



BOARD OF DIRECTORS 2011

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MICHAEL J. SCANLON
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, JULY 13, 2011 – 2:00 p.m.

1. Pledge of Allegiance
2. Swearing in of Jeff Gee (Representing City Selection Committee - South)

ACTION

3. Approval of Minutes of Community Relations Committee Meeting of June 8, 2011

INFORMATIONAL

4. Accessibility Update - Tina DuBost
5. Paratransit Coordinating Council (PCC) Update - Nancy Keegan
6. Citizens Advisory Committee Liaison Report - Peter Ratto
7. Mobility Management Report - Caltrain
8. Multimodal Ridership Report - May 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
JUNE 8, 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, A. Tissier

Other Board Members Absent, Constituting Committee of the Whole: K. Matsumoto

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

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

Approval of Minutes of Community Relations Committee (CRC) Meeting of May 11, 2011
The committee approved the minutes (Lloyd/Kersteen-Tucker).

Proclamation Declaring June 16, 2011 as “National Dump the Pump Day”

Executive Officer for Public Affairs Mark Simon said staff is asking the Committee recommend the Board recognize June 16 as “*National Dump the Pump Day.*” The American Public Transportation Association (APTA) is partnering with the Sierra Club for this year’s event. Staff will have an open house tour of the North Base Operations and Maintenance Facility on June 16.

Committee Chair Harris and Vice Chair Jerry Deal presented the proclamation to Gladwyn d’Souza, representing the Loma Prieta Chapter of the Sierra Club.

Director Adrienne Tissier arrived at 2:08 p.m.

Mr. d’Souza said the Sierra Club is happy to partner with SamTrans and Caltrain for this event. He said nationwide public transportation saves 4.2 billion gallons of gas each year.

A motion (Harris/Lloyd) to declare June 16 as “*National Dump the Pump Day*” was approved unanimously.

Director Zoe Kersteen-Tucker said the Bay Area Open Trails recently launched a new application for smart phones called “*Transit and Trails.*” This is an opportunity to access all the many trails and campgrounds in the area and plan a trip accordingly on public transportation. This application accesses the Metropolitan Transportation Commission (MTC) 511 network.

Director Tissier left at 2:09 p.m.

Accessibility Update

Accessibility Coordinator Tina DuBost said last month the SamTrans Accessibility Advisory Committee met and heard a presentation on the Clipper card.

Paratransit Coordinating Council (PCC) Update

Executive Director Michael Scanlon congratulated PCC Vice Chair Dale Edwards for finishing the Bay to Breakers.

Mr. Edwards reported:

- Last month the PCC had a day-long retreat. The purpose of the retreat was to step back and review past accomplishments and look at priorities for the next two years.
- PCC consultant Linda Rhine was recognized with the Marianne Mannia Golden Apple Award.
- The June meeting is postponed by one week to allow members to participate in senior day at the San Mateo County Fair.

CAC Liaison Report

Chair Peter Ratto reported on the June meeting:

- Received a presentation on the Grand Boulevard.
- There was considerable discussion on missed runs in April.

Performance Report – ADA Paratransit Service

Director of Bus Transportation Chester Patton provided the following information:

- Average weekday ridership is 950.
- Trip denials remain at zero.
- On-time performance is high and remains above 90 percent goal.
- Average telephone hold time is around one minute.
- No shows have trended slightly upward.
- RediCoast average weekday ridership is 100.
- On-time performance for RediCoast is 100 percent.
- Complaints are very rare for RediCoast.

Director Tissier returned at 2:23 p.m.

- Eligibility denials remain under 5 percent.
- There are a total of 6,800 registrants.
- The budget for FY2012 is \$14 million.
- The average cost per trip is \$43.10.
- Efficiency measures include:
 - Late-cancel reduction campaign.
 - Interactive Voice Response System will be launched in August.
 - Optimal vehicle mix to meet the needs of all customers.
 - Alternative Service Delivery Models.
 - Participation in the MTC Transit Sustainability Project.

Multimodal Ridership Report – April 2011

- Bus ridership was 45,690, an increase of 1.6 percent.
- Paratransit ridership was 1,098, a decrease of 1 percent.
- Caltrain ridership was 40,760, an increase of 7.1 percent.
- Caltrain shuttle ridership was 7,000, an increase of 18.7 percent.
- BART shuttle ridership was 2,035, an increase of 13.1 percent.
- Overall ridership was 96,583, an increase of 5.2 percent.

Year-to-date

- Overall ridership was 92,639 and even with FY2010 number.

Adjourned: 2:33 p.m.

**CRC ITEM # 4
JULY 13, 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 May 10 PCC retreat are attached. The minutes from the May 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
May 10, 2011**

RETREAT MEETING MINUTES

ATTENDANCE

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

Absentees: Diane Griffith & Joey, Consumer; Craig McCulloh, Aging & Adult Services; Pat Dixon, COD.

Guests: Tina Dubost, SamTrans; John Murphy, MV Transportation; Linda Rhine, Nelson\Nygaard; Marianne Mannia, Former PCC Chair; Kent Mickelson, Former PCC Chair; Maxine Eastman, Consumer; Rose Berta, PCC Staff.

(Total Attendance: 24) Quorum--Yes

WELCOME/INTRODUCTION

Nancy welcomed all to the PCC Retreat and thanked Kent, Marianne, and Maxine for spending their day and being a part of a special event.

APPROVAL OF APRIL PCC MINUTES

Nancy asked for a vote of approval for the April minutes. Mike moved to approve the minutes and Michal seconded the motion. The motion was approved with Myria abstaining.

WARM-UP EXERCISE

Michal led everyone in a warm-up pennies exercise. Everyone enjoyed finding out one event in each other's life. Michal presented Bill as the winner with the prize of a nice journal book.

OVERVIEW OF THE PCC FUNCTION

Linda reviewed the roles and responsibilities of the PCC, taken from the By-Laws:

- Ensure and monitor service quality and service availability—John and MV doing an excellent job
- ADA Compliance—Redi-Wheels conforms to all rules and requirements of the Federal ADA legislation.
- Funding Claims—Barbara chairing the Budget and Grant Review (5310)
- Community education on ADA, paratransit, Redi-Wheels and RediCoast
- Lobby decision-makers to advocate for paratransit needs
- Equal access of paratransit service for all
- Monitoring service—good detailed reports from SamTrans

- Understanding what is happening on the local and regional level in transportation planning

OVERVIEW OF PCC ACCOMPLISHMENTS AND WHAT WE CAN DO BETTER

Nancy and Linda asked members to name some accomplishments that the PCC achieved in the past two years and what the PCC can do better as we move forward.

PCC Accomplishments in the Last 2 Years

- Presentation at the SamTrans Board Meeting “Day in the Life of the RediCoast Rider”
- Consumers on San Mateo County PCC much more vocal & heard compared to other counties
- Board celebrated PCC 30th anniversary
- New ADA Eligibility contractor (functional assessment)
- PCC member involved in eligibility contractor selection process
- MV annual appreciation party
- Contributed to improvements in taxi service quality
- PCC input incorporated into bus specifications
- Improved user friendliness of telephone “hold”
- Increased consumer corps participation
- PCC involvement/volunteers on various appeals panels
- Transition and monitoring of eligibility process
- Continuation of partnership/harmony/teamwork of PCC-SamTrans-Redi-Wheels-MV—accomplished so much together
- PCC monthly report at SamTrans board meeting
- Signage at SFO
- Regional PCC meeting (3 yrs ago)
- IVR planning
- Filled many PCC membership vacancies
- Productivity increase (decrease cost per passenger, increase productivity standard, improved service quality)
- Continuation and improvement of PCC newsletter
- Change/successful implementation of late cancel policy

What Can We Do Better: Going Forward

- Education of consumers, examples include: IVR, fare increases, future reservation policy changes
- Agency education re: fare assistance program, Lifeline
- Distribution of PCC newsletter - use as an education vehicle
- Email to riders (newsletter)
- Drivers spend significant time educating riders about policies
- Education committee role of outreach (newsletter, fairs)

- Collaborative newsletter (PCC/SamTrans)
- PCC Website Improvement (freshen up, add links)
- Free education through other agency newsletters
- PCC should share accomplishments with other agencies, share with Board, reach out to other agencies
- COA – California Senior Legislature invite to PCC meeting (improve lobbying by reaching out)
- Community education about paratransit service
- Language we use internally/externally
- Information/outreach brochures available in other languages – check 10% threshold (2010 census data)
- Emergency preparedness – what is the Redi-Wheels role in an emergency?
- Improve access to consumer info /addresses 1st responders can check on them in emergency; resources include vehicles/drivers; need to educate people
- Emergency preparation project – ex. Ombudsman
- Working w/ agencies to locate people. Focus: learn about resources for emergency planning, maybe start small, create a model on the Coastside
- IVR implementation and evaluation
- Outreach for eligibility certification with local county resources – RFP in 2 years, start process in 1 year
- MV contract process

MARIANNE MANNIA GOLDEN APPLE AWARD

Following lunch, Nancy presented Linda Rhine as the recipient of the Golden Apple Award. Linda has served as a Consultant to the San Mateo County PCC since 2002 and is a Principal of Nelson\Nygaard Consulting Associates. Dale and Nancy stated, “Linda’s outstanding and significant contributions go beyond advocating for consumers using paratransit services. She is admired, respected, and recognized for her fantastic achievements by PCC members and resource people. Linda graciously gave expert advice, wisdom, understanding and knowledge these past nine years with integrity; her stewardship of the PCC budget is absolutely beyond reproach. Thank you Linda!”

BREAK-OUT SESSIONS

Three break-out sessions were formed with members choosing the session they wanted to participate in. May, Jim, and Maureen presented their session’s discussion notes and summary to the entire group. The notes from each of the break-out sessions are presented below.

Three Break-Out Sessions

1. Ideas for Outreach (externally)
 - Distribute newsletters to groups
 - Invite groups or persons to visit PCC meetings (fraternal groups, county groups COA/COD)

- Exchange information and invite them to promote PCC (help each other)
- Senior centers, day care centers, etc (Health + Wellness center)
- Include brochures in a Meals-on-Wheels delivery
- Invite ambassadors to our PCC meetings to help promote understanding
- 211 involvement
- Other agencies –newsletter/bulletins
- Proclamation from Board of Supervisors (annual perhaps)
- Reaching out to students of all ages
- Contact media – i.e. Cheryl Jennings who promotes local people event “Beyond the Headlines” channel 7
- Medical Center Contacts who deal with transportation, i.e. Salvation Army, Veterans Hospital, Kaiser, Mills-Peninsula, etc
- Sponsor events to help others understand what PCC does. Educational forums: North, Central and South County Areas.
- Consider advertising on Redi-Wheels vehicles
- Start small and then expand
- Use ambassadors to help spread information on PCC

2. Emergency Preparedness

- SamTrans/MV working with County OES (resources/vehicles, client address list if possible, GIS system)
- OES – working with: training (staff drivers), resources, coordination, contract phone #s
- How to provide information on emergency preparedness
- Ad hoc emergency planning committee

3. Internal Education Work Group

Mission Statement:

- Education of paratransit riders
- Problem solving for Sam Trans, Redi-Wheels and MV
- Collaboration between stakeholders

Education Committee Options

- PCC Newsletter
- Health Fairs
- Web page

PCC Newsletter Discussion:

- Newsletter Content:
 - Improve the experience of the rider
 - Tips for better service
 - Updates from SamTrans, Redi-Wheels
 - “News You Can Use”

Example #1: Improving SFO access and understanding
PCC Newsletter could be used for the following:

- Where pick-up stops are located
- How to access services at SFO (step by step guide)
- Personal success story

Example #2: Emergency Preparedness

Could the PCC Newsletter be used to augment SamTrans communications?

- riders receive letter informing them of implementation'
- additional letters may be needed to address problems that become trends
- could newsletter and/or website be source of further information, updates, solutions, etc

Other content ideas:

- Rules, guidelines, policies of Redi-Wheels
 - Interactive Voice Response (IVR) system updates
 - Emergency Preparedness
 - Feedback from drivers about on-board issues
 - Analyze data collected about safety, timeliness, and other issues to identify other useful topics
- Collaboration with Sam Trans
 - Sam Trans has raised questions about what the purpose of the newsletter is
 - Why should Sam Trans want to support or collaborate with PCC on this?
 - How do you know what riders/readers want to know?
 - How do we assess whether the newsletter is meeting the goals?
 - Suggestion: develop a proposal to Rita Haskin (Executive Officer, Customer Service and Marketing)
 - How to target the right message to the right people?
 - Should readers/riders be surveyed to determine whether the newsletter is meeting their needs?
 - Distribution

Overview:

- Certified ridership is 6,000-7,000; 2,000 individuals ride each month; 200 individuals receive the newsletter each quarter
- Newsletters are distributed by mail, through PCC members, at fairs, and at the Eligibility Center in Foster City
- Newsletters cannot be placed on the vehicles according to Sam Trans policy
- How to increase circulation:
 - ask riders if they want to receive the newsletter
 - rotate circulation by mail among the regular riders, including a tear-off section that can be returned that requests being added to the distribution list (Sam Trans would need to verify that this approach is permissible)
 - collect e-mails of riders at the time they apply, so the newsletter could be sent to them
 - post information about the newsletter and a link to it on the PCC and SamTrans websites

- Distribute newsletters to more locations, like agencies that have clients that frequently ride Redi-Wheels
- Topics Not Explored
 - Volunteer ‘ambassadors’ who accompany new Redi-Wheels riders to help familiarize them with the process, similar to the current program that does this for riders of fixed-route transit
 - Community Health and Information Fairs

SUMMARY/WRAP-UP

Nancy and Linda summarized the day’s accomplishments and activities and thanked everyone for participating, sharing, and making the Retreat an enjoyable and successful event.

The scheduled PCC June 14 meeting will be changed to June 21 so members can participate in the San Mateo County Fair’s Senior Day.

MEETING ADJOURNED: 3:00 pm

**CRC ITEM # 7
JULY 13, 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: MOBILITY MANAGEMENT REPORT: CALTRAIN

ACTION

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

SIGNIFICANCE

This presentation is the first of this fiscal year's series of detailed mobility management reports presented to the Board. The District's four transportation modes – SamTrans motor bus, Americans with Disabilities Act Paratransit, Caltrain and Shuttles – are featured individually each month. This month features a report on the Caltrain service.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff will report on the major indices involving the Caltrain operations and performance. Staff will report on ridership, fare collection, on-time performance, and project updates.

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 - MAY 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 (FY) 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—MAY 2011 COMPARED TO MAY 2010

All Modes – AWR of 101,307, an increase of 6.1 percent.

Bus – AWR of 48,780, an increase of 4.2 percent.

Paratransit - AWR of 1,097, a decrease of 1.8 percent.

Caltrain - AWR of 42,550, an increase of 6.3 percent.

Caltrain Shuttles - AWR of 6,976, an increase of 24.8 percent.

BART Shuttles - AWR of 1,904, an increase of 0.5 percent.

SamTrans Promotions – May 2011

Summer Youth Pass – Parents are always looking for a bargain, and SamTrans is ready to offer them one for their kids. The Summer Youth Pass provides kids with the freedom to explore the county via SamTrans for three months (June through August) for \$40. Promotion for this year used the theme “Hit the Road” and included a bilingual magazine ad (*Our Schools, Our Town*), newspaper ads (*Half Moon Bay Review, The Examiner, San Mateo Daily Journal* and *El Observador*), message to schools, Facebook posting, Tweets and an onboard electronic message. Staff produced a video on how to use the pass since it’s the first one to be “swiped” in the new farebox. The video also includes a number of fun destinations served by SamTrans.

Art Takes a Bus Ride – SamTrans unveiled the winners of its annual art contest, co-sponsored by the San Mateo County Office of Education. The 350 submissions from 1st through 6th graders were based on this year’s theme, “Postcards from SamTrans.” Art from the six winning entries was reproduced on interior adcards and used to wrap a bus that will operate in regular service for a year.

San Mateo County Fair – Promotion of the upcoming county fair began and includes a partnership with the fair. The collaboration calls for SamTrans to provide space for interior adcards, run an ad in *The Examiner*, post a fair web button, mention in *Transit Fun Guide* and issue a news release. The fair will provide a complimentary booth for one day, post SamTrans information on its web page, recognize SamTrans on the San Mateo County Event Center’s electronic reader board and hang a corporate banner.

Senior Showcase – Seniors seeking freedom and independence were offered a surefire prescription: SamTrans. The bus agency participated in the Senior Showcase Information Fair and let attendees know how easy the bus is to ride and the destinations it can take them. The venue also provided an opportunity to recruit people interested in being Mobility Ambassadors. In addition to being on hand to answer questions, SamTrans also ran a print ad and a web banner ad in *The Daily Journal*, which sponsored the information fair with the Health Plan of San Mateo County.

Publication: SamTrans produced a brochure to assist customers with using the new fareboxes that will be deployed in June.

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

May 2011				FY2010/FY2011
Mode	FY2009	FY2010[^]	FY2011	%Change
Bus +	48,530	46,830	48,780	4.2%
Paratransit	1,185	1,117	1,097	-1.8%
Caltrain # +	40,560	40,021	42,550	6.3%
Caltrain Shuttle #	5,522	5,591	6,976	24.8%
BART Shuttle	1,914	1,895	1,904	0.5%
Total	97,711	95,454	101,307	6.1%
BART (Extension Only)*	36,686	35,670	39,786	11.5%
Grand Total	134,397	131,124	141,093	7.6%

Year to Date				FY2010/FY2011
Mode	FY2009	FY2010[^]	FY2011	%Change
Bus +	50,410	46,780	45,220	-3.3%
Paratransit	1,149	1,107	1,079	-2.5%
Caltrain # +	40,130	37,610	39,510	5.1%
Caltrain Shuttle #	6,144	5,511	5,164	-6.3%
BART Shuttle	2,044	1,909	1,993	4.4%
Total	99,877	92,917	92,966	0.1%
BART (Extension Only)*	37,477	35,701	38,185	7.0%
Grand Total	137,354	128,618	131,151	2.0%

System

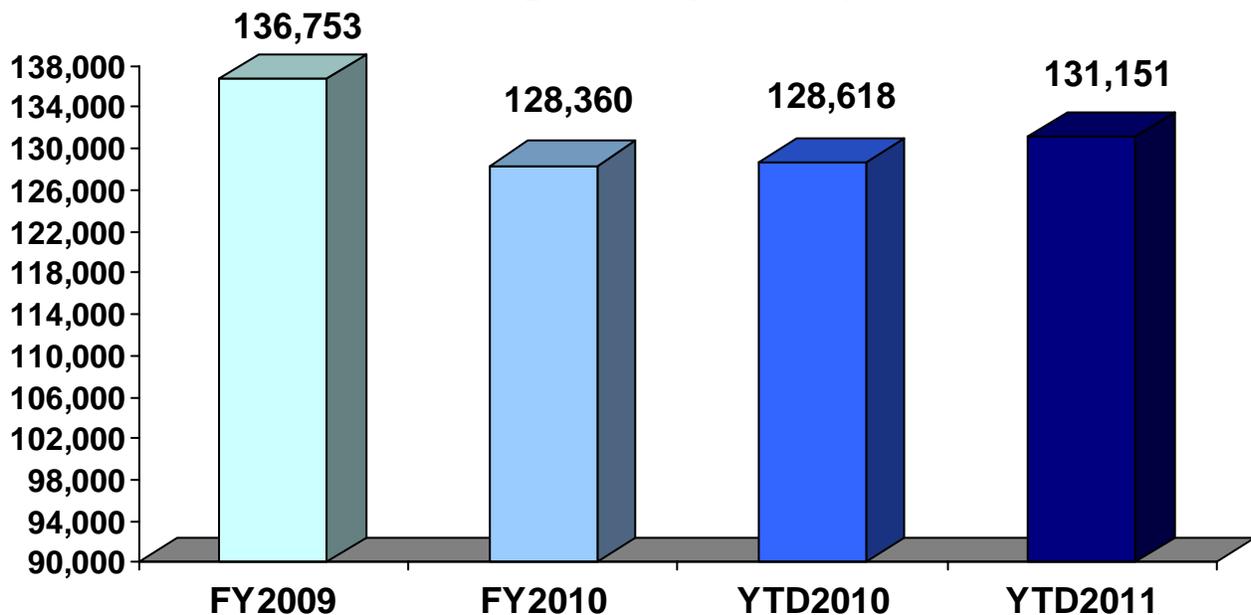
* Extension Only (No Daly City)

+ Rounded to nearest tens

[^] Service cuts/reduced (12/09)

FY10 Caltrain and Shuttle figures have been adjusted to reflect corrected number of days operated per month

Chart A
Average Weekday Ridership





KARYL MATSUMOTO, CHAIR
JERRY DEAL, VICE CHAIR
JEFF GEE
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
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, JULY 13, 2011 – 2:20 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of June 8, 2011
2. Approval of Statement of Revenues and Expenses for May 2011
3. Authorize Execution of a Three-year Use Agreement with Sunset Real Properties, LLC for Pico Boulevard Near San Carlos for a Total Cost of \$292,890
4. Authorize Filing Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds for a Total Amount of \$36,726,192
5. Authorize Approval and Ratification of the Fiscal Year 2012 Insurance Program for a Total Cost Not-to-Exceed Amount of \$1,483,053
6. Authorize Extending the Agreement with the County of San Mateo for Law Enforcement and Police Communications Services for a Six-Month Period for a Total Cost Not-to-Exceed Amount of \$1,800,000

CONTRACTS

7. Authorize Award of Contract to Gillig LLC to Furnish New and Remanufactured/Exchange Brake Valves, Air Valves and Related Items for a Total Estimated Cost of \$178,532 for a Five-year Term

Committee Members: Shirley Harris, Jeff Gee, Adrienne Tissier

NOTE:

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- 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
JUNE 8, 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

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

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

Director Adrienne Tissier called the meeting to order at 2:33 p.m.

Approval of Minutes of Finance Committee Meeting of May 11, 2011

The Committee approved the minutes (Lloyd/Harris).

Approval of Revenues and Expenses for April 2011

Deputy CEO Gigi Harrington said revenues are under budget by \$1.5 million and there are about \$7.4 million in savings on the expense side. Last week fuel was \$3.21 per gallon and year-to-date is averaging \$2.65 per gallon. Ms. Harrington said payments have been received since October from the fuel hedge and the transaction is now in a positive cash flow having received \$75,000 over the initial cost of the program as of the end of May.

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

Authorize Adoption of the Fiscal Year (FY) 2012 Operating Budget in the Amount of \$128,423,259

Ms. Harrington made the following points:

- Total revenues for FY2012 are \$143.4 million.
- Revenues have increased by \$6.4 million from FY2011.
- FY2012 proposed operating expenses are \$128.4 million.
- District-operated bus expenses have decreased by \$600,000.
- Contracted service expenses have increased by \$1 million.
- Americans with Disabilities Act program expenses have increased \$300,000.
- Multimodal expenses have decreased by \$4.3 million.
- Debt service requirement for FY2012 is \$24.5 million.
- To balance the budget \$12.6 million of reserves will be used.

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

Authorize Adoption of the Fiscal Year 2012 Capital Budget in the Amount of \$19,180,994

Manager of Budgets Eva Goode said staff is recommending the Committee recommend the Board approve the FY2012 Capital Budget in the amount of \$19,180,994. There have been no changes since the preliminary Capital Budget was presented in May. Staff is proposing to fund the budget with \$5 million in sales tax and \$14 million in a combination of Federal, State and local funds.

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

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

Ms. Harrington said staff is recommending the Committee recommend the Board approve the execution of the fuel hedge. Staff has negotiated documents from four financial institutions and will solicit bids to hedge half of the fuel portfolio. Ms. Harrington said the prices have been getting better, but will not be as good as FY2011. Staff will take bids towards the end of the month and report back to the Board in a couple of months.

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

Authorize Execution of Ten-year Master Agreement and Program Supplements with the California Department of Transportation for State-funded Transit Projects

Manager of Grants and Fund Programming Joel Slavitt said staff is asking the Committee to recommend the Board provide authorization to allow the General Manager to enter into a new 10-year master agreement with the California Department of Transportation (Caltrans) Division of Mass Transportation to remain eligible to receive State funds for transit projects. The Master Agreement defines terms and conditions that are applicable to all agencies that receive State funds for transit projects. Caltrans enters into new Master Agreements with recipient agencies once every 10 years. The new Master Agreement is essentially the same as the existing one with the exception of the removal of a mandatory arbitration provision, which has been reviewed by legal counsel.

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

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

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

Ms. Harrington said these two items are yearly authorizations to executive software master agreements. The first item is for maintenance of existing systems and the second item is for new work.

The Committee (Harris/Lloyd) unanimously recommended Board approval of the policy.

Authorize Cancellation of Contract for Automotive Repair Services with Spiteri Complete Auto Service and Repair, Inc.

Director of Contracts and Procurement Cheryl Cavitt said staff is proposing the Committee recommend the Board authorize cancellation of the contract with Spiteri Complete Auto Service and Repair in October 2010. Staff has determined the contractual relationship is not yielding satisfactory results. Ms. Cavitt said approval of this action will allow staff to solicit quotes to obtain interim coverage for these services while a formal solicitation is done. She said the Board is in receipt of a protest letter from Spiteri, as well as staff's response. Ms. Cavitt said some of the issues include excessive labor hourly charges for specific services, charges for unauthorized work and charges for prices that were not consistent with those agreed to in the contract.

Director Zoe Kersteen-Tucker asked if there are any legal ramifications on cancelling this contract. Legal Counsel Joan Cassman said District has the right, under the contract, to terminate either for cause or convenience.

Director Tissier asked what is done once the contract is cancelled for service that needs to be done. Ms. Cavitt said small purchase orders can be issued.

Director Tissier asked how many vehicles are affected by this contract. Ms. Cavitt said there are 85 vehicles in the non-revenue fleet.

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

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

Ms. Cavitt said staff is asking the Committee to recommend the Board reject all bids submitted for non-asbestos brake blocks because none of the bidders could comply with the Buy America requirement. Staff was attempting to make use of available Federal funds for this type of maintenance. Ms. Cavitt said the bidders certified they could not meet the Buy America provision because the part that is being sought is manufactured in Mexico. Staff will re-solicit and not utilize Federal funds or the Federal clause.

Director Carole Groom asked about the one company that manufactures brake blocks in America and why did they not choose to bid. Ms. Cavitt said they do not manufacture the specific part that staff was requesting.

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

Adjourned: 2:52 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 MAY 31, 2011 AND SUPPLEMENTAL INFORMATION**

ACTION

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

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 13) are \$4,997,165 or 3.9 percent *worse* than revised budget. *Passenger Fares* (page 1, line 1) are *better* than budget by \$42,304 or 0.3 percent, *Operating Grants* (page 1, line 3) are *worse* than budget by \$5,356,965 or 65.9 percent offset by *Investment Interest* (page 1, line 8) which is *better* than budget by \$228,881 or 7.1 percent and *Other Interest, Rent & Other Income* (page 1, line 10) is *better* than budget by \$174,852 or 3.7 percent.

Expenses: *Total Expenses* (page 4, line 74) are \$7,745,938 or 6.4 percent *better* than revised budget. Within *Total Expenses*, *Total Motor Bus* (page 3, line 47) is *better* than budget by \$6,345,233 or 7.1 percent, *Total ADA Programs* (page 4, line 56) are *better* than budget by \$1,534,731 or 11.7 percent and *Total Multi-Modal Programs* (page 4, line 72) are *worse* than budget by \$134,026 or 0.8 percent.

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

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

% OF YEAR ELAPSED: **91.7%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET*	REVISED BUDGET**	% REV BUDGET
SOURCES OF FUNDS								
Operating Revenues								
1 Passenger Fares	1,415,857	15,702,592	15,769,921	15,727,617	100.3	17,157,400	17,157,400	91.9
2 TDA and STA Funds	0	24,280,500	29,835,175	29,835,175	100.0	30,860,639	29,835,175	100.0
3 Operating Grants	1,123,541	4,337,283	2,771,306	8,128,271	34.1	10,577,283	11,388,870	24.3
4 Measure A Contribution and AB434 Funds	665,148	7,978,744	7,969,614	8,055,852	98.9	8,834,888	8,834,888	90.2
5 Subtotal - Operating Revenues	3,204,546	52,299,119	56,346,016	61,746,915	91.3	67,430,210	67,216,333	83.8
Other Revenue Sources								
7 District 1/2 Cent Sales Tax	6,456,714	53,531,043	56,411,339	56,411,339	100.0	60,000,000	60,000,000	94.0
8 Investment Interest	258,621	4,796,476	3,452,898	3,224,017	107.1	4,170,010	3,471,758	99.5
9 Pass through to Other Agencies	81,274	164,223	894,019	894,019	100.0	975,293	1,250,896	71.5
10 Other Interest, Rent & Other Income	367,329	5,498,936	4,949,232	4,774,380	103.7	5,082,780	5,193,677	95.3
11 Reserves	0	3,556,992	0	0	-	2,811,073	2,811,073	0.0
12 Subtotal - Other Revenues	7,163,938	67,547,670	65,707,488	65,303,754	100.6	73,039,156	72,727,404	90.3
13 Total Revenues	10,368,485	119,846,789	122,053,504	127,050,669	96.1	140,469,366	139,943,737	87.2
14 Capital Assistance	259,296	53,205,611	4,477,255	4,477,255	100.0	4,447,354	20,171,195 A	22.2
15 Reserves Programmed for Capital	655,101	5,620,140	3,753,511	3,753,511	100.0	0	15,472,058 A	0.0
16 Total Revenues - All Sources	11,282,882	178,672,540	130,284,270	135,281,435	96.3	144,916,720	175,586,990	74.2
USES OF FUNDS								
Operations								
20 District Motor Bus	7,652,137	84,240,836	83,283,863	89,629,096	92.9	98,189,247	98,990,997	84.1
21 A. D. A. Programs	1,057,640	11,825,567	11,539,302	13,074,033	88.3	13,773,430	13,773,430	83.8
22 Caltrain	1,055,553	15,281,587	13,652,322	13,652,322	100.0	14,707,875	14,707,875	92.8
23 Other Multimodal Programs	314,263	4,003,039	4,077,087	3,943,061	103.4	4,084,620	4,205,354	96.9
24 Subtotal - Operating Costs	10,079,592	115,351,029	112,552,574	120,298,512	93.6	130,755,172	131,677,656	85.5
Other Uses of Funds								
26 Pass through to Other Agencies	81,274	164,223	894,019	894,019	100.0	975,293	1,250,896	71.5
27 Transfer Out to Debt Service	2,037,678	22,412,819	22,414,458	22,414,458	100.0	24,451,963	24,451,963	91.7
28 Fiscal Agent Fees	2,000	17,188	15,343	20,400	75.2	27,400	27,400	56.0
29 Land Transfer Interest Expense	0	16,600	3,878	80,000	4.8	80,000	80,000	4.8
30 Subtotal - Other Uses	2,120,952	22,610,830	23,327,697	23,408,877	99.7	25,534,656	25,810,259	90.4
31 Capital Programs	985,879	60,248,856	9,043,251	9,043,251	100.0	8,624,325	39,820,224 A	22.7
32 Total Uses of Funds	13,186,423	198,210,715	144,923,522	152,750,640	94.9	164,914,153	197,308,139	73.5
34 SURPLUS/(DEFICIT) FOR PERIOD	(1,903,542)	(19,538,175)	(14,639,252)	(17,469,205)	83.8	(19,997,433)	(21,721,149)	67.4

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**The Revised Budget is the Board approved amended budget passed December 8, 2010, including year to date budget transfers

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
MAY 2011**

% OF YEAR ELAPSED: **91.7%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET*	REVISED BUDGET**	% REV BUDGET
OPERATING REVENUES - MOTOR BUS								
1 TOTAL MOTOR BUS FARES	1,351,136	15,080,216	15,078,046	14,994,833	100.6	16,358,000	16,358,000	92.2
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	0	22,607,790	23,503,880	23,503,880	100.0	23,503,880	23,503,880	100.0
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	0	271,510	4,483,131	4,483,131	100.0	5,511,071	4,483,131	100.0
6 OPERATING GRANTS								
7 Planning Assistance Grant	335,625	2,625,523	1,873,553	5,895,487	31.8	9,382,536	8,917,786	21.0
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Asst.	5,636,796	35,396,379	34,272,533	36,905,126	92.9	39,275,037	41,532,697	82.5
10 Accessibility Fixed Route	92,292	923,319	964,104	637,394	151.3	684,635	684,635	140.8
11 Use of Reserves	0	3,556,992	0	0	0.0	0	0	0.0
12 TOTAL 1/2 CENT SALES TAX	5,729,088	39,876,690	35,236,637	37,542,520	93.9	39,959,672	42,217,332	83.5
13 INVESTMENT INTEREST INCOME:								
14 Investment Interest Income	9,536	90,924	138,360	111,144	124.5	86,830	123,610	111.9
15 OTHER REVENUE SOURCES:								
16 Overnight Deposits Interest Income	136	2,117	1,445	2,420	59.7	2,640	2,640	54.7
17 Rental Income	87,163	947,229	954,910	960,620	99.4	1,047,940	1,047,940	91.1
18 Advertising Income	55,463	1,391,433	1,003,826	1,301,667	77.1	1,420,000	1,420,000	70.7
19 Other Income	83,990	1,347,404	1,010,075	833,394	121.2	916,678	916,678	110.2
20 TOTAL OTHER REVENUES	226,752	3,688,183	2,970,257	3,098,101	95.9	3,387,258	3,387,258	87.7
21								
22 TOTAL MOTOR BUS	7,652,137	84,240,836	83,283,863	89,629,096	92.9	98,189,247	98,990,997	84.1
23								
24 AMERICAN DISABILITIES ACT:								
25 Passenger Fares Redi-Wheels	64,721	622,376	691,876	732,783	94.4	799,400	799,400	86.5
26 Local TDA 4.5 Redi-Wheels	0	1,189,885	1,237,046	1,237,046	100.0	1,237,046	1,237,046	100.0
27 Local STA - Paratransit	0	211,315	611,118	611,118	100.0	608,642	611,118	100.0
28 Operating Grants	787,916	1,563,052	787,916	2,122,947	37.1	1,094,747	2,361,247	33.4
29 Sales Tax - District ADA Programs	(108,637)	4,681,961	4,630,382	4,630,382	100.0	5,855,529	4,630,382	100.0
30 Sales Tax - Paratransit Suppl. Coastside	102,627	1,033,936	1,030,266	1,175,918	87.6	1,300,726	1,300,726	79.2
31 Interest Income - Paratransit Fund	33,844	374,015	387,127	399,991	96.8	477,340	433,511	89.3
32 Measure A Redi-Wheels	177,169	2,149,027	2,163,571	2,163,848	100.0	2,400,000	2,400,000	90.1
33								
34 TOTAL ADA PROGRAMS	1,057,640	11,825,567	11,539,302	13,074,033	88.3	13,773,430	13,773,430	83.8
35 MULTIMODAL TRANSIT PROGRAMS:								
36 Sales Tax - Caltrain	701,216	10,983,534	9,325,180	9,324,626	100.0	9,907,875	9,907,875	94.1
37 Transfer from TA for Caltrain	354,337	4,298,053	4,327,142	4,327,696	100.0	4,800,000	4,800,000	90.1
38 TA Funded SM/Caltrain Shuttles	88,975	1,009,164	987,568	1,072,975	92.0	1,098,888	1,098,888	89.9
39 Employer Share SM/Caltrain Shuttles	25,628	478,354	409,183	411,829	99.4	316,122	427,019	95.8
40 AB434 Funds - SamTrans Shuttles	44,667	522,500	491,333	491,333	100.0	536,000	536,000	91.7
41 Employer Share SamTrans Shuttles	114,950	1,332,399	1,569,793	1,264,450	124.1	1,379,400	1,379,400	113.8
42 Sales Tax - SamTrans Shuttle Program	25,406	262,388	285,096	306,727	92.9	335,960	335,960	84.9
43 Operating Grants	0	148,708	109,837	109,837	100.0	100,000	109,837	100.0
44 Sales Tax - Gen. Operating Asst.	14,637	249,526	224,277	285,910	78.4	318,250	318,250	70.5
45								
46 TOTAL MULTIMODAL	1,369,816	19,284,626	17,729,409	17,595,383	100.8	18,792,495	18,913,229	93.7
47								
48 TOTAL REVENUES	10,079,592	115,351,029	112,552,575	120,298,512	93.6	130,755,172	131,677,656	85.5

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

% OF YEAR ELAPSED: **91.7%**

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET*	REVISED BUDGET**	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	4,225,533	48,017,303	46,878,016	49,163,568	95.4	54,414,983	54,380,750	86.2
2								
3 Services:								
4 Board of Directors	2,835	49,338	46,445	48,692	95.4	53,100	53,100	87.5
5 Contracted Vehicle Maintenance	77,010	518,569	659,963	865,550	76.2	930,600	930,600	70.9
6 Property Maintenance	85,222	945,315	987,675	1,176,583	83.9	1,282,500	1,282,500	77.0
7 Professional Services	222,761	2,030,317	1,953,614	2,974,168	65.7	2,955,181	3,630,733	53.8
8 Technical Services	271,088	3,329,015	3,307,370	3,610,047	91.6	3,907,744	4,091,775	80.8
9 Other Services	22,280	301,711	263,711	333,074	79.2	362,924	362,924	72.7
10								
11 Materials & Supply:								
12 Fuel & Lubricants	432,868	3,741,519	3,951,593	5,117,030	77.2	5,582,214	5,582,214	70.8
13 Bus Parts & Materials	150,995	1,669,640	1,328,811	1,598,941	83.1	1,750,972	1,738,972	76.4
14 Uniforms & Driver Expense	5,595	275,415	269,116	358,122	75.1	379,098	375,694	71.6
15 Timetables & Tickets	35,442	180,387	155,408	194,378	80.0	213,800	212,200	73.2
16 Office Supplies / Printing	21,930	204,895	228,755	322,370	71.0	332,130	349,036	65.5
17 Other Materials & Supply	15,703	137,750	112,338	160,500	70.0	175,000	175,000	64.2
18								
19 Utilities:								
20 Telephone	23,727	341,761	298,158	440,470	67.7	480,500	480,500	62.1
21 Other Utilities	74,822	863,750	829,623	881,833	94.1	1,001,000	962,000	86.2
22 Insurance Costs	167,588	2,082,751	2,242,746	2,284,308	98.2	2,492,000	2,492,000	90.0
23 Workers' Compensation	260,222	2,875,055	2,908,041	2,953,555	98.5	3,222,060	3,222,060	90.3
24 Taxes & License Fees	44,053	363,523	420,285	448,286	93.8	489,039	489,039	85.9
25 Fixed Route Accessibility	92,292	923,319	964,104	637,394	151.3	684,635	684,635	140.8
26 Leases & Rental	8,582	95,975	95,294	102,628	92.9	111,718	111,718	85.3
27 Promotional & Legal Advertising	14,960	178,756	117,148	239,938	48.8	279,840	259,840	45.1
28 Training & Business Travel	3,758	118,538	98,651	181,026	54.5	195,710	191,710	51.5
29 Dues & Membership	4,935	38,084	73,403	78,773	93.2	84,045	84,543	86.8
30 Postage & Other	25,386	53,832	80,763	252,338	32.0	313,564	313,564	25.8
31								
32 Total District Operated Buses	6,289,586	69,336,518	68,271,033	74,423,572	91.7	81,694,357	82,457,107	82.8
33								
34								
35 CONTRACTED BUS SERVICES								
36 Contracted Urban Bus Service	1,228,715	13,077,669	13,178,780	13,280,854	99.2	14,488,202	14,433,202	91.3
37 Other Related Costs	18,922	308,010	313,485	315,133	99.5	310,800	349,800	89.6
38 Insurance Costs	27,391	598,834	571,535	600,391	95.2	655,000	655,000	87.3
39 Coastside Services	52,055	557,873	555,097	566,901	97.9	568,256	614,256	90.4
40 Redi Coast Non-ADA	16,001	179,272	203,266	213,288	95.3	222,860	231,860	87.7
41 Other Related Costs	804	15,758	9,284	38,188	24.3	41,660	41,660	22.3
42 La Honda - Pescadero	5,775	45,150	45,675	48,125	94.9	52,500	52,500	87.0
43 SamCoast - Pescadero	12,085	116,844	127,870	129,857	98.5	141,662	141,662	90.3
44 Other Related Cost - SamCoast	804	4,908	7,837	12,788	61.3	13,950	13,950	56.2
45 Total Contracted Bus Service	1,362,551	14,904,318	15,012,830	15,205,524	98.7	16,494,890	16,533,890	90.8
46								
47 TOTAL MOTOR BUS	7,652,137	84,240,836	83,283,863	89,629,096	92.9	98,189,247	98,990,997	84.1

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

% OF YEAR ELAPSED: 91.7%

<u>EXPENSES</u>	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET*	REVISED BUDGET**	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	452,394	5,197,128	5,040,667	5,716,155	88.2	6,769,180	5,862,180	86.0
Other Related Costs	177,803	1,943,222	1,900,926	2,314,153	82.1	2,527,380	2,527,380	75.2
ADA Sedan Service	216,255	2,477,110	2,425,459	2,588,937	93.7	1,781,024	2,688,024	90.2
ADA Accessibility Support	68,089	703,513	674,032	806,791	83.5	880,120	880,120	76.6
Coastside ADA Support	102,627	1,033,936	1,030,267	1,175,918	87.6	1,300,726	1,300,726	79.2
Insurance Costs	40,470	470,658	467,953	472,080	99.1	515,000	515,000	90.9
TOTAL ADA PROGRAMS	1,057,640	11,825,567	11,539,302	13,074,033	88.3	13,773,430	13,773,430	83.8
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	1,055,553	15,281,587	13,652,322	13,652,322	100.0	14,707,875	14,707,875	92.8
Total Caltrain Service	1,055,553	15,281,587	13,652,322	13,652,322	100.0	14,707,875	14,707,875	92.8
OTHER SUPPORT								
Dumbarton Express Service	5,831	115,273	110,848	115,638	95.9	126,150	126,150	87.9
SamTrans Shuttle Service	185,022	2,117,287	2,346,221	2,062,510	113.8	2,251,360	2,251,360	104.2
SM/Caltrain Shuttles	114,603	1,636,226	1,506,588	1,594,641	94.5	1,515,010	1,635,744	92.1
Maintenance Multimodal Facilities	8,807	134,253	113,429	170,272	66.6	192,100	192,100	59.0
Total Other Support	314,263	4,003,039	4,077,087	3,943,061	103.4	4,084,620	4,205,354	96.9
TOTAL MULTI-MODAL PROGRAMS	1,369,816	19,284,626	17,729,409	17,595,383	100.8	18,792,495	18,913,229	93.7
TOTAL EXPENSES	10,079,592	115,351,029	112,552,574	120,298,512	93.6	130,755,172	131,677,656	85.5

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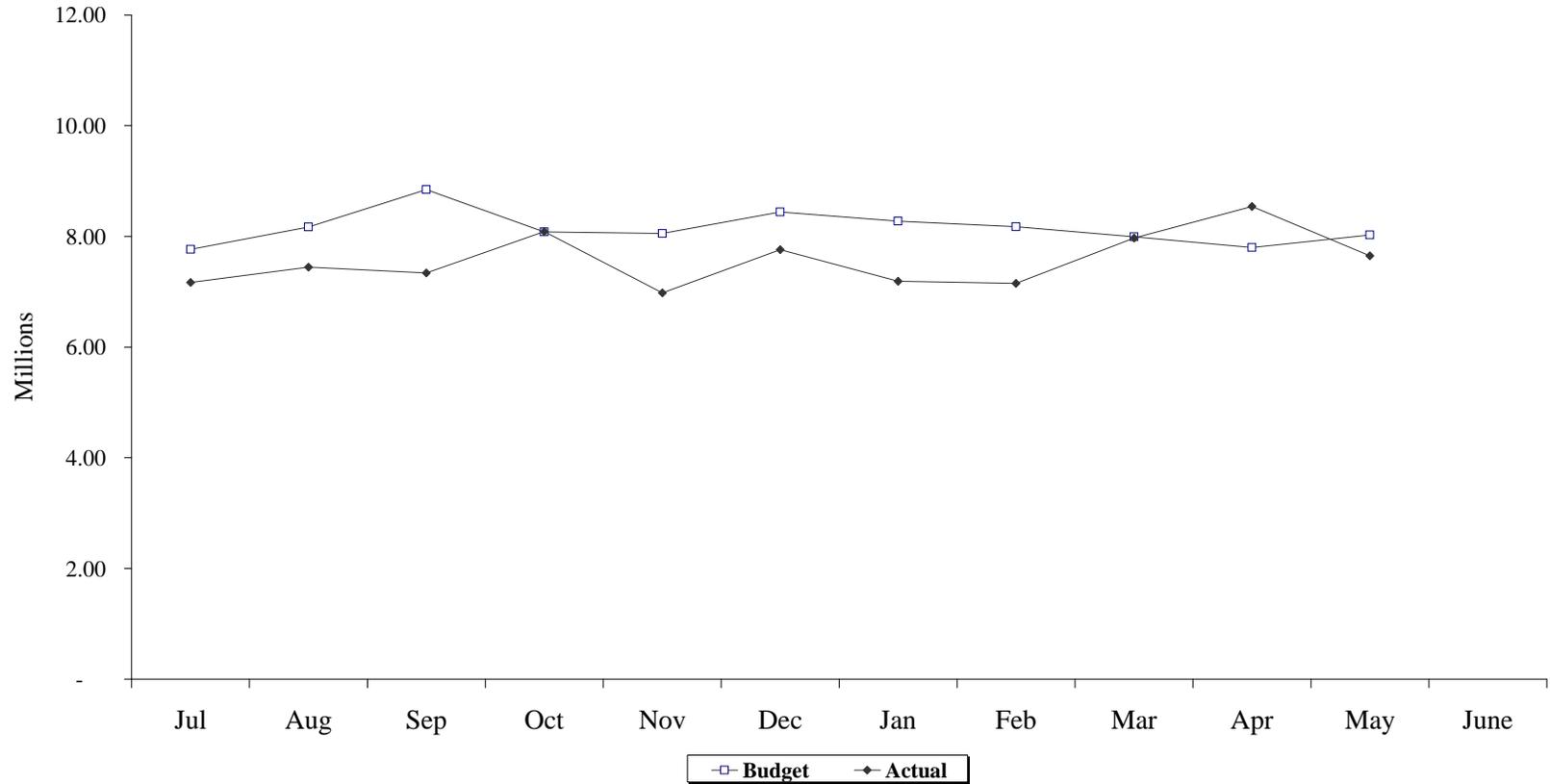
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**The Revised Budget is the Board approved amended budget passed December 8, 2010, including year to date budget transfers

SAN MATEO COUNTY TRANSIT DISTRICT

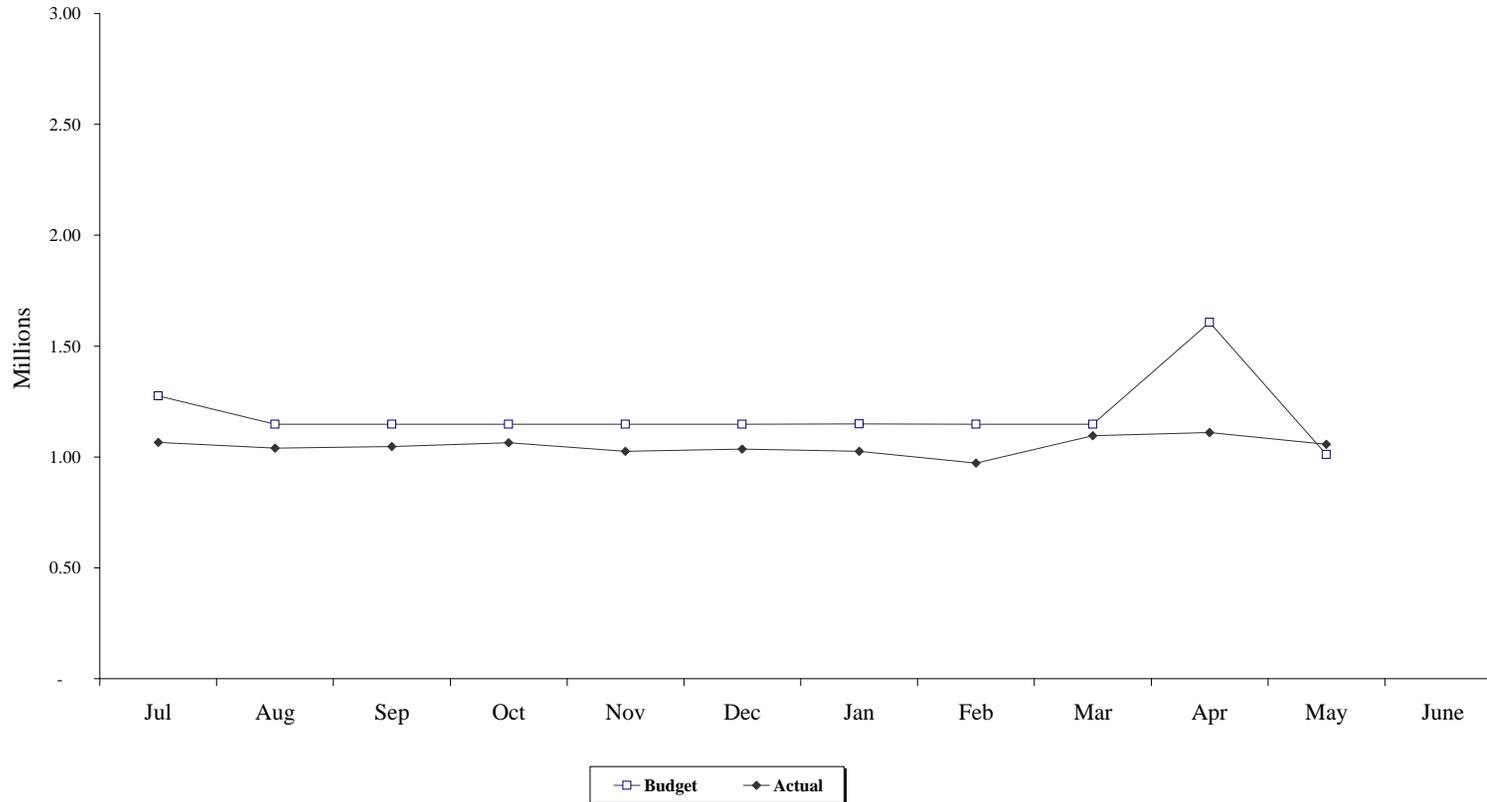
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2011



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	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	8,027,573		
Actual	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	7,652,137		
CUMULATIVE EXPENSES													
Budget	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	89,629,096		
Actual	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	83,283,863		
Variance - F(U)	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	6,345,233		
Variance %	7.73%	8.33%	11.42%	8.61%	9.54%	9.28%	9.83%	10.16%	9.09%	7.32%	7.08%		

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

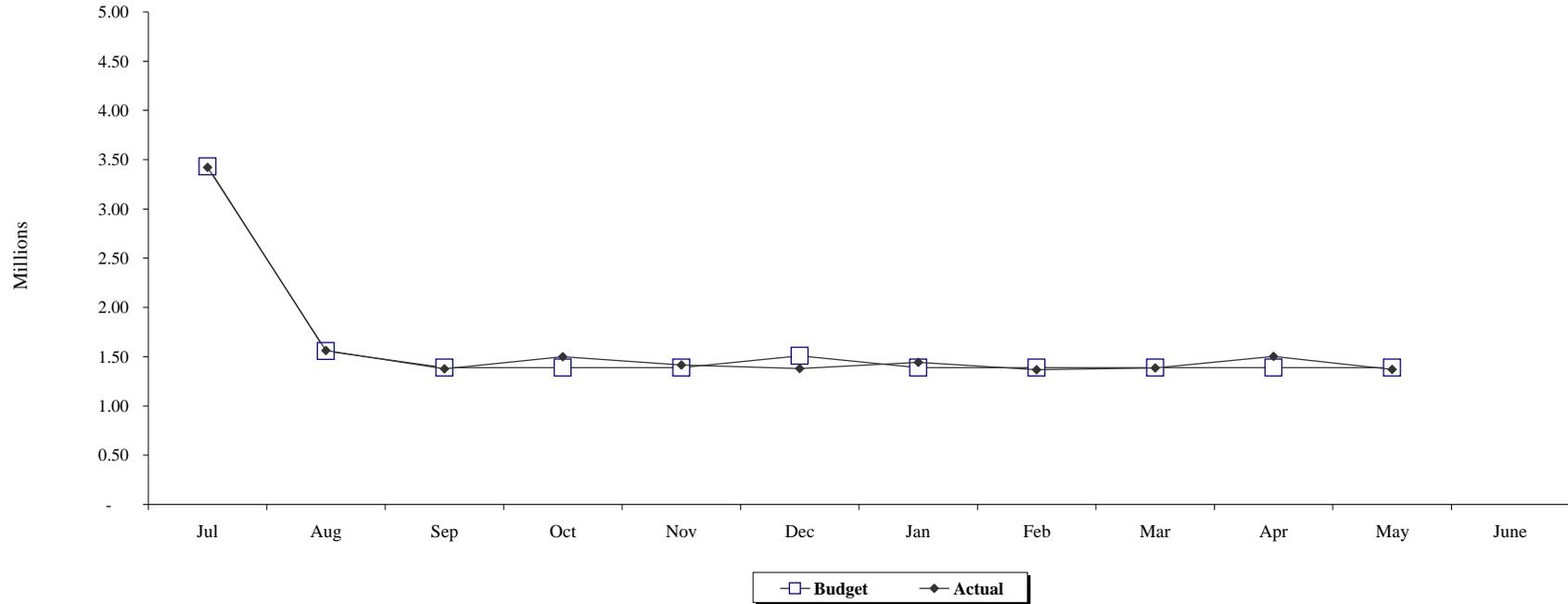


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,274,897	1,147,355	1,147,355	1,147,355	1,147,355	1,147,355	1,149,355	1,147,355	1,147,355	1,606,688	1,011,608	
Actual	1,065,703	1,039,441	1,047,366	1,064,705	1,025,377	1,035,058	1,025,650	972,264	1,096,437	1,109,662	1,057,640	
CUMULATIVE EXPENSES												
Budget	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	13,074,033	
Actual	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	11,539,302	
Variance - F(U)	209,194	317,108	417,097	499,747	621,725	734,022	857,727	1,032,818	1,083,736	1,580,763	1,534,732	
Variance %	16.41%	13.09%	11.68%	10.59%	10.60%	10.47%	10.51%	11.10%	10.36%	13.10%	11.74%	

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
MONTHLY EXPENSES												
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	1,387,438	
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	1,369,816	
CUMULATIVE EXPENSES												
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	17,595,383	
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	17,729,409	
Variance - F(U)	9,810	2,359	12,089	(100,085)	(129,625)	(1,062)	(56,032)	(36,913)	(35,286)	(151,649)	(134,026)	
Variance %	0.29%	0.05%	0.19%	-1.29%	-1.42%	-0.01%	-0.47%	-0.27%	-0.24%	-0.94%	-0.76%	

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

6/30/11 9:20 AM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection																														
Date	Amount	Date	Amount																																
FY2010:																																			
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																														
FY2010 Total	60,000,000	FY2010 Total	58,487,550	(1,512,450)	58,487,550																														
FY2011																																			
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	5,414,500	426,600	5,414,500																														
3rd Qtr. Adjustment	1,385,500	Jun. 11		304,896	1,690,396 (1)																														
9 Months Total	44,990,600		45,330,877	2,030,673	47,021,273																														
Apr. 11	4,052,500	Jun. 11		284,400	4,336,900 (1)																														
May 11	4,052,500	Jul. 11		0	4,052,500 (1)																														
Jun. 11	5,403,400	Aug. 11		0	5,403,400																														
4th Qtr. Adjustment	1,501,000	Sep. 11		0	1,501,000 (1) Apr & May																														
FY2011 Total	60,000,000	FY2011 Total	45,330,877	2,315,073	62,315,073 (1) Apr & May																														
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="width: 15%;">15,365,997</td> <td style="width: 15%;">1st Quarter</td> <td colspan="3"></td> </tr> <tr> <td></td> <td>16,917,979</td> <td>2nd Quarter</td> <td colspan="3"></td> </tr> <tr> <td></td> <td>14,737,296</td> <td>3rd Quarter</td> <td colspan="3"></td> </tr> <tr> <td></td> <td>9,390,067</td> <td>4th Quarter</td> <td colspan="3"></td> </tr> <tr> <td></td> <td><u>56,411,339</u></td> <td>YTD Actual Per Statement of Revenues & Expenses</td> <td colspan="3"></td> </tr> </table>							15,365,997	1st Quarter					16,917,979	2nd Quarter					14,737,296	3rd Quarter					9,390,067	4th Quarter					<u>56,411,339</u>	YTD Actual Per Statement of Revenues & Expenses			
	15,365,997	1st Quarter																																	
	16,917,979	2nd Quarter																																	
	14,737,296	3rd Quarter																																	
	9,390,067	4th Quarter																																	
	<u>56,411,339</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: Aidan Hughes
Interim Executive Officer, Planning and Development

**SUBJECT: AUTHORIZATION TO EXECUTE A THREE-YEAR USE AGREEMENT
FOR PICO BOULEVARD, SAN CARLOS**

ACTION

Staff proposes that the Committee recommend Board authorization for the General Manager/CEO to enter into a three-year use agreement (Agreement) for a total cost of \$292,890 with Sunset Real Properties, LLC to use a 37,614 square foot private roadway, Pico Boulevard, which provides access to the District's South Base Operations and Maintenance Facility (South Base).

SIGNIFICANCE

The existing three-year use agreement expires June 30, 2011. Operations staff has determined that the use of Pico Boulevard is required in order to maintain maximum efficiency in running South Base operations. Staff has determined that the new rate is fair and equitable to the District and within the range of fair market value for similar property.

BUDGET IMPACT

Funds to support the Agreement are included in the current and projected operating budgets.

BACKGROUND

Pico Boulevard is located on the north side of South Base and runs from Skyway Boulevard to Twin Dolphin Drive in Redwood City and is the primary access point into South Base. When the District purchased the South Base facility in 1980, the former owner, Piombo Construction Company, retained ownership of Pico to provide access to its remaining property. On November 23, 1998, Sunset Real Properties purchased the former Piombo Construction property to develop it for a hotel site. Shortly thereafter, they informed staff that they would require District to enter into an agreement to use Pico. The District has been leasing Pico Boulevard since 2000 and currently pays \$90,218 per year. Under the terms of the new Agreement, which will commence July 1, 2011 and run through June 2014, the rate will be \$93,827 first year, which amount will increase annually by 4 percent.

Prepared by: Gary Cardona, Senior Real Estate Officer 650-508-6353
Brian W. Fitzpatrick, Manager, Real Estate & Property Dev. 650-508-7781

RESOLUTION NO. 2011-

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

* * *

AUTHORIZING GENERAL MANAGER/CEO TO EXECUTE A THREE-YEAR USE AGREEMENT WITH SUNSET REAL PROPERTIES, LLC FOR PICO BOULEVARD

WHEREAS, the San Mateo County Transit District (District) desires to use 37,614 square feet of a private roadway, Pico Boulevard, which provides access to the District's South Base Operations and Maintenance Facility in San Carlos (Property); and

WHEREAS, in order to use the Property, the District must enter into a written three-year use agreement (Agreement) with the property owner, Sunset Real Properties, LLC (Owner), for a three-year term; and

WHEREAS, the District has negotiated the Agreement with the Owner, under which the District will pay an amount of \$93,827 for the first year, which amount shall be subject to an annual rental adjustment of 4% in years two and three, for a total of \$292,890 for the three-year term of the Agreement; and

WHEREAS, the District's legal counsel has reviewed and approved the proposed Agreement; and

WHEREAS, staff recommends that the Board of Directors authorize the General Manager to execute the Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO to execute the Agreement for the Property commencing on July 1, 2011, pursuant to the terms and conditions set forth above and to take any other action to give effect to this Resolution.

Regularly passed and adopted this 13th day of July, 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

SUBJECT: **AUTHORIZATION TO FILE ANNUAL CLAIM WITH MTC FOR
TRANSPORTATION DEVELOPMENT ACT, STATE TRANSIT
ASSISTANCE AND REGIONAL MEASURE 2 FUNDS**

ACTION

Staff proposes that the Committee recommend Board authorization to file a Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) claim for Fiscal Year (FY) 2012. Based on the Metropolitan Transportation Commission's (MTC) latest revised estimates, the District is allowed to claim the following amounts for FY2012:

Funding Source	FY2012 District Operating Budget	FY2012 MTC Revised Estimate	Increase/ (Decrease)
TRANSPORTATION DEVELOPMENT ACT			
TDA Article 4.0 (SamTrans)	\$26,648,636	\$26,648,636	\$ 0
TDA Article 4.5 (SamTrans)	<u>1,402,560</u>	<u>1,402,560</u>	<u>0</u>
TDA Total	\$28,051,196	\$28,051,196	\$ 0
STATE TRANSIT ASSISTANCE			
Revenue Based:			
Route 17	\$ 154,440	\$ 154,440	\$ 0
Route 280	175,475	175,475	0
STA fund from AB X8 9	3,455,657	2,652,709	(802,948)
Population Based:			
Regional Paratransit	\$ 504,645	\$ 504,645	\$ 0
Lifeline	659,401	659,401	0
STATE TRANSIT ASSISTANCE (CONT'D)			
Caltrain	<u>4,222,450</u>	<u>4,222,450</u>	<u>0</u>
STA Total	\$ 9,172,068	\$ 8,369,120	\$ (802,948)

Funding Source	FY2012 District Operating Budget	FY2012 MTC Revised Estimate	Increase/ (Decrease)
RM2 (SamTrans Owl Service)	<u>\$ 305,876</u>	<u>\$ 305,876</u>	<u>\$ 0</u>
TOTAL	<u>\$37,529,140</u>	<u>\$36,726,192</u>	<u>\$ (802,948)</u>

SIGNIFICANCE

TDA and STA funding support fixed-route bus and paratransit service for San Mateo County residents. These sources also provide support for administration of the Paratransit Coordinating Council, which monitors paratransit activities. In addition, the District claims STA funds on behalf of the Peninsula Corridor Joint Powers Board (JPB), which funds will be used to support the JPB operating budget. Finally, the RM2 funding included in the above claim will offset operating costs for Route 397, which provides late night Owl service from the Palo Alto Caltrain Station to San Francisco Airport and then to the Transbay Terminal in San Francisco.

BUDGET IMPACT

TDA, STA, and RM2 funding included in the FY2012 adopted District Operating Budget are \$28.0 million, \$9.2 million and \$0.30 million, respectively. Staff intends to bring a revised budget to the Board for review and approval later this Fall or early Winter to reflect the latest revised MTC estimates, including any changes to the STA funding due to final State budget deliberations.

BACKGROUND

TDA funding provides a significant share of the District's operating revenues. TDA and STA dollar amounts cited are estimates from the MTC and are subject to adjustment if actual receipts differ from projections over the course of the fiscal year.

Prepared By: April Chan, Director, Budgets and Grants
 Angela Ho, Sr. Budget Analyst

650-508-6228
 650-508-6416

RESOLUTION NO. 2011-

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

**AUTHORIZATION TO FILE AN APPLICATION WITH THE METROPOLITAN
TRANSPORTATION COMMISSION FOR TRANSPORTATION DEVELOPMENT
ACT, STATE TRANSIT ASSISTANCE AND REGIONAL MEASURE 2 FUNDS
FOR FISCAL YEAR 2012**

WHEREAS, the Mills-Alquist-Deddeh Act, commonly known as the Transportation Development Act of 1971 (TDA or the Act) (Public Utilities Code Section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of San Mateo for use by qualified operators to support public transportation systems and to aid public transportation research and demonstration projects; and

WHEREAS, pursuant to the Rules and Regulations that have been adopted by the Secretary of the Business and Transportation Agency of the State of California in accordance with the provisions of this legislation, an operator wishing to receive an allocation for any or all Local Transportation Funds is to file its application with the appropriate transportation planning agency; and

WHEREAS, the Act, as amended, further provides that up to five percent (5%) of the San Mateo County monies remaining after apportionments for administering the Act for TDA planning and for pedestrian and bicycle facilities shall be made available to cities, counties, and transit districts for “community transit services” as defined in Public Utilities Code Section 99275, namely, transportation services that link intracommunity origins and destinations, including services for customers, such as individuals with disabilities who cannot use conventional transit services, unless the Metropolitan Transportation Commission (MTC) makes

a specified finding regarding the use of these public mass transportation funds; and

WHEREAS, the San Mateo County Transit District (District) is the mass transportation carrier in San Mateo County charged with the responsibility for providing regional and local transit services, and this agency is reposed with the necessary authority, and has exercised this authority, to provide community transit services; and

WHEREAS, funds from the Local Transportation Fund will be required to operate, administer and plan the regional and local transportation system, including community transit services and special services for the mobility impaired during Fiscal Year 2012; and

WHEREAS, the District is an eligible claimant for TDA funds pursuant to Public Utilities Code Sections 99260(a), 99260.2, 99260.6, and 99275, as attested by the District's Opinion of Counsel dated July 13th, 2011; and

WHEREAS, the State Transit Assistance (STA) Fund that was created pursuant to the Public Utilities Code Sections 99310, et seq., makes funds available to support approved transit projects for allocation to eligible claimants; and

WHEREAS, eligible claimants for STA funds are those entities eligible for TDA funds; and

WHEREAS, the District is eligible for Regional Measure 2 (RM2) funds, which will be used to operate its Route 397 Owl Service; and

WHEREAS, the Route 397 Owl Service is eligible for consideration in the Regional Traffic Relief Plan of RM2, as identified in the California Streets Highways Code Section 30914(c) or (d).

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District as follows:

1. The General Manager/CEO or his designee hereby is authorized and directed to file appropriate claims pursuant to the terms of the TDA of 1971, Article 4.0 and Article 4.5, as amended, and applicable rules and regulations, together with all necessary supporting documents, with the MTC for Fiscal Year 2012 TDA monies for San Mateo County, including funds for regional, local and community transit services, to be used for the costs of operating, administering and planning the District transportation system during Fiscal Year 2012, more particularly described as follows: Article 4.0 funding for fixed route operating assistance and Article 4.5 funding for paratransit service.

2. The General Manager/CEO or his designee is authorized and directed to file appropriate amendments to these claims pursuant to the terms of the Act of 1971, as amended, and applicable rules and regulations, together with all necessary supporting documents, with the MTC to carry out the policies of the Board of Directors and attendant funding requirements, during Fiscal Year 2012 as may be adopted from time to time by the Board of Directors.

3. The General Manager/CEO or his designee is authorized and directed to file a claim and required documentation with the MTC for an allocation of STA funds for the District.

4. The General Manager/CEO or his designee is authorized and directed to file a claim and required documentation with the MTC for an allocation of RM2 funds for Route 397 Owl Service for Fiscal Year 2012.

5. The District indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the District, its officers, employees or agents, or subcontractors or any of them in connection with its

performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages.

6. A copy of this Resolution shall be transmitted to the MTC in conjunction with the filing of the claims authorized pursuant to this Resolution, and the MTC shall be requested to concur in these findings and to grant the allocation of funds as specified.

Regularly passed and adopted this 13th day of July, 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

**SUBJECT: APPROVAL AND RATIFICATION OF THE FISCAL YEAR 2012 DISTRICT
INSURANCE PROGRAM**

ACTION

Staff proposes that the Committee recommend that the Board approve and ratify the San Mateo County Transit District (District) Insurance Program obtained through the District's insurance broker, Wells Fargo Insurance Services, for Fiscal Year 2012, at a total premium cost of \$1,483,053 inclusive of the following:

- Continue the current \$1 million self-insured retention on the liability program.
- Purchase \$99 million of coverage for Commercial General and Business Automobile Liability.
- Renew the District's Employment Practices Liability and Non-liability insurance program.

SIGNIFICANCE

Driven by the hardening of the liability insurance marketplace, the District's FY2012 total insurance premium has increased 16 percent over last year's premium. While the District's liability premium increased 21 percent, the Non-liability program is also up 13 percent with the important addition of Cyber Liability with Privacy coverage. Despite market pressure to increase retentions, the District was able to maintain a \$1 million retention per claim. This retention is a key factor in the District's risk management program and is integrated into contract insurance requirements for vendors and other District activities. Public Official's liability limits remain at \$50 million. Below is an overview of the District's FY2011 and FY2012 premiums:

<u>Principal Program</u>	<u>Conditions</u>	<u>FY2010 Premium</u>	<u>FY2011 Premium</u>
Liability, including: -Excess Liability -Public Officials Liability	\$100 million excess liability \$1 million self-insured retention	\$ 656,861	\$ 796,648
Employment Practices	\$5 million limit \$75,000 retention	\$ 55,125	\$ 49,163
Non-Liability		\$ 564,117	\$ 637,242
TOTALS		\$1,276,103	\$1,483,053

BUDGET IMPACT

Funds to underwrite the recommended program are included in the FY2012 Operating Budget.

BACKGROUND

Liability Program

The District's \$100 million limit of liability contains a \$1 million self-insured retention and excess limits of \$100 million. Coverage for the Terrorism Recovery Insurance Extension Act is included in the full \$100 million limits while Public official's liability is included to \$50 million.

The liability insurance program covers all of the District's services, including the Contracted Urban Bus service, Redi-Wheels, and the taxi and lift-van programs. The San Mateo County Transportation Authority is a named insured and afforded coverage under the District's insurance program.

As the liability insurance marketplace has hardened, any increases in exposures or losses has a dramatic effect on premiums. In particular, progressively higher liability settlements throughout the industry over the past 10 years is making the maintenance of the District's \$1 million retention more challenging with an accompanying premium impact. However, if the District were to carry a higher retention, any premium savings would very likely be exceeded by the increased cost of paying claims up to the higher retention.

Employment Practices

Employment practices liability coverage has a \$5 million limit with the same \$75,000 self-insured retention. General Counsel reports that the claims service provided by the District's incumbent insurer has been excellent. Combined with a competitive bid and excellent service, the recommendation is to renew with the same insurer.

Non-Liability Program

The non-liability program includes coverage for bus physical damage, property, boiler and machinery, public employees blanket bond and excess bond, business auto, crime, Dumbarton Rail Bridge, environmental, and fiduciary liability.

Bus Physical Damage

The bus physical damage policy is written on a full replacement cost basis for active buses and other District vehicles. Coverage also includes a step-deductible feature so that deductibles are proportional to the value of the vehicle. The program is designed with tiered rates so that inactive and retired buses are insured at lower insurance premiums than active vehicles. Terrorism coverage is included for all vehicles. With the cost of new buses increasing, total fleet values have increased \$20 million for this year's renewal and the 10 percent increase in premium is primarily a reflection of this increased replacement cost.

Property

After a 12 percent decrease in property premiums in FY11, the District's property premium remains flat for FY2012. The policy contains Boiler and Machinery coverage and a Green Sustainability endorsement, which allows for higher limits following a loss for upgrades using green material rather than traditional materials. With the District's South Base maintenance and operations facility in a 100-year federal flood zone, the District's ability to include flood in its property policy is a significant enhancement to coverage generally available.

Business Auto Insurance

The District insures 14 vehicles that are issued to employees on a 24-hour basis.

Crime Insurance

Crime coverage applies to the District, the San Mateo County Transportation Authority and the Peninsula Corridor Joint Powers Board. This is the first year of a new 3-year program and premiums have decreased slightly.

Dumbarton Rail Bridge

The Dumbarton Rail Bridge continues to be insured on an actual cash value basis (not replacement cost) with a \$5 million limit, including coverage for debris removal and collisions with ships.

Environmental

The District's environmental liability coverage is in the third year of a three-year prepaid program with a \$5 million limit and a \$50,000 deductible. This policy protects the District against infrequent catastrophic losses.

Peace Officers Liability

Some peace officers liability coverage is included in the District's general liability program but is subject to the District's \$1 million self insured retention. For a premium of less than \$8,000, the District was able to secure broader, more specialized coverage with a \$5,000 deductible and a \$5 million limit.

Cyber Liability

The increasing use of the internet by all organizations to gather, store, and disseminate information has created new liability exposures for the vast majority of public entities and businesses. With new federal and state legislation imposing liability, strict fines, penalties and notification requirements, many entities are adding Cyber Liability coverage to their insurance portfolios. For a premium of \$50,205, and a limit of \$5 million, the District was able to secure a broad Cyber Liability policy, including \$1 million of Privacy Coverage. Although the District's website does not allow online credit card transactions, information on vendors, employees, and other confidential data resides on the District's servers.

Fiduciary Liability

Fiduciary liability coverage in the amount of \$2 million for liabilities that the District could incur as a result of the administration and management of employee benefit plans is being renewed for FY 2012 with the same premium as in FY 2011.

Summary

The District's overall insurance premium has increased by 16 percent for FY2012 as a result of hardening market conditions and the addition of important new coverages for Cyber Liability and Peace Officers Liability. The District enjoys below-market pricing even though public transit is a challenging risk with a limited number of insurers. All coverage is written by insurers that meet the District's financial stability requirement of a Best's Rating of A X or better.

Prepared by: David Triolo, Acting Director, Risk Management

650-508-7742

RESOLUTION NO. 2011-

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

* * *

**APPROVAL AND RATIFICATION OF INSURANCE PROGRAM FOR
FISCAL YEAR 2012**

WHEREAS, the General Manager/CEO of the San Mateo County Transit District has approved an insurance program for Fiscal Year (FY) 2012 with premiums totaling \$1,483,053, the costs for which are included in the FY2012 budget; and

WHEREAS, in conjunction with the expiration of the District's existing insurance program on June 30, 2011, District staff renewed its insurance program for Fiscal Year 2012 based on the plan approved by the General Manager/CEO, with the following significant elements:

1. Maintain self-insured retention for the District in the amount of \$1 million;
2. Purchase Excess Liability and a Public Official's Liability Policy with a total limit of \$100 million and an annual premium of \$796,648;
3. Purchase an Employment Practices Legal Liability policy with a total limit of \$5 million and an annual premium of \$49,163; and
4. Purchase non-liability policies covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Business Auto, Crime, Dumbarton Rail Bridge, Environmental, Peace Officers Liability, Cyber Liability with Privacy Coverage, and Fiduciary Liability with an annual premium of \$637,242.

WHEREAS, staff requests that the Board of Directors approve and ratify the renewal of the District's insurance program for FY2012, as delineated above.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transit District hereby approves and ratifies the renewal of the District's insurance program for FY2012, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 13th day of July, 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

SUBJECT: **EXTENDING THE AGREEMENT WITH COUNTY OF SAN MATEO
FOR LAW ENFORCEMENT AND POLICE COMMUNICATIONS
SERVICES**

ACTION

Staff proposes that the Committee recommend Board approval to authorize the General Manager to extend for six-months the existing contract (Agreement) between the San Mateo County Transit District (District) and the County of San Mateo (County) for law enforcement and police communications services, at a total cost not to exceed \$1,800,000. The District's total share of the costs for the services during the term of the extension will not exceed \$400,000; the remainder will be covered by the Peninsula Corridor Joint Powers Board (JPB).

SIGNIFICANCE

District action will provide authority for the continuation of contracted law enforcement and police communications services through the six-month extension of the Agreement between the District and the County, until December 31, 2011. The District and the County are currently negotiating a new agreement for law enforcement and police communications services. Once those negotiations are complete, the District will come back to the Board for approval of the new Agreement.

BUDGET IMPACT

Funding is contained in the approved District operating budget for Fiscal Year 2012 for the full year of law enforcement and police communications services based on the existing Agreement.

BACKGROUND

The District, on its own behalf and on behalf of the JPB, entered into an initial three year agreement for law enforcement and police communication services with the County in January 2002. On December 14, 2004, the District extended the Agreement for a term of three and a half years to coincide with the District's fiscal year budgeting. In March 2008, the boards of the District and the JPB approved an extension to the Agreement through June 30, 2011.

The single contract for all police services between the County and the District results in efficiency and ease of administration. The JPB pays its share of the cost of the services provided in support of the Caltrain service through a financing arrangement with the District. Currently, the District's requirement for law enforcement services equates to approximately 22 percent of the total cost of services.

The extension proposes to continue law enforcement and police communications services for six additional months in support of both the District's bus operations and JPB rail operations. Under the existing format, which is overseen by the Chief of Protective Services, the County coordinates all requests for police service, collision investigations, police reports and similar functions. Benefits to the District include explosive detecting K-9 units, crime scene investigation and criminal forensics, coroner's services, and backup personnel as required. Emergency calls and dispatch services will be provided through the San Mateo County Dispatch Center. Local police agencies and citizens alike continue to praise the District for the quick and professional responses to bus related crime and complaints, provided under the current arrangement.

Prepared By:	Éva Goode, Manager, Budgets	650-508-7914
	Dave Triolo, Acting Director, Risk Management	650-508-6237

RESOLUTION NO. 2011-

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

**AUTHORIZING EXTENSION OF THE AGREEMENT WITH THE COUNTY OF
SAN MATEO TO PROVIDE LAW ENFORCEMENT AND POLICE
COMMUNICATIONS SERVICES**

WHEREAS, in January, 2002, the San Mateo County Transit District (District), on its behalf and on behalf of the Peninsula Corridor Joint Powers Board (JPB), entered into an agreement (Agreement) with the County of San Mateo (County) for the provision of law enforcement services and police communications services for both bus operations and rail operations (Services); and

WHEREAS, in December 2004 and March 2008, the District and JPB approved amendments and extensions to the Agreement with the County and the current agreement expires June 30, 2011; and

WHEREAS, in accordance with a separate agreement between the District and the JPB, each agency provides their share of funding to cover the Services provided to that agency; and

WHEREAS, in order to maintain the existing level of Services while the District and the County negotiate a new contract, the District, JPB and County desire to extend the term of the current Agreement for an additional six months, through December 31, 2011.

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

1. Authorizes the General Manager/CEO or his designee to extend the existing agreement between the District and the County for law enforcement and police communications services for a total not-to-exceed cost of \$1,800,000.

2. Authorizes the General Manager/CEO or his designee to take such further actions as may be required to give effect to this Resolution.

Regularly passed and adopted this 13th day of July, 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 C. H. (Chuck) Harvey
Deputy CEO Deputy CEO

SUBJECT: **AWARD OF CONTRACT FOR FURNISHING NEW AND
REMANUFACTURED/EXCHANGE BRAKE VALVES, AIR VALVES,
AND RELATED ITEMS**

ACTION

Staff proposes that the Committee recommend that the Board:

1. Award a contract to the lowest responsive and responsible bidder, Gillig LLC (Gillig) to furnish new and remanufactured/exchange brake valves, air valves, and related items for a total estimated cost of \$178,532 for a five-year term.
2. Authorize the General Manager/CEO to execute a contract with Gillig in full conformity with the terms and conditions of the bid specification documents.

SIGNIFICANCE

Award of this contract will provide the District with a dedicated supplier for furnishing new and remanufactured/exchange brake valves, air valves, and related items.

BUDGET IMPACT

Funds to support the award of this contract are in the approved and projected operating budgets.

BACKGROUND

An Invitation for Bids was issued to obtain bids for furnishing new and remanufactured/exchange brake valves, air valves, and related items over a five-year term. Staff advertised the requirements on the District website and in a local newspaper. Solicitation notifications went out to interested bidders including disadvantaged business enterprises that were registered in the District's vendor database. One bid was received:

- | | |
|----------------------------|-----------|
| 1. Gillig LLC, Hayward, CA | \$178,532 |
|----------------------------|-----------|

As there was only one bid received, staff conducted a cost/price analysis of the bid prices submitted by Gillig. Staff determined that the bid prices quoted by Gillig are comparable to prevailing industrial pricing for brake valves and air valves, and are therefore fair and reasonable.

Staff contacted other potential bidders to determine why they did not submit a bid. One indicated it could not provide all the items required by the District. Another felt it wouldn't be competitive; and, therefore did not bid.

The District's current contractor is Gillig, with a five-year estimated contract cost of \$184,854. The decrease in overall cost is mainly due to District request for lower bid quantities.

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

RESOLUTION NO. 2011-

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

* * *

**AUTHORIZING CONTRACT AWARD TO GILLIG LLC FOR FURNISHING NEW
AND REMANUFACTURED/EXCHANGE BRAKE VALVES, AIR VALVES, AND
RELATED ITEMS AT A TOTAL ESTIMATED COST OF \$178,532.96**

WHEREAS, the San Mateo County Transit District (District) has solicited competitive bids for furnishing new and remanufactured/exchange brake valves, air valves, and related items; and

WHEREAS, in response to the District's Invitation for Bids (IFB), one firm submitted a bid; and

WHEREAS, staff and General Counsel have reviewed the bid submitted by Gillig LLC (Gillig) and determined that it meets the requirements of the solicitation documents; and

WHEREAS, staff has further conducted a cost/price analysis and finds Gillig's prices to be fair and reasonable; and

WHEREAS, the General Manager/CEO recommends, and the Committee concurs, that a contract be awarded to the lowest responsible, responsive bidder, Gillig, of Hayward, CA, whose bid meets the requirements of the solicitation documents.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District awards a contract to Gillig for furnishing new and remanufactured/exchange brake valves, air valves, and related items for a five-year term at an estimated total cost of \$178,532.96 inclusive of sales tax and delivery; and

BE IT FURTHER RESOLVED that the General Manager/CEO or designee is authorized to execute a contract on behalf of the District with Gillig in full conformity with the terms and conditions of the bid specification documents.

Regularly passed and adopted this 13th day of July, 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2011

KARYL MATSUMOTO, CHAIR
JERRY DEAL, VICE CHAIR
JEFF GEE
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, JULY 13, 2011 – 2:40 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of June 8, 2011

INFORMATIONAL

2. State and Federal Legislative Update

Committee Members: Zoe Kersteen-Tucker, Jeff Gee, 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.

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

**MINUTES OF LEGISLATIVE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
JUNE 8, 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, A. Tissier

Other Board Members Absent, Constituting Committee of the Whole: K. Matsumoto

Staff Present: J. Cassman, G. Harrington, C. Harvey, R. Haskin, A. Hughes, R. Lake, 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 2:52 p.m.

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

The committee approved the minutes (Lloyd/Deal).

Update on the State Legislative Program

Government Affairs Manager Seamus Murphy said the May revise came out last month and did not threaten transit funding and preserves the gas tax swap. The May revise indicates the administration is contemplating a fall bond sale. High Speed Rail (HSR) has been the only focus of the Legislature for the budget. The Senate and the Assembly Transportation Budget subcommittees took a series of actions related to the design and engineering of HSR, specifically for the Peninsula section, and a small amount of funding has been restored at JBB's request to support the work that is being done to study the potential of an initial operating phase.

Update on the Federal Legislative Program

Mr. Murphy said the House is going to unveil its Surface Transportation Reauthorization bill next week. The Senate should follow shortly after that. Staff has blueprints of both of these bills and the Senate version increases funding for surface transportation programs and the House version decreases funding for surface transportation programs.

Adjourned: 2:55 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

Budget

On June 28, Democrats and Governor Brown reached a deal on a majority-vote budget through authority granted by the passage of Proposition 25 last November. The budget does not include the governor's earlier request for the extension of expiring taxes, and instead assumes \$4 billion in unanticipated revenue from higher than expected income tax receipts.

If this revenue does not materialize, then additional cuts will be made to education and health and human services programs. The budget maintains transit and transportation funding resulting from the reenactment of the gas tax swap.

Otherwise, the budget is similar to an earlier proposal approved by Democrats, but later vetoed by Governor Brown who stated that it would do little to solve the State's ongoing fiscal crisis and contained legally questionable provisions.

FEDERAL ISSUES

Reauthorization

House and Senate committees are making progress on moving forward with the reauthorization of surface transportation proposals before the current extension expires on September 30.

On June 22, Senator Barbara Boxer announced the framework for the Senate version, titled Moving Ahead For Progress in the 21st Century (MAP-21). The bill would maintain current funding levels with adjustments for inflation and would expand transportation infrastructure

financing programs. Although the framework represents a six-year bill, Senator Boxer has not ruled out a two-year measure if necessary to maintain current funding levels.

The House version will be made available on July 7.

Appropriations

The House Appropriations Committee approved the Fiscal Year 2012 Energy and Water Appropriation bill following an amendment that would redirect \$1 billion in unobligated high-speed rail funds from the American Recovery and Reinvestment Act to flood relief efforts.

The Federal Railroad Administration has announced its intention to use some of these funds for California's high-speed rail project. The amendment is not expected to be preserved when the Senate considers the bill later this summer.

Prepared By: Seamus Murphy, Government Affairs Manager

650.508.6388

**San Mateo County Transit District
State Legislative Matrix 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 16 Perea D</p> <p>High-Speed Rail Authority.</p>	<p>SENATE T. & H. 6/16/2011 - Referred to Com. on T. & H.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. The federal American Recovery and Reinvestment Act of 2009 (ARRA) provides funding for allocation nationally to high-speed rail projects.</p> <p>This bill would require the authority to make every effort to purchase high-speed train rolling stock and related equipment that are manufactured in California, consistent with federal and state laws.</p>	
<p>AB 41 Hill D</p> <p>High-Speed Rail Authority: conflicts of interest: disqualification: ex parte communications.</p>	<p>SENATE RLS. 6/22/2011 - From committee: Do pass and re-refer to Com. on RLS. (Ayes 5. Noes 0.) (June 21). Re-referred to Com. on RLS.</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. Last Amended on 6/9/2011</p>	
<p>AB 57 Beall D</p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE T. & H. 6/15/2011 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission.</p> <p>This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. Last Amended on 5/19/2011</p>	

**San Mateo County Transit District
State Legislative Matrix 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 58 Galgiani D</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS.</p> <p>5/2/2011 - In committee: Set, second hearing. Hearing canceled at the request of author.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Existing law provides for appointment of an executive director by the authority, who is exempt from civil service and serves at the pleasure of the authority.</p> <p>This bill, for purposes of managing and administering the ongoing work of the authority in implementing the high-speed train project, would authorize the Governor, upon the recommendation of the executive director, to appoint up to 6 additional authority officers, exempt from civil service, who would serve in specified positions at the pleasure of the executive director. The bill would require a salary survey to be conducted to determine the compensation for the executive director and additional exempt officers, and would require the salaries to be established by the authority and approved by the Department of Personnel Administration. Last Amended on 3/16/2011</p>	
<p>AB 145 Galgiani D</p> <p>High-speed rail.</p>	<p>SENATE T. & H.</p> <p>6/21/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re- referred to Com. on T. & H.</p>	<p>Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority with 9 members to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, 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 requires the authority to adopt and submit to the Legislature, every two years, a business plan.</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 with limited responsibilities. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but existing members could continue to serve the remainder of their terms. The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency. 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 department relative to implementation of the high-speed rail project. The bill would require the department to prepare the existing high-speed train business plan and a new high-speed train capital program every 2 years, which would both be reviewed and adopted by the authority after a public hearing prior to submittal to the Legislature. The director of the department would be appointed by the Governor, subject to Senate confirmation. Last Amended on 6/21/2011</p>	

**San Mateo County Transit District
State Legislative Matrix 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>AB 147 Dickinson D Subdivisions.</p>	<p>SENATE THIRD READING 6/9/2011 - Read second time. Ordered to third reading.</p>	<p>The Subdivision Map Act authorizes a local agency to require the payment of fees, to be used for various purposes, as a condition of approval of a final map or as a condition of issuing a building permit, including, among others, 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.</p> <p>Last Amended on 5/31/2011</p>	<p>Support</p>
<p>AB 296 Skinner D Building standards: cool pavement.</p>	<p>SENATE T. & H. 6/21/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</p>	<p>Existing law requires the Department of Transportation to adopt a balanced, multimodal research and development program, including the research and development of new technologies.</p> <p>This bill would establish the Cool Pavements Research and Implementation Act and would encourage the department to consult and coordinate with specified state agencies, to implement the act. The bill would require the department to publish or make available on the department's Internet Web site, by January 1, 2014, a Cool Pavements Handbook to detail specifications, testing protocols, and best practices for cool pavements. Last Amended on 6/21/2011</p>	

**San Mateo County Transit District
State Legislative Matrix 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 320</u> <u>Hill D</u></p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p>	<p>SENATE JUD. 6/20/2011 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (June 20). Re-referred to Com. on JUD.</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 a notice of approval or notice of determination to identify the person undertaking an activity that receives financial assistance from a public agency or the person receiving a lease, permit, license, certificate, or other entitlement of use from a public agency. Because a lead agency would be required to include additional information in the notice of approval or notice of determination, this bill would impose a state-mandated local program. Last Amended on 6/14/2011</p>	
<p><u>AB 333</u> <u>Grove R</u></p> <p>California Global Warming Solutions Act of 2006: cap-and-trade program.</p>	<p>ASSEMBLY NAT. RES. 6/16/2011 - In committee: Hearing postponed by committee. (Refers to 6/14/2011 hearing)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board, in furtherance of achieving the statewide greenhouse gas emissions limit by January 1, 2011, to adopt a regulation that establishes a system of market-based declining annual aggregate emission limits for sources or categories of sources that emit greenhouse gas emissions, applicable from January 1, 2012, to December 31, 2020, inclusive, that the state board determines will achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, in the aggregate, from those sources or categories of sources. The act also authorizes the state board to include in its regulations the use of market-based compliance mechanisms to comply with the regulations, subject to prescribed requirements.</p> <p>This bill would require the state board to make findings and submit a status report to the Legislature no later than July 31, 2011, on the readiness of a proposed cap-and-trade program to begin January 1, 2012. The bill would authorize the board, if it makes a specified finding in the status report, to commence the cap-and-trade program after January 1, 2012, but no later than January 1, 2013. The bill would require the board to provide an annual cap-and-trade status report to the Legislature. Last Amended on 5/11/2011</p>	

**San Mateo County Transit District
State Legislative Matrix 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 348</u> <u>Buchanan D</u></p> <p>Highways: Safety Enhancement-Double Fine Zone.</p>	<p>SENATE T. & H. 5/19/2011 - Referred to Com. on T. & 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. Last Amended on 4/27/2011</p>	
<p><u>AB 426</u> <u>Lowenthal,</u> <u>Bonnie D</u></p> <p>Transit fare evasion.</p>	<p>SENATE CONSENT CALENDAR 6/22/2011 - Ordered to special consent calendar.</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. The bill would require an entity that adopts such an ordinance to submit a report to specified committees of the Legislature both 2 and 5 years after the adoption of the ordinance, as specified. Last Amended on 6/10/2011</p>	

**San Mateo County Transit District
State Legislative Matrix 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 427</u> <u>John A. Pérez D</u></p> <p>Transportation bond funds: transit system safety.</p>	<p>SENATE APPR. 6/22/2011 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 7. Noes 0.) (June 21). Re-referred to Com. on APPR.</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. Last Amended on 3/29/2011</p>	

**San Mateo County Transit District
State Legislative Matrix 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 485</u> <u>Ma D</u></p> <p>Infrastructure financing.</p>	<p>SENATE G. & F. 6/22/2011 - In committee: Hearing postponed by committee. (Refers to 6/20/2011 hearing)</p>	<p>The Transit Village Development Planning Act of 1994 authorizes a city or county to create a transit village plan for a transit village development district that addresses specified characteristics. Existing law authorizes the legislative body of the city or county to adopt an infrastructure financing plan, create an infrastructure financing district, and issue bonds for which only the district is liable, to finance specified public facilities, upon voter approval.</p> <p>This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit village development district. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit village development districts be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. Last Amended on 5/5/2011</p>	<p>Support</p>
<p><u>AB 492</u> <u>Galgiani D</u></p> <p>High-Speed Rail Authority.</p>	<p>SENATE RLS. 6/20/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would 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, and, if it does so, would require the authority to identify the number of jobs in California likely to be created from awarding those contracts. Last Amended on 6/20/2011</p>	

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p><u>AB 508</u> <u>Swanson D</u></p> <p>Displaced public transit, solid waste handling, and recycling services employees.</p>	<p>SENATE APPR. 6/22/2011 - Action From L. & I.R.: Do pass. To APPR..</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><u>AB 516</u> <u>V. Manuel</u> <u>Pérez D</u></p> <p>Safe routes to school.</p>	<p>SENATE T. & H. 6/21/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re- referred to Com. on T. & H.</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. The bill would require up to 5% of any annual budget allocation to fund grants pursuant to these provisions to be expended for technical assistance to eligible low-income schools and communities, as specified.</p> <p>Last Amended on 6/21/2011</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 551 Campos D</p> <p>Public contracts: prevailing wage requirements: violations.</p>	<p>SENATE APPR. 6/22/2011 - Action From L. & I.R.: Do pass as amended. To APPR..</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. Last Amended on 6/15/2011</p>	
<p>AB 615 Lowenthal, Bonnie D</p> <p>High-speed rail.</p>	<p>SENATE T. & H. 6/8/2011 - Referred to Com. on T. & H.</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. Last Amended on 4/28/2011</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 650</u> <u>Blumenfeld D</u></p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>SENATE T. & H. 6/21/2011 - SEN. T. & H. Vote - Do pass, but re-refer to the Committee on Rules.</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 only for specified transportation planning and mass transportation purposes.</p> <p>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 January 31, 2012. 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 September 30, 2012, 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 of Transportation 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.</p> <p>Last Amended on 6/14/2011</p>	<p>Support</p>
<p><u>AB 710</u> <u>Skinner D</u></p> <p>Local planning: infill and transit-oriented development.</p>	<p>SENATE G. & F. 6/16/2011 - Referred to Com. on GOV. & F.</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. Last Amended on 5/31/2011</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 845</u> <u>Ma D</u></p> <p>Transportation: bond funds.</p>	<p>SENATE T. & H. 6/16/2011 - Referred to Com. on T. & H.</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 non-state 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. Last Amended on 5/10/2011</p>	
<p><u>AB 892</u> <u>Carter D</u></p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>SENATE E.Q. 6/8/2011 - From committee: Do pass and re-refer to Com. on E.Q. with recommendation: to consent calendar. (Ayes 9. Noes 0.) (June 7). Re- referred to Com. on E.Q.</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. Last Amended on 5/10/2011</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p>AB 912 Gordon D</p> <p>Local government: organization.</p>	<p>SENATE CONSENT CALENDAR 6/23/2011 - Action From CONSENT CALENDAR: Read second time. To CONSENT CALENDAR.</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 that is consistent with a prior action of the commission, to immediately order the dissolution if the dissolution was initiated by the district board, or if the dissolution was initiated by an affected local agency, by the commission, or by petition, hold at least one noticed public hearing on the proposal, and order the dissolution without an election, unless a majority protest exists, as specified. Last Amended on 5/27/2011</p>	
<p>AB 952 Jones R</p> <p>High-speed rail.</p>	<p>SENATE T. & H. 6/8/2011 - Referred to Com. on T. & H.</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. 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. Last Amended on 5/10/2011</p>	
<p>AB 957 Committee on Transportation</p> <p>Transportation omnibus bill.</p>	<p>SENATE T. & H. 6/2/2011 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</p>	<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. Last Amended on 6/2/2011</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1092 Lowenthal, Bonnie D</p> <p>High-speed rail.</p>	<p>SENATE RLS. 6/16/2011 - Referred to Com. on RLS.</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>AB 1097 Skinner D</p> <p>Transit projects: domestic content.</p>	<p>SENATE APPR. 6/22/2011 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 21). Re-referred to Com. on APPR.</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 exceeds Buy America requirements applicable to federally funded transit projects.</p> <p>Last Amended on 6/13/2011</p>	Support
<p>AB 1105 Gordon D</p> <p>High-occupancy toll lanes: roadway markings.</p>	<p>SENATE APPR. 6/8/2011 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 9. Noes 0.) (June 7). Re- referred to Com. on APPR.</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. Last Amended on 4/13/2011</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1164</u> <u>Gordon D</u></p> <p>High-Speed Rail Authority: appointees: Senate confirmation.</p>	<p>SENATE T. & H. 6/22/2011 - In committee: Set, first hearing. Hearing canceled at the request of author.</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. Last Amended on 4/7/2011</p>	
<p><u>AB 1298</u> <u>Blumenfield D</u></p> <p>Vehicles: parking: 72-hour restriction.</p>	<p>SENATE T. & H. 6/15/2011 - In committee: Set, second hearing. Hearing canceled at the request of author.</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. Last Amended on 4/7/2011</p>	
<p><u>ABX1 8</u> <u>Ma D</u></p> <p>Transportation bond funds.</p>	<p>ASSEMBLY PRINT 12/7/2010 - From printer.</p>	<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>	

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Bill ID/Topic	Location	Summary	Position
<p><u>SB 46</u> <u>Correa D</u></p> <p>Public officials: compensation disclosure.</p>	<p>SENATE THIRD READING 6/6/2011 - Read second time. Ordered to third reading.</p>	<p>Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection.</p> <p>This bill would, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified.</p> <p>Last Amended on 6/2/2011</p>	
<p><u>SB 126</u> <u>Steinberg D</u></p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY B.,P. & C.P. 6/21/2011 - From committee: Do pass and re-refer to Com. on B., P. & C.P. with recommendation: To consent calendar. (Ayes 14. Noes 0.) (June 20). Re-referred to Com. on B., P. & C.P.</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. This bill contains other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>SB 211</u> <u>Emmerson R</u></p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation.</p>	<p>ASSEMBLY NAT. RES. 6/20/2011 - From committee with author's amendments. Read second time and amended. 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. 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). The bill, until January 1, 2017, would authorize automotive service providers to meet the requirements of the regulation without checking and inflating a vehicle's tire if that tire is determined to be an unsafe tire, as defined. Last Amended on 6/20/2011</p>	
<p><u>SB 310</u> <u>Hancock D</u></p> <p>Local development.</p>	<p>ASSEMBLY L. GOV. 6/20/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.</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. Last Amended on 6/20/2011</p>	

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p><u>SB 468</u> <u>Kehoe D</u></p> <p>Department of Transportation: north coast corridor project: high-occupancy toll lanes.</p>	<p>ASSEMBLY TRANS. 6/20/2011 - Set, first hearing. Hearing canceled at the request of author. From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law 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 , where appropriate, in the project design and 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. Last Amended on 6/20/2011</p>	
<p><u>SB 475</u> <u>Wright D</u></p> <p>Infrastructure financing.</p>	<p>ASSEMBLY L. GOV. 6/20/2011 - From committee with author's amendments. Read second time and amended. Re-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. Last Amended on 6/20/2011</p>	

**San Mateo County Transit District
State Legislative Matrix 6/23/2011**

Bill ID/Topic	Location	Summary	Position
<p>SB 517 Lowenthal D</p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY TRANS. 6/9/2011 - Referred to Com. on TRANS.</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. Last Amended on 5/17/2011</p>	
<p>SB 565 DeSaulnier D</p> <p>Vehicles.</p>	<p>ASSEMBLY TRANS. 6/20/2011 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law prescribes certain standards for a transit bus operated by a motor carrier, whether the motor carrier is a private company or a public agency, that provides public transportation services. A violation of these provisions is a crime.</p> <p>This bill would additionally require that the transit bus be equipped with a speedometer that is maintained in good working order. By creating a new crime, the bill would impose a state-mandated local program. Last Amended on 6/13/2011</p>	
<p>SB 582 Emmerson R</p> <p>Commute benefit policies.</p>	<p>ASSEMBLY CONSENT CALENDAR 6/23/2011 - Action From SECOND READING: Read second time. To CONSENT CALENDAR.</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 provide for the 8 metropolitan planning organizations within the region served by a specified air district to adopt the ordinance only after the district first acts to adopt the ordinance. The bill would exclude from its provisions an air district with a trip reduction regulation initially adopted prior to the federal Clean Air Act Amendments of 1990 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. Last Amended on 6/22/2011</p>	



KARYL MATSUMOTO, CHAIR
JERRY DEAL, VICE CHAIR
JEFF GEE
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

BOARD OF DIRECTORS

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

WEDNESDAY, JULY 13, 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 June 8, 2011
 - b. Acceptance of Statement of Revenues and Expenses for May 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. Recognition of Thirty-five Year Employees
- 6. COMMUNITY RELATIONS COMMITTEE**
(Accessibility, Senior Services, and Community Issues)
SUBJECTS DISCUSSED
 - a. Accessibility Update
 - b. Paratransit Coordinating Council (PCC) Update
 - c. Citizens Advisory Committee Liaison Report
 - d. Mobility Management – Caltrain
 - e. Multimodal Ridership Report – May 2011
- 7. FINANCE COMMITTEE**
RESOLUTION
 - a. Authorize Execution of a Three-year Use Agreement with Sunset Real Properties LLC for Pico Boulevard Near San Carlos for a Total of \$292,890
 - b. Authorize Filing Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds for a Total Amount of \$36,726,192

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

- c. Authorize Approval and Ratification of the Fiscal Year 2012 Insurance Program for a Total Not-to-Exceed Amount of \$1,483,053
- d. Authorize Extending the Agreement with the County of San Mateo for Law Enforcement and Police Communications Services for a Six-Month Period for a Total Cost Not-to-Exceed Amount of \$1,800,000
- e. Authorize Award of Contract to Gillig LLC to Furnish New and Remanufactured/Exchange Brake Valves, Air Valves and Related Items for a Total Estimated Cost of \$178,532 for a Five-year Term

9. LEGISLATIVE COMMITTEE

SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

11. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

12. BOARD MEMBER REQUESTS/COMMENTS

13. DATE, TIME AND PLACE OF NEXT MEETING – September 14, 2011 at 3 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

14. GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Legal Counsel Pursuant to Government Code Section 54956.9(a): Victor Opilla 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)

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.

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; 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
JUNE 8, 2011**

Board Members Present: J. Deal, C. Groom, S. Harris, Z. Kersteen-Tucker, A. Lloyd, A. Tissier

Board Members Absent: R. Guilbault, K. Matsumoto (Chair)

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

Vice Chair Jerry Deal called the meeting to order at 3:10 p.m.

CONSENT CALENDAR

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

- a. Approval of Minutes of Board of Directors Meeting of May 11, 2011
- b. Acceptance of Statement of Revenues and Expenses for April 2011

PUBLIC COMMENT

Ed DeLanoy, San Carlos, said regular public transportation needs to be promoted and not just for commuting.

REPORT OF CHAIR

Director Zoe Kersteen-Tucker said she was honored to accept the special recognition/award SamTrans received at the recent Jobs for Youth breakfast.

REPORT OF THE GENERAL MANAGER/CEO

General Manager/CEO Michael Scanlon reported:

- Caltrain had a fatality this afternoon in Burlingame.
- The annual bus transportation Operations and Maintenance Bus Safety Awards were presented: Superintendent Ed Proctor of South Base accepted the bus operations award and Director of Maintenance David Olmeda accepted the annual bus maintenance award for South Base.
- Last Thursday the Peninsula Corridor Joint Powers Board adopted the Fiscal Year 2012 Caltrain Operating Budget, subject to the Metropolitan Transportation Commission (MTC) approval of using certain capital funds as preventative maintenance consistent with Federal regulations. Director Adrienne Tissier was thanked for her leadership at the MTC.
- The Peninsula Rail Program has been renamed the Caltrain Modernization Program and Marian Lee has been named Acting Program Director, because it now involves a planning and listening function to the stakeholders along the Peninsula.
- Aidan Hughes will be acting Executive Officer of Planning and Development.

- SamTrans is acting as the managing agency for the Dumbarton Express consortium and a Request for Proposal has been issued to operate bus service across the Dumbarton Bridge. The consortium includes AC Transit, the Santa Clara Valley Transportation Authority, BART and the City of Union City.
- Fixed-routes averaged 23,000 between service calls and Redi-Wheels averaged 27,000 miles between road calls for the month of May.
- Effective July 1 Paratransit fares will be increased by 25 cents. Paratransit lifeline fares will not increase on July 1.
- The new farebox system will go live on June 18 at North Base, June 20 for coast and contract service and on June 25 at South Base. Staff will be at key transit centers to help customers with the new fareboxes.
- SamTrans has partnered with the San Mateo County Fair to promote taking transit to the fair. Staff will host a booth on June 16.
- The reading file contains brochures for *Seniors on the Go* and *SamTrans for People with Disabilities* and flyers for Dump the Pump and the Summer Youth Pass.
- Executive Officer of Customer Service and Marketing showed two videos produced in-house: “*How to Ride the Bus with Your Bike*” and “*How to Use Magnetic Summer Youth Pass.*”
- As of now staff believes the August meeting can be cancelled.
- The September 14 meeting is the same day as the American Heart Association Heartwalk and staff requests that the Board delay the start of the meeting to 3 p.m. so that staff can participate in this annual event. Staff also proposes that the agency participate this year in honor of the late Director Omar Ahmad, who died recently of a heart attack. The SamTrans Heartwalk T-shirt will be designed in memory of Mr. Ahmad. Director Tissier said she was at an executive leadership meeting for the Heartwalk and thinks it is an excellent idea and would be a wonderful tribute to him.

Director Kersteen-Tucker asked if passengers can take surf boards on a bus if the Summer Youth Pass video is promoting taking the bus to Pacifica State Beach. Mr. Scanlon said replied no.

CALL FOR A PUBLIC HEARING ON SEPTEMBER 14, 2011 TO CONSIDER THE INTRODUCTION OF A DAY PASS AND CHANGES TO THE CODIFIED TARIFF

Ms. Haskin said staff is asking the Board to set a public hearing at 3 p.m. on September 14 to receive comment from the public regarding introducing a Day Pass as well as some additional changes to the Codified Tariff. Staff will hold four public meetings throughout the county in August that will detail all the recommended changes.

The motion (Harris/Lloyd) to call for a public hearing on September 14, 2011 to consider the introduction of a day pass and changes to the codified tariff was approved unanimously.

**COMMUNITY RELATIONS COMMITTEE
MOTION**

- a. Proclamation Declaring June 16, 2011 as “*National Dump the Pump Day*”

The motion (Lloyd/Tissier) to declare June 16, 2011 as “*National Dump the Pump Day*” was approved unanimously.

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

FINANCE COMMITTEE

RESOLUTIONS

- 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.

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

MOTION

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

A motion (Tissier/Harris) to reject all bids for non-asbestos brake blocks was approved unanimously.

LEGISLATIVE COMMITTEE

SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

PLANNING, DEVELOPMENT AND SUSTAINABILITY

INFORMATIONAL

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

WRITTEN COMMUNICATIONS

In reading file

BOARD MEMBER COMMENTS

Director Kersteen-Tucker asked if staff could provide a quarterly report listing all the advertisers on the bus. She said she saw an ad for McDonalds on a bus, which would seem to run counter to SamTrans' continuing promotion of healthy living. Legal Counsel David Miller said that under the District's advertising policy, the bus sides are a commercial free speech forum and SamTrans cannot place limits on the kinds of commercial advertising it accepts in such a forum.

Director Adrienne Tissier said this Saturday is Disaster Preparedness Day at the San Mateo County Fair and there will be free admission to the fair and parking for those attending. She thanked staff for providing the earthquake bus at the event.

Director Carole Groom thanked SamTrans for participating in the Second Annual Streets Alive.

DATE AND TIME OF NEXT MEETING – July 13, 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 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)

Mr. Miller said there are three labor negotiation items for discussion in closed session.

Adjourned to closed session at 3:45 p.m.

Reconvened to open session at 3:53 p.m.

Mr. Miller said the Board met in closed session as permitted by the Brown Act to hear a report from labor negotiator Patrick Glenn on pending negotiations with the Amalgamated Transit Union and Teamsters Union. These negotiations are proceeding and staff will push for an amicable agreement as quickly as possible.

Adjourned at 3:54 p.m.