	<b>16,494,890</b>	<b>17,450,901</b> <b>17,452,521</b>	<b>956,011</b> <b>957,631</b>	<b>5.8%</b> <b>5.8%</b>	43
44								44
45	<b>TOTAL MOTOR BUS</b>	<b>90,687,064</b>	<b>98,189,247</b>	<b>98,990,997</b>	<b>99,342,910</b> <b>99,414,897</b>	<b>351,913</b> <b>423,900</b>	<b>0.4%</b> <b>0.4%</b>	45

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2012 PROPOSED OPERATING BUDGET**

						FY2012 PROPOSED Compared to FY2011 REVISED	BUDGET		
		FY2010 <u>ACTUAL</u>	FY2011 <u>ADOPTED</u>	FY2011 <u>REVISED</u>	FY2012 <u>PROPOSED</u>	Increase (Decrease) E = D-C	PERCENT CHANGE F = E/C		
		A	B	C	D				
<b>AMERICAN DISABILITY ACT PROGRAMS</b>									
46	Elderly & Disabled/Redi-Wheels	5,676,413	6,769,180	6,769,180	6,916,605	147,425	2.2%	46	
47	Other Related Costs	2,091,162	2,527,380	2,527,380	2,740,065	212,685	8.4%	47	
					2,721,005	193,625	7.7%		
48	ADA Sedan Service	2,730,742	1,781,024	1,781,024	1,744,040	(36,984)	-2.1%	48	
					1,744,010	(37,014)	-2.1%		
49	ADA Accessibility Support	773,396	880,120	880,120	1,012,680	132,560	15.1%	49	
					1,016,090	135,970	15.4%		
50	Coastside Support	1,121,409	1,300,726	1,300,726	1,156,756	(143,970)	-11.1%	50	
					1,156,636	(144,090)	-11.1%		
51	Insurance Costs	514,902	515,000	515,000	515,000	0	0.0%	51	
52	<b>TOTAL ADA PROGRAMS</b>	<b>12,908,024</b>	<b>13,773,430</b>	<b>13,773,430</b>	<b>14,085,146</b>	<b>311,716</b>	<b>2.3%</b>	52	
					<b>14,069,346</b>	<b>295,916</b>	<b>2.1%</b>		
53									
54	<b>MULTIMODAL TRANSIT PROGRAMS</b>								54
55									
56	<b>CALTRAIN SERVICE</b>								56
57	Peninsula Rail Service	16,521,290	14,707,875	14,707,875	10,620,000	(4,087,875)	-27.8%	57	
58	<b>Total Caltrain Service</b>	<b>16,521,290</b>	<b>14,707,875</b>	<b>14,707,875</b>	<b>10,620,000</b>	<b>(4,087,875)</b>	<b>-27.8%</b>	58	
59									
60	<b>OTHER SUPPORT</b>								60
61	Dumbarton Express Service	119,036	126,150	126,150	126,160	10	0.0%	61	
					126,130	(20)	0.0%		
62	SamTrans Shuttle	2,462,886	2,251,360	2,251,360	2,256,540	5,180	0.2%	62	
					2,256,390	2,035,656	922.2%		
63	SM/Caltrain Shuttle	1,771,585	1,515,010	1,635,744	1,392,606	(243,138)	-14.9%	63	
64	Maintenance Multimodal Fac	148,557	192,100	192,100	192,100	0	0.0%	64	
65	<b>Total Other Support</b>	<b>4,502,064</b>	<b>4,084,620</b>	<b>4,205,354</b>	<b>3,967,406</b>	<b>(237,948)</b>	<b>-5.7%</b>	65	
					<b>3,967,226</b>	<b>(238,128)</b>	<b>-5.7%</b>		
66	<b>TOTAL MULTIMODAL PROGRAMS</b>	<b>21,023,354</b>	<b>18,792,495</b>	<b>18,913,229</b>	<b>14,587,406</b>	<b>(4,325,823)</b>	<b>-22.9%</b>	69	
					<b>14,587,226</b>	<b>(4,326,003)</b>	<b>-22.9%</b>		
67									
68	<b>TOTAL OPERATING EXPENSES</b>	<b>124,618,442</b>	<b>130,755,172</b>	<b>131,677,656</b>	<b>128,015,462</b>	<b>(3,662,194)</b>	<b>-3%</b>	68	
					<b>128,071,469</b>	<b>(3,606,187)</b>	<b>-3%</b>		

**RESOLUTION NO. 2011 -**

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT  
STATE OF CALIFORNIA**

\* \* \*

**ADOPTION OF AN OPERATING BUDGET IN  
THE AMOUNT OF \$128,423,259 FOR FISCAL YEAR 2012**

**WHEREAS**, Section 103141(b) of the California Public Utilities Code requires the Board of Directors to adopt an annual budget for the District; and

**WHEREAS**, the adoption of an operating budget is necessary for obtaining both Federal and State funds to support the District's transit improvement program; and

**WHEREAS**, the General Manager/CEO has prepared and presented to the Board of Directors a proposed final operating budget for Fiscal Year 2012 in the amount of \$128,423,259 that sets forth projected revenues and expenses associated with the District's operating and maintenance program.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District adopts the Fiscal Year 2012 Operating Budget, a copy of which is attached hereto and incorporated herein as Attachment "A"; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO is directed to submit this budget to the Metropolitan Transportation Commission, together with a copy of this resolution at the earliest practical date; and

Regularly passed and adopted this 8<sup>th</sup> day of June 2011, by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Finance Committee

**THROUGH:** Michael J. Scanlon  
General Manager/CEO

**FROM:** Gigi Harrington  
Deputy CEO

**SUBJECT: PROPOSED FISCAL YEAR 2012 CAPITAL BUDGET**

**ACTION**

Staff proposes that the Committee recommend Board approval of the Fiscal Year (FY) 2012 Capital Budget in the amount of \$19,180,994.

**SIGNIFICANCE**

At the May 11, 2011 Board meeting, staff presented the proposed FY2012 Capital Budget as an informational item. Since the meeting, no changes have been made and the budget remains the same as reported.

In light of the current fiscal climate, the FY2012 Capital Budget contains only those projects necessary and essential to sustain the District's existing service and infrastructure network, without compromising the District's need to comply with legal mandates and to plan for visions set forth in the District's adopted Strategic Plan. The FY2012 Capital Budget contains the following major elements:

- **Revenue Vehicles and Support Equipment Replacement** – Includes the replacement of a paratransit revenue vehicle sub-fleet: 10 El Dorado cutaway vehicles. These vehicles have reached the end of their useful lives. This category also includes the annual procurement of bus parts, engines and transmissions, replacement of maintenance support equipment and the replacement of service support vehicles. The amount budgeted for this category totals \$2,116,940.
- **Information Technology (IT) Software and Hardware Upgrade & Replacement** – Includes funding to upgrade the Radio Backbone, to meet the new Federal Communications Commission (FCC) narrowbanding requirements which take effect in January 2013. The funding will replace the District's aging and unsupported communications equipment, Computer Aided Dispatch and Automatic Vehicle Location mobile equipment. The total replacement cost is \$10,700,000.

Also included are funds to fully fund the first two phases of the PeopleSoft System Integration Project/Business Optimization Program which includes the plan, design and prototype demonstration of the PeopleSoft applications and deployment of core finance modules. Funds will come from all three agencies, SamTrans, Peninsula Corridors Joint

Powers Board (JPB) and San Mateo County Transportation Authority (TA), which share the project costs proportionately based on benefits accruing to each agency. The amount budgeted for this project totals \$2,456,200.

The proposed Capital Budget in this category also includes replacement and upgrade of Informational Technology equipment, servers and software applications necessary to maintain the connectivity of various departments and external communications. The total amount budgeted in the IT-related category including the three projects discussed above totals \$13,815,200.

- **Planning / Development** – Includes funding to undertake a comprehensive analysis on the SamTrans Service Plan (formerly called the Comprehensive Operational Analysis) to assess how the District can restructure its suite of services and operations more effectively and efficiently. This category also includes program planning and management. The amount budgeted for these projects total \$1,098,120.
- **Facilities** – Includes rehabilitation and improvement projects to ensure that maintenance and administrative facilities are adequately maintained to support the District’s revenue service operations. Projects in this category include pavement rehabilitation, security improvement projects to continue the SamTrans safety and security program and a sustainability program to help reduce the District’s carbon footprint. The amount budgeted for these projects total \$1,900,734.
- **Contingency** – Includes funding for any unforeseen and emergency capital expenditures during the fiscal year. The amount budgeted for this category is \$250,000.

### **BUDGET IMPACT**

Of the \$19,180,994 recommended for the FY2012 Capital Budget, the total amount of District sales tax required is \$4,986,380, which remains the same as reported at the May 11, 2011 Board meeting. Federal, State and other fund sources make up the remaining amount of \$14,194,614 to fully fund the FY2012 Capital Budget.

### **BACKGROUND**

The District’s Capital Budget is developed on an annual basis after a comprehensive call for projects issued District-wide. The capital projects submitted were reviewed and prioritized for consistency with District policy directives and key Strategic Plan Initiatives. Due to the need to constrain financial resources for capital improvements this year, the final recommendations reflect only the most essential projects that support existing District revenue service without compromising either safety or security. In addition, the program is developed to leverage as much external funding and grants as possible.

Among other factors, projects submitted this year were evaluated and prioritized based on maintenance and enhancement of existing transit operations relative to operational and legal requirements and mandates, along with opportunities for business process improvements.

Prepared by: Leslie Fong, Senior Budgets Analyst  
Éva Goode, Manager, Budgets

650-508-6332  
650-508-7914



San Mateo County Transit District  
Proposed Fiscal Year 2012 Capital Budget

#	PROJECT TITLE	PROJECT DESCRIPTION	Total Estimated Project Cost	Previously Budgeted	FY2012 Budget Request	Remaining	FUNDING SOURCES			
							FEDERAL	STATE	OTHER	DIS. SALES TAX
<b>1 REVENUE VEHICLES REPLACEMENT</b>										
1.1	Replacement (10) Paratransit Cutaways	Replace 10 2005 El Dorado Cutaways at the end of their useful lives.	\$ 999,800	\$ -	\$ 999,800	\$ -	\$ 799,840	\$ 199,960	\$ -	\$ -
	<b>Subtotal</b>				\$ 999,800	\$ -	\$ 799,840	\$ 199,960	\$ -	\$ -
<b>2 REVENUE VEHICLE SUPPORT</b>										
2.1	Major Bus Components	Annual funding for procurement of bus parts.	\$ 985,140	\$ -	\$ 985,140	\$ -	\$ -	\$ -	\$ -	\$ 985,140
2.2	Non-Revenue Service Support Vehicles	Replace 4 non-revenue service support vehicles that have reached the end of their useful lives.	\$ 132,000	\$ -	\$ 132,000	\$ -	\$ -	\$ -	\$ -	\$ 132,000
	<b>Subtotal</b>				\$ 1,117,140	\$ -	\$ -	\$ -	\$ -	\$ 1,117,140
<b>3 INFORMATION TECHNOLOGY</b>										
3.1	Radio Backbone (RF Communications) Replacement and Upgrade	Replace mobile AVL and communications equipment that has reached the end of its useful life and to meet new Federal Communications Commission (FCC) regulations. Increase data and voice communications capabilities, while conforming with the FCC narrowbanding mandate by January 1, 2013.	\$ 10,700,000	\$ -	\$ 10,700,000	\$ -	\$ 8,560,000	\$ 2,140,000	\$ -	\$ -
3.2	Technology Refresh Project	Replace and upgrade Dell servers and out of warranty printers, copiers, fax machines and scanners. Warranty is expiring in FY2012.	\$ 659,000	\$ -	\$ 659,000	\$ -	\$ -	\$ -	\$ -	\$ 659,000
3.3	PeopleSoft Project Upgrade Phases I and II	Phases 1 & 2 of the PeopleSoft System Integration project including plan, design & prototype demonstration and deployment of core finance functionality.	\$ 11,200,000	\$ 8,743,800	\$ 2,456,200	\$ -	\$ -	\$ -	\$ 1,688,080	\$ 768,120
	<b>Subtotal</b>				\$ 13,815,200	\$ -	\$ 8,560,000	\$ 2,140,000	\$ 1,688,080	\$ 1,427,120
<b>4 PLANNING / DEVELOPMENT</b>										
4.1	Comprehensive Operational Analysis	Evaluate and restructure SamTrans services and operations to more efficiently and effectively serve the County's transit needs and meet regional transportation goals, within the constraints of the current financial and operating environment.	\$ 1,672,720	\$ 1,074,600	\$ 598,120	\$ -	\$ -	\$ -	\$ -	\$ 598,120
4.2	Capital Program and Project Development	Capitalized funds for annual program development including but not limited to plans, budgets, programs, funding strategies, and preliminary engineering.	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
4.3	Capital Program Management	Capitalized funds for program and project controls support, including monitoring project performance and delivery.	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	<b>Subtotal</b>				\$ 1,098,120	\$ -	\$ -	\$ -	\$ -	\$ 1,098,120
<b>5 FACILITIES / CONSTRUCTION</b>										

San Mateo County Transit District  
Proposed Fiscal Year 2012 Capital Budget

#	PROJECT TITLE	PROJECT DESCRIPTION	Total Estimated Project Cost	Previously Budgeted	FY2012 Budget Request	Remaining	FUNDING SOURCES			
							FEDERAL	STATE	OTHER	DIS. SALES TAX
5.1	Facilities Smaller Projects	Facility maintenance/Improvement Account	\$ 562,000	\$ -	\$ 562,000	\$ -	\$ -	\$ -	\$ -	\$ 562,000
5.2	Maintenance & Operating Facility Pavement Rehab: NB & SB Concrete Rehab	Rehab pavement at North and South Bases to bring the pavement to a state of good repair.	\$ 162,000	\$ -	\$ 162,000	\$ -	\$ -	\$ -	\$ -	\$ 162,000
5.3	Central Heating, Ventilation & Air Conditioning (HVAC) Maintenance at Central	Conduct basic repair and maintenance of existing HVAC system that has reached the end of its useful life.	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
5.4	Sustainable Program Development	Project will identify proposed actions to reduce the District's carbon footprint.	\$ 300,000	\$ 150,000	\$ 50,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000
5.5	Safety and Risk Management Office Functional Improvement	Project will reconfigure the current office space in Safety and Risk Management Offices and also the Transit Police Offices for more efficient and effective use of these areas.	\$ 320,000	\$ -	\$ 85,000	\$ 235,000	\$ -	\$ -	\$ -	\$ 85,000
5.6	Receptionist Area Security Improvement	Project would provide improved security at the Central receptionist area; this is the primary physical receiving point between District staff and the public.	\$ 250,000	\$ -	\$ 55,000	\$ 195,000	\$ -	\$ 55,000	\$ -	\$ -
5.7	Emergency Operations Center Relocation	This project would relocate the Emergency Operations Center to the 4th floor dining room to provide the necessary working space.	\$ 85,000	\$ -	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ 85,000
5.8	Sequoia Station Underground Garage Security Improvements	This project would put in cameras, alarms and communication systems to help reduce vandalism and crime at the Sequoia Station Underground Parking Garage.	\$ 950,000	\$ -	\$ 255,000	\$ 695,000	\$ -	\$ 255,000	\$ -	\$ -
5.9	Central Security Office Upgrade	Project provides for technological integration and updates, room reconfiguration and upgrades for effective safety and security monitoring and response.	\$ 1,100,000	\$ 603,266	\$ 496,734	\$ -	\$ -	\$ 496,734	\$ -	\$ -
	<b>Subtotal</b>				\$ 1,900,734	\$ 1,225,000	\$ -	\$ 806,734	\$ -	\$ 1,094,000
6	Other									
6.1	Contingency	Annual set-aside for unforeseen and emergency capital expenditures.	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	<b>Subtotal</b>				\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	<b>GRAND TOTAL FOR SAMTRANS</b>				\$ 19,180,994	\$ 1,225,000	\$ 9,359,840	\$ 3,146,694	\$ 1,688,080	\$ 4,986,380
	NOTES:									
	A) Funding will come from PCJPB and SMCTA for their share of the project.									

**RESOLUTION NO. 2011 –**

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT  
STATE OF CALIFORNIA**

**\*\*\***

**ADOPTING FISCAL YEAR 2012 CAPITAL BUDGET IN THE AMOUNT OF  
\$19,180,994**

**WHEREAS**, Section 103141(b) of the California Public Utilities Code requires the Board of Directors to adopt an annual budget for the District; and

**WHEREAS**, the adoption of a Capital Budget is necessary for obtaining Federal, State and other grant funds to support the District's capital transit improvement program; and

**WHEREAS**, the annual Capital Budget is developed based upon the ten-year capital program previously adopted as part of the 2009 Short Range Transit Plan; and

**WHEREAS**, staff has prepared a proposed Capital Budget for Fiscal Year 2012 in the total amount of \$19,180,994; and

**WHEREAS**, the anticipated Federal and other grant programming anticipated for the proposed Capital Budget for Fiscal Year 2012 is \$14,194,614; and

**WHEREAS**, the local sales tax required for the proposed Capital Budget for Fiscal Year 2012 is \$4,986,380.

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Directors of the San Mateo County Transit District hereby adopts a Capital Budget in the amount of \$19,180,994 for Fiscal Year 2012, a copy of which is attached hereto and incorporated herein as Attachment A; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO is directed to submit this budget to the Metropolitan Transportation Commission, together with a copy of this resolution at the earliest practicable date.

Regularly passed and adopted this 8th day of June 2011, by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **APPROVE BID DOCUMENTS AND AUTHORIZE EXECUTION OF  
DOCUMENTS AND PAYMENT OF PREMIUM FOR COMMODITY  
PRICE CAP FOR FUEL HEDGING PROGRAM**

**ACTION**

Staff proposes that the Committee recommend that the Board:

1. Approve substantially final forms of documents on file for a diesel fuel hedge in the form of a commodity price cap in connection with the San Mateo County Transit District's (District) fuel hedging program; and
2. Authorize the General Manager/CEO or the Deputy CEO, Finance and Administration to execute an International Swaps and Derivatives Association, Inc. (ISDA) Master Agreement, a Schedule to the ISDA Master Agreement, a Credit Support Annex and related commodity price cap documents, including a Confirmation, with the winning bidder, to pay the premium for the commodity price cap, and to execute amendments with Deutsche Bank AG ("DB") and Barclays Bank PLC ("Barclays") to amend documents previously approved by the Board in connection with the Fiscal Year (FY) 2010 fuel hedging transaction entered into with DB and the FY 2011 fuel hedging transaction entered into with Barclays.

**SIGNIFICANCE**

In accordance with the fuel hedging policy adopted by the Board on April 13, 2011 by Resolution No. 2011-13 (the "Fuel Hedging Policy"), staff has been working with the District's financial advisor to determine the interest of qualified counterparties in bidding on a commodity price cap, to develop a Request for Commodity Price Caps (the "Request") and to develop a bid package for the commodity price cap. The bid documents (the "Bid Documents") include the Request and the documents included in the bid package, comprised of an ISDA Master Agreement (Master Agreement), a Schedule to the Master Agreement (Schedule), and a Credit Support Annex (CSA). The Bid Documents have been reviewed by Orrick, Herrington & Sutcliffe, LLP, special counsel to the District and require Board approval prior to the bidding process and execution of the applicable Bid Documents by the General Manager/CEO or Deputy

CEO, Finance and Administration. In addition to the Bid Documents, a Confirmation setting forth the pricing and other economic terms will be drafted and executed after the winning bid is selected. The amendment documents include an Amendment Agreement with DB (the “DB Schedule Amendment”) and a Schedule Amendment with Barclays (the “Barclays Schedule Amendment”).

The Master Agreement provides the terms and conditions governing the District’s relationship with the winning bidder. The Master Agreement is a form document of the International Swaps and Derivatives Association, Inc., and may apply to numerous types of hedging transactions, including commodity price caps, interest rate swaps and currency transactions. The Master Agreement documents the relationship between contracting parties and provides for greater legal certainty in the dealings of the parties. The Master Agreement contains provisions relating to the obligations of each party, representations, events of default and termination, early termination procedures and other matters. The Schedule modifies the Master Agreement to reflect the commercial understanding of the parties with respect to the contemplated transactions between them.

The CSA accompanies the Master Agreement and the Schedule. The CSA provides protection to the District while the commodity price cap remains in effect in the event that the rating of the winning bidder or its guarantor falls below A3/A-/A- by Moody’s, Standard & Poor’s or Fitch, as applicable. In the event of such a downgrade if the price cap has value to the District at the time, then the winning bidder (hereinafter sometimes referred to as the “counterparty”) must post collateral on a daily basis to secure its performance. As a condition for bidding, the counterparty or its guarantor must be rated in the “Aa” or “AA” category by at least one national rating agency at the time of bidding.

Based on preliminary discussions by the District’s financial advisor with bidders meeting the criteria specified in the Fuel Hedging Policy, four firms, DB, Barclays, Canadian Imperial Bank of Commerce (“CIBC”) and Wells Fargo Bank, N.A. (“Wells Fargo”), have expressed their interest in bidding on acceptable terms. DB was the winning bidder for the price cap through June 30, 2010. Documents entered into with DB (the “DB Documents”) were approved by the Board in 2009. DB has agreed to bid based on the DB Documents, with one change to enable DB to act through its offices in London in addition to its offices in New York. The DB Schedule Amendment on file provides for this change. Barclays was the winning bidder for the price cap which is in place through June 30, 2011. Documents entered into with Barclays (the “Barclays Documents”) were approved by the Board in 2010. Barclays has agreed to bid based on the Barclays Documents. However, the Barclays Documents only authorized the transaction entered into for the fiscal year ending June 30, 2011. One change to the Barclays Documents is needed in order to authorize additional transactions beyond June 30, 2011. The Barclays Schedule Amendment on file provides for this change. Proposed documents are on file for CIBC (the “CIBC Documents”) and Wells Fargo (the “Wells Fargo Documents”), each of which has agreed to bid using the documents on file. The DB Documents, Barclays Documents, CIBC Documents and Wells Fargo Documents utilize the same forms and contain the same basic business terms, consistent with the Fuel Hedging Policy.

The bid and settlement of the premium payable by the District for the commodity price cap are expected to occur prior to the beginning of the next fiscal year, with the price cap taking effect as of July 1, 2011. If staff is not satisfied with the results of the bid, including the required premium for a price cap, the District will elect not to proceed with a fuel hedging program at the time bids are received.

The primary goal for the fuel hedging program is to reduce volatility and uncertainty in the fuel budget for Fiscal Year 2012. Consistent with the Fuel Hedging Policy, staff has proposed that the District hedge 0.9 million gallons, which currently represents approximately 50 percent of its expected annual fuel consumption. In order to maximize the hedging program's potential for economic efficiency, the District will partner with the Peninsula Corridor Joint Powers Board, which is expected to hedge 2.1 million gallons, which currently represents approximately 50 percent of its expected annual fuel consumption.

Staff expects to return to the Board at the next meeting with a report on the results of the bid. Staff also expects to return to the Board next year with an assessment of the FY2012 fuel hedging program.

### **BUDGET IMPACT**

Implementing the fuel hedging program will enable the District to purchase at least half of its fuel within a pre-determined price range, thus giving the District a measure of budgetary certainty and allowing for more effective utilization of budget resources. Staff is estimating a need to increase the fuel budget to reflect current fuel prices, when funding is available. The cost of the price cap is also anticipated to be higher than the previous year. The proposed FY2012 fuel budget will include the hedging program fees consisting of up to \$7,750 for financial advisor, up to \$37,500 for outside legal counsel, \$5,000 in miscellaneous costs and approximately \$250,000 for the cost of a price cap.

### **BACKGROUND**

The District currently purchases fuel from Pinnacle Petroleum based on the average weekly spot price for Oil Price Information Service (OPIS) index, exposing the District to market price fluctuation. During the past twelve month period from May 1, 2010 to April 30, 2011, the price of OPIS has ranged from a low of \$2.05 in the third week of May 2010 to a high of \$3.46 per gallon in the last week of April 2011.

In order to meet the primary goal of the fuel hedging program of reducing volatility and uncertainty in the fuel budget for FY2012, staff will purchase a commodity price cap consistent with the District's adopted Fuel Hedging Policy. The commodity price cap, like prior commodity price cap purchases, will be based on the Gulf Coast Ultra Low Sulfur Diesel (ULSD) index, which has a high historical correlation to the OPIS index. Recently, however, that correlation has changed and has become less predictable. Staff will monitor the correlation between the ULSD and OPIS indices and, if feasible in a future transaction, may recommend changing either the index for the commodity price cap and/or change the index upon which it purchases diesel.

Staff notes that the price cap will not include taxes on the fuel price, however the price commonly reported to the Board of Directors includes taxes. A price cap allows the District to limit its exposure if fuel prices rise, while continuing to receive the benefit if prices fall.

Prepared by: Christina Tang, Senior Budget Analyst

650-508-6376



**RESOLUTION NO. 2011-**

**SAN MATEO COUNTY TRANSIT DISTRICT  
STATE OF CALIFORNIA**

\* \* \*

**AUTHORIZING IMPLEMENTATION OF A FUEL HEDGING PROGRAM FOR THE FISCAL YEAR ENDING JUNE 30, 2012, AUTHORIZING THE EXECUTION AND DELIVERY OF DOCUMENTS NECESSARY TO IMPLEMENT SUCH FUEL HEDGING PROGRAM, INCLUDING AN ISDA MASTER AGREEMENT, A SCHEDULE TO THE ISDA MASTER AGREEMENT, A CREDIT SUPPORT ANNEX AND A CONFIRMATION, AND AUTHORIZING THE TAKING OF ALL ACTION NECESSARY RELATING TO THE IMPLEMENTATION AND EXECUTION OF SAID FUEL HEDGING PROGRAM.**

**WHEREAS**, pursuant to the San Mateo County Transit District Act (constituting Part 15 of Division 10 of the Public Utilities Code of the State of California) and Chapter 6 of Part I of Division 2 of Title 5 of the Government Code of the State of California, as referenced in said San Mateo County Transit District Act, the Board of Directors (the "Board of Directors") of the San Mateo County Transit District (the "District") is authorized to provide transit services and to perform all acts deemed necessary or convenient for the exercise of its power to provide transit services, including making and entering into contracts; and

**WHEREAS**, over the past several years in connection with its transit service operations, the District has consistently purchased over two million gallons of diesel fuel each year; and

**WHEREAS**, staff, in conjunction with PFM Asset Management LLC and Ross Financial, studied various options for reducing volatility in the price paid for diesel fuel and assisting in the process of budgeting for fuel costs; and

**WHEREAS**, as a result of such study, staff recommended adoption of a fuel hedging program for the fiscal year ending June 30, 2010 (hereinafter referred to the "2010 Fuel Hedging Program"), utilizing a fuel hedge in the form of a commodity price cap; and

**WHEREAS**, the 2010 Fuel Hedging Program was authorized and approved by the Board of Directors and implemented by staff; and

**WHEREAS**, pursuant to a competitive bidding process, Deutsche Bank AG (hereinafter referred to as "Deutsche Bank") was selected as provider of the commodity price cap for the 2010 Fuel Hedging Program; and

**WHEREAS**, in connection with the 2010 Fuel Hedging Program, the District entered into a 1992 International Swaps and Derivatives Association, Inc. ("ISDA") Master Agreement (the "Deutsche Bank ISDA Master Agreement"), a Schedule to the Deutsche Bank ISDA Master Agreement (the "Deutsche Bank ISDA Schedule"), and a 1994 ISDA Credit Support Annex (the "Deutsche Bank ISDA Credit Support Annex," and, together with the Deutsche Bank ISDA Master Agreement and the Deutsche Bank ISDA Schedule, hereinafter collectively referred to as the "Deutsche Bank Hedging Documents") with Deutsche Bank;

**WHEREAS**, forms of the Deutsche Bank Hedging Documents were made available to, and approved by, the Board of Directors in connection with the authorization and approval of the 2010 Fuel Hedging Program; and

**WHEREAS**, based on an evaluation of the 2010 Fuel Hedging Program, staff recommended continuation of the fuel hedging program for the fiscal year ending June 30, 2011 (hereinafter referred to the "2011 Fuel Hedging Program"), utilizing a fuel hedge in the form of a commodity price cap; and

**WHEREAS**, the 2011 Fuel Hedging Program was authorized and approved by the Board of Directors and implemented by staff; and

**WHEREAS**, pursuant to a competitive bidding process, Barclays Bank PLC (hereinafter referred to as "Barclays Bank") was selected as provider of the commodity price cap for the 2011 Fuel Hedging Program; and

**WHEREAS**, in connection with the 2011 Fuel Hedging Program, the District entered into a 1992 ISDA Master Agreement (the "Barclays Bank ISDA Master Agreement"), a Schedule to the Barclays Bank ISDA Master Agreement (the "Barclays Bank ISDA Schedule"), and a 1994 ISDA Credit Support Annex (the "Barclays Bank ISDA Credit Support Annex," and, together with the Barclays Bank ISDA Master Agreement and the Barclays Bank ISDA Schedule, hereinafter collectively referred to as the "Barclays Bank Hedging Documents") with Barclays Bank;

**WHEREAS**, forms of the Barclays Bank Hedging Documents were made available to, and approved by, the Board of Directors in connection with the authorization and approval of the 2011 Fuel Hedging Program; and

**WHEREAS**, based on an evaluation of the 2011 Fuel Hedging Program, staff recommended continuation of the fuel hedging program for the fiscal year ending June 30, 2012 (hereinafter referred to the "2012 Fuel Hedging Program"), utilizing a fuel hedge in the form of a commodity price cap; and

**WHEREAS**, implementation of the 2012 Fuel Hedging Program will involve soliciting bids from providers of commodity price caps meeting the credit rating criteria specified in the fuel hedging policy, which was adopted by the Board of Directors on April 13, 2011 (hereinafter referred to as the "Fuel Hedging Policy"), that are interested in bidding on the commodity price cap on substantially such terms as are set forth in the Request for Commodity Price Caps (the "Request") prepared by PFM Asset Management LLC and Ross Financial; and

**WHEREAS**, a proposed form of the Request has been made available to the Board of Directors; and

**WHEREAS**, implementation of the 2012 Fuel Hedging Program will involve the selection of a provider of commodity price caps as a cap counterparty, such selection to be made pursuant to a competitive bidding process; and

**WHEREAS**, Deutsche Bank has expressed an interest in bidding on the commodity price cap for the 2012 Fuel Hedging Program and has requested that the District agree to amend the Deutsche Bank ISDA Schedule in order to enable Deutsche Bank to act through its offices in London in addition to its offices in New York; and

**WHEREAS**, a proposed form of amendment to the Deutsche Bank ISDA Schedule (hereinafter referred to as the "Deutsche Bank ISDA Schedule Amendment") has been made available to the Board of Directors; and

**WHEREAS**, Barclays Bank has expressed an interest in bidding on the commodity price cap for the 2012 Fuel Hedging Program and has agreed to amend the Barclays Bank ISDA Schedule in order to authorize additional transactions to be entered into pursuant to the Barclays Bank ISDA Master Agreement; and

**WHEREAS**, a proposed form of amendment to the Barclays Bank ISDA Schedule (hereinafter referred to as the "Barclays Bank ISDA Schedule Amendment") has been made available to the Board of Directors; and

**WHEREAS**, in the event a provider of commodity price caps other than Deutsche Bank or Barclays Bank is selected as a cap counterparty, implementation of the 2012 Fuel Hedging Program will also involve execution by the District of an additional 1992 ISDA Master Agreement (the "ISDA Master Agreement"), an additional Schedule to the ISDA Master

Agreement (the "ISDA Schedule") and an additional 1994 ISDA Credit Support Annex (the "ISDA Credit Support Annex"), each of such documents to be delivered to the cap counterparty selected for the 2012 Fuel Hedging Program; and

**WHEREAS**, there has been prepared and made available to the Board of Directors proposed forms of the ISDA Master Agreement, the ISDA Schedule and the ISDA Credit Support Annex; and

**WHEREAS**, implementation of the 2012 Fuel Hedging Program will also involve execution and delivery of a Confirmation (the "Confirmation"); and

**WHEREAS**, it is now necessary for the Board of Directors to approve the forms of the Request, the Deutsche Bank ISDA Schedule Amendment, the Barclays Bank ISDA Schedule Amendment, the ISDA Master Agreement, the ISDA Schedule and the ISDA Credit Support Annex, to authorize the execution and delivery of the Deutsche Bank ISDA Schedule Amendment and the Barclays Bank ISDA Schedule Amendment, to authorize the negotiation and execution and delivery of the ISDA Master Agreement, the ISDA Schedule, the ISDA Credit Support Annex and the Confirmation, to authorize the taking of such other actions as shall be necessary to consummate the 2012 Fuel Hedging Program and to authorize the taking of various actions necessary in connection therewith.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the San Mateo County Transit District as follows:

Section 1. **Findings.** The Board of Directors hereby finds and determines that the foregoing recitals are true and correct. The Board of Directors hereby further determines that it would be in the best interest of the District and in furtherance of the purposes of the District and the exercise of the powers of the District in connection with the operation of its transit services to

mitigate the risk of a rise in diesel fuel cost and to assist the District in its budgeting process by reducing the volatility and uncertainty in the effective cost to the District of diesel fuel by acquiring a commodity price cap through the implementation of the 2012 Fuel Hedging Program and the execution and delivery of such documentation as shall be required to implement such 2012 Fuel Hedging Program, including the Confirmation, the Deutsche Bank ISDA Schedule Amendment and the Barclays Bank ISDA Schedule Amendment (hereinafter collectively referred to as the "Schedule Amendments"), and, as and to the extent applicable, the ISDA Master Agreement, the ISDA Schedule and the ISDA Credit Support Annex.

Section 2. **Approval of the 2012 Fuel Hedging Program.** Implementation of the 2012 Fuel Hedging Program in accordance with the Fuel Hedging Policy with a cap counterparty (the "Cap Counterparty") selected pursuant to a competitive bidding process and on such other terms as are acceptable to the General Manager/CEO of the District (the "General Manager/CEO") or the Deputy CEO of the District (the "Deputy CEO"), with the advice of Ross Financial (the "Financial Advisor"), is hereby authorized and approved.

Section 3. **Approval of Documentation.** The proposed forms of ISDA Master Agreement, ISDA Schedule and ISDA Credit Support Annex presented to this meeting are hereby approved. The General Manager/CEO or the Deputy CEO, each acting alone (each, an "Authorized Officer") is hereby authorized and directed, for and in the name and on behalf of the District, to execute and deliver an ISDA Master Agreement, ISDA Schedule and ISDA Credit Support Annex, in substantially the form presented to this meeting, with such changes therein as the Authorized Officer executing the same, with the advice of the Financial Advisor, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Each Authorized Officer is hereby authorized and directed, for and in the name and on behalf of the District, to execute and deliver a Confirmation, such Confirmation to be in such form as shall be acceptable to the Authorized Officer executing the same, with the advice of the Financial Advisor, such acceptability to be conclusively evidenced by the execution and delivery thereof.

Section 4. **Approval of Deutsche Bank ISDA Schedule Amendment.** The proposed form of Deutsche Bank ISDA Schedule Amendment presented to this meeting is hereby approved. Each Authorized Officer, acting alone, is hereby authorized and directed, for and in the name and on behalf of the District, to execute and deliver the Deutsche Bank ISDA Schedule Amendment, in substantially the form presented to this meeting, with such changes therein as the Authorized Officer executing the same, with the advice of the Financial Advisor, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Section 5. **Approval of Barclays Bank ISDA Schedule Amendment.** The proposed form of Barclays Bank ISDA Schedule Amendment presented to this meeting is hereby approved. Each Authorized Officer, acting alone, is hereby authorized and directed, for and in the name and on behalf of the District, to execute and deliver the Barclays Bank ISDA Schedule Amendment, in substantially the form presented to this meeting, with such changes therein as the Authorized Officer executing the same, with the advice of the Financial Advisor, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Section 6. **Authorized Representative.** All approvals, consents, directions, notices, orders, requests and other actions permitted or required by the ISDA Master Agreement, the ISDA Schedule, the ISDA Credit Support Annex and the Confirmation (hereinafter referred to as

the "2012 Hedging Documentation") entered into or to be entered into, as applicable, with the Cap Counterparty, or by any of the other documents authorized by this Resolution, including, without limitation, the Schedule Amendments, may be given or taken by either Authorized Officer without further authorization or direction by the Board of Directors and each Authorized Officer is hereby authorized and directed to give any such approval, consent, direction, notice, order or request and to take any such action which such Authorized Officer may deem necessary or desirable to further the purposes of this Resolution.

Section 7. **Ratification of Deutsche Bank Hedging Documents.** All actions heretofore taken with respect to the authorization, approval, execution and delivery of the Deutsche Bank Hedging Documents are hereby ratified, confirmed, and approved.

Section 8. **Ratification of Barclays Bank Hedging Documents.** All actions heretofore taken with respect to the authorization, approval, execution and delivery of the Barclays Bank Hedging Documents are hereby ratified, confirmed, and approved.

Section 9. **Ratification of Actions Relating to 2012 Fuel Hedging Program.** All actions heretofore taken by the officers and agents of the District with respect to the 2012 Fuel Hedging Program are hereby ratified, confirmed, and approved.

Section 10. **Completion of 2012 Fuel Hedging Program.** Each Authorized Officer is hereby authorized and directed, for and in the name and on behalf of the District, to do any and all things and to take any and all actions and to execute and deliver any and all agreements, certificates, documents and instruments and to do any and all things and take any and all actions which may be necessary or advisable to effectuate the actions which the Board of Directors has approved in this Resolution, including, without limitation, payment of the premium for the commodity price cap, and to carry out, consummate and perform the duties of the District set



forth in the 2012 Hedging Documentation and all other documents executed in connection with the 2012 Fuel Hedging Program.

Section 11. **Severability of Invalid Provisions.** If any section, paragraph, clause or provision of this Resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining provisions of this Resolution which shall continue in full force and effect.

Section 12. **Effective Date.** This Resolution shall take effect immediately upon its passage.

Regularly passed and adopted this 8th day of June, 2011, by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Finance Committee

**THROUGH:** Michael J. Scanlon  
General Manager/CEO

**FROM:** Gigi Harrington  
Deputy CEO

**SUBJECT: AUTHORIZATION TO EXECUTE MASTER AGREEMENT FOR STATE-FUNDED TRANSIT PROJECTS**

**ACTION**

Staff proposes that the Committee recommend that the Board authorize the General Manager/CEO, or his designee, to:

1. Enter into a new 10-year Master Agreement (MA) with the California Department of Transportation (Caltrans) Division of Mass Transportation to remain eligible to receive State funding for transit projects; and
2. Execute subsequent project-specific Program Supplements (PS) to allow for the release and payment of State funds.

**SIGNIFICANCE**

Caltrans Division of Mass Transportation has prepared a new MA that establishes the general terms and conditions that are applicable to all local agencies that receive State funds for transit projects. The District's current MA with Caltrans Division of Mass Transportation expires on June 6, 2011. Execution of the new MA is required prior to the execution of project-specific funding agreements and is needed to ensure that the District continues to remain eligible to receive funding from the Caltrans Division of Mass Transportation.

**BUDGET IMPACT**

Funding may be delayed if the new MA is not executed in a timely fashion. Projects that are funded through Caltrans Mass Transportation Program Supplements are approved by the Board as part of the adoption and/or amendments to the capital budget. Program Supplements provide the mechanism for the District to receive funding from Caltrans to carry out approved capital projects.

**BACKGROUND**

All project sponsors who receive transit funding from Caltrans are required to execute a new MA once every 10 years. The terms of the new MA, which has been reviewed and approved by our attorney, are substantially the same as the existing MA with the exception of the removal of a mandatory arbitration provision.

Prepared by: Peter Skinner, Senior Grants Analyst

650-622-7818

**RESOLUTION NO. 2011 –**

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT  
STATE OF CALIFORNIA**

**\* \* \***

**AUTHORIZATION TO EXECUTE A MASTER AGREEMENT  
AND PROGRAM SUPPLEMENTS WITH THE CALIFORNIA  
DEPARTMENT OF TRANSPORTATION FOR  
STATE-FUNDED TRANSIT PROJECTS**

**WHEREAS**, the San Mateo County Transit District (District) may receive funding from the State of California now or sometime in the future for transit related projects; and

**WHEREAS**, substantial revisions were made to the programming and funding process for the transportation projects programmed in the State Transportation Improvement Program, by Chapter 622 (SB 45) of the Statutes of 1997; and

**WHEREAS**, the Traffic Congestion Relief Act of 2000 (the Act) was established by Chapters 91 (AB 2928) and 92 (SB 496), as amended by SB 1662, of the statutes of 2000, creating the Traffic Congestion Relief Program (TCRP); and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to execute an agreement with the Department before it can be reimbursed for project expenditures; and

**WHEREAS**, the Department utilizes Master Agreements (MA) for State-Funded Transit Projects, along with associated Program Supplements, for the purpose of administering and reimbursing state transit funds to local agencies; and

**WHEREAS**, the District's existing MA with Caltrans expires June 6, 2011; and

**WHEREAS**, Caltrans has presented the District with a new 10-year MA for approval and execution to satisfy the requirements described above; and

**WHEREAS**, staff recommends that the District authorize the General Manager/CEO or his designee to execute the MA and any amendments thereto.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District by adopting this resolution:

1. Authorizes the General Manager/CEO or his designee to execute a MA and all Program Supplements for State Funded Transit Projects and any amendments thereto with the California Department of Transportation; and
2. Agrees to comply with all conditions and requirements set forth in the MA, and applicable statues, regulations and guidelines for all State-funded transit projects.

Regularly passed and adopted this 8<sup>th</sup> day of June 2011, by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

\_\_\_\_\_  
Chair, San Mateo County Transit District

\_\_\_\_\_  
District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **AUTHORIZE EXECUTION OF CONTRACTS OVER \$100,000 FOR  
TECHNOLOGY RELATED PRODUCTS AND SERVICES TO VENDORS  
UNDER COOPERATIVE PURCHASING AGREEMENTS FOR  
FISCAL YEAR 2012 FOR AN AGGREGATE NOT-TO-EXCEED  
AMOUNT OF \$900,000**

**ACTION**

Staff proposes that the Committee recommend that the Board authorize the General Manager/CEO or his designee to enter into contracts over \$100,000 with vendors under cooperative purchasing agreements as required, for the purchase, lease and/or rental of computer and telecommunications equipment and related services, digital reprographic equipment, hardware, software, licensing, installation and configuration of telecommunications equipment, maintenance agreements, and computer. Expenditures with vendors under these programs will not exceed the budgeted amount of \$900,000 throughout Fiscal Year (FY) 2012.

**SIGNIFICANCE**

Approval of this contracting authority will provide the District with a cost effective means to support its standardization policy and provide the latest technology and services through cooperative intergovernmental purchasing programs. Contracts issued under this authority will fulfill new requirements for equipment, services, licensing, maintenance agreements, and programmed replacement of equipment that has reached the end of its useful life or has become unsuited for future needs.

**BUDGET IMPACT**

Funds for these purchases are programmed in FY2012 capital and operating budgets.

## **BACKGROUND**

Given the rapidly changing technology of information system hardware, software and related services, the State of California, among other state agencies nationwide, has established agreements with vendors under various cooperative purchasing programs such as the California Multiple Award Schedule (CMAS), the State of California Strategic Sourcing Initiative (CSSI), the Western States Contracting Alliance (WSCA), the California Integrated Information Network 2 (CALNET 2), the National Intergovernmental Purchasing Alliance Company (National IPA), the National Association of State Procurement Officials (NASPO), and the National Joint Powers Alliance (NJPA) . Special Districts are given statutory permission to procure competitively priced goods and services arising out of these vendor agreements. The Federal Government's own General Services Administration (GSA) Schedules (also referred to as Multiple Award Schedules and Federal Supply Schedules) also will be utilized as allowable. By utilizing such cooperative purchasing programs, the District saves considerable time and expense associated with independent procurements which would be unlikely to yield more favorable pricing or service.

All vendors selected will hold valid agreements under the corresponding cooperative purchasing program. Contracts will be executed only with vendors whose contracts were awarded under a cooperative buying agreement on a basis that complies with the District's statutory procurement authority and policy and will include the District's terms and conditions, as appropriate. Other cooperative purchasing consortia may be added to this program for acquisition of technology items during FY2012 but only to the extent each fully complies with the District's statutory procurement authority and policy.

Project Manager: David Verderosa, Director, Information Technology

650-508-7954

**RESOLUTION NO. 2011 -**

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT  
STATE OF CALIFORNIA**

**\*\*\***

**AUTHORIZE EXECUTION OF CONTRACTS FOR TECHNOLOGY RELATED  
PRODUCTS AND SERVICES TO VENDORS UNDER COOPERATIVE PURCHASING  
PROGRAMS FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$900,000 FOR  
FISCAL YEAR 2012**

**WHEREAS**, the San Mateo County Transit District (District) will require new personal computers, computer and telecommunications equipment and related services, digital reprographic equipment, software, hardware, licensing and maintenance agreements and computer peripherals throughout Fiscal Year (FY) 2012 to fulfill new technology requirements, to support the District's standardization policy and to replace technology equipment that has reached the end of its useful life; and

**WHEREAS**, in light of the need to standardize and purchase the latest technology in personal computers, telecommunications equipment, and other related equipment and services in the most cost-effective manner, the District has determined that a District-initiated sealed competitive bid process for the purchases described above is unlikely to be in the District's best interest; and

**WHEREAS**, the State of California and other cooperative purchasing consortiums including the California Multiple Award Schedule (CMAS), the State of California Strategic Source Initiative (CSSI), the National Intergovernmental Purchasing Alliance Company (National IPA), the National Joint Powers Alliance (NJPA), the National Association of State Procurement Officials (NASPO), Western States Contracting Alliance (WSCA), the California Integrated Information Network 2 (CALNET 2) and the General Services Administration (GSA)

have established programs in which the District can participate in order to procure favorably priced technology systems equipment and related services; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee (Committee) concurs, that the District can participate in the above mentioned programs, to the extent that such programs fully comply with the District's statutory procurement authority and policy, and that the District may add additional cooperative purchasing programs to this authorization for FY2012 to the extent that each additional individual program fully complies with the District's statutory procurement authority and policy; and

**WHEREAS**, the General Manager/CEO also recommends, and the Committee concurs, that the General Manager/CEO or his designee be authorized to enter into contracts that exceed \$100,000 with vendors under District-approved cooperative purchasing programs to meet its personal computer, telecommunications, and other related equipment and services requirements for FY2012, pursuant to the terms and conditions of each programs' vendor agreements, up to an aggregate, not-to-exceed amount of \$900,000.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District hereby takes the following actions:

1. Determines that a District-initiated competitive bidding process for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, and computer peripherals is unlikely to be in the District's best interests; and

2. Authorizes the procurement of technology systems equipment and related services through District-approved cooperative purchasing programs, including CMAS, CSSI, WSCA, CALNET 2, National IPA, NJPA, NASPO, and GSA vendors to meet its technology



equipment and services requirements for FY2012 pursuant to the terms and conditions of each vendor agreement and to the extent that each vendor agreement fully complies with the District's statutory procurement authority and policy and

3. Authorizes the General Manager/CEO or his designee to utilize additional cooperative purchasing programs for FY2012 to the extent that each additional individual program fully complies with the District's statutory procurement authority and policy; and

4. Authorizes the General Manager/CEO or his designee to enter into contracts exceeding \$100,000 with vendors under the District-approved cooperative purchasing programs up to an aggregate, not-to-exceed, amount of \$900,000 for FY2012; and

5. Authorizes the General Manager/CEO or his designee to execute all necessary purchase orders and contracts to effectuate this resolution, including any agreements with the State of California or other agency program for administrative fees for processing these purchases; and

6. Requests the General Manager/CEO to present a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this resolution.

Regularly passed and adopted this 8<sup>th</sup> day of June 2011 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **AUTHORIZE EXECUTION OF CONTRACTS OVER \$100,000 FOR  
INFORMATION TECHNOLOGY LICENSE RENEWALS,  
MAINTENANCE SERVICES AND PROFESSIONAL SERVICES FOR  
FISCAL YEAR 2012 FOR AN AGGREGATE NOT-TO-EXCEED  
AMOUNT OF \$850,000**

**ACTION**

Staff proposes that the Committee recommend that the Board authorize the General Manager/CEO or his designee to enter into contracts for more than \$100,000 with original equipment manufacturers, product licensors and maintainers and their distributors or consultants, directly and without the utilization of cooperative purchasing agreements or competitive procurement, to procure recurring maintenance services and license renewals necessary to permit continued effective use and upkeep of District-owned computer and telecommunications hardware and software. Further, this authorization shall also include contracts for the provision of sole source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services. Expenditures with manufacturers, vendors and consultants under this authority will not exceed the budgeted amount of \$850,000 throughout Fiscal Year (FY) 2012.

**SIGNIFICANCE**

Delegation of this contract approval authority will allow the District to pay for recurring maintenance services, additional licenses, license renewal fees and professional services for proprietary software in excess of \$100,000 without bringing actions individually before the Board for approval. This delegation would not eliminate the requirement that all other procurement policies and procedures be followed with respect to these actions.

Recurring support and license agreements are, by their nature, repetitive and routine, and are required to ensure continued and effective operation of information technology assets owned by the District. The sole source purchase of additional modules to existing software or professional services to modify existing proprietary software will allow the District's changing business needs to be met in a timely manner.

Delegating this authority can be an efficient use of the Board's time, while expediting the District's ability to continue needed operations and services.

### **BUDGET IMPACT**

Funds for these purchases are programmed in FY2012 capital and operating budgets.

### **BACKGROUND**

Software and hardware are typically sold with licenses and maintenance agreements that require periodic renewal. Failing to renew maintenance support means loss of software updates, problems obtaining resolution assistance, and repair services typically needed to keep a product in good operating order. In some cases, the product may not be legally used if a maintenance and license renewal has not been made.

It is not always possible to find cooperative purchasing agreements with contracts for the necessary maintenance support and license renewals. This is particularly true for transit industry-specific information technology products. The types of licensing and maintenance agreements contemplated are generally unobtainable under any other method because they are proprietary in nature to the manufacturers of the software. Similarly, many manufacturers do not allow third parties access to source code or to provide services. As a result, professional services to upgrade, modify, or add to existing software must be performed by the original manufacturer.

District assets requiring payment of recurring annual or multi-year maintenance services support and license fees in excess of \$100,000 that may need to be accommodated in FY2012 outside of cooperative purchase agreements or other pre-existing contracts include, but are not necessarily limited to:

- Oracle PeopleSoft ERP (Finance, Budget, HR management system) and Database
- ACS OrbCAD (vehicle location and communication system)
- Microsoft
- GFI – Farebox
- Hastus (scheduling and crew management software)

Issuance of contracts for maintenance and continued operation of assets like these will need to be brought individually before the Board for approval, unless authority is delegated to the General Manager/CEO or his designee.

Project Manager: David Verderosa, Director, Information Technology

650-508-7954

**RESOLUTION NO. 2011 -**

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT  
STATE OF CALIFORNIA**

**\*\*\***

**AUTHORIZE EXECUTION OF CONTRACTS FOR INFORMATION TECHNOLOGY  
LICENSES, MAINTENANCE SERVICES AND PROFESSIONAL SERVICES FOR AN  
AGGREGATE NOT-TO-EXCEED AMOUNT OF \$850,000 FOR FISCAL YEAR 2012**

**WHEREAS**, the San Mateo County Transit District (District) will require continuing product support and licenses for computer and telecommunications hardware and software throughout Fiscal Year (FY) 2012, to permit the continued effective use and upkeep of information technology assets owned by the District; and

**WHEREAS**, maintenance support and software license agreements for the information technology assets in use are, by their nature, repetitive and routine; and

**WHEREAS**, the District will also require professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee (Committee) concurs, that the General Manager/CEO or his designee be authorized to execute contracts that exceed \$100,000 with original equipment manufacturers, product licensors, and their authorized distributors and consultants pursuant to the District's statutory procurement authority and policy, up to an aggregate, not-to-exceed amount of \$850,000.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District hereby takes the following actions:

1. Authorizes the procurement of product support and annual or multi-year license renewal agreements for information technology assets owned by the District for FY2012,

pursuant to the District's statutory procurement authority and policy, in an aggregate not-to-exceed amount of \$850,000 for FY2012; and

2. Authorizes the General Manager/CEO or his designee to enter into contracts exceeding \$100,000 with original equipment manufacturers, product licensors, or their authorized distributors for recurring product support, additional licenses, and license renewals necessary to permit continued effective use and upkeep of District owned computer and telecommunications hardware and software; and

3. Authorizes the General Manager/CEO or his designee to enter into contracts orders exceeding \$100,000 with original equipment manufacturers, product licensors, or their authorized consultants for the provision of sole source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

4. Authorizes the General Manager/CEO or his designee to execute all necessary purchase orders, contracts and other documents and to take such other actions as may be necessary to give effect to this resolution; and

5. Requests the General Manager/CEO to present a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this resolution.

Regularly passed and adopted this 8<sup>th</sup> day of June 2011 by the following vote:

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Chair, San Mateo County Transit District

ATTEST:

\_\_\_\_\_  
District Secretary

SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

C.H. (Chuck) Harvey  
Deputy CEO

**SUBJECT: CANCELLATION OF CONTRACT FOR AUTOMOTIVE REPAIR SERVICES**

**ACTION**

Staff proposes that the Committee recommend that the Board authorize the General Manager/CEO to cancel the contract, awarded on October 13, 2010 to Spiteri's Complete Auto Service and Repair, Inc. (Spiteri's) for automotive repair and maintenance services of SamTrans non-revenue and service vehicles, as staff has determined the contractual relationship is not yielding satisfactory results.

**SIGNIFICANCE**

Approval of the above action will allow the District to proceed with procuring uninterrupted, continued automotive repair and maintenance services of SamTrans non-revenue and service vehicles.

Following this action, staff will issue a Request for Quotes to procure anticipated automotive repair and maintenance services for up to five months, if necessary, at an estimated cost of \$10,000 per month. During this time, staff will engage in a new solicitation process through a formal solicitation for a three-year base contract with two, successive one-year option terms to replace the contract being cancelled.

**BUDGET IMPACT**

Funds to support these services have already been included in the adopted Fiscal Year 2011 and proposed Fiscal Year 2012 District Operating budgets. It is anticipated that no additional funding will be required.

**BACKGROUND**

Staff advertised the solicitation via the District's website and a newspaper of general circulation. Standard language setting forth the District's policy regarding DBEs was included in the solicitation documents. Solicitation notices also were sent to interested bidders, small business enterprises (SBEs) and DBEs. The District received two bids (none from SBEs or DBEs):

Spiteri's Complete Auto Service and Repair, Inc. (Spiteri's), Belmont, CA	\$390,748
First Vehicle Services, Cincinnati, OH	\$477,654

On October 13, 2010, the District awarded a contract to Spiteri's (Contract) in the amount of \$340,748 for a three-year period with two, one-year option terms for the services and issued its written Notice to Proceed on November 9, 2010. The effective date of the Contract was November 10, 2010.

During Spiteri's performance of the Contract, staff has come to the conclusion that the business relationship between the two parties is not working out as anticipated and that it is in the District's best interest to terminate the Contract for convenience.

As required by District's Procurement Policy and terms of the Contract, staff has provided Spiteri's with 30 day's written notice of the District's intent to terminate the Contract. On April 28, 2011, the District issued to Spiteri's a written Notice to Stop Work and Notice of Intent to Terminate Contract.

Contract Officer: Luis F. Velásquez

650-622-8099

Project Manager: Detra Dillon, Bus Maintenance, Contract Administrator

650-508-6418

**RESOLUTION NO. 2011 -**

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT  
STATE OF CALIFORNIA**

\* \* \*

**AUTHORIZING CANCELLATION OF THE CONTRACT WITH  
SPITERI'S COMPLETE AUTO SERVICE AND REPAIR FOR  
AUTOMOTIVE REPAIR SERVICES**

**WHEREAS**, the San Mateo County Transit District (District), solicited competitive bids for automotive repair of non-revenue and service vehicles for a three-year term; and

**WHEREAS**, on October 13, 2010, the District awarded a contract for the services (Contract) to Spiteri's Complete Auto Service and Repair, Inc. (Spiteri's) of Belmont, California at an estimated cost of \$390,748 based upon the estimated requirements of the District; and

**WHEREAS**, during Spiteri's performance of the Contract, staff has determined that the contractual relationship is not yielding satisfactory results and that it is in the best interest of the District to terminate the Contract for convenience; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that the Contract awarded to Spiteri's be terminated for convenience.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District authorizes the General Manager/CEO to terminate the Contract with Spiteri's.

Regularly passed and adopted this day 8<sup>th</sup> of June 2011 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary



**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Finance Committee

**THROUGH:** Michael J. Scanlon  
General Manager/CEO

**FROM:** Gigi Harrington C.H. (Chuck) Harvey  
Deputy CEO Deputy CEO

**SUBJECT: REJECTION OF ALL BIDS FOR NON-ASBESTOS BRAKE BLOCKS  
AND AUTHORIZATION TO RESOLICIT BIDS**

**ACTION**

Staff proposes that the Committee recommend that the Board:

1. Reject all bids submitted in response to the San Mateo County Transit District (District) solicitation for furnishing non-asbestos brake blocks because bidders could not comply with Buy America requirements.
2. Authorize a re-solicitation excluding Federal contract clauses.

**SIGNIFICANCE**

Approval of the above actions will allow rejection of all bids received and will permit the re-issuance of a solicitation without Federal contract clauses including Buy America requirements.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

An Invitation for Bids (IFB) was issued to obtain bids for furnishing non-asbestos brake blocks over a five-year term. Staff advertised the requirements on the District website and in local newspapers. Solicitation notification went out to interested bidders including small business and disadvantaged business enterprises (SBEs and DBEs) that were registered in the vendor database. Four bids were received as follows:

- |   |           |
|---|-----------|
| 1. New Flyer Industries Canada ULC, Winnipeg, Manitoba Canada           | \$151,225 |
| 2. Muncie Transit Supply, Muncie, IN                                    | \$164,368 |
| 3. Capitol Clutch & Brake, Inc, W. Sacramento, CA (an SBE)              | \$175,920 |
| 4. American Moving Parts, Los Angeles, CA<br>(corrected from \$192,754) | \$192,753 |

All the bidders, except for one (Capitol Clutch & Brake) certified that they could not meet the Buy America Act requirements. Staff contacted the manufacturer and verified that the brake blocks specified in the bid document are not manufactured domestically. Therefore Capitol Clutch & Brake also would be unable to meet the Buy America Act requirements. The goal of adding Federal provisions was to supplement the operating funds with Federal funds when practicable. However, very few brake block manufacturers are able to meet the Buy America Act requirement. Since there is at least one American-made brake block manufacturer, the District would not be able to obtain a Buy America waiver. The brake blocks manufactured by the American firm do not meet District standards.

Staff now intends to re-issue the solicitation without Federal provisions, as there will be no Federal funding allocated for this procurement.

The District's current contractor was MCI for a three-year contract with two one-year option terms at an estimated cost of \$189,624. MCI went into bankruptcy in 2008 and District has been purchasing brake blocks in the open market until a new contract can be put in place.

Contract Officer: Brian Geiger	650-508-7973
Project Manager: Detra Dillon, Contract Administrator, Bus Maintenance	650-508-6418



BOARD OF DIRECTORS 2011

KARYL MATSUMOTO, CHAIR  
JERRY DEAL, VICE CHAIR  
CAROLE GROOM  
ROSE GUILBAULT  
SHIRLEY HARRIS  
ZOE KERSTEEN-TUCKER  
ARTHUR L. LLOYD  
ADRIENNE TISSIER

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

**A G E N D A**  
**LEGISLATIVE COMMITTEE**  
**COMMITTEE OF THE WHOLE**

**San Mateo County Transit District Administrative Building**  
**Bacciocco Auditorium - Second Floor**  
**1250 San Carlos Ave., San Carlos, CA**

**WEDNESDAY, JUNE 8, 2011 – 2:40 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Legislative Committee Meeting of May 11, 2011

**INFORMATIONAL**

2. State and Federal Legislative Update

Committee Members: Zoe Kersteen-Tucker, Rose Guilbault

NOTE:

- This Committee meeting may be attended by Board Members who do not sit on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

Draft

**SAN MATEO COUNTY TRANSIT DISTRICT  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA**

**MINUTES OF LEGISLATIVE COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
MAY 11, 2011**

Committee Members Present: Z. Kersteen-Tucker (Committee Chair)

Committee Members Absent: R. Guilbault

Other Board Members Present, Constituting Committee of the Whole: J. Deal, C. Groom, S. Harris, A. Lloyd, K. Matsumoto, A. Tissier

Staff Present: J. Cassman, G. Harrington, C. Harvey, R. Haskin, M. Lee, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 4:24 p.m.

**Approval of Minutes of Legislative Committee Meeting of April 13, 2011**

The committee approved the minutes (Tissier/Lloyd).

**Update on the State Legislative Program**

Government Affairs Manager Seamus Murphy said staff has been focused on legislation at the State level over the past month. The Legislature has worked to move a number of bills through the policy committee process that staff is supporting.

Adjourned: 4:25 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Legislative Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Mark Simon  
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

**STATE ISSUES**

High Speed Rail

On May 10 the Legislative Analyst's Office (LAO) released a report recommending the Legislature take certain actions related to the State's high-speed rail project including:

- Substantially reduce the California High Speed Rail Authority's Fiscal Year (FY) 2012 budget allocation
- Request an extension of Federal deadlines attached to the project's American Recovery and Reinvestment Act funding
- Revisit the selection of the Central Valley as the project's starting point
- Explore alternative administrative and governance structures including the possibility of shifting the day-to-day responsibility for administering the project to Caltrans

Staff will be monitoring the Legislature to see if any of the LAO's recommendations are carried out.

Budget

The governor's May Revision to the FY2012 budget was released on May 16. The report leaves the provisions of the renegotiated gas tax swap intact, preserving State Transit Assistance (STA) funding levels included in Public Transportation Account. In fact, STA funding is projected to increase to \$416 million from an estimated \$330 million due to an increase in the consumption and the cost of diesel fuel. The STA share for both Caltrain and SamTrans would increase compared to previous Metropolitan Transportation Commission estimates.

**FEDERAL ISSUES**

Nothing to report.

**San Mateo County Transit District  
State Legislative Matrix 5/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 16</a> <a href="#">Perea D</a></p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY THIRD READING 5/9/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. The federal American Recovery and Reinvestment Act of 2009 (ARRA) provides funding for allocation nationally to high-speed rail projects.</p> <p>This bill would require the authority to make every effort to purchase high-speed train rolling stock and related equipment that are manufactured in California, consistent with federal and state laws.</p>	
<p><a href="#">AB 31</a> <a href="#">Beall D</a></p> <p>Land use: high-speed rail: local master plan.</p>	<p>ASSEMBLY 2 YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/25/2011)</p>	<p>The California High-Speed Rail Act establishes the High-Speed Rail Authority to develop and implement an intercity high-speed rail system in the state, exclusively grants to the authority the responsibility for planning, construction, and operation of that system, and confers upon the authority specified powers and duties relating to that system.</p> <p>This bill would establish the High-Speed Rail Local Master Plan Pilot Program, applicable to specified cities and counties, and would authorize each of those jurisdictions to prepare and adopt, by ordinance, a master plan for development in the areas surrounding the high-speed rail system in each jurisdiction. The bill would authorize the high-speed rail master plan to include incentives for encouraging investment and coherent growth in the areas surrounding the high-speed rail system in each participating jurisdiction. The bill would also authorize the participating jurisdictions to collaborate with the State Air Resources Board to develop incentives to encourage development while concurrently reducing greenhouse gas emissions, consistent with or pursuant to the California Global Warming Solutions Act of 2006 or another specified provision of law requiring the board to provide greenhouse gas emission reduction targets for the preparation of regional sustainable communities strategies. The bill would authorize the master plan to exceed the requirements of the jurisdiction's general plan or the applicable regional sustainable communities strategy with respect to fostering sustainable communities around the high-speed rail system. <b>Last Amended on 3/24/2011</b></p>	
<p><a href="#">AB 41</a> <a href="#">Hill D</a></p> <p>Conflicts of interest: disqualification.</p>	<p>SENATE E. &amp; C.A. 5/12/2011 - Referred to Com. on E. &amp; C.A.</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly.</p>	

**San Mateo County Transit District  
State Legislative Matrix 5/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 57</a> <a href="#">Beall D</a></p> <p>Metropolitan Transportation Commission.</p>	<p>ASSEMBLY THIRD READING 5/19/2011 - Read third time and amended. Ordered to third reading.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission.</p> <p>This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. <b>Last Amended on 5/19/2011</b></p>	
<p><a href="#">AB 58</a> <a href="#">Galgiani D</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 5/2/2011 - In committee: Set, second hearing. Hearing canceled at the request of author.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Existing law provides for appointment of an executive director by the authority, who is exempt from civil service and serves at the pleasure of the authority.</p> <p>This bill, for purposes of managing and administering the ongoing work of the authority in implementing the high-speed train project, would authorize the Governor, upon the recommendation of the executive director, to appoint up to 6 additional authority officers, exempt from civil service, who would serve in specified positions at the pleasure of the executive director. The bill would require a salary survey to be conducted to determine the compensation for the executive director and additional exempt officers, and would require the salaries to be established by the authority and approved by the Department of Personnel Administration. <b>Last Amended on 3/16/2011</b></p>	
<p><a href="#">AB 76</a> <a href="#">Harkey R</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/11/2011)</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted.</p> <p>This bill would reduce the amount of general obligation debt authorized pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2012.</p>	

**San Mateo County Transit District  
State Legislative Matrix 5/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 105</a> <b>Committee on Budget</b></p> <p>Transportation.</p>	<p>ASSEMBLY CHAPTERED 3/24/2011 - Chapters by the Secretary of State, Chapter Number 6, Statutes of 2011</p>	<p>Existing law provides for payment of current general obligation bond debt service for specified voter-approved transportation bonds from gasoline excise tax revenue in the Highway Users Tax Account and revenue in the Public Transportation Account, and requires the Controller to make specified transfers of revenues in that regard to the Transportation Debt Service Fund. Existing law, pursuant to the Budget Act of 2010, provides for a loan of \$761,639,000 from gasoline excise tax revenue in the Highway Users Tax Account to the General Fund, to be repaid with interest by June 30, 2013.</p> <p>This bill, in fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose. The bill would make appropriations in this regard. The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution.</p> <p><b>Last Amended on 3/16/2011</b></p>	
<p><a href="#">AB 145</a> <b>Galgiani D</b></p> <p>High-speed rail.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would revise and recast these provisions by repealing and reenacting the California High-Speed Train Act. The bill would continue the High-Speed Rail Authority in existence to make policy decisions relative to implementation of high-speed rail consistent with Proposition 1A. The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency, which would implement those policies. The bill would transfer certain of the existing powers and responsibilities of the authority to the department and would specify additional powers and duties of the authority and department relative to implementation of the high-speed rail project, including the annual submission of a 6-year high-speed train capital improvement program and progress report to the Legislature. The director of the department would be appointed by the Governor, who would serve at the pleasure of the authority, and the Governor would be authorized to appoint up to 10 officers of the department who would be exempt from civil service and serve at the pleasure of the director. The bill would provide for acquisition and disposition by the department of rights-of-way for the high-speed rail project. <b>Last Amended on 3/16/2011</b></p>	



**San Mateo County Transit District  
State Legislative Matrix 5/26/2011**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 147 Dickinson D</a> Subdivisions.	SENATE G. & F. 5/19/2011 - Referred to Com. on GOV. & F.	<p>The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined.</p> <p>This bill would authorize a local ordinance to require payment of a fee subject to the Mitigation Fee Act, as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing transportation facilities, as defined. <b>Last Amended on 5/2/2011</b></p>	Support
<a href="#">AB 277 Galgiani D</a> High-speed rail: power supply.	ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.	<p>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. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Various federal laws provide funding for allocation nationally to high-speed rail and other related projects.</p> <p>This bill would require the California Research Bureau, by May 1, 2012, to develop an energy consumption profile that includes a forecast of the power needs of the high-speed rail system and an analysis of any recommendations for identifying a carbon-free baseline power supply for the system. The bureau's work would be done in consultation with the High-Speed Rail Authority, the Federal Railroad Administration, the Public Utilities Commission, the State Energy Resources Conservation and Development Commission, the United States Department of Energy, and the Legislative Analyst's Office. The bill would require the bureau to submit its report to the authority, the authority's independent peer review group, and specified committees of the Legislature. <b>Last Amended on 4/7/2011</b></p>	
<a href="#">AB 296 Skinner D</a> Building standards: cool pavement.	ASSEMBLY APPR. SUSPENSE FILE 5/18/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.	<p>Existing law requires the Department of Transportation to adopt a balanced, multimodal research and development program, including the research and development of new technologies. This bill would establish the Cool Pavements Research and Implementation Act and would require the department, in consultation with specified state agencies, to implement the act.</p> <p>The bill would require the department to adopt a strategy, through a public process, to implement the act and, by January 1, 2015, to adopt by regulation a Cool Pavements Handbook to detail testing protocols, standards, and best practices. <b>Last Amended on 4/25/2011</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 5/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 320</u></a> <a href="#"><u>Hill D</u></a></p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p>	<p>SENATE RLS. 5/12/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, which includes a local agency, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to file a notice of approval or a notice of determination containing specified information with the Office of Planning Research or the county clerk of each county in which the project is located, as appropriate. CEQA provides a procedure by which a party may attack, review, set aside, void, or annul the determination, finding, or decision of a public agency on specified grounds and requires that a petitioner or plaintiff name, as a real party in interest, a recipient of an approval that is the subject of an action or proceeding challenging the determination, finding, or decision of a public agency pursuant to CEQA.</p> <p>This bill would require that the named recipient be as identified by the public agency in its notice of determination or notice of exemption. The bill would require that a petition or complaint be subject to dismissal if a petitioner or plaintiff fails to serve any recipient of an approval within the statute of limitations period. <b>Last Amended on 4/12/2011</b></p>	
<p><a href="#"><u>AB 333</u></a> <a href="#"><u>Grove R</u></a></p> <p>California Global Warming Solutions Act of 2006: cap-and-trade program.</p>	<p>ASSEMBLY NAT. RES. 5/12/2011 - Re-referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board, in furtherance of achieving the statewide greenhouse gas emissions limit by January 1, 2011, to adopt a regulation that establishes a system of market-based declining annual aggregate emission limits for sources or categories of sources that emit greenhouse gas emissions, applicable from January 1, 2012, to December 31, 2020, inclusive, that the state board determines will achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, in the aggregate, from those sources or categories of sources. The act also authorizes the state board to include in its regulations the use of market-based compliance mechanisms to comply with the regulations, subject to prescribed requirements.</p> <p>This bill would require the state board to make findings and submit a status report to the Legislature no later than July 31, 2011, on the readiness of a proposed cap-and-trade program to begin January 1, 2012. The bill would authorize the board, if it makes a specified finding in the status report, to commence the cap-and-trade program after January 1, 2012, but no later than January 1, 2013. The bill would require the board to provide an annual cap-and-trade status report to the Legislature. <b>Last Amended on 5/11/2011</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 5/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 348</a> <a href="#">Buchanan D</a></p> <p>Highways: Safety Enhancement- Double Fine Zone.</p>	<p>SENATE T. &amp; H. 5/19/2011 - Referred to Com. on T. &amp; H.</p>	<p>Existing law requires the Department of Transportation to designate a state highway segment as a Safety Enhancement-Double Fine Zone if specified conditions are met, including that the governing board of the city or county in which the segment is located has by resolution indicated that it supports the designation.</p> <p>This bill would, notwithstanding these requirements and until January 1, 2017, provide for the designation of the segment of county highway known as Vasco Road, between the State Highway Route 580 junction in Alameda County and the Walnut Boulevard intersection in Contra Costa County, as a Safety Enhancement-Double Fine Zone upon the approval of the boards of supervisors of Alameda County and Contra Costa County. The bill would also impose specified duties on the local governing bodies regarding that double fine zone, including a report to be submitted to the Legislature on the effectiveness of the zone. <b>Last Amended on 4/27/2011</b></p>	
<p><a href="#">AB 381</a> <a href="#">Alejo D</a></p> <p>Department of Transportation.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/14/2011)</p>	<p>Existing law creates the Department of Transportation, within the Business, Transportation and Housing Agency, under the administration of the Director of Transportation, who is required to organize the department, as specified, with the approval of the Governor and the Secretary of the Business, Transportation and Housing Agency.</p> <p>This bill would make a non-substantive, grammatical change to that provision.</p>	
<p><a href="#">AB 385</a> <a href="#">Harkey R</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 5/3/2011)</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law requires the authority to approve and submit to the Director of Finance, a specified peer review group, the transportation policy committees and fiscal committees of the Legislature, a detailed funding plan for that corridor or a usable segment thereof of the high-speed train system. Existing law requires the funding plan to include certain information and meet specified requirements.</p> <p>This bill would require the authority to approve an investment grade analysis, to be prepared by the State Auditor, and to submit that investment grade analysis to those same entities. The bill would require that investment grade analysis to include certain information and meet specified requirements. <b>Last Amended on 4/25/2011</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 426</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a></p> <p>Transit fare evasion.</p>	<p>SENATE T. &amp; H. 5/16/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. &amp; H.</p>	<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 authorize the Southern California Regional Rail Authority and the North County Transit District to adopt and enforce such an ordinance. The bill would provide that a person cited under these ordinances adopted by transit operators shall be afforded an opportunity to complete the administrative process under the circumstances set forth in the ordinance. <b>Last Amended on 5/16/2011</b></p>	
<p><a href="#">AB 427</a> <a href="#">John A,</a> <a href="#">Pérez D</a></p> <p>Transportation bond funds: transit system safety.</p>	<p>SENATE RLS. 5/12/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes. Existing law requires the deposit of \$1 billion of the bond proceeds in the Transit System Safety, Security, and Disaster Response Account to be used, upon appropriation, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing that movement. Existing law designates the California Emergency Management Agency as the administrative agency for this account and requires the allocation of 60% of the funds in the account for capital expenditures to transportation planning agencies, county transportation commissions, and certain other transit-related agencies, as specified, and 15% of the funds for capital expenditures to specified intercity passenger rail systems and commuter rail systems. Existing law provides that operators that receive those funds for intercity passenger rail systems and commuter rail systems are not eligible for those funds designated for capital expenditures of transportation planning agencies, county transportation commissions, and other specified transit-related agencies.</p> <p>This bill would instead authorize operators that receive funds from the account for intercity passenger rail systems and commuter rail systems to also be eligible for funds designated for capital expenditures of transportation planning agencies, county transportation commissions, and other specified transit-related agencies. The bill would require an entity eligible to receive allocations of any of those funds to submit a document within a specified time to the California Emergency Management Agency that indicates the intent to use the funds and would, if the document is not submitted, authorize the California Emergency Management Agency to reallocate the funds. The bill would require the California Emergency Management Agency to notify a transportation planning agency if funds allocated to an entity within the region of the transportation planning agency are being reallocated and, if the transportation planning agency provides a document to the California Emergency Management Agency indicating its intent to distribute the funds to transit operators or rail operators, would require the funds to be allocated to the transportation planning agency. The bill would authorize the California Emergency Management Agency to allocate the funds on a competitive basis to an eligible entity in a different region of the state if the transportation planning agency does not receive an allocation to distribute funds to transit operators and rail operators, as specified. <b>Last Amended on 3/29/2011</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 471</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a></p> <p>High-speed rail: inspector general.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/11/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would create an independent inspector general to oversee the activities of the authority, and conduct investigations and audits in that regard. The inspector general would be appointed for a 6-year term by the Governor, subject to confirmation by the Senate. The bill would require the inspector general to report quarterly to the authority and annually to the Governor and the Legislature. <b>Last Amended on 4/25/2011</b></p>	
<p><a href="#">AB 485</a> <a href="#">Ma D</a></p> <p>Infrastructure financing.</p>	<p>SENATE RLS. 5/16/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>The Transit Village Development Planning Act of 1994 authorizes a city or county to create a transit village plan for a transit village development district that addresses specified characteristics. Existing law authorizes the legislative body of the city or county to adopt an infrastructure financing plan, create an infrastructure financing district, and issue bonds for which only the district is liable, to finance specified public facilities, upon voter approval.</p> <p>This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit village development district. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit village development districts be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. <b>Last Amended on 5/5/2011</b></p>	Support
<p><a href="#">AB 492</a> <a href="#">Galgiani D</a></p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY THIRD READING 5/9/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains, as specified.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 508</u></a> <a href="#"><u>Swanson D</u></a></p> <p>Displaced public transit, solid waste handling, and recycling services employees.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain, for a period of at least 90 days, certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Under this law, contractors or subcontractors who agree to retain employees must offer employment to those employees except for reasonable and substantiated cause. Additionally, the law provides that if a successor contractor or subcontractor determines that fewer employees are needed than under the prior contract, qualified employees must be retained by seniority within the job classification. Further, the existing contractor, when required by the awarding authority, must provide employment information relating to wage rates, benefits, dates of hire, and job classifications of employees under the existing service contract to the awarding authority or a successor contractor.</p> <p>This bill would add employees of solid waste handling and recycling contractors and subcontractors to those provisions. By requiring local agencies to give a bidding preference to such contractors and subcontractors, this bill would impose a state-mandated local program.</p>	
<p><a href="#"><u>AB 516</u></a> <a href="#"><u>V. Manuel</u></a> <a href="#"><u>Pérez D</u></a></p> <p>Safe routes to school.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law requires the department to rate proposals submitted by applicants using specified factors. One of the factors relates to consultation of and support for projects by school-based organizations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other relevant community stakeholders.</p> <p>This bill would delete that factor and instead substitute a factor relating to use of a specified public participation process, with involvement by the public, schools, parents, teachers, local agencies, the business community, key professionals, and others, which process identifies community priorities and ensures those priorities are reflected in the proposal, and secures support for the proposal by relevant community stakeholders. The bill would add another factor relating to benefit of a proposal to a low-income school, as defined, and would make other related changes. <b>Last Amended on 4/13/2011</b></p>	
<p><a href="#"><u>AB 522</u></a> <a href="#"><u>Bonilla D</u></a></p> <p>Vacation of public streets, highways, and public service easements.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/15/2011)</p>	<p>Existing law establishes the processes and procedures necessary for vacation of public streets, highways, and public service easements, and defines "vacation" for these purposes to mean the complete or partial abandonment or termination of the public right to use a public street, highway, or public service easement. Under these provisions, proof of publication of a required notice is made by affidavit.</p> <p>This bill would make a non-substantive change to these provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 535</a> <a href="#">Morrell R</a></p> <p>Regulations: 5-year review and report.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/18/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>The Administrative Procedure Act generally sets forth the requirements for the adoption, publication, review, and implementation of regulations by state agencies. This bill would additionally require a state agency to review and report on regulations that it adopts or amends on and after January 1, 2012, 5 years after adoption, as specified.</p> <p>The bill would require that the review and report include 10 specified factors, including a summary of the written criticisms of the regulation received by the agency within the immediately preceding 5 years and the estimated economic, small business, and consumer impact of the regulation. The bill would require the Office of Administrative Law to make the review and report available on the office's Internet Web site.</p>	
<p><a href="#">AB 551</a> <a href="#">Campos D</a></p> <p>Public contracts: prevailing wage requirements: violations.</p>	<p>SENATE RLS. 5/19/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law generally requires that not less than the general prevailing rate of per diem wages, as specified, be paid to workers employed on a public work, as defined. Existing law requires a contractor or subcontractor to submit, to the state or political subdivision on whose behalf a public work is being performed, a penalty of not more than \$50 per calendar day, and not less than \$10 per calendar day, as provided and determined by the Labor Commissioner, for violations of these prevailing wage provisions.</p> <p>This bill would increase that maximum penalty to \$100 for each calendar day and would increase the minimum penalty to no less than \$40 for each calendar day. The bill would also increase the penalty assessed to contractors and subcontractors with prior violations from \$20 to \$80, and from \$30 to \$120 for willful violations..</p>	
<p><a href="#">AB 567</a> <a href="#">Valadao R</a></p> <p>Transportation funds: capital improvement projects.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2011)</p>	<p>Existing law requires specified funds made available for transportation capital improvement projects to be programmed and expended for interregional and regional improvements, as specified.</p> <p>This bill would make non-substantive changes to these provisions.</p>	
<p><a href="#">AB 570</a> <a href="#">Smyth R</a></p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2011)</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012.</p> <p>This bill would make technical and non-substantive changes to the above requirements.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 598</a> <a href="#">Grove R</a></p> <p>Environmental quality: CEQA: standing.</p>	<p>ASSEMBLY NAT. RES. 5/9/2011 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would limit the standing to file and maintain the above action or proceeding to the Attorney General. <b>Last Amended on 3/31/2011</b></p>	
<p><a href="#">AB 605</a> <a href="#">Dickinson D</a></p> <p>Environmental quality: California Environmental Quality Act: transportation impacts.</p>	<p>ASSEMBLY 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/3/2011)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require the Office of Planning and Research, in consultation with specified entities, to prepare and adopt guidelines that would, among other things, establish the percentage reduction in the projected trip generation and vehicle miles traveled for a project as compared to the average for trip generation and vehicle miles traveled for that project type that would assist a region in meeting the greenhouse gas emission reduction targets established by the State Air Resources Board for the automobile and light truck sector for that region, and develop a list of mitigation measures that a project may incorporate to reduce the project's projected trip generation and vehicle miles traveled. The bill would provide that a project meeting or exceeding the percentage reduction in trip generation and vehicle miles traveled or a project that incorporates the listed mitigation measures sufficient to allow the project to meet the percentage reduction would not need to consider the transportation-related impact of the project in environmental documents prepared pursuant to CEQA. Because a lead agency would be required to determine whether a project would meet the percentage reduction established by the guidelines, this bill would impose a state-mandated local program.</p>	



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<p><a href="#">AB 615</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY THIRD READING 5/9/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes.</p> <p>This bill would enact similar exceptions, authorizations, and exemptions relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority, and would require the authority to provide a record of real property parcels it owns to the Department of General Services by July 1, 2014, and annually thereafter. The bill would require payments for leases or other conveyances of property controlled by the authority to be deposited with the authority for use in development, improvement, and maintenance of the high-speed rail system.</p> <p><b>Last Amended on 4/28/2011</b></p>	
<p><a href="#">AB 650</a> <a href="#">Blumenfield D</a></p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law establishes various boards and commissions within state government. Existing law establishes various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. The Public Transportation Account is designated as a trust fund and funds in the account shall be available to the Department of Transportation only for specified transportation planning and mass transportation purposes. This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 specified members and would require the Senate Committee on Rules and the Speaker of the Assembly to jointly appoint these members, including a chair, by March 31, 2012.</p> <p>The bill would require the task force to issue a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force , for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the department to provide administrative staffing to the task force . The bill would appropriate \$750,000 from the Public Transportation Account to the department , as specified, to accomplish the purposes of these provisions. <b>Last Amended on 3/31/2011</b></p>	<p>Support</p>

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<p><a href="#">AB 676</a> <a href="#">Torres D</a></p> <p>Transportation funds.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/3/2011)</p>	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	
<p><a href="#">AB 710</a> <a href="#">Skinner D</a></p> <p>Local planning: infill and transit-oriented development.</p>	<p>ASSEMBLY THIRD READING 5/19/2011 - Read second time. Ordered to third reading.</p>	<p>The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions.</p> <p>This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development.</p> <p><b>Last Amended on 4/25/2011</b></p>	
<p><a href="#">AB 819</a> <a href="#">Wieckowski D</a></p> <p>Bikeways.</p>	<p>ASSEMBLY 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/4/2011)</p>	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law defines 3 classes of bikeways for its purposes.</p> <p>This bill would include a class IV bikeway among the bikeways subject to the above provisions and would define a class IV bikeway to include a segregated bike lane which provides exclusive use of bicycles on streets, as specified. <b>Last Amended on 3/31/2011</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 845</u></a> <a href="#"><u>Ma D</u></a></p> <p>Transportation bond funds.</p>	<p>ASSEMBLY THIRD READING 5/19/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law, 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, including \$950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system. Of this amount, 80% is to be allocated to eligible commuter and urban rail recipients based on track miles, vehicle miles, and passenger trips pursuant to guidelines to be adopted by the commission. A dollar-for-dollar match is to be provided by a commuter and urban rail recipient for bond funds received.</p> <p>This bill would require the guidelines adopted by the commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the 2007 Data Tables of the National Transit Database of the Federal Transit Administration. The bill would require the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds provided by the recipient to be from nonstate funds. The bill would define "non-state matching funds" for purposes of these bond fund allocations to mean local, federal, and private funds, as well as state funds available to an eligible recipient that are not subject to allocation by the commission. <b>Last Amended on 5/10/2011</b></p>	
<p><a href="#"><u>AB 892</u></a> <a href="#"><u>Carter D</u></a></p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>SENATE RLS. 5/16/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law requires the department to submit a report to the Legislature regarding state and federal environmental review. Existing law requires the report to be submitted no later than January 1, 2009, and again, no later than January 1, 2011.</p> <p>This bill would, instead, require the report to be submitted no later than January 1, 2015, and again, no later than January 1, 2018. <b>Last Amended on 5/10/2011</b></p>	Support
<p><a href="#"><u>AB 912</u></a> <a href="#"><u>Gordon D</u></a></p> <p>Local government: organization.</p>	<p>ASSEMBLY THIRD READING 5/16/2011 - Read second time. Ordered to third reading.</p>	<p>The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires a local agency formation commission, where the commission is considering a change of organization that consists of a dissolution, disincorporation, incorporation, establishment of a subsidiary district, consolidation, or merger, to either order a change of organization subject to confirmation of the voters, as specified, or order the change of organization without an election if the change of organization meets certain requirements.</p> <p>This bill would authorize the commission, where the commission is considering a change of organization that consists of the dissolution of a district recommended for dissolution by a prior action of the commission, to immediately order the dissolution if the dissolution was initiated by the district board, or to, within 60 days following the application being deemed complete by the commission, hold at least one noticed public hearing on the proposal, and order the dissolution without an election, unless a majority protest exists, as specified. <b>Last Amended on 5/2/2011</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 952</a> <a href="#">Jones R</a>  High-speed rail.	ASSEMBLY THIRD READING 5/11/2011 - Read second time. Ordered to third reading.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor. Members of the authority are subject to the Political Reform Act of 1974.</p> <p>This bill would prohibit a member, employee, or consultant of the authority from being the recipient of any gift, as defined, in a specified provision of the act. The bill would prohibit a construction company, engineering firm, consultant, legal firm, or any other company, vendor, or business entity with a contract or seeking a contract with the authority, or subcontractor of any of the foregoing, or owner, employee, or any member of their immediate families of any of these companies, firms, vendors, entities, or subcontractors, from making any gift to a member, employee, or consultant of the authority, or to any member of their immediate families. The bill would authorize the authority itself to receive gifts, and to transfer those gifts as specified, with the written approval of the Department of Finance. <b>Last Amended on 5/10/2011</b></p>	
<a href="#">AB 953</a> <a href="#">Jones R</a>  High-speed rail.	ASSEMBLY 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/26/2011)	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects.</p> <p>This bill would provide that no funds from Proposition 1A shall be available to the High-Speed Rail Authority for construction of the high-speed train system until adequate environmental studies are completed based on a new ridership study that uses an acceptable ridership evaluation methodology. The bill would require the authority to contract with the Institute of Transportation Studies at the University of California at Berkeley to complete a revised ridership study, using the ridership methodology of the institute. The bill would require the authority to use that ridership study as the basis for subsequent environmental studies. The bill would also require the authority to reconsider its adoption of the optimal high-speed rail route based both on the new ridership study and the ridership methodology.</p>	
<a href="#">AB 957</a> <b>Committee on Transportation</b>  Transportation omnibus bill.	SENATE RLS. 5/12/2011 - In Senate. Read first time. To Com. on RLS. for assignment.	<p>Existing law, the Sacramento Regional Transit District Act, creates the Sacramento Regional Transit District, with specified powers and duties relative to providing transit services in the Sacramento region. Existing law provides that the district is comprised of specified cities and unincorporated territories in the Counties of Sacramento and Yolo. Existing law sets forth provisions for transition from the Sacramento Transit Authority to the district and also sets forth provisions applicable to the establishment of the first board of the district.</p> <p>This bill would provide that the district includes the Cities of Citrus Heights, Elk Grove, Rancho Cordova, and West Sacramento. The bill would delete obsolete provisions relating to the transition from the authority to the district and establishment of the district's first board. <b>Last Amended on 4/13/2011</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 988</a> <a href="#">Grove R</a></p> <p>Prevailing wages.</p>	<p>ASSEMBLY 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. &amp; E. on 3/10/2011)</p>	<p>Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers' compensation for public works projects. Existing law further requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations as specified, be paid to workers employed on public works projects, and imposes misdemeanor penalties for certain violations of this requirement.</p> <p>This bill would revise the manner in which the director determines the rate of general prevailing wages, including deleting the requirement that he or she consider the applicable wage rates established by collective bargaining agreements and the rates that may have been predetermined for federal public works, and deleting the requirement that the director consider further data from labor organizations and employers or employer associations and concerns where the rates do not constitute the rates actually paid in the locality. The bill would also revise the methodology that the director is required to use in determining the general prevailing rate of per diem wages in the locality in which the public work is to be performed, including deleting certain requirement, and requiring the director to conduct a survey of the wages paid for work performed in each locality in which the public work is to be performed.</p>	
<p><a href="#">AB 1092</a> <a href="#">Lowenthal, Bonnie D</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would require the authority to report biannually to the Legislature beginning March 1, 2012, on the status of the project, including overall progress, the project budget, expenditures to date, a comparison of the current and project work schedule and the baseline schedule contained in the 2009 business plan, project milestones, and other related issues.</p>	
<p><a href="#">AB 1097</a> <a href="#">Skinner D</a></p> <p>Transit projects: domestic content.</p>	<p>SENATE RLS. 5/19/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects.</p> <p>This bill would require the Secretary of Business, Transportation and Housing to specifically authorize a state or local agency receiving federal funds for transit purposes to provide a bidding preference to a bidder if the bidder meets or exceeds Buy America requirements applicable to federally funded transit projects.</p> <p><b>Last Amended on 4/25/2011</b></p>	Support
<p><a href="#">AB 1105</a> <a href="#">Gordon D</a></p> <p>High-occupancy toll lanes: roadway markings.</p>	<p>SENATE RLS. 5/12/2011 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in Santa Clara County.</p> <p>This bill would provide that such a HOT lane established on State Highway Route 101 may extend into San Mateo County as far as the high-occupancy vehicle lane in that county existed as of January 1, 2011, subject to agreement of the City/County Association of Governments of San Mateo County .</p> <p><b>Last Amended on 4/13/2011</b></p>	Support

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1164</a> <a href="#">Gordon D</a></p> <p>High-Speed Rail Authority: appointees: Senate confirmation.</p>	<p>ASSEMBLY THIRD READING 4/27/2011 - Read second time. Ordered to third reading.</p>	<p>Existing law creates the High-Speed Rail Authority within the state government with various powers and duties relative to development and implementation of a high-speed passenger train system. Existing law provides that 5 of the 9 members comprising the authority shall be appointed by the Governor.</p> <p>This bill would require that those gubernatorial appointments be made with the advice and consent of the Senate. <b>Last Amended on 4/7/2011</b></p>	
<p><a href="#">AB 1206</a> <a href="#">Galgiani D</a></p> <p>High-speed rail: contracts: small businesses.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects.</p> <p>This bill would require the authority to identify essential components of, and adopt, a small business enterprise program as part of contracts to be awarded by the authority relative to development and construction of the high-speed rail system and to adopt an oversight and accountability program for the small business enterprise program. The bill would require the authority to report annually to the Department of General Services and Legislature in that regard and post the report on its Internet Web site. <b>Last Amended on 3/30/2011</b></p>	
<p><a href="#">AB 1287</a> <a href="#">Buchanan D</a></p> <p>Local government: audits.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/21/2011)</p>	<p>Existing law requires school districts to comply with General Accounting Office standards for financial and compliance audits, as specified, and prohibits an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards.</p> <p>This bill would require local agencies, defined to include cities, counties, a city and county, special districts, authorities, or public agencies, to comply with General Accounting Office standards for financial and compliance audits and would prohibit an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards.</p>	
<p><a href="#">AB 1298</a> <a href="#">Blumenfield D</a></p> <p>Vehicles: parking: 72-hour restriction.</p>	<p>SENATE T. &amp; H. 5/19/2011 - Referred to Com. on T. &amp; H.</p>	<p>Existing law authorizes the removal of a parked vehicle when that vehicle is parked or left standing upon a highway for 72 or more consecutive hours in violation of a local ordinance authorizing its removal.</p> <p>This bill would authorize a local jurisdiction, by ordinance, to establish a minimum distance that a vehicle is to be moved for the purpose of the above 72-hour parking restriction. <b>Last Amended on 4/7/2011</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1308</a> <a href="#">Miller R</a></p> <p>Highway Users Tax Account: appropriation of funds.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/4/2011 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Article XIX of the California Constitution requires revenues from state excise taxes on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the cost of collection and any refunds authorized by law, to be used for various street and highway purposes and for certain mass transit guideway purposes. Existing law requires state excise fuel tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to and deposited monthly in the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for formula apportionment of specified revenues in the Highway Users Tax Account to cities and counties for the transportation purposes authorized by Article XIX of the California Constitution, and requires other portions of those revenues to be transferred to and deposited in the State Highway Account in the State Transportation Fund. Existing law provides that the money in the Highway Users Tax Account is appropriated for the above-described transportation purposes, but also generally provides that the money in the State Highway Account may not be expended until appropriated by the Legislature.</p> <p>This bill, in any year in which the Budget Act has not been enacted by July 1, would provide that all moneys in the Highway Users Tax Account in the Transportation Tax Fund, except as specified, are continuously appropriated and may be encumbered for certain purposes until the Budget Act is enacted. The bill would thereby make an appropriation. The bill would authorize the Controller to make estimates in order to implement these provisions.</p>	
<p><a href="#">AB 1332</a> <a href="#">Donnelly R</a></p> <p>State Air Resources Board: abolishment.</p>	<p>ASSEMBLY 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 4/26/2011)</p>	<p>Existing law establishes the State Air Resources Board as the state agency with primary jurisdiction over the regulation of air pollution, including greenhouse gas emissions. Existing law creates the state board within the California Environmental Protection Agency with prescribed membership.</p> <p>This bill would abolish the State Air Resources Board and transfer its authority, duties, powers, purposes, responsibilities, and jurisdiction to the California Environmental Protection Agency.</p>	
<p><a href="#">AB 1335</a> <a href="#">Lara D</a></p> <p>Local government: officials: salary increases.</p>	<p>ASSEMBLY 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/18/2011)</p>	<p>Existing law makes certain findings and declarations relating to the prohibition against the availability of state surplus or state loan funds, in the 1978-79 fiscal year, to any local public agency that provides an increase in salary in that fiscal year to any elected or appointed official, and cost-of-living increase for other individuals.</p> <p>This bill would make technical, non-substantive changes to these findings and declarations.</p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1388</a> <a href="#">Wieckowski D</a>  Earnings withholding orders.	SENATE JUD. 5/19/2011 - Referred to Com. on JUD.	<p>Existing law requires an employer to withhold the amounts required by an earnings withholding order from all earnings of the employee payable for any pay period of the employee that ends during the withholding period. Under existing law, the portion of the judgment debtor's earnings that the judgment debtor proves is necessary for the support of the judgment debtor or the judgment debtor's family supported in whole or in part by the judgment debtor is exempt from the levy of an earnings withholding order. This exemption is not available if the debt was incurred for the common necessities of life furnished to the judgment debtor or the family of the judgment debtor.</p> <p>This bill would provide that "common necessities of life" does not include hospital services or medical care for purposes of that exception to the exemption from the levy of an earnings withholding order. <b>Last Amended on 4/26/2011</b></p>	
<a href="#">ABX1 8</a> <a href="#">Ma D</a>  Transportation bond funds.	ASSEMBLY PRINT 12/7/2010 - From printer.	<p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of general obligation bonds for various transportation purposes. Existing law requires that \$1,000,000,000 of those funds be deposited in the Transit System Safety, Security, and Disaster Response Account, administered by the California Emergency Management Agency (Cal EMA), for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems, as specified. Existing law requires 25% of the available funds to be allocated to certain regional public waterborne transit agencies. Existing law requires entities receiving funds from the account to expend those funds within 3 fiscal years of the fiscal year in which the funds were allocated and requires that funds remaining unexpended after those 3 years revert to Cal EMA for reallocation in subsequent fiscal years.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	
<a href="#">AJR 5</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a>  Transportation revenues.	SENATE THIRD READING 5/11/2011 - From committee: Be adopted. (Ayes 7. Noes 2.) (May 10).	<p>This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure. <b>Last Amended on 3/29/2011</b></p>	
<a href="#">SB 22</a> <a href="#">La Malfa R</a>  High-speed rail.	SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/31/2011)	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted.</p> <p>This bill would reduce the amount of general obligation debt authorized pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2012. <b>Last Amended on 3/24/2011</b></p>	



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 46</a> <a href="#">Correa D</a></p> <p>Public officials: compensation disclosure.</p>	<p>SENATE APPR. SUSPENSE FILE 5/20/2011 - Set for hearing May 26.</p>	<p>Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection.</p> <p>This bill would, until January 1, 2019, require every person , except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. This bill would, until January 1, 2019, require each designated employee who is required to file statements under a conflict of interest code to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year. <b>Last Amended on 4/6/2011</b></p>	
<p><a href="#">SB 50</a> <a href="#">Correa D</a></p> <p>Conflicts of interest: disqualification.</p>	<p>ASSEMBLY E. &amp; R. 5/23/2011 - Referred to Com. on E. &amp; R.</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly.</p>	
<p><a href="#">SB 126</a> <a href="#">Steinberg D</a></p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY DESK 5/23/2011 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 211</a> <a href="#">Emmerson R</a></p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation.</p>	<p>SENATE THIRD READING 5/24/2011 - Read second time. Ordered to third reading.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. A violation of a regulation adopted by the state board pursuant to the act is subject to specified civil and criminal penalties. Pursuant to the act, the state board adopted a regulation requiring automobile service providers, by September 1, 2010, among other things, to check and inflate vehicle tires to the recommended pressure rating when performing automobile maintenance or repair services.</p> <p>This bill, until January 1, 2017, would authorize a tire pressure gauge used to meet the requirements of this regulation to be accurate within a range of plus or minus 2 pounds per square inch of pressure (2 psi).</p> <p><b>Last Amended on 5/10/2011</b></p>	
<p><a href="#">SB 241</a> <a href="#">Cannella R</a></p> <p>Environment: California Environmental Quality Act (CEQA).</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 2/17/2011)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR.</p> <p>The bill would enact the CEQA Litigation Protection Pilot Program of 2011 and would require the Business, Transportation and Housing Agency to select projects that meet specified requirements from specified regions for each calendar year between 2012 and 2016. The bill would exempt from judicial review, pursuant to CEQA, a lead agency's decision to certify the EIR of, or to adopt a mitigated negative declaration based on an initial study for, the selected projects, a lead agency's and responsible agency's approval of the selected project, and the Business, Transportation and Housing Agency's selection of the projects. The bill would require the Business, Transportation and Housing Agency, by December 31 of each year, to submit an annual report to the Governor and to the Legislature summarizing the designation of projects, and the job creation and investment attributable to the designated projects.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 310</a> <a href="#">Hancock</a> <b>D</b></p> <p>Local development.</p>	<p>ASSEMBLY DESK 5/19/2011 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law authorizes the legislative body of a city or county to adopt an infrastructure financing plan, which is required to contain specified information, for the purpose of financing certain infrastructure facilities, if specified procedural requirements are met, and requires the legislative body, if it adopts the plan, to submit the proposal to the voters. Existing law authorizes the legislative body to create an infrastructure financing district, by ordinance, if 2/3 of the qualified electors of the proposed district vote in favor of adoption of the plan, and also authorizes the legislative body to initiate proceedings to issue bonds to finance the infrastructure facilities if 2/3 of those electors vote in favor of the issuance. Existing law authorizes infrastructure finance districts to finance specified projects, including financing certain infrastructure facilities.</p> <p>This bill would eliminate the requirement of voter approval and authorize the legislative body to create the district, adopt the plan, and issue the bonds by resolutions. <b>Last Amended on 4/25/2011</b></p>	
<p><a href="#">SB 316</a> <a href="#">Emmerson</a> <b>R</b></p> <p>Meal periods: exemption: transportation industry.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. &amp; I.R. on 2/24/2011)</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the order is consistent with the health and welfare of affected employees.</p> <p>This bill would add employees employed in the transportation industry, as defined, to the list of employees exempt from the above provisions.</p>	
<p><a href="#">SB 392</a> <a href="#">Gaines</a> <b>R</b></p> <p>Transportation: California Transportation Commission.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/24/2011)</p>	<p>Existing law establishes the California Transportation Commission and authorizes the commission to alter or change the location of any state highway if, in the opinion of the commission, the alteration is for the best interest of the state.</p> <p>This bill would make a non-substantive change to these provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 468</a> <a href="#">Kehoe D</a></p> <p>Department of Transportation: north coast corridor project: high-occupancy toll lanes.</p>	<p>SENATE APPR. SUSPENSE FILE 5/25/2011 - Set for hearing May 26.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects.</p> <p>This bill would impose additional requirements on the department with respect to specified highway projects on State Highway Route 5 in southern California, known collectively as the north coast corridor project, that are located entirely or partially in the coastal zone, including requiring the department to collaborate with local agencies, the California Coastal Commission, and other affected local, state, and federal agencies to ensure that multimodal transportation options are evaluated and included in the public works plan for the projects. The bill would make these requirements applicable to the San Diego Association of Governments (SANDAG) and would also require SANDAG, for these projects, to establish a safe routes to transit program that integrates the adopted regional bike plan with transit services and, pursuant to SANDAG's agreement, as specified, to commit to dedicate for regional habitat acquisition, management, and monitoring activities a portion of specified taxes approved by the voters in San Diego County. The bill would, for these projects, require the department to suspend a notice of determination relating to environmental impact, issued between January 1, 2011, and January 1, 2012, until it is determined that environmental documents for the projects satisfy the requirements of the bill. The bill would also make legislative findings and declarations.</p> <p><b>Last Amended on 5/17/2011</b></p>	
<p><a href="#">SB 475</a> <a href="#">Wright D</a></p> <p>Infrastructure financing.</p>	<p>ASSEMBLY L. GOV. 5/19/2011 - Referred to Com. on L. GOV.</p>	<p>Existing law authorizes a governmental agency, as defined, to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and lease to, private entities, for specified types of fee-producing infrastructure projects. Existing law permits these agreements to provide for infrastructure facilities owned by a governmental entity, but constructed by a private entity, to be leased to or owned by that private entity for a period of up to 35 years, after which time the project would revert to the governmental agency.</p> <p>This bill would authorize a local governmental agency to enter into an agreement with a private entity for financing for specified types of revenue-generating infrastructure projects. The bill would require an agreement entered into under these provisions to include adequate financial resources to perform the agreement, and would additionally permit the agreements to lease or license to, or provide other permitted uses by, the private entity. <b>Last Amended on 5/3/2011</b></p>	
<p><a href="#">SB 517</a> <a href="#">Lowenthal D</a></p> <p>High-Speed Rail Authority.</p>	<p>SENATE APPR. SUSPENSE FILE 5/20/2011 - Set for hearing May 26.</p>	<p>Existing law creates the High-Speed Rail Authority in state government with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor.</p> <p>This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency. The bill would provide for the Secretary of Business, Transportation and Housing to serve on the authority as a nonvoting, ex officio member. The bill would require the secretary to propose an annual budget for the authority upon consultation with the authority. The bill would require the members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. The bill would provide for the members that are appointed to have specified background or experience, as specified. <b>Last Amended on 5/17/2011</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 522</a> <a href="#">Walters</a> R</p> <p>Public employees' retirement: additional service credit.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. &amp; R. on 3/22/2011)</p>	<p>Existing law authorizes certain members of the Public Employees' Retirement System, the State Teachers' Retirement System, and county, city, and district retirement systems that have adopted specified provisions, to make additional contributions to the retirement system and receive up to 5 years of additional retirement service credit for time that does not qualify for public service, as specified.</p> <p>The bill would repeal the provisions that authorize these additional contributions and service credit, and would make related technical changes. <b>Last Amended on 3/22/2011</b></p>	
<p><a href="#">SB 523</a> <a href="#">Walters</a> R</p> <p>Public employees' retirement: elected local officials.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. &amp; R. on 3/22/2011)</p>	<p>Existing law authorizes the creation of retirement systems for public employees by counties, cities, and districts. Existing law creates the Public Employees' Retirement System and the State Teachers' Retirement System, which provide a defined benefit to their members based on age at retirement, service credit, and final compensation. Existing law establishes the criteria for membership in the various public employee retirement systems and may exclude certain employment classifications from membership. The California Constitution provides for the division of the state into counties and requires that a county have an elected sheriff, elected district attorney, elected assessor, and elected governing body. Existing law provides for the incorporation of cities in various forms and requires that certain city offices be filled pursuant to elections, as prescribed. Existing law provides for the creation of districts, the governing bodies of which may be elected.</p> <p>This bill would prohibit a person who is publicly elected to a local office of any kind, on and after January 1, 2012, from becoming a member of a retirement system by virtue of that service or from acquiring any retirement right or benefit for serving in that elective local office. The bill would also apply these prohibitions to a person who is appointed to fill the term of a person so elected, but would not apply them to a person who obtained membership by virtue of holding an elective local office prior to January 1, 2012, for so long as he or she holds that office or is reelected to that office. <b>Last Amended on 3/22/2011</b></p>	
<p><a href="#">SB 524</a> <a href="#">Walters</a> R</p> <p>Public employees' retirement: retroactive benefits.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. &amp; R. on 3/22/2011)</p>	<p>The Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions commonly referred to as the Educational Employment Relations Act, the Higher Education Employer-Employee Relations Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act each provide for the representation of state or local public employees by recognized employee organizations, and provide that the scope of this representation includes negotiations concerning wages, hours, and other terms and conditions of employment between the state or local public employer and representatives of those employee organizations.</p> <p>This bill would exclude matters relating to the retroactive effect of pension benefit increases from the scope of representation of public employees by recognized employee organizations, and would thereby prohibit these employee organizations from negotiating for a retroactive effect of pension benefit increases with public employers. <b>Last Amended on 3/22/2011</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 5/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 582</u></a> <a href="#"><u>Emmerson R</u></a></p> <p>Commute benefit policies.</p>	<p>SENATE THIRD READING 5/17/2011 - Read second time and amended. Ordered to third reading.</p>	<p>Existing law requires transportation planning agencies to undertake various transportation planning activities, including preparation of a regional transportation plan. Existing law requires transportation planning agencies that are designated under federal law as metropolitan planning organizations to include a sustainable communities strategy as part of the regional transportation plan for their region. Existing law creates air quality management districts and air pollution control districts with various responsibilities relative to reduction of air pollution.</p> <p>This bill, beginning on January 1, 2013, subject to certain exceptions, would authorize a metropolitan planning organization jointly with the local air quality management district or air pollution control district to adopt a commute benefit ordinance that requires covered employers operating within the common area of the organization and district with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would impose a requirement for all metropolitan planning organizations within the region served by a specified air district to jointly elect to adopt the ordinance together with the district. The bill would exclude from its provisions an air district with a trip reduction regulation initially adopted prior to the 1990 Federal Clean Air Act Amendments as long as it continues to have a regulation that allows trip reduction as a method of compliance. The bill would make its provisions inoperative on January 1, 2017. <b>Last Amended on 5/17/2011</b></p>	<p>Support</p>
<p><a href="#"><u>SB 620</u></a> <a href="#"><u>Correa D</u></a></p> <p>California Environmental Quality Act: retail facilities: project review.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/3/2011)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect.</p> <p>This bill would, until January 1, 2015, exempt from those CEQA requirements a project that consists of the alteration of a vacant retail structure that existed prior to January 1, 2009, is not more than 120,000 square feet in area, and that meets specified requirements.</p>	
<p><a href="#"><u>SB 624</u></a> <a href="#"><u>Harman R</u></a></p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/3/2011)</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012.</p> <p>This bill would make technical, non-substantive changes to the above requirements.</p>	

**San Mateo County Transit District  
State Legislative Matrix 5/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 683</a> <a href="#">Correa D</a></p> <p>Environment: California Environmental Quality Act: noncompliance allegations: public comment.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was E.Q. on 3/3/2011)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for a public review period for the public to review a draft EIR, proposed negative declaration, or proposed mitigated negative declaration. CEQA requires a lead agency to evaluate and respond to comments on a draft EIR, proposed negative declaration, or proposed mitigated negative declaration made during the public review period and authorizes a lead agency to evaluate and respond to comments made on a draft EIR when the comments are submitted after the public review period. CEQA requires an action or proceeding alleging noncompliance with its requirements to be based on grounds that were presented to the public agency orally or in writing by any person unless the person objected to the approval of the project orally or in writing, during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the issuance of the notice of determination.</p> <p>This bill instead would prohibit these actions or proceedings unless the oral or written presentation or objection occurs during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the filing, rather than issuance, of the notice of determination.</p>	
<p><a href="#">SB 693</a> <a href="#">Dutton R</a></p> <p>Public contracts: local agencies.</p>	<p>SENATE T. &amp; H. 5/2/2011 - Set, second hearing. Hearing canceled at the request of author.</p>	<p>Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships for transportation projects under certain conditions. Existing law authorizes the department to delegate to any city or county any part of its powers and jurisdiction, except the power of approval, with respect to any portion of any state highway within the city or county, and to withdraw the delegation.</p> <p>This bill would specify that the delegation authority includes the authority to utilize private-public partnership agreements for transportation projects.</p> <p>Last Amended on 4/13/2011</p>	

**San Mateo County Transit District  
State Legislative Matrix 5/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 733</a> <a href="#">Price D</a></p> <p>High-speed rail: business plan: contracts: small business participation.</p>	<p>SENATE APPR. SUSPENSE FILE 5/25/2011 - Set for hearing May 26.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects. Existing law requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements beginning January 1, 2012, and every 2 years thereafter.</p> <p>This bill would require the authority, in awarding contracts for the construction of the high-speed rail system with state or federal funds, to develop a strategy in conjunction with the Employment Development Department to ensure that at least 25% of the project workforce used at each authority worksite is from the local workforce, and to report on that strategy in the business plan to be submitted on January 1, 2012, or as an addendum to that plan to be submitted on March 1, 2012. <b>Last Amended on 5/11/2011</b></p>	
<p><a href="#">SB 749</a> <a href="#">Steinberg D</a></p> <p>High-speed rail.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. &amp; H. on 3/3/2011)</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor.</p> <p>This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.</p>	
<p><a href="#">SB 775</a> <a href="#">Walters R</a></p> <p>Bonds.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was G. &amp; F. on 4/7/2011)</p>	<p>The existing State General Obligation Bond Law contains procedures for use in authorizing the issuance and sale and providing for the repayment of state general obligation bonds. Existing law also requires prescribed accountability measures to be included in local bond measures.</p> <p>This bill would incorporate a requirement into the State General Obligation Bond Law that would require a committee created by a bond act to periodically prepare a report on, among other topics, the amount of bonds that the committee has issued in the past five years and the likelihood that the committee will issue any additional bonds in the future. This bill would require that this report is submitted to standing committees in the Legislature with responsibility for budget and fiscal affairs. This bill would specifically authorize house committees to recommend to the Legislature, based upon the contents of that report, that the amount of bonds authorized by the act should be reduced if they conclude either that it is unlikely that the bond committee will issue any additional bonds in the future or that the amount of bonds authorized by the act is excessive or unnecessary in relation to the purpose for which the bond act was passed.</p>	



**San Mateo County Transit District  
State Legislative Matrix 5/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 783</u></a> <a href="#"><u>Dutton</u></a> R</p> <p>Environment: CEQA.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make technical, non-substantive changes to the term "project" for the purposes of CEQA.</p>	
<p><a href="#"><u>SB 785</u></a> <a href="#"><u>Dutton</u></a> R</p> <p>Environmental quality CEQA: compliance: environmentally mandated projects.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make a technical, non-substantive change in those provisions relating to the requirements imposed on a lead agency for the compliance project.</p>	
<p><a href="#"><u>SB 832</u></a> <a href="#"><u>Strickland</u></a> R</p> <p>California Global Warming Solutions Act of 2006.</p>	<p>SENATE 2 YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020. This bill would make a technical, non-substantive change to a provision of the California Global Warming Solutions Act of 2006.</p>	
<p><a href="#"><u>SB 851</u></a> <a href="#"><u>Anderson</u></a> R</p> <p>Transportation.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</p>	<p>Existing law provides the Department of Transportation with full possession and control of all state highways and authorizes the department to lay out and construct all state highways, as specified.</p> <p>This bill would state intent of the Legislature to enact legislation that would address the need for highway construction.</p>	

**San Mateo County Transit District  
State Legislative Matrix 5/26/2011**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 862</a> <a href="#">Lowenthal D</a></p> <p>Southern California Goods Movement Authority.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. &amp; H. on 4/4/2011)</p>	<p>Existing law requests the California Marine and Intermodal Transportation System Advisory Council, a federal entity, to compile data on, among other issues, air pollution caused by the movement of goods through the state's maritime ports and proposed methods of mitigating or alleviating that pollution.</p> <p>This bill would establish the Southern California Goods Movement Authority consisting of representatives from specified entities. The bill would require the authority to establish a priority list of infrastructure and air quality improvement projects related to the movement of port-related cargo and port operations in southern California. The bill would require the Alameda Corridor East Construction Authority, a local agency, to provide staff and meeting space for the authority, thereby imposing a state-mandated local program. The bill would authorize the authority to enter into a memorandum of understanding with PierPASS or a similar entity created by the West Coast Marine Terminal Operator Agreement , for funding the list of infrastructure and air quality improvement projects . The bill would provide that this funding is intended to leverage funding from other sources and is not intended to be the sole source of funding for the pr ojects. The bill would require the authority to consider specified projects for inclusion in the priority list and would require the authority to consult with the South Coast Air Quality Management District regarding air quality improvement projects. <b>Last Amended on 4/4/2011</b></p>	
<p><a href="#">SB 864</a> <a href="#">Fuller R</a></p> <p>Emissions of greenhouse gases: market-based compliance mechanisms.</p>	<p>SENATE 2-YEAR 5/13/2011 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/10/2011)</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating greenhouse gas emission sources. The act requires the state board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program. The act also requires the state board to adopt regulations to provide for a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. Existing law authorizes the state board to include market-based compliance mechanisms, as defined, to comply with the regulations.</p> <p>This bill would make technical, non-substantive changes to this authorization.</p>	
<p><a href="#">SB 867</a> <a href="#">Padilla D</a></p> <p>Build California Bonds.</p>	<p>SENATE 2-YEAR 5/10/2011 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. &amp; H. on 4/7/2011)</p>	<p>Existing law creates the California Transportation Financing Authority with specified powers and duties relative to the issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds and toll revenues in order to increase the construction of new capacity or improvements for the state transportation system.</p> <p>This bill would, in addition, provide for the authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. The bill would provide for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. The bill would limit the principal amount of bonds to be issued by the authority under these provisions to \$5 billion over a 5-year period commencing January 1, 2012.</p>	<p>Support</p>



BOARD OF DIRECTORS 2011

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JERRY DEAL, VICE CHAIR  
CAROLE GROOM  
ROSE GUILBAULT  
SHIRLEY HARRIS  
ZOE KERSTEEN-TUCKER  
ARTHUR L. LLOYD  
ADRIENNE TISSIER

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

## **A G E N D A**

### **PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE**

**San Mateo County Transit District Administrative Building  
Bacciocco Auditorium - Second Floor  
1250 San Carlos Ave., San Carlos, CA**

**WEDNESDAY, JUNE 8, 2011– 3:20 p.m.**  
or immediately following previous Committee meeting

#### **ACTION**

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of April 13, 2011

#### **INFORMATIONAL**

2. Presentation on the SamTrans Service Plan
3. Capital Projects Quarterly Status Report – Third Quarter Fiscal Year 2011

Committee Members: Carole Groom, Jerry Deal, Art Lloyd

#### NOTE:

- This Committee meeting may be attended by Board Members who do not sit on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**SAN MATEO COUNTY TRANSIT DISTRICT  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA  
MINUTES OF PLANNING, DEVELOPMENT AND SUSTAINABILITY  
COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
APRIL 13, 2011**

Committee Members Present: C. Groom (Committee Chair), J. Deal, A. Lloyd

Other Board Members Present, Constituting Committee of the Whole: O. Ahmad, R. Guilbault, S. Harris, K. Matsumoto, A. Tissier

Other Board Members Absent, Constituting Committee of the Whole: Z. Kersteen-Tucker

Staff Present: J. Cassman, G. Harrington, C. Harvey, R. Haskin, M. Lee, M. Martinez, N. McKenna, D. Miller, M. Simon

Committee Chair Carole Groom called the meeting to order at 3:07 p.m.

**Approval of Minutes of Planning, Development and Sustainability Committee Meeting of March 9, 2011**

The Committee approved the minutes (Lloyd/Guilbault); Ahmad abstained.

**Sustainability Program Overview**

Deputy CEO Chuck Harvey reported:

- The purpose of the program is to help conserve resources and potentially save the District money; reduces operational expense; engages employees creatively in a worthwhile effort; addresses legislation and regulations; recognizes changing stakeholder expectations; expands leadership profile; reduces Bay Area emissions; and reduces agency's carbon footprints.
- The program is built on volunteer teams.
- Program emphasizes education, projects and policies that reduce water, energy and waste streams.
- American Public Transportation Association (APTA) Sustainability Commitment contains required actions and recommended actions that help guide the program.
- To date 10 projects, two policies and a Green House Gas (GHG) Inventory have been completed.
- APTA awarded the San Mateo County Transit District with a Bronze recognition.
- GHG emissions have stayed pretty stable because of the fixed-route service. SamTrans is a net GHG reducer.
- Projects completed or underway include:
  - Energy efficient lighting.
  - Double-sided printing.
  - Single stream recycling.

- Lights out signs in common areas.
- Environmental procurement policy.
- Green bag lunch series on sustainability topics.
- Next steps include:
  - Continue to engage employees in sustainability.
  - Continue to take steps to reduce GHGs, energy, water and waste streams.
  - Continue to coordinate with external stakeholders.

Director Rose Guilbault congratulated staff on the work they have done and the award.

Director Omar Ahmad asked that said as non-revenue vehicles are replaced it would be tremendous if electric and plug-in hybrids could be looked at as a possibility be explored for District vehicles and he also asked that charging stations for the District facilities around the facility be looked at. Mr. Harvey said part of another initiative staff is working on is a Metropolitan Transportation Commission grant called “Making the Last Mile Connection” at the Redwood City Sequoia Station. Part of this grant is a combined strategy with a number of different initiatives to try and create a mode shift. At this location there is going to be bike sharing, car sharing and possibly electric charging stations.

Director Ahmad asked if local producers of alternative diesel could have their fuel road tested with SamTrans. Mr. Harvey said the use of bio-diesel has been something looked at the past three years. There were some technical issues with the fueling systems and engines that needed to be resolved. Most of these issues have been resolved and staff was ready to sign an agreement with an agency that was going to have a local feedstock manufacturing plant here in the county, but the company ran into financial difficulty when the downturn occurred. Staff has been contacted over the past few weeks by a couple of companies who can provide bio-diesel and staff will be meeting with them.

Director Art Lloyd said he represents SamTrans and Caltrain on Sustainable San Mateo County’s Indicators Committee. The 2011 Report will be coming out and would like to feature SamTrans in the Indicators Report.

**Adjourned:** 3:29 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Planning, Development and Sustainability Committee

**THROUGH:** Michael J. Scanlon  
General Manager/CEO

**FROM:** Marian Lee  
Executive Officer, Planning and Development

**SUBJECT: SAMTRANS SERVICE PLAN**

**ACTION**

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

**SIGNIFICANCE**

Staff will provide a presentation to introduce the SamTrans Service Plan (SSP). Staff will give an overview of the project scope and schedule, as well as key work tasks, such as development of project guiding principles, detailed service analysis, market analysis and public outreach. The Board presentation will include background on SamTrans service history leading to the focus for the service analysis.

The SSP process will continue through the remainder of 2011 and into early 2012. Concurrent to the service analysis will be a county-wide public outreach effort to inform and gather input from the public. Targeted outreach to seek input from bus operators and other key internal stakeholders is also planned. The bulk of the public outreach effort will commence in June and continue through September. In July, a series of public open houses are scheduled to introduce the SSP to the public and in September, a series of interactive workshops will be scheduled to collect public input on preliminary service design concepts.

**BUDGET IMPACT**

There is no impact to the budget.

**BACKGROUND**

The SamTrans Service Plan (formerly the Comprehensive Operational Analysis) is identified as a key initiative in the District Strategic Plan. The SSP is an in-depth study of the SamTrans system designed to identify strengths, consider future transit services, and analyze the efficient and effective use of SamTrans resources. The resulting plan will identify key transit investments and direct the delivery of long-term financially sustainable SamTrans service, considering available resources.

Prepared by: Marisa Espinosa, Manager, Planning and Research

650-508-6226

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Planning, Development & Sustainability Committee

**THROUGH:** Michael J. Scanlon  
General Manager/CEO

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

**SUBJECT: CAPITAL PROJECTS QUARTERLY STATUS REPORT –  
3RD QUARTER FISCAL YEAR 2011**

**ACTION**

No action required. The attached Capital Projects Quarterly Status Report is submitted to the Board for information only.

**SIGNIFICANCE**

The attached report will be submitted quarterly to keep the Committee advised as to the status of active capital projects. This report is formatted to illustrate the status of projects and to establish reporting consistency with the Peninsula Corridor Joint Powers Board and the San Mateo County Transportation Authority.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff will be preparing the Capital Projects Quarterly Status Report for the Committee on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Committee for informational purposes and is intended to better inform the Committee of the capital project status.

The Quarterly Capital Status Report can be viewed at the following link:

[http://www.samtrans.com/pdf/quarterly\\_report/FY11\\_Q3\\_SamTrans\\_Quarterly\\_Report.pdf](http://www.samtrans.com/pdf/quarterly_report/FY11_Q3_SamTrans_Quarterly_Report.pdf)





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## A G E N D A

### BOARD OF DIRECTORS

San Mateo County Transit District Administrative Building  
Bacciocco Auditorium - Second Floor  
1250 San Carlos Ave., San Carlos, CA

WEDNESDAY, JUNE 8, 2011 – 3:00 p.m.  
or immediately following Committee meetings

1. **CALL TO ORDER/ROLL CALL**
  2. **CONSENT CALENDAR**  
MOTION
    - a. Approval of Minutes of Board of Directors Meeting of May 11, 2011
    - b. Acceptance of Statement of Revenues and Expenses for April 2011
  3. **PUBLIC COMMENT**  
Public comment by each individual speaker shall be limited to one minute
  4. **REPORT OF THE CHAIR**
  5. **REPORT OF THE GENERAL MANAGER/CEO**
    - a. Annual Operations and Maintenance Base Safety Awards
  6. **CALL FOR A PUBLIC HEARING ON SEPTEMBER 14, 2011 TO CONSIDER THE INTRODUCTION OF A DAY PASS AND CHANGES TO THE CODIFIED TARIFF**
  7. **COMMUNITY RELATIONS COMMITTEE**  
*(Accessibility, Senior Services, and Community Issues)*  
MOTION
    - a. Proclamation Declaring June 16, 2011 as “National Dump the Pump Day”
- SUBJECTS DISCUSSED
- b. Accessibility Update
  - c. Paratransit Coordinating Council (PCC) Update
  - d. Citizens Advisory Committee Liaison Report
  - e. Performance Report – ADA Paratransit Service
  - f. Multimodal Ridership Report – April 2011

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

**8. FINANCE COMMITTEE**

**RESOLUTION**

- a. Authorize Adoption of the Fiscal Year 2012 Operating Budget in the Amount of \$128,423,259
- b. Authorize Adoption of the Fiscal Year 2012 Capital Budget in the Amount of \$19,180,994
- c. Authorize Approval of Bid Documents and Execution of Documents and Payment of Premium for Commodity Price Cap for Fuel Hedging Program for Fiscal Year 2012
- d. Authorize Execution of Ten-year Master Agreement and Program Supplements with the California Department of Transportation for State-funded Transit Projects
- e. Authorize Execution of Contracts Over \$100,000 for Technology Related Products and Services to Vendors Under Cooperative Purchasing Agreements for Fiscal Year 2012 for an Aggregate Not-to-Exceed Amount of \$900,000
- f. Authorize Execution of Contracts Over \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for Fiscal Year 2012 for an Aggregate Not-to-Exceed Amount of \$850,000
- g. Authorize Cancellation of Contract for Automotive Repair Services with Spiteri Complete Auto Service and Repair, Inc.

**MOTION**

- h. Authorize Rejection of all Bids for Non-asbestos Brake Blocks and Authorize Reissuing the Solicitation

**9. LEGISLATIVE COMMITTEE**

**SUBJECTS DISCUSSED**

- a. State and Federal Legislative Update

**10. PLANNING, DEVELOPMENT AND SUSTAINABILITY**

**INFORMATIONAL**

- a. Presentation on the SamTrans Service Plan
- b. Capital Projects Quarterly Status Report – Third Quarter Fiscal Year 2011

**11. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS**

**12. BOARD MEMBER REQUESTS/COMMENTS**

**13. DATE, TIME AND PLACE OF NEXT MEETING** – July 7, 2011 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 Carlos Ave., San Carlos 94070

**14. GENERAL COUNSEL PROPOSAL**

- a. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Teamsters Union, Local 856 (Bus Transportation Supervisors, Dispatchers and Radio Controllers)

- b. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Amalgamated Transit Union, Local 1574 (Customer Service Center Employees)
- c. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Amalgamated Transit Union, Local 1574 (Bus Operators, Mechanics, Utility Workers and Storeskeeper Employees)

## **15. ADJOURNMENT**

## **INFORMATION TO THE PUBLIC**

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans Website at [www.samtrans.com](http://www.samtrans.com).

The San Mateo County Transit District Board and Citizens Advisory Committee (CAC) meeting schedules are available on the Web site.

### **Date and Time of Board and Advisory Committee Meetings**

San Mateo County Transit District Committees and Board: Second Wednesday of the month, 2 p.m.; SamTrans Citizens Advisory Committee: First Wednesday of the month, 6:30 p.m. Date, time and location of meetings may be change as necessary.

### **Location of Meeting**

The San Mateo County Transit District Administrative Building is located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real and accessible by SamTrans bus Routes 260, 295, 390, 391, KX. [Map link](#) Additional transit information can be obtained by calling 1-800-660-4287 or 511.

### **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 District 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 Transit District 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 District Secretary at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to [board@samtrans.com](mailto:board@samtrans.com); or by phone at 650-508-6242, or TTY 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.

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

Draft

**SAN MATEO COUNTY TRANSIT DISTRICT  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA**

**MINUTES OF BOARD OF DIRECTORS MEETING  
MAY 11, 2011**

Board Members Present: J. Deal, C. Groom, S. Harris, Z. Kersteen-Tucker, A. Lloyd, K. Matsumoto (Chair), A. Tissier

Board Members Absent: R. Guilbault

Staff Present: J. Cassman, G. Harrington, C. Harvey, R. Haskin, M. Lee, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Chair Karyl Matsumoto called the meeting to order at 4:26 p.m.

Chair Matsumoto asked that an emergency item be added to the agenda. The item is a resolution in memory of Director Omar Ahmad.

A motion (Lloyd/Harris) to add the emergency item to the agenda was approved unanimously.

A motion (Tissier/Deal) to approve the resolution in memory of Director Ahmad was approved unanimously by roll call.

Director Jerry Deal said he fully expected to see Director Ahmad at the meeting today. He was never the best dressed in the house, but always the best prepared in the house. He will dearly be missed.

Director Deal left at 4:31 p.m.

Public Comment

Jerry Grace, San Lorenzo, offered his condolences to Director Ahmad and his family.

**CONSENT CALENDAR**

The Board approved the consent calendar (Lloyd/Harris).

- a. Approval of Minutes of Board of Directors Meeting of April 13, 2011
- b. Acceptance of Statement of Revenues and Expenses for March 2011
- c. Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2011

**PUBLIC COMMENT**

Pat Giorni, Burlingame, said Director Ahmad will sorely be missed. Also, the SamTrans family lost another member last week, Bus Contracts Administrator Richard Cook.

Jerry Grace, San Lorenzo, said he was surprised SamTrans had a bigger bus.

## **REPORT OF CHAIR**

Chair Matsumoto said she would like to adjourn the meeting today in memory of Director Ahmad, Mr. Cook and General Manager/CEO Michael Scanlon's sister, Joyce Wentz.

Director Art Lloyd said Director Ahmad's loss will be felt by everyone. He said this is not only a loss to the community and his family, but to public transportation in the county.

Director Shirley Harris said she appreciated Director Ahmad's unique sense of humor and ability to find humor in the funniest things. She will miss him for his ability to challenge the Board, to think outside the box and find unique solutions.

Director Tissier said at the last JPB meeting she and Director Omar agreed to disagree on a particular issue. After the meeting the press came up to ask her a question and Director Ahmad came up and put his arm around her and said, "I love this gal." Director Ahmad always had the right perspective that it was about the issue at hand, not about the people that he loved so much.

Director Zoe Kersteen-Tucker said she recently was at a dinner with Director Ahmad when he was recounting his family story here in America. She had great respect for his public service and the way he brought something unique to every meeting. Director Kersteen-Tucker said he was talking candidly about his experiences flying on airlines and getting continually hassled. She said it was a privilege to know him and work with him.

Director Carole Groom said Director Ahmad had two great goals. One was to make San Carlos the best city it could be and the second was to make sure San Mateo County remain the best it could be. No matter what Director Ahmad said, the actions he took or the committee he served on those were always his end game.

Chair Matsumoto said the pain is doubly hard because we refer to everyone as family. When Director Jim Hartnett termed out Director Ahmad called her and asked her if he should apply through the Cities Selection Committee. Director Ahmad never let us down and always thought out of the box. He will be sorely missed.

Mr. Scanlon said there will be a public memorial service on Friday, May 13 at 3 p.m. at the Hiller Aviation Museum in San Carlos. His family had the following remarks: "We could not be more proud of the brilliant, kind and humble person that Omar was. They say when someone dies he leaves only his actions for the world to see. If this is true, Omar leaves a blazing trail of memories behind him. Omar's contagious laugh, zest for life and his commitment to serving his country touched so many around him. While our hearts are heavy we take comfort in the outpouring of prayers and thoughts for Omar." Mr. Scanlon said he needs to scold everyone for the somber mood of today's meeting because Director Ahmad would not approve.

## **REPORT OF THE GENERAL MANAGER/CEO**

General Manager/CEO Michael Scanlon reported:

- Mr. Cook passed away after a short, but courageous battle with cancer.

**Presentation from Councilmember Irene O’Connell of the City of San Bruno Regarding the San Bruno Fire**

Councilmember O’Connell appreciated the kind words by the Board for Director Ahmad. She appreciates all the hard work the Board and staff do.

Councilmember O’Connell thanked the Board and staff for the opportunity to address the Board and provide a quick update on the Glenview fire. The city of San Bruno has been incredibly fortunate to have received such overwhelming support and interest throughout the county. The coordinated response and support for the fire throughout the county was a testimony to the effectiveness of the county’s mutual aid system. The additional support provided to the Emergency Operations Center (EOC) was critical to manage the incident. The assistance by SamTrans included community buses for transportation of evacuated residents and experts to staff the Public Information Office (PIO) desk at the EOC. Councilmember O’Connell said she is delighted to report the first groundbreaking was held on May 10 for the first home to be rebuilt. She said the investigation of the pipeline will continue to be a priority and San Bruno wants to assure that this does not happen to another city.

Councilmember O’Connell presented Chair Matsumoto a proclamation of appreciation.

**COMMUNITY RELATIONS COMMITTEE**

**MOTION**

- a. Designation of May as “Older Americans Month”

The motion (Lloyd/Tissier) to designate May as “Older Americans Month” was approved unanimously.

**SUBJECTS DISCUSSED**

- b. Student “Art Takes a Bus Ride” Contest
- c. Accessibility Update
- d. Paratransit Coordinating Council (PCC) Update
- e. Citizens Advisory Committee Liaison Report
- f. Performance Report – Fixed-route Bus Service
- g. Multimodal Ridership Report – March 2011

**FINANCE COMMITTEE**

**RESOLUTIONS**

- a. Authorize Consenting to Assignment of Investment Management Services Agreement by CSI Capital Management, Inc. to SunTrust Bank
- b. Authorize Third Amendment to Agreement with Wells Fargo Insurance Services to Extend the Contract Through June 30, 2012 up to an Additional \$71,480 from \$408,620 to \$480,100
- c. Authorize Exchanging up to \$3,700,000 of San Mateo County Transit District Proposition 1B State Local Partnership Program Funds for an Equivalent Amount of Local Caltrain Operating Funds in Fiscal Year 2012
- d. Authorize Negotiation Principles to Explore Certain Funding Options to Finance Caltrain Operations with the Peninsula Corridor Joint Powers Board Member Agencies and the Metropolitan Transportation Commission in Fiscal Year 2013 and Beyond

- e. Authorize Award of Contract to OfficeMax, Inc. and Staples, Inc. for the Purchase and Delivery of General Office Supplies and Related Items for an Aggregate Total Estimated Cost of up to \$150,000 for a Two-year Term
- f. Authorize Award of Contract to Standard Insurance Company for Life and Accidental Death and Dismemberment Insurance for an Estimated Cost of \$356,400 for a Three-year Term
- g. Authorize Award of Contract to Carl Warren and Company for Public Liability Claims Administration, Investigation and Adjustment Services for an Estimated Cost of \$567,000 for a Five-year Term and Rejection of Protest from John Glenn Adjustors

A motion (Tissier/Lloyd) to approve the resolutions was approved unanimously by roll call.

#### INFORMAITONAL

- h. Preliminary Fiscal Year 2012 Operating Budget
- i. Preliminary Fiscal Year 2012 Capital Budget

#### LEGISLATIVE COMMITTEE

##### SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

#### WRITTEN COMMUNICATIONS

In reading file

#### BOARD MEMBER COMMENTS

Director Tissier said this Saturday, May 14 there will be a foreclosure workshop at Westmoor High School from 10 a.m. – 1:00 p.m. June 11 is Disaster Preparedness Day at the San Mateo County Fair and the first hour attendees get free admission into the fair.

Director Groom said the Millbrae BART station now has a fully operational Peninsula Library System book-dispensing machine.

Chair Matsumoto said she heard there were a lot of people out of control and inebriated on the train to the Giants game last night. Mr. Scanlon said the conductors use discretion and avoid getting into confrontation and they will summon the Transit Police.

**DATE AND TIME OF NEXT MEETING** – June 8, 2011 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

#### GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Legal Counsel – Pursuant to Government Code Section 54956.9(a), Maria DeMartini v San Mateo County Transit District
- b. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Teamsters Union, Local 856 (Bus Transportation Supervisors, Dispatchers and Radio Controllers)
- c. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Amalgamated Transit Union, Local 1574 (Customer Service Center Employees)



- d. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Amalgamated Transit Union, Local 1574 (Bus Operators, Mechanics, Utility Workers and Storeskeeper Employees)

Mr. Miller said the advertising policy that was brought forward last month was all because of Director Ahmad's work. He saw it was a real issue in the community and it was gratifying working with him to get the policy adopted.

Adjourned to close session at 4:59 p.m.

Reconvened to open session at 5:12 .m.

Mr. Miller said the Board met in closed session as permitted by the Brown Act to hear a presentation from legal counsel on the DeMartini case. The Board has approved a settlement of the case and details will be announced upon execution of the settlement agreement. Secondly, a report was given on pending labor negotiations with the Amalgamated Transit Union and Teamsters Union. This item will remain on the calendar for the June meeting.

Adjourned at 5:12 p.m.

**BOD ITEM # 6  
JUNE 8, 2011**

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Board of Directors

**THROUGH:** Michael J. Scanlon  
General Manager/CEO

**FROM:** Rita P. Haskin  
Executive Officer, Customer Service and Marketing

**SUBJECT: CALL FOR A PUBLIC HEARING FOR INTRODUCTION OF DAY PASS  
AND CODIFIED TARIFF CHANGES**

**ACTION**

Staff recommends the Board schedule a public hearing at its September 14, 2011 Board meeting to consider the introduction of a Day Pass and to make several additional changes to its Codified Tariff.

**SIGNIFICANCE**

With the full deployment of new fareboxes, SamTrans has the infrastructure in place to introduce a long-desired Day Pass. Setting the public hearing will allow staff to schedule community meetings to solicit input from customers and the general public on both the Day Pass and several other related and un-related changes to the Codified Tariff. Details on the additional proposed changes to the Codified Tariff will be provided in advance of four community meetings in August.

**BUDGET IMPACT**

Holding a public hearing will not impact the budget.

**BACKGROUND**

Customers have requested a Day Pass to allow for ease of transfer between routes. The introduction of a Day Pass also was recommended by a Federal Transit Administration review team that visited SamTrans a few years ago.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650-508-6248