



BOARD OF DIRECTORS 2012

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GENERAL MANAGER/CEO

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

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

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

**WEDNESDAY, OCTOBER 10, 2012 – 2:00 p.m.**

1. Pledge of Allegiance

#### **ACTION**

2. Approval of Minutes of Community Relations Committee Meeting of September 12, 2012
3. Proclamation Designating October as Disabilities Awareness Month

#### **INFORMATIONAL**

4. Key Communications and Outreach Messages – Mark Simon
5. Accessibility Update – Tina Dubost
6. PCC Update – Mike Levinson
7. Citizens Advisory Committee Liaison Report - Peter Ratto
8. Mobility Management Report – End-of-Year Performance
9. Multimodal Ridership Report – August 2012

Committee Members: Rose Guilbault, Shirley Harris, Art Lloyd

#### NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
SEPTEMBER 12, 2012**

Committee Members Present: A. Lloyd

Committee Members Absent: R. Guilbault (Committee Chair), S. Harris

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

Staff Present: J. Averill, J. Cassman, A. Chan, T. Dubost, G. Harrington, R. Haskin, M. Martinez, N. McKenna, D. Miller, C. Patton, M. Scanlon, M. Simon

Director Art Lloyd called the meeting to order at 3:04 p.m.

**Approval of Minutes of Community Relations Committee (CRC) Meeting of August 8, 2012**

The committee approved the minutes (Deal/Gee).

**Accessibility Update – Tina Dubost**

Accessibility Coordinator Tina Dubost said the option to call customers the night before to remind them of a pending trip has gone live with the new Interactive Voice Response (IVR) system and seems to be working well.

**Paratransit Coordinating Council (PCC) Update - Mike Levinson**

PCC Chair Mike Levinson said there have been two changes in officers: Michel Settles is the vice chair and Stephanie Hill is the advocacy legislative chair. The consumer core is a confidential survey sent out ride-by-ride to riders who volunteer to participate. Recent comments have been favorable and the next step is to modify the survey to include questions about the new IVR system and night-before reminder calls.

Director Adrienne Tissier arrived at 3:08 p.m.

Michel Settles introduced herself to the Board. She has been the PCC representative on the Coastside for a number of years.

**Citizens Advisory Committee (CAC) Liaison Report - Peter Ratto**

CAC Chair Peter Ratto said the CAC received a presentation on the SamTrans Service Plan. He said the CAC had concerns about Route KX off-peak and weekend service being terminated at the San Francisco International Airport because passengers who transfer to BART at the airport will have to pay a premium fare. There were concerns with Route 292 operating only as far as the county line on off-peak and weekends. Mr. Ratto said the CAC does favor the weekday

consolidation of Routes 390 and 391. Also there were positive comments for the splitting of Route 130 into the new Route 130 and 131, the splitting of Route 250 into the new Route 250 and 252 and the addition of the new Route 275. He suggested that CAC members attend the community meetings and provide input.

**Multimodal Ridership Report – July 2012**

Director of Bus Transportation Chester Patton said:

- Bus ridership was 35,920, a decrease of 3.6 percent.
- Paratransit ridership was 1,082, a decrease of 1.5 percent.
- Caltrain ridership was 48,610, an increase of 10.2 percent.
- Caltrain shuttle ridership was 7,506, an increase of 20.5 percent.
- BART shuttle ridership was 2,149, an increase of 24.9 percent.
- Total ridership was 95,267, an increase of 5.3 percent increase.
- Total monthly bus ridership was 926,590, a decrease of 2 percent.

Adjourned: 3:13 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Board of Directors

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

**FROM:** C.H. (Chuck) Harvey  
Deputy General Manager

**SUBJECT: DESIGNATION OF OCTOBER AS “DISABILITIES AWARENESS  
MONTH”**

**ACTION**

Staff proposes the Committee recommend the Board proclaim October as “Disabilities Awareness Month.”

**SIGNIFICANCE**

“Disabilities Awareness Month” is an opportunity to focus special attention on the daily challenges faced by persons with mobility impairments throughout the SamTrans service area; to reflect on measures that are being extended to assist them; to increase public awareness of new opportunities to meet their special needs; and to draw specific attention to our efforts to serve this community.

**BUDGET IMPACT**

There is impact on the budget.

**BACKGROUND**

During the current fiscal year, the San Mateo County Transit District (District) has budgeted \$13,794,000 for paratransit services, and will expend an additional \$892,000 in operating funds to accommodate customers with mobility impairments on the District’s fixed-route services.

Over the past year, accomplishments of the District’s accessibility program include:

- Providing safe, reliable paratransit service for county residents (Over 2,900 people were certified or re-certified in the last year.)
- Continuing the consumer-friendly paratransit eligibility process
- Maintaining a “zero trip denials” policy on Redi-Wheels and RediCoast
- Travel training

Prepared by: Tina Dubost, Accessibility Coordinator 650-508-6247  
Project Manager: Bill Welch, Manager, Accessible Transit Services 650-508-6475

# Proclamation

## **OCTOBER AS DISABILITIES AWARENESS MONTH**

**WHEREAS**, throughout the United States, the month of October has been designated as a time to recognize the courage of more than 56 million Americans with Disabilities; and

**WHEREAS**, 141,000 San Mateo County residents with disabilities are seeking to avail themselves of the area's many opportunities to enhance their quality of life; and

**WHEREAS**, many of these citizens with disabilities are making substantial contributions to their communities throughout the county, and many more are eager to provide their energies and talents; and

**WHEREAS**, reliable transportation remains one of the most important resources to assist these citizens through trips for work, medical, business, and recreation services; and

**WHEREAS**, the San Mateo County Transit District since 1977 has provided countywide paratransit services to tens of thousands of mobility-impaired residents through Redi-Wheels and RediCoast and access to fixed-route buses; and

**WHEREAS**, on the twenty-second anniversary since landmark civil rights legislation, the Americans with Disabilities Act of 1990, was signed into law, SamTrans is enhancing its paratransit program to provide services to more local patrons;

**NOW THEREFORE BE IT RESOLVED**, that the Board of Directors of the San Mateo County Transit District hereby proclaims October as Disabilities Awareness Month and reaffirms its dedication to serving the mobility-impaired community, both now and in the years ahead.

**UNANIMOUSLY ADOPTED** by the San Mateo County Transit District this 10<sup>th</sup> day of October 2012.



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Chair, San Mateo County Transit District

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Community Relations Committee

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

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

**SUBJECT: OUTREACH AND COMMUNICATIONS MESSAGING AND STRATEGY**

**ACTION**

This item is informational only. No action is required.

**SIGNIFICANCE**

The San Mateo County Transit District (District) faces a continuing structural fiscal deficit that cannot be resolved solely through budget and service cuts, fare increases or increased ridership. District staff is exploring a host of funding options that would assist in resolving the long-term structural issues, including seeking additional direct funding from the voters. Should a ballot measure be judged necessary, staff is recommending a potential vote in 2014, the next general election. Staff proposes to use the intervening months to engage in a continuing outreach and dialogue with the community this agency serves. In anticipation of such outreach efforts, staff has undertaken efforts to determine public attitudes about SamTrans and developed a series of critical fact-based messages that seek to inform the public about the agency, the services it provides and the communities it serves. These messages will be the basis for current and future communications on behalf of the agency through the news media and directly with the public.

**BUDGET IMPACT**

None

**BACKGROUND**

On June 13, 2012, the Board unanimously approved the Fiscal Year 2013 budget, which includes a projected operating surplus of \$13.9 million. The budget also includes a projected expenditure of \$24.4 million in debt service, approximately half due to outstanding debt obligations from the District's share of capital costs for the extension of BART to San Francisco International Airport and Millbrae. As a result, the budget also requires an expenditure of \$10.5 million in reserve funds to balance the agency budget.

In recent years, faced with these budget issues and the possibility of reduced bus and paratransit service, the District has reduced the funds it contributes to the annual Peninsula Corridor Joint Powers Board (JPB) operating budget, precipitating a funding crisis in the operation of Caltrain.

A combination of regional and partnership funding as forestalled the JPB budget crisis, but the District's ability to contribute is not assured in future years.

At a Board workshop a year ago in South San Francisco, staff reported on the District's fiscal condition, efforts made to respond to the ongoing structural deficit and potential funding strategies. This is a follow-up to that meeting and the comments and inquiries by the Board.

Prepared By:	Mark Simon, Executive Officer, Public Affairs	650-508-6340
Project Managers:	Jayme Ackemann, Manager Communications	650-508-7934
	Seamus Murphy, Director Government Affairs and Community Relations	650-508-6388

**CRC ITEM # 5  
OCTOBER 10, 2012**

**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 the San Mateo County Transit District 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 PCC did not meet in August. The minutes from July 19 SAAC meeting are attached.

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

650-508-6475  
650-508-6247

## SAMTRANS ACCESSIBILITY ADVISORY COMMITTEE

### MEETING SUMMARY – July 19, 2012

**PRESENT:** Cam Acker, Tom Collette, Jim Engvall, Doris Maez, Ben McMullan

**ABSENT:** Alec Karp (Chair)

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

I. Introductions

II. Agenda

III. Approval of Minutes

The minutes for 1/19/12, 3/15/12, and 5/17/12 were approved.

Tom Collette believes that Robert's Rules may have changed recently so that it is no longer required to approve minutes with a quorum. This update awaits confirmation.

Bill Welch said that what is important is that members agree on the accuracy of the minutes and that any needed corrections are made.

IV. Fixed Route Bus and Caltrain

**A. ECR Update**

Bill Welch delivered an update on the upcoming project to improve bus service on El Camino Real by consolidating the 390 and 391 bus routes onto a new route, designated "ECR", on weekends.

Since the committee met in May, staff made a presentation regarding ECR to the Paratransit Coordinating Committee. Staff also made a presentation to the San Mateo Commission on Disabilities on June 28<sup>th</sup>.

Both presentations were effective. The Commission was satisfied that the plan would improve service. Improvements derived from replacing routes 390 and 391 with one "ECR" route as a pilot project on weekends include increase of regular frequency to one bus every 20 minutes, fewer late buses and reduced bus bunching, and a simplified route structure as all buses on the line run the same route. Frequency to stops South of Redwood City is doubled. In order to streamline service, the ECR bus will no longer enter the South San Francisco and San Bruno BART stations. In making this change, staff considered the number of disabled riders and how they are affected. The BART stations are still accessible. Announcements will be made on the ECR bus and on connecting routes 133 and 140. The South San Francisco BART

bus stop on El Camino Real is being moved closer to the station. There is good access to the Tanforan Shopping Center, a common destination. Doris Maez cautioned that two or three traffic crossings on the way may present some hazard. Bill Welch asked whether those crossings were equipped with auditory signal buttons. This question will require follow up.

Doris Maez said that way finding at San Bruno BART can be difficult, and that the BART elevator is often broken there, so that it may be necessary to continue to serve South San Francisco or Millbrae BART stations.

In response to Cam Acker's questions: The ECR route runs on holidays as well as weekends, and the pilot program will run at least a year to gauge receptivity of the customer base and see how it fits into the SamTrans Service Plan.

## **B. Bus Emergency Procedures**

Richard Lesser spoke about SamTrans bus emergency procedures. In case of emergency evacuation of the bus, the wheelchair lift or ramp may not be used. Ambulatory passengers will evacuate first, to maximize speed of evacuation. The bus operator will do what is possible to help customers with disabilities, but the help of good Samaritans may be needed to help evacuate wheelchair passengers, as they would have to leave their mobility devices on board.

## **C. Clipper Device Locator Sounds for Caltrain Platforms**

Caltrain is researching whether placing an auditory locator device on the CID nearest the blue PNA (Persons Needing Assistance) square would help visually impaired customers tag on and off. There is a CID within 20 feet of the PNA square at most Caltrain platforms. Possible stations to test the devices are Palo Alto, Millbrae, and San Carlos.

The Polara Navigator is a device commonly used at signalized traffic intersections to help blind individuals activate pedestrian crossings. It emits a standard beep-beep tone that blind customers are familiar with from crosswalk locations. The tone can be set to a minimum volume level so as not to be heard on the opposite platform, and to a maximum level when a train is in the station. It contains ambient noise detection to raise and lower signal volume as conditions change.

Cam Acker agreed that the familiar sound of the Polara device, which is in common use at intersections, would be recognizable as a locator tone.

Cam Acker stated it can be challenging for visually impaired customers to find the CID at a new station. Once she has been to a station and learned where the device is located, it is no longer a problem.

Caltrain conductors have been instructed not to cite or detain RTC cardholders and people whose disabilities prevented them from using the fare devices. Their names will be recorded to allow intervention if a customer repeatedly does not pay.

**D. Nww EPAMD/Segway Rider Certified**

Richard Lesser reported that a new passenger has been certified to use Caltrain with a Segway as a mobility device. This passenger was delighted that he would now be able to have lunch with his wife by taking his device to the California Avenue station.

There are now four known certified Segway users on Caltrain. Two of them were certified by BART, which follows comparable certification guidelines and has a reciprocal agreement with Caltrain to honor each other's placards.

Jim Engvall asked whether wheelchairs would be given priority over EPAMD/Segways. They will both be equally entitled to use one of the two or more spaces on the train allocated, as they are being used as mobility devices.

**V. Committee Business – Proposed Meeting Date Changes**

The members present agreed that the fourth Friday of alternate months would work for them to attend. Subsequent to the meeting, Alec Karp, the Committee Chair, informed Richard Lesser that Fridays would not work for him. The next meeting was re-scheduled for Monday, September 24<sup>th</sup> after email correspondence with Committee members, and a regular meeting date for future meetings remains to be agreed upon.

**VI. Paratransit Update**

The Paratransit Coordinating Committee elected new officers. Nancy Keegan is leaving as Chair. Mike Levinson, the Al-Com Chair, will take over her role. The Vice-Chair will be Michal Settles, who currently directs the Coastside Transportation committee.

The Interactive Voice Response System (IVR) is making calls reminding customers of the rides that they have reserved for the next day. Currently, 95% of calls are made successfully. Staff is continuing to improve this service.

On-time performance had dipped to 86% from its usual 92%. In response to questions from the committee, Bill Welch said this was due to the failure of a monitor that tracked rides that were running late. The contractor fixed the issue five months later. Dispatchers had become dependent on the monitor to track late rides, and performance suffered when it stopped working.

**VII. Citizens Advisory Committee Update**

Tom Collette reported that the CAC is up to full capacity with new members and a diverse membership.

They also heard the presentation regarding the ECR pilot project.

VIII. Valley Transportation Authority Committee of Transportation Accessibility Update

Cam Acker stated that the June 13<sup>th</sup> meeting was delayed until August 8<sup>th</sup>. They have not met since February.

They have an agenda item regarding locating CID's on platforms for visually impaired customers, similar to the issue that Caltrain is addressing.

Light rail is making changes to make it easier for visually impaired passengers to find the location of the train doors by putting up yellow plastic barriers to line up so that customers will not walk to the space between cars.

IX. Announcements and Other Business

Jim Engvall brought up that the last San Mateo stop for the KX is not accessible. Bill Welch concurs after looking at the stop. This is a City of San Mateo issue, as there is virtually no sidewalk at that location. SamTrans passengers with disabilities needing to use this stop should wait as close as safely possible to the stop and SamTrans bus operators are vigilant to accommodate them.

X. Set Date for Next Meeting

The meeting date was re-scheduled for Monday, September 24<sup>th</sup>.

**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: END-OF-YEAR PERFORMANCE REPORT**

**ACTION**

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

**SIGNIFICANCE**

This presentation is a year-end performance report on the San Mateo County Transit District's four transportation modes: SamTrans, Americans with Disabilities Act Paratransit, Caltrain, and Shuttles. The modes have been featured individually on a rolling monthly basis during the past fiscal year. This month features a report that summarizes the annual performance of all the modes.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

This annual performance report will focus on overall trends, as well as highlights for each of the transportation modes. Ridership, fare collection, on-time adherence, project updates, and other elements will be discussed, along with trends and projected improvements.

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

**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 - AUGUST 2012**

**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 and Table "B" summarizes the total ridership figures for all SamTrans transportation modes. Chart "A" features year-to-date comparisons of AWR for Fiscal Year (FY) 2011, FY2012, and FY2013. Chart "B" is a new chart and includes figures for total ridership for FY2011, FY2012, and FY2013.

Tables "A" and "B" also provide the corresponding data for the BART SFO Extension as a separate line.

**MONTHLY RIDERSHIP HIGHLIGHTS - AUGUST 2012 COMPARED TO  
AUGUST 2011**

**Total SamTrans Modes** – AWR of 98,888, an increase of 4.4 percent.

**Bus** – AWR of 38,690, a decrease of 2.7 percent.

**Paratransit** - AWR of 1,067, a decrease of 0.5 percent.

**Caltrain** - AWR of 48,630, an increase of 7.6 percent.

**Caltrain Shuttles** - AWR of 8,339, an increase of 19.1 percent.

**BART Shuttles** - AWR of 2,162, an increase of 29.4 percent.

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

<b>August 2012</b>				<b>FY2012/FY2013</b>
<b>Mode</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>%Change</b>
Bus +	39,260	39,760	38,690	-2.7%
Paratransit	1,112	1,072	1,067	-0.5%
Caltrain # +	40,940	45,200	48,630	7.6%
Caltrain Shuttle #	5,035	6,955	8,284	19.1%
BART Shuttle	2,189	1,671	2,162	29.4%
<b>Total</b>	<b>88,536</b>	<b>94,658</b>	<b>98,833</b>	<b>4.4%</b>
BART (Extension Only)*	38,762	42,700	47,157	10.4%
<b>Grand Total</b>	<b>127,298</b>	<b>137,358</b>	<b>145,990</b>	<b>6.3%</b>

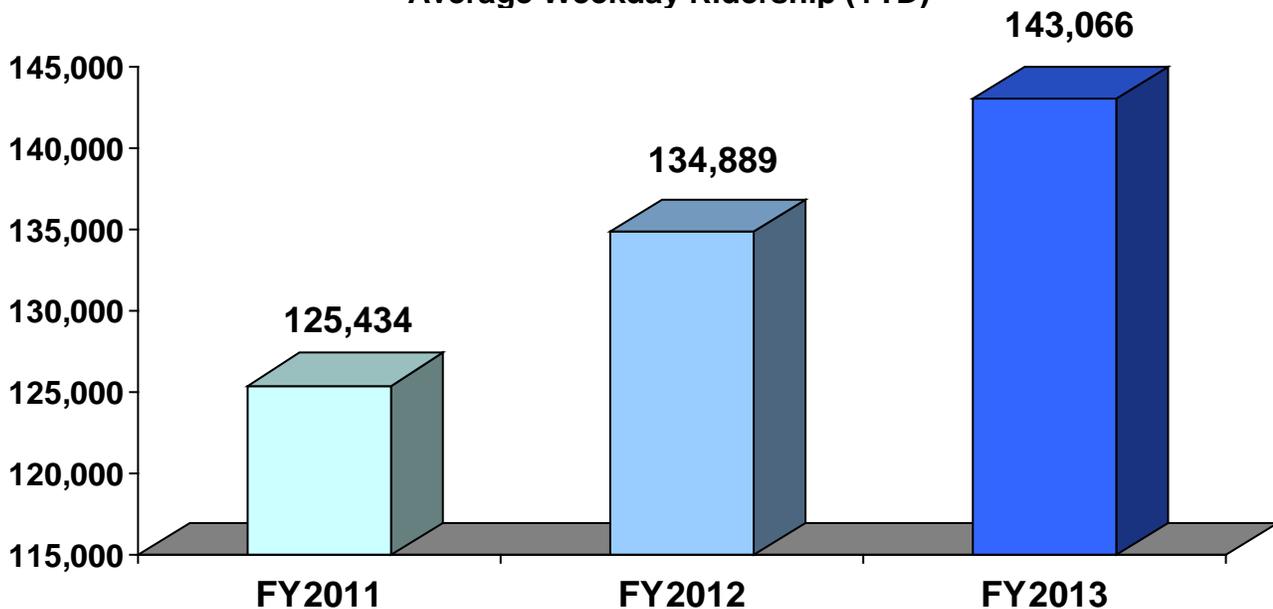
<b>Year to Date</b>				<b>FY2012/FY2013</b>
<b>Mode</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>%Change</b>
Bus +	38,140	38,520	37,310	-3.1%
Paratransit	1,121	1,086	1,075	-1.0%
Caltrain # +	40,820	44,670	48,620	8.8%
Caltrain Shuttle #	4,942	6,687	7,871	17.7%
BART Shuttle	2,161	1,634	2,156	31.9%
<b>Total</b>	<b>87,184</b>	<b>92,597</b>	<b>97,031</b>	<b>4.8%</b>
BART (Extension Only)*	38,250	42,292	46,035	8.8%
<b>Grand Total</b>	<b>125,434</b>	<b>134,889</b>	<b>143,066</b>	<b>6.1%</b>

# System

\* Extension Only (No Daly City)

+ Rounded to nearest tens

**Chart A**  
**Average Weekday Ridership (YTD)**



The following summary and exhibits include total ridership for all modes of transportation for which SamTrans is responsible. These numbers are a gross count of each boarding across all modes and all service days for the Month of August for the past three years.

### **MONTHLY RIDERSHIP HIGHLIGHTS - AUGUST 2012 COMPARED TO AUGUST 2011**

**All SamTrans Modes** – Total ridership of 2,656,362, an increase of 4.4 percent.

**Bus** – Total ridership of 1,037,950, a decrease of 2.6 percent.

**Paratransit** – Total ridership of 27,169, a decrease of 0.5 percent.

**Caltrain** – Total ridership of 1,350,540, an increase of 7.8 percent.

**Caltrain Shuttles** – Total ridership of 190,980, an increase of 19.1 percent.

**BART Shuttles** – Total ridership of 49,723, an increase of 29.3 percent.

### **TOTAL RIDERSHIP FOR FISCAL YEAR-TO-DATE**

**All SamTrans Modes** – Total ridership of 5,120,780, an increase of 5.7 percent.

**Bus** – Total ridership of 1,967,530, a decrease of 2.3 percent.

**Paratransit** – Total ridership of 53,481, an increase of 0.8 percent.

**Caltrain** – Total ridership of 2,656,510, an increase of 9.8 percent.

**Caltrain Shuttles** – Total ridership of 348,399, an increase of 20.3 percent.

**BART Shuttles** – Total ridership of 94,860, an increase of 34.8 percent.

**Table B  
Total Ridership**

<b>August 2012</b>		<b>FY2012/FY2013</b>		
<b>Mode</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>%Change</b>
Bus +	1,075,270	1,065,670	1,037,950	-2.6%
Paratransit	27,712	27,293	27,169	-0.5%
Caltrain # +	1,105,850	1,252,830	1,350,540	7.8%
Caltrain Shuttle #	111,191	160,330	190,980	19.1%
BART Shuttle	43,638	38,441	49,723	29.3%
<b>Total</b>	<b>2,363,661</b>	<b>2,544,564</b>	<b>2,656,362</b>	<b>4.4%</b>
BART (Extension Only)*	1,041,061	1,157,545	1,272,515	9.9%
<b>Grand Total</b>	<b>3,404,722</b>	<b>3,702,109</b>	<b>3,928,877</b>	<b>6.1%</b>

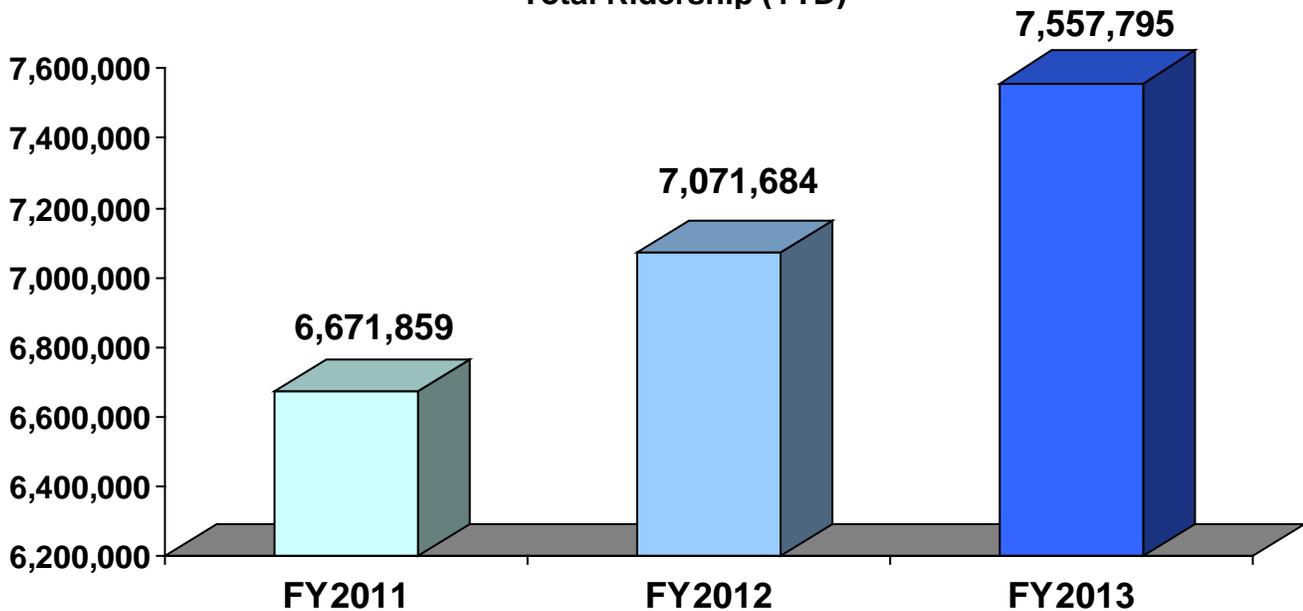
<b>Year to Date</b>		<b>FY2012/FY2013</b>		
<b>Mode</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>%Change</b>
Bus +	2,083,630	2,013,840	1,967,530	-2.3%
Paratransit	55,779	53,053	53,481	0.8%
Caltrain # +	2,188,830	2,418,870	2,656,510	9.8%
Caltrain Shuttle #	213,873	289,596	348,399	20.3%
BART Shuttle	88,622	70,382	94,860	34.8%
<b>Total</b>	<b>4,630,734</b>	<b>4,845,741</b>	<b>5,120,780</b>	<b>5.7%</b>
BART (Extension Only)*	2,041,125	2,225,943	2,437,015	9.5%
<b>Grand Total</b>	<b>6,671,859</b>	<b>7,071,684</b>	<b>7,557,795</b>	<b>6.9%</b>

# System

\* Extension Only (No Daly City)

+ Rounded to nearest tens

**Chart B  
Total Ridership (YTD)**



## **SamTrans Promotions – August 2012**

**Route ECR** – The much-anticipated consolidation of bus routes along El Camino Real on weekends was publicized a number of ways to make sure current customers knew of the improvement and potential customers would try the service. In addition to issuing a news release, SamTrans included information in its summer edition of *Transit Fun Guide* and bilingual information in its August edition of *Rider's Digest*, spread the word via social media (Facebook, Google+ and Twitter), deployed staff ambassadors at the South San Francisco and San Bruno BART stations, added a special web button on the SamTrans homepage, as well as a dedicated web page for the new service and posted notices at each bus stop along El Camino Real and the BART stations.

**North Fair Oaks** – The 11<sup>th</sup> Annual North Fair Oaks Community Festival was a great venue for SamTrans to connect with the community. Thousands of people attend the festival for the live entertainment, parade, children's activities, as well as for the arts and crafts. SamTrans Marketing and bilingual Customer Service employees staffed a booth, providing information to attendees and answering questions. To promote SamTrans' connection to the community, the bus agency ran an ad in the festival program.

**Youth Pass** – SamTrans concluded its promotion for the discounted Youth Monthly Pass for June, July, and August to encourage kids to ride the bus for adventures other than school. Instead of costing \$36 a month, the price was reduced to \$22 and was available on Clipper. Promotional elements included social media (Facebook, Google+, Twitter), newspaper ads (English and Spanish), notices on buses, as well as inclusion in *Transit Fun Guide* brochure and *Rider's Digest* newsletter. SamTrans also had a strong web presence with a special button on its homepage and a dedicated page and information on the Clipper site. The bus agency also participated in a radio station's *Summer Made Simple* program (web, day planner, and radio spots).

**Day Pass** – Promotions for the Day Pass continued via exterior bus ads on 45 buses and ads in bus shelters throughout the county. The promotion will continue through September. Purchase and use of the Day Pass continued to increase in August.

**Publication:** SamTrans issued *Rider's Digest*, which provides a summary of service changes in both English and Spanish.

Prepared by: Michael Eshleman, Planner

650-508-6227

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



BOARD OF DIRECTORS 2012

JERRY DEAL, CHAIR  
CAROLE GROOM, VICE CHAIR  
JEFF GEE  
ROSE GUILBAULT  
SHIRLEY HARRIS  
ZOE KERSTEEN-TUCKER  
ARTHUR L. LLOYD  
KARYL MATSUMOTO  
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, OCTOBER 10, 2012 – 2:20 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Finance Committee Meeting of September 12, 2012
2. Acceptance of Statement of Revenues and Expenses for August 2012
3. Authorize the Continuation of the Safe Harbor Transit Ticket Program Through December 2015

Committee Members: Jeff Gee, Zoe Kersteen-Tucker, Adrienne Tissier

NOTE:

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

Draft

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

**MINUTES OF FINANCE COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
SEPTEMBER 12, 2012**

Committee Members Present: J. Gee (Committee Chair), Z. Kersteen-Tucker, A. Tissier

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

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

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

Committee Chair Jeff Gee called the meeting to order at 3:13 p.m.

**Approval of Minutes of Finance Committee Meeting of August 8, 2012**

The Committee approved the minutes (Deal/Kersteen-Tucker).

**Approval of Revenues and Expenses for July 2012**

Deputy CEO Gigi Harrington said July revenues are better than budget and most of this is because of some bonds maturing. She is asking the auditors to sit with staff to go through the way the bond revenue is being booked. Ms. Harrington said expenses are better than budget, mostly in motor bus. She said last week fuel was \$3.52 per gallon and year-to-date it is \$3.07 per gallon. Ms. Harrington said the fuel hedge was tripped in August and will be receiving about \$35,500 from the bank.

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

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

Bill Osher, CSI Capital, said the portfolio continues to move at a slow-and-steady pace. It is a bit behind the benchmarks, but the benchmarks are riskier than he thinks is appropriate at this time. Mr. Osher said he believes interest rates are below where they should be on a fundamental basis and if certain things were to occur that would move us back to normalcy, he could see interest rates move up very quickly. He said the market is characterized by uncertainty and that he is dealing with five known unknowns: what is going on in Europe, the upcoming U.S. election, the fiscal cliff, what is happening in the Middle East and China. Mr. Osher said things have gotten bad enough now that policy makers are starting to engage in another round of stimulus and when it comes time to unwind the entire artificial stimulus, it could result in inflation. Mr. Osher said the portfolio will do okay even in this type of environment, which is typically very bad for bonds.

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

**Authorize Amendment to Temporary Staffing Services Contracts with AppleOne Employment Services, Nelson Family of Companies and Aerotek Inc. for an Estimated Aggregate Not-to-Exceed Amount of \$1,000,000 from \$1,500,000 to \$2,500,000**

Director of Contracts and Procurement Cheryl Cavitt said staff is proposing the Committee recommend the Board execute an amendment to the temporary staffing services contracts. The additional contract capacity is being requested because of a very large program at the San Mateo County Transit District called Business Optimization Program and this is driving the need for temporary services in the area of finance, particularly in accounting. Ms. Cavitt said staff does have a Request for Proposal (RFP) in process now to bring in a new contract for these same on-call services.

Committee Chair Gee asked if it is a total of \$2.5 million or each firm gets \$2.5 million. Ms. Cavitt said it is the total shared in the contract.

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

**Authorize Award of Contract to MV Transportation, Inc. to Provide Coastside Transportation Services for a Five-year Term for a Total Estimated Cost of \$11,745,904**

Ms. Cavitt said staff is proposing the Committee recommend the Board approve award of a contract to MV Transportation for Coastside transportation services. This contract will include the Coastside Paratransit and non-Paratransit services. Ms. Cavitt said this is the first time fixed-route, paratransit and curb-to-curb on-demand services have been combined in a single contract. She said service will be provided from Pacifica to Santa Cruz County. Ms. Cavitt said staff followed the normal RFP competitive process and MV Transportation was ranked the highest.

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

**Adjourned:** 3:22 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 AUGUST 31, 2012 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 August 2012 and supplemental information.

**SIGNIFICANCE**

**Revenues:** *Total Revenues* (page 1, line 13) are \$131,076 or 0.5 percent *worse* than revised budget. *Passenger Fares* (page 1, line 1) are *worse* than budget by \$179,069 or 6 percent, which is offset by *Other Interest, Rent & Other Income* (page 1, line 10) that are *better* than budget by \$47,993 or 5.1 percent.

**Expenses:** *Total Expenses* (page 4, line 73) are \$3,023,588 or 12.8 percent *better* than revised budget. Within *Total Expenses*, *Total Motor Bus* (page 3, line 46) is *better* than budget by \$2,868,388 or 17.3 percent, *Total ADA Programs* (page 4, line 55) are *better* than budget by \$151,552 or 6.3 percent and *Total Multimodal* (page 4, line 71) is *better* than budget by \$3,648 or 0.1 percent.

**Budget Amendments:** There are no budget amendments for the month of August 2012.

Prepared by: Sheila Tioyao, Manager, Financial Services  
Jeannie Chen, Senior Accountant

650-508-7752  
650-508-6259

**SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2013  
AUGUST 2012**

% OF YEAR ELAPSED: **16.7%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>SOURCES OF FUNDS</b>								
<b>Operating Revenues</b>								
1 Passenger Fares	1,468,688	2,731,147	2,809,731	2,988,800	94.0	17,932,800	17,932,800	15.7
2 Local TDA and STA Funds	3,196,827	9,334,542	6,393,654	6,393,654	100.0	35,492,900	38,361,930	16.7
3 State/Federal Operating Grants	398,240	3,314	806,907	806,907	100.0	10,724,485	10,724,485	7.5
4 Measure A and AB434 Funds	635,475	1,412,201	1,270,949	1,270,949	100.0	8,354,400	8,354,400	15.2
5 <b>Subtotal - Operating Revenues</b>	<b>5,699,230</b>	<b>13,481,204</b>	<b>11,281,242</b>	<b>11,460,310</b>	<b>98.4</b>	<b>72,504,585</b>	<b>75,373,615</b>	<b>15.0</b>
<b>Other Revenue Sources</b>								
7 District 1/2 Cent Sales Tax	4,910,900	9,514,267	9,821,800	9,821,800	100.0	65,000,000	65,000,000	15.1
8 Investment Interest	123,579	483,834	519,258	519,258	100.0	1,243,920	1,243,920	41.7
9 Pass through to Other Agencies	0	181,790	0	0	0	467,959	467,959	0.0
10 Other Interest, Rent & Other Income	590,865	736,595	980,408	932,415	105.1	6,023,708	6,023,708	16.3
11 Other Sources	596,165	0	3,323,886	3,323,886	100.0	8,800,000	8,800,000	37.8
12 <b>Subtotal - Other Revenues</b>	<b>6,221,509</b>	<b>10,916,486</b>	<b>14,645,352</b>	<b>14,597,359</b>	<b>100.3</b>	<b>81,535,587</b>	<b>81,535,587</b>	<b>18.0</b>
13 <b>Total Revenues</b>	<b>11,920,739</b>	<b>24,397,690</b>	<b>25,926,593</b>	<b>26,057,669</b>	<b>99.5</b>	<b>154,040,172</b>	<b>156,909,202</b>	<b>16.5</b>
14 <b>Capital Assistance</b>	<b>41,432</b>	<b>85,112</b>	<b>61,340</b>	<b>61,340</b>	<b>100.0</b>	<b>32,297,067</b>	<b>54,352,487 A</b>	<b>0.1</b>
15 <b>Reserves Programmed for Capital</b>	<b>1,083,396</b>	<b>630,415</b>	<b>1,318,813</b>	<b>1,318,813</b>	<b>100.0</b>	<b>525,780</b>	<b>13,321,254 A</b>	<b>0.0</b>
16 <b>Total Revenues - All Sources</b>	<b>13,045,567</b>	<b>25,113,217</b>	<b>27,306,746</b>	<b>27,437,822</b>	<b>99.5</b>	<b>186,863,019</b>	<b>224,582,943</b>	<b>12.2</b>
<b>USES OF FUNDS</b>								
<b>Operations</b>								
20 Motor Bus	6,845,903	15,546,497	13,703,327	16,571,715	82.7	99,740,708	99,740,708	13.7
21 A. D. A. Programs	1,205,261	2,093,962	2,241,663	2,393,215	93.7	14,477,220	14,477,220	15.5
22 Caltrain	989,037	3,471,032	4,109,630	4,109,630	100.0	14,000,000	14,000,000	29.4
23 Other Multimodal Programs	251,874	644,419	498,412	502,060	99.3	3,015,460	3,015,460	16.5
24 <b>Subtotal - Operating Costs</b>	<b>9,292,075</b>	<b>21,755,910</b>	<b>20,553,032</b>	<b>23,576,620</b>	<b>87.2</b>	<b>131,233,388</b>	<b>131,233,388</b>	<b>15.7</b>
<b>Other Uses of Funds</b>								
26 Pass through to Other Agencies	0	181,790	0	0	0	467,959	467,959	0.0
27 Transfer Out to Debt Service	2,037,787	4,074,998	4,075,574	4,075,574	100.0	24,453,463	24,453,463	16.7
28 Fiscal Agent Fees	(1,088)	2,800	3,375	6,460	52.2	29,600	29,600	11.4
29 Land Transfer Interest Expense	0	0	0	0	0	66,570	66,570	0.0
30 <b>Subtotal - Other Uses</b>	<b>2,036,700</b>	<b>4,259,588</b>	<b>4,078,949</b>	<b>4,082,034</b>	<b>99.9</b>	<b>25,017,592</b>	<b>25,017,592</b>	<b>16.3</b>
31 <b>Capital Programs</b>	<b>1,207,028</b>	<b>857,626</b>	<b>1,505,186</b>	<b>1,505,186</b>	<b>100.0</b>	<b>41,172,847</b>	<b>76,023,741 A</b>	<b>2.0</b>
32 <b>Total Uses of Funds</b>	<b>12,535,803</b>	<b>26,873,125</b>	<b>26,137,167</b>	<b>29,163,840</b>	<b>89.6</b>	<b>197,423,827</b>	<b>232,274,721</b>	<b>11.3</b>
33 <b>NET SURPLUS / (DEFICIT)</b>	<b>509,764</b>	<b>(1,759,908)</b>	<b>1,169,579</b>	<b>(1,726,019)</b>	<b>(67.8)</b>	<b>(10,560,808)</b>	<b>(7,691,778)</b>	<b>(15.2)</b>

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

**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 2013  
AUGUST 2012**

% OF YEAR ELAPSED: 16.7%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>								
1 TOTAL MOTOR BUS FARES	1,395,674	2,603,385	2,673,723	2,856,167	93.6	17,137,000	17,137,000	15.6
<b>LOCAL (TDA) TRANSIT FUND:</b>								
3 General Operating Assistance	2,655,940	7,613,896	5,311,879	5,311,879	100.0	29,121,548	31,871,276	16.7
<b>STATE TRANSIT ASSISTANCE:</b>								
5 Local STA Operating Assistance	367,979	1,175,730	735,959	735,959	100.0	4,415,758	4,415,758	16.7
<b>OPERATING GRANTS</b>								
7 TOTAL OPERATING GRANTS	347,452	3,314	745,026	745,026	100.0	9,725,142	9,725,142	7.7
<b>DISTRICT 1/2 CENT SALES TAX:</b>								
9 General Operating Asst.	1,680,645	3,502,614	3,155,613	5,885,243	53.6	34,646,868	31,897,140	9.9
10 Accessibility Fixed Route	79,736	181,458	161,368	165,677	97.4	994,064	994,064	16.2
11 TOTAL 1/2 CENT SALES TAX	1,760,381	3,684,072	3,316,981	6,050,920	54.8	35,640,932	32,891,204	10.1
<b>INVESTMENT INTEREST INCOME:</b>								
13 Investment Interest Income	89,286	11,591	450,200	450,200	100.0	966,720	966,720	46.6
<b>OTHER REVENUE SOURCES:</b>								
15 Overnight Deposits Interest Income	40	86	84	60	140.0	360	360	23.3
16 Rental Income	89,258	175,095	177,858	175,460	101.4	1,052,760	1,052,760	16.9
17 Advertising Income	53,750	105,702	107,500	110,833	97.0	665,000	665,000	16.2
18 Other Income	86,142	173,625	184,115	135,211	136.2	1,015,488	1,015,488	18.1
19 TOTAL OTHER REVENUES	229,190	454,508	469,558	421,565	111.4	2,733,608	2,733,608	17.2
21 TOTAL MOTOR BUS	6,845,903	15,546,497	13,703,327	16,571,715	82.7	99,740,708	99,740,708	13.7
<b>AMERICAN DISABILITIES ACT:</b>								
24 Passenger Fares Redi-Wheels	73,014	127,761	136,009	132,633	102.5	795,800	795,800	17.1
25 Local TDA 4.5 Redi-Wheels	131,918	400,732	263,836	263,836	100.0	1,463,713	1,583,015	16.7
26 Local STA - Paratransit	40,990	144,184	81,980	81,980	100.0	491,881	491,881	0.0
27 Operating Grants	50,788	0	61,881	61,881	100.0	999,343	999,343	6.2
28 Sales Tax - District ADA Programs	542,026	751,026	993,213	951,304	104.4	4,986,373	4,867,071	20.4
29 Sales Tax - Paratransit Suppl. Coastside	135,797	219,746	242,816	227,152	106.9	1,362,910	1,362,910	0.0
30 Interest Income - Paratransit Fund	34,293	69,942	69,058	69,058	100.0	277,200	277,200	24.9
31 Measure A Redi-Wheels	196,436	380,571	392,872	392,872	100.0	2,600,000	2,600,000	15.1
32 Measure M Paratransit	212,500	0	212,500	212,500	100.0	1,500,000	1,500,000	14.2
33 TOTAL ADA PROGRAMS	1,205,261	2,093,962	2,241,663	2,393,215	93.7	14,477,220	14,477,220	15.5
<b>MULTIMODAL TRANSIT PROGRAMS:</b>								
36 Other Sources - Caltrain	596,165	2,709,885	3,323,886	3,323,886	100.0	8,800,000	8,800,000	37.8
37 Transfer from TA for Caltrain	392,872	761,141	785,744	785,744	100.0	5,200,000	5,200,000	15.1
38 TA Funded SM/Caltrain Shuttles	0	181,322	0	0	0.0	0	0	0.0
39 Employer Share SM/Caltrain Shuttles	0	52,187	0	0	0.0	0	0	0.0
40 AB434 Funds - SamTrans Shuttle	46,167	89,167	92,333	92,333	100.0	554,400	554,400	16.7
41 Employer SamTrans Shuttle Funds	149,175	229,900	298,350	298,350	100.0	1,790,100	1,790,100	16.7
42 Sales Tax - SamTrans Shuttle Program	29,642	50,884	58,740	55,223	106.4	334,040	334,040	17.6
43 Sales Tax - Gen. Operating Asst.	26,890	40,959	48,989	56,153	87.2	336,920	336,920	14.5
45 TOTAL MULTIMODAL	1,240,911	4,115,451	4,608,042	4,611,690	99.9	17,015,460	17,015,460	27.1
46 TOTAL REVENUES	9,292,075	21,755,910	20,553,032	23,576,620	87.2	131,233,388	131,233,388	15.7

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2013  
AUGUST 2012**

**% OF YEAR ELAPSED: 16.7%**

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>DISTRICT OPERATED BUSES</b>								
1 Wages & Benefits	3,390,404	8,790,492	7,055,339	8,370,577	84.3	50,244,115	50,205,615	14.1
2								
3 Services:								
4 Board of Directors	5,079	6,639	5,869	8,783	66.8	52,900	52,900	11.1
5 Contracted Vehicle Maintenance	17,732	87,429	43,421	131,855	32.9	791,128	791,128	5.5
6 Property Maintenance	101,382	160,851	185,995	212,083	87.7	1,258,500	1,258,500	14.8
7 Professional Services	47,783	354,291	161,883	760,205	21.3	4,777,013	4,804,226	3.4
8 Technical Services	340,096	618,009	629,852	809,617	77.8	4,829,402	4,829,402	13.0
9 Other Services	29,056	47,738	65,105	212,844	30.6	1,277,066	1,277,066	5.1
10								
11 Materials & Supply:								
12 Fuel & Lubricants	492,727	948,399	898,025	1,091,914	82.2	6,551,477	6,551,477	13.7
13 Bus Parts & Materials	148,951	254,748	250,394	292,860	85.5	1,758,740	1,758,740	14.2
14 Uniforms & Driver Expense	11,806	11,826	18,739	41,752	44.9	400,970	400,970	4.7
15 Timetables & Tickets	26,646	973	26,789	28,633	93.6	171,800	171,800	15.6
16 Office Supplies / Printing	22,086	24,307	29,250	65,871	44.4	342,137	342,137	8.5
17 Other Materials & Supply	7,447	18,621	17,447	27,333	63.8	156,500	156,500	11.1
18								
19 Utilities:								
20 Telephone	28,443	53,055	44,978	96,750	46.5	580,500	580,500	7.7
21 Other Utilities	87,469	169,654	172,365	163,600	105.4	981,600	981,600	17.6
22 Insurance Costs	217,633	402,072	428,915	440,576	97.4	2,647,000	2,647,000	16.2
23 Workers' Compensation	264,059	508,338	521,350	532,843	97.8	3,197,060	3,197,060	16.3
24 Taxes & License Fees	38,959	73,304	70,842	95,637	74.1	573,823	573,823	12.3
25 Fixed Route Accessibility	79,736	181,458	161,368	165,677	97.4	994,064	994,064	16.2
26 Leases & Rentals	8,810	17,543	17,369	22,133	78.5	119,800	119,800	14.5
27 Promotional & Legal Advertising	19,733	14,987	25,053	39,750	63.0	238,500	238,500	10.5
28 Training & Business Travel	15,147	18,113	20,982	31,234	67.2	164,050	164,050	12.8
29 Dues & Membership	10,725	11,327	18,624	14,465	128.8	87,200	87,200	21.4
30 Postage & Other	6,231	6,181	8,687	57,665	15.1	349,003	360,290	2.4
31								
32 <b>Total District Operated Buses</b>	<b>5,418,140</b>	<b>12,780,356</b>	<b>10,878,641</b>	<b>13,714,660</b>	<b>79.3</b>	<b>82,544,348</b>	<b>82,544,348</b>	<b>13.2</b>
33								
34 <b>CONTRACTED BUS SERVICES</b>								
35 Contracted Urban Bus Service	1,255,021	2,432,305	2,472,116	2,509,887	98.5	15,059,320	15,059,320	16.4
36 Other Related Costs	24,711	55,198	60,930	51,267	118.9	361,600	361,600	16.9
37 Insurance Costs	54,111	108,565	105,262	109,162	96.4	655,000	655,000	16.1
38 Coastside Services	52,849	105,689	106,448	107,837	98.7	647,020	647,020	16.5
39 Redi Coast Non-ADA	20,595	31,991	40,588	36,617	110.8	219,700	219,700	18.5
40 Other Related Costs	1,743	2,326	3,432	7,840	43.8	47,040	47,040	7.3
41 La Honda - Pescadero	5,188	5,250	9,188	8,750	105.0	52,500	52,500	17.5
42 SamCoast - Pescadero	12,634	22,354	24,268	23,333	104.0	140,000	140,000	17.3
43 Other Related Cost - SamCoast	912	2,463	2,454	2,363	103.8	14,180	14,180	17.3
44 <b>Total Contracted Bus Service</b>	<b>1,427,763</b>	<b>2,766,141</b>	<b>2,824,685</b>	<b>2,857,055</b>	<b>98.9</b>	<b>17,196,360</b>	<b>17,196,360</b>	<b>16.4</b>
45								
46 <b>TOTAL MOTOR BUS</b>	<b>6,845,903</b>	<b>15,546,497</b>	<b>13,703,327</b>	<b>16,571,715</b>	<b>82.7</b>	<b>99,740,708</b>	<b>99,740,708</b>	<b>13.7</b>

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2013  
AUGUST 2012**

% OF YEAR ELAPSED: 16.7%

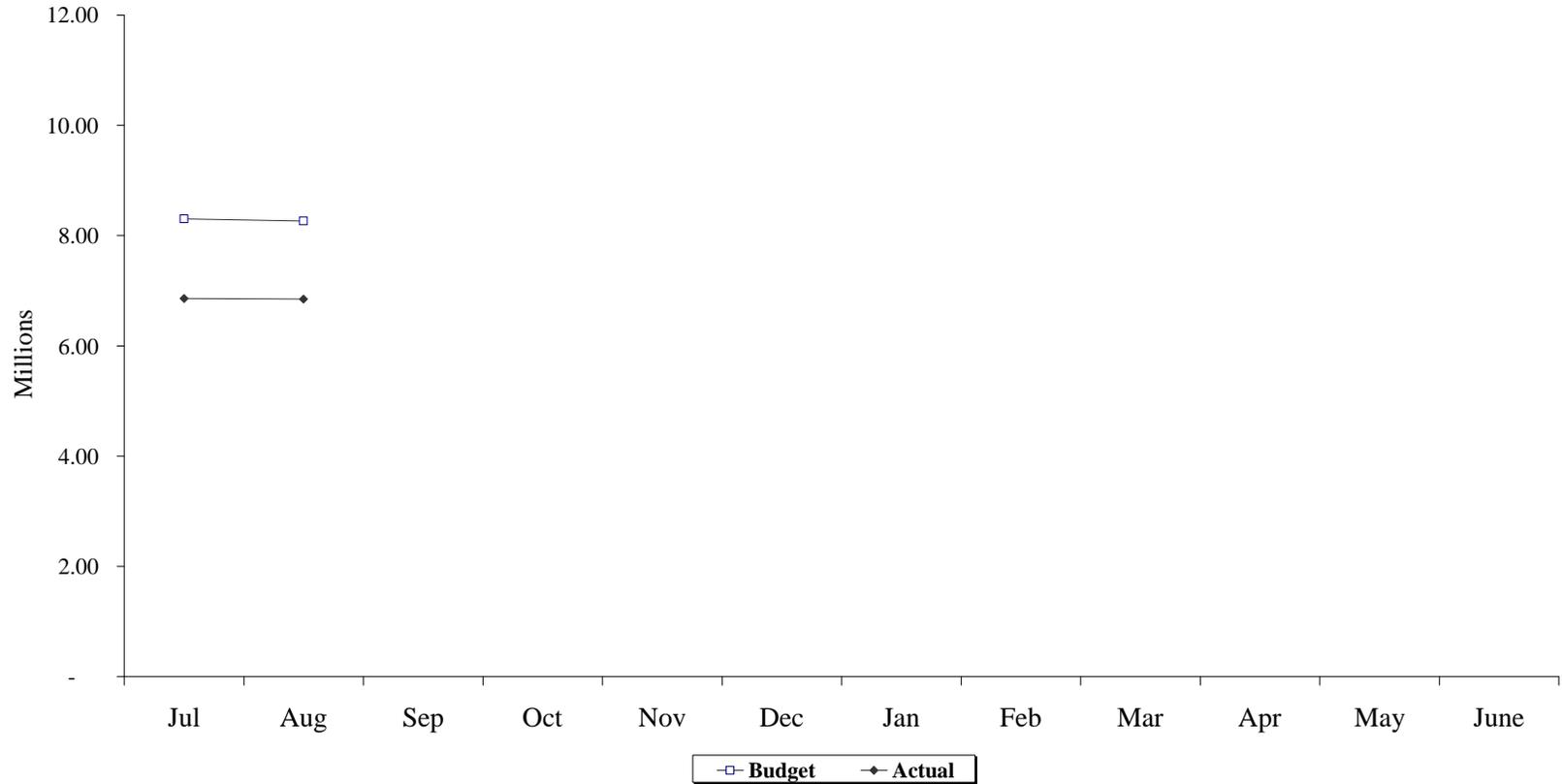
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>AMERICAN DISABILITY ACT PROGRAMS</b>								
Elderly & Disabled/Redi-Wheels	494,140	858,704	943,990	1,160,700	81.3	6,964,200	6,964,200	13.6
Other Related Costs	210,403	326,923	354,907	472,941	75.0	2,826,395	2,826,395	12.6
Sedan Service	229,242	471,368	438,440	296,532	147.9	1,779,190	1,779,190	24.6
ADA Accessibility Support	61,643	136,267	126,541	150,058	84.3	1,029,525	1,029,525	12.3
Coastside ADA Support	135,797	219,746	242,816	227,152	106.9	1,362,910	1,362,910	17.8
Insurance Costs	74,037	80,955	134,969	85,832	157.2	515,000	515,000	26.2
<b>TOTAL ADA PROGRAMS</b>	<b>1,205,261</b>	<b>2,093,962</b>	<b>2,241,663</b>	<b>2,393,215</b>	<b>93.7</b>	<b>14,477,220</b>	<b>14,477,220</b>	<b>15.5</b>
<b>MULTIMODAL TRANSIT PROGRAMS</b>								
<b>CALTRAIN SERVICE</b>								
Peninsula Rail Service	989,037	3,471,032	4,109,630	4,109,630	100.0	14,000,000	14,000,000	29.4
<b>Total Caltrain Service</b>	<b>989,037</b>	<b>3,471,032</b>	<b>4,109,630</b>	<b>4,109,630</b>	<b>100.0</b>	<b>14,000,000</b>	<b>14,000,000</b>	<b>29.4</b>
<b>OTHER SUPPORT</b>								
Dumbarton Express Service	12,456	20,000	24,456	26,303	93.0	157,820	157,820	15.5
SamTrans Shuttle Service	224,984	369,951	449,423	445,907	100.8	2,678,540	2,678,540	16.8
SM/Caltrain Shuttles	0	233,509	0	0	0.0	0	0	0.0
Maintenance Multimodal Facilities	14,434	20,959	24,533	29,850	82.2	179,100	179,100	13.7
<b>Total Other Support</b>	<b>251,874</b>	<b>644,419</b>	<b>498,412</b>	<b>502,060</b>	<b>99.3</b>	<b>3,015,460</b>	<b>3,015,460</b>	<b>16.5</b>
<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>1,240,911</b>	<b>4,115,451</b>	<b>4,608,042</b>	<b>4,611,690</b>	<b>99.9</b>	<b>17,015,460</b>	<b>17,015,460</b>	<b>27.1</b>
<b>TOTAL EXPENSES</b>	<b>9,292,075</b>	<b>21,755,910</b>	<b>20,553,032</b>	<b>23,576,620</b>	<b>87.2</b>	<b>131,233,388</b>	<b>131,233,388</b>	<b>15.7</b>

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

## SAN MATEO COUNTY TRANSIT DISTRICT

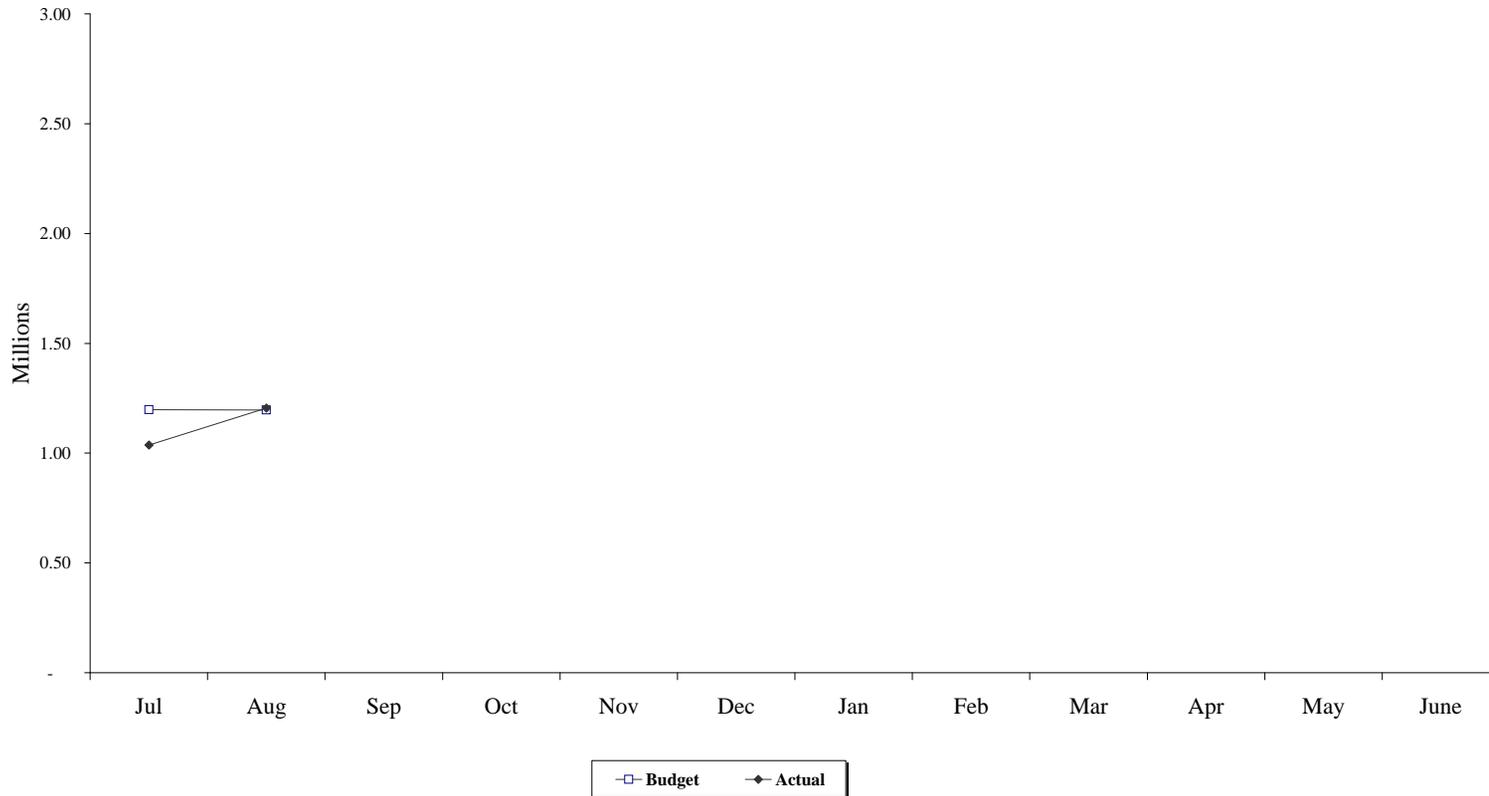
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2013



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
<b>Budget</b>	8,304,164	8,267,551											
<b>Actual</b>	6,857,423	6,845,903											
<b>CUMULATIVE EXPENSES</b>													
<b>Budget</b>	8,304,164	16,571,715											
<b>Actual</b>	6,857,423	13,703,327											
<b>Variance - F(U)</b>	1,446,741	2,868,389											
<b>Variance %</b>	17.42%	17.31%											

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL**  
**FISCAL YEAR 2013**

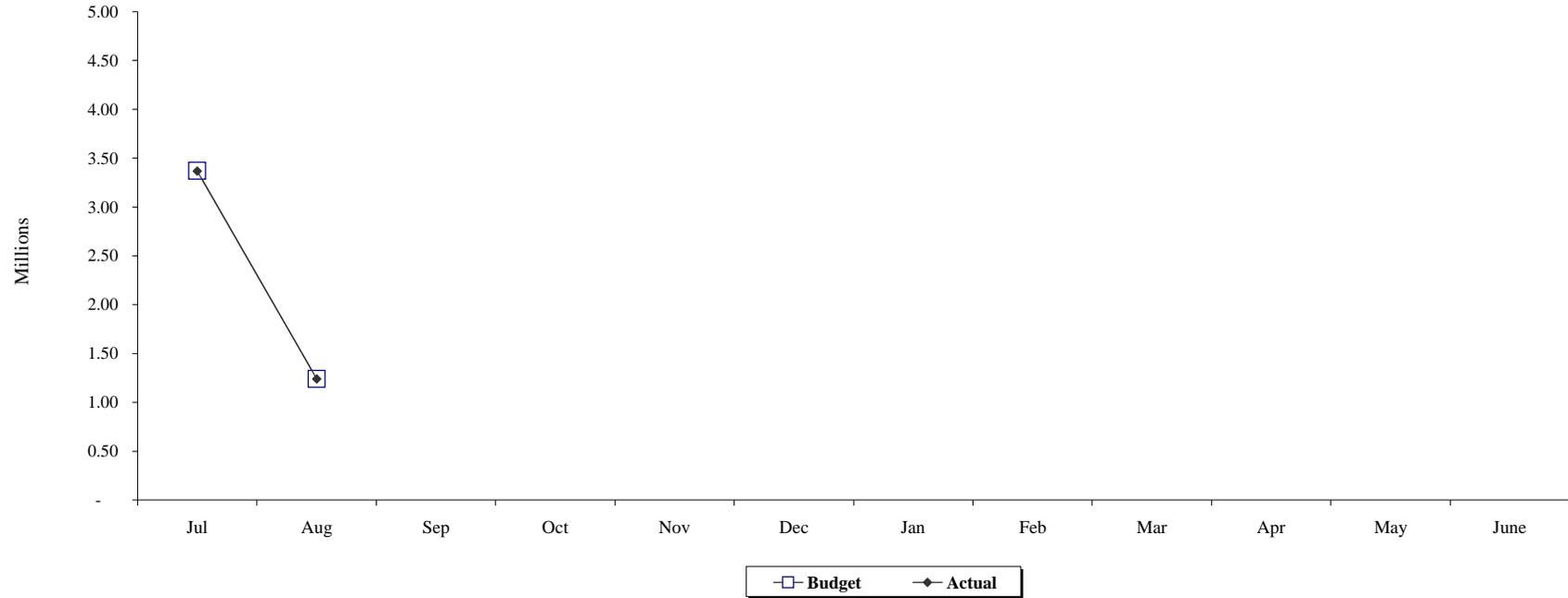


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	1,197,315	1,195,900										
Actual	1,036,402	1,205,261										
<b>CUMULATIVE EXPENSES</b>												
Budget	1,197,315	2,393,215										
Actual	1,036,402	2,241,663										
Variance - F(U)	160,913	151,551										
Variance %	13.44%	6.33%										

## SAN MATEO COUNTY TRANSIT DISTRICT

### MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2013



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	3,371,623	1,240,067										
Actual	3,367,131	1,240,911										
<b>CUMULATIVE EXPENSES</b>												
Budget	3,371,623	4,611,690										
Actual	3,367,131	4,608,042										
Variance - F(U)	4,492	3,648										
Variance %	0.13%	0.08%										

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**INTEREST ON INVESTMENTS**  
**August 31, 2012**

DESCRIPTION	TOTAL INVESTMENT 08-31-12	INTEREST RECEIVABLE 07-31-12	INTEREST EARNED 08-31-12	INTEREST RECEIVED 08-31-12	ADJ.	INTEREST RECEIVABLE 08-31-12
RESERVE FOR CAPITAL PROJ	150,826.50	5,930.97	988.50	5,931.00	0.03	988.50
LAIF -- CAPITAL PROJ	7,942,635.45	2,618.10	2,625.20	0.00	0.00	5,243.30
REIMB SECURITIES -- L76R	83,545,225.64	336,245.95	91,992.85	1,197.23	(95.56)	426,946.01
LAIF -- REIMB FUNDS L76R	5,337,916.82	(697.82)	1,328.42	0.00	0.00	630.60
PARATRANSIT FUNDS	26,426,730.22	69,023.92	36,143.13	0.00	(58.58)	105,108.47
LAIF -- PARATRANSIT	422,370.03	118.48	139.60	0.00	0.00	258.08
BANK OF AMERICA	1,707,692.07	0.00	40.17	40.17	0.00	0.00
Debt Service Reserves						
Held by Trustee:	4,308,462.02	2,846.24	711.56	0.00	(12.87)	3,544.93
	<u>129,841,858.75</u>	<u>416,085.84</u>	<u>133,969.43</u>	<u>7,168.40</u>	<u>(166.98)</u>	<u>542,719.89</u>

**AUGUST 2012 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned 8/31/12	133,802.45
<b>Add:</b>	
CEO Interest	2,000.00
Misc Interest	
<b>Less:</b>	
BNY Mellon Fees & Interest	0.00
Commissions	(8,415.66)
Capital Gain(Loss)	(170.28)
Total Interest & Capital Gain(Loss)	<u>127,216.51</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	282,325.53
<b>Add:</b>	
CEO Interest	4,000.00
Misc. Income	
<b>Less:</b>	
BNY Mellon Fees & Interest	1,998.02
Commissions	(16,828.58)
Capital Gain(Loss)	255,030.22
Total Interest & Capital Gain(Loss)	<u>526,525.19</u>
<b>Balance Per Ledger as of 8/31/12</b>	
Interest Acct. 409100	84.02
Interest Acct. 409102	1,410.25
Interest Acct. 409101	270,000.70
GASB 31 Gain/Loss 405220	
Gain(Loss) Acct. 405210	255,030.22
Adjustment	
	<u>526,525.19</u>

SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF BUDGET ACTIVITY FOR AUGUST 2012

BUDGET AMENDMENTS

	Amount	Line Item		Description
Aug-12				No Budget Amendments in August 2012.
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

BUDGET REVISIONS

	Amount	Line Item		Description
Aug-12				No Budget Revisions in August 2012.
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

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

10/1/12 2:13 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
<b>FY2012:</b>						Not Final
1st Quarter	15,680,000	15,680,000	1st Quarter	17,041,202	1,361,202	17,041,202
2nd Quarter	16,615,300	16,615,300	2nd Quarter	18,020,403	1,405,103	18,020,403
3rd Quarter	14,665,300	14,665,300	3rd Quarter	16,475,872	1,810,572	16,475,872
4th Quarter	16,039,400	21,540,400	4th Quarter	15,799,700	1,364,200	17,403,600
<b>FY2012 Total</b>	<b>63,000,000</b>	<b>68,501,000</b>	<b>FY2012 Total</b>	<b>67,337,176</b>	<b>5,941,077</b>	<b>68,941,077</b>
<b>FY2013</b>						
Jul. 12		4,360,900	Sep. 12			4,360,900
Aug. 12		4,360,900	Oct. 12			4,360,900
Sep. 12		5,810,000	Nov. 12			5,810,000
1st Qtr. Adjustment		1,650,000	Dec. 12			1,650,000
3 Months Total		16,181,800		0	0	16,181,800
Oct. 12		4,507,000	Dec. 12			4,507,000
Nov. 12		4,507,000	Jan. 13			4,507,000
Dec. 12		6,330,000	Feb. 13			6,330,000
2nd Qtr. Adjustment		1,740,000	Mar. 13			1,740,000
6 Months Total		33,265,800		0	0	33,265,800
Jan. 13		4,092,500	Mar. 13			4,092,500
Feb. 13		4,092,500	Apr. 13			4,092,500
Mar. 13		5,580,800	May 13			5,580,800
3rd Qtr. Adjustment		1,516,400	Jun. 13			1,516,400
9 Months Total		48,548,000		0	0	48,548,000
Apr. 13		4,442,000	Jun. 13			4,442,000
May 13		4,442,000	Jul. 13			4,442,000
Jun. 13		5,923,000	Aug. 13			5,923,000
4th Qtr. Adjustment		1,645,000	Sep. 13			1,645,000
<b>FY2013 Total</b>		<b>65,000,000</b>	<b>FY2013 Total</b>	<b>0</b>	<b>0</b>	<b>65,000,000</b>
		9,821,800	1st Quarter			
			2nd Quarter			
			3rd Quarter			
			4th Quarter			
		<u>9,821,800</u>	YTD Actual Per Statement of Revenues & Expenses			

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Finance Committee

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

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

**SUBJECT: SAFE HARBOR TRANSIT TICKET PROGRAM**

**ACTION**

Staff proposes the Committee recommend the Board authorize the continuation of the Safe Harbor Transit Ticket Program through December 2015. The current program is scheduled to conclude at the end of December 2012.

**SIGNIFICANCE**

Continuation of the program will allow the San Mateo County Transit District (District) to provide a valuable service to Safe Harbor Shelter clients, allowing them to safely travel to jobs and resource centers throughout the community. Safe Harbor is located adjacent to the District's North Base Maintenance and Operations Facility along North Access Road, which lacks a sidewalk.

**BUDGET IMPACT**

There is only a minimal impact on the District's budget because many of the participants don't have the means to purchase bus tickets. Value of the complimentary bus tickets is approximately \$240,000 annually.

**BACKGROUND**

Because public transportation is vital in helping the homeless reach the resources they need to raise their level of self-sufficiency and transition to a more stable housing situation, the District has partnered with county organizations for more than 20 years to fill that need.

Shelter clients are provided four one-way tickets per day to allow for round-trip transportation and bus connections. Staff is exploring the feasibility of providing each client with a one Day Pass.

Safe Harbor Shelter is a 90-bed emergency homeless shelter operated by Samaritan House. The shelter was created to help fill the gap in short-term emergency housing options available in the county. Homeless county residents 18 years and older are permitted to enter the shelter on a first-come, first-served basis. The shelter is operated in collaboration with the County of San Mateo Human Services Agency.

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

**RESOLUTION NO. 2012-**

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

\* \* \*

**AUTHORIZING EXTENSION OF SAFE HARBOR SHELTER  
TRANSIT TICKET PROGRAM**

**WHEREAS**, Samaritan House, in collaboration with the County of San Mateo Human Services Agency, operates the Safe Harbor Shelter (Safe Harbor ) adjacent to the District's North Base Maintenance and Operations Facility, pursuant to a lease with the District through March 2024; and

**WHEREAS**, in 2010 the District authorized the extension of the Transit Ticket Program through December of 2012 for clients of Safe Harbor, in order to provide complimentary bus tickets to and from the shelter, continuing a program initiated in 1988 with the Shelter Network of San Mateo County; and

**WHEREAS**, because public transportation is vital in helping the homeless reach the resources they need to raise their level of self-sufficiency and transition to a more stable housing situation, staff recommends extending the Transit Ticket Program through December 2015.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District authorizes the extension of the Transit Ticket Program for Safe Harbor clients through December 2015.

Regularly passed and adopted this 10<sup>th</sup> day of October 2012, by the following vote:

AYES:

NOES:

ABSENT:

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

ATTEST:

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



BOARD OF DIRECTORS 2012

JERRY DEAL, CHAIR  
CAROLE GROOM, VICE CHAIR  
JEFF GEE  
ROSE GUILBAULT  
SHIRLEY HARRIS  
ZOE KERSTEEN-TUCKER  
ARTHUR L. LLOYD  
KARYL MATSUMOTO  
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, OCTOBER 10, 2012 – 2:40 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Legislative Committee Meeting of September 12, 2012

**INFORMATIONAL**

2. State and Federal Legislative Update

Committee Members: Shirley Harris, Karyl Matsumoto, Adrienne Tissier

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
SEPTEMBER 12, 2012**

Committee Members Present: K. Matsumoto, A. Tissier

Committee Members Absent: S. Harris (Committee Chair)

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

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

Staff Present: J. Averill, J. Cassman, A. Chan, G. Harrington, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Director Adrienne Tissier called the meeting to order at 3:22 p.m.

**Approval of Minutes of Legislative Committee Meeting of August 8, 2012**

The committee approved the minutes (Lloyd/Deal).

**Update on the State Legislative Program**

State

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

The California Transportation Commission will hold its regular meeting in Burlingame on September 27 and there are two allocations on their agenda that are important related to Caltrain.

Mr. Simon said there are other bills to work on in the next session including Senate Bill (SB) 1455 that extends the State's major air quality program called the Carl Moyer Program. He said it would have provided regional funding for air quality improvement programs, but failed by one vote. Mr. Simon said AB 845 would have exempted transit operations from electricity cost increases associated with the implementation of the State's market based compliance emissions reduction strategy. He said there were seven bills that were the principle focus of staff's efforts in Sacramento and five were successful in passage.

Federal

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

Public Comment

Jerry Grace, San Lorenzo, asked if these bills have to do with an increase in taxes. Mr. Simon said there is a measure on the ballot to increase taxes for transit.

**Adjourned:** 3:28 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**

Cap and Trade

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

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

State Transit Assistance

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

**FEDERAL ISSUES**

Appropriations

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

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

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

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

Prepared By: Seamus Murphy, Director Government and Community Affairs 650.508.6388

**San Mateo County Transit District  
State Legislative Matrix 10/2/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 41</a> <a href="#">Hill D</a></p> <p>High-Speed Rail Authority: conflicts of interest: disqualification.</p>	CHAPTERED	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local levels of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified officers who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. <b>Last amended on 8/16/2012</b></p>	
<p><a href="#">AB 57</a> <a href="#">Beall D</a></p> <p>Metropolitan Transportation Commission.</p>	CHAPTERED	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and one member appointed by the San Francisco Bay Conservation and Development Commission, and establishes a 4-year term of office for members of the commission.</p> <p>This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program.</p> <p><b>Last amended on 6/20/2012</b></p>	
<p><a href="#">AB 441</a> <a href="#">Monning D</a></p> <p>Transportation planning.</p>	CHAPTERED	<p>Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan.</p> <p>This bill would require the commission to attach a summary of the policies, practices, or projects that have been employed by metropolitan planning organizations that promote health and health equity to the commission's next revision of specified regional transportation planning guidelines. <b>Last amended on 6/4/2012</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 10/2/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 492</a> <a href="#">Galgiani D</a></p> <p>Public transportation agencies: administrative penalties.</p>	CHAPTERED	<p>Existing law authorizes certain transit operators to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative adjudication procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing.</p> <p>This bill would extend the application of these provisions to all public transportation agencies, as defined. The bill would require the penalties collected by a public transportation agency to be deposited in the general fund of the county in which the citation is administered. The bill would make conforming changes.</p> <p><b>Last amended on 8/13/2012</b></p>	
<p><a href="#">AB 819</a> <a href="#">Wieckowski D</a></p> <p>Bikeways.</p>	CHAPTERED	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law.</p> <p>This bill would require the department to establish, by June 30, 2013, procedures for cities, counties, and local agencies to be granted exceptions from the requirement to use those criteria and specifications for purposes of research, experimentation, testing, evaluation, or verification. The bill would require the department, by November 1, 2014, to report to the transportation policy committees of both houses of the Legislature the steps that the department has taken to implement those requirements, including, but not limited to, information regarding requests received and granted by the department from July 1, 2013, to June 30, 2014, inclusive, for those exceptions, and the reasons the department rejected any requests for those exceptions. <b>Last amended on 8/14/2012</b></p>	
<p><a href="#">AB 890</a> <a href="#">Olsen R</a></p> <p>Environment: CEQA exemption: roadway improvement.</p>	CHAPTERED	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would, until January 1, 2016, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried by a city or county to improve public safety meeting specified requirements. <b>Last amended on 8/24/2012</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1126</a> <a href="#">Calderon, Charles D</a></p> <p>Transaction and use tax: rate.</p>	CHAPTERED	<p>The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed.</p> <p>This bill would decrease those rates to 1/8 of 1%. <b>Last amended on 1/4/2012</b></p>	
<p><a href="#">AB 1532</a> <a href="#">John A. Pérez D</a></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	CHAPTERED	<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 emissions reductions. The act authorizes the state board to include use of market-based compliance mechanisms.</p> <p>This bill would prohibit the Governor's written findings on the proposed link from being subject to judicial review. <b>Last amended on 8/31/2012</b></p>	
<p><a href="#">AB 1606</a> <a href="#">Perea D</a></p> <p>Local public employee organizations: impasse procedures.</p>	CHAPTERED	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations.</p> <p>This bill would instead authorize the employee organization to request that the parties' differences be submitted to a fact finding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. The bill would also authorize an employee organization, if the dispute was not submitted to mediation, to request that the parties' differences be submitted to a fact finding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse. The bill would specify that the procedural right of an employee organization to request a fact finding panel cannot be expressly or voluntarily waived. The bill would also specify that its provisions are intended to be technical and clarifying of existing law. <b>Last amended on 5/17/2012</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1665</u></a> <a href="#"><u>Galgiani D</u></a></p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	CHAPTERED	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would, until January 1, 2016, exempt from CEQA the closure of a railroad grade crossing by order of the PUC under the above authority if the PUC finds the crossing to present a threat to public safety.</p> <p><b>Last amended on 8/6/2012</b></p>	
<p><a href="#"><u>AB 1671</u></a> <a href="#"><u>Huffman D</u></a></p> <p>Department of Transportation: retention proceeds: State Contract Act: bids: bidder's security.</p>	CHAPTERED	<p>Existing law prohibits the Department of Transportation, until January 1, 2014, from withholding retention proceeds when making progress payments for work performed by a contractor.</p> <p>This bill would make these provisions operative until January 1, 2020. The bill would also make a statement of legislative findings.</p> <p><b>Last amended on 7/6/2012</b></p>	
<p><a href="#"><u>AB 1706</u></a> <a href="#"><u>Eng D</u></a></p> <p>Vehicles: transit bus weight.</p>	CHAPTERED	<p>Under existing law, the gross weight imposed upon the highway by the wheels on any one axle of a vehicle is prohibited from exceeding 18,000 pounds, except the gross weight on any one axle of a bus is prohibited from exceeding 20,500 pounds. A violation of these requirements is a crime.</p> <p>This bill would provide that these prohibitions do not apply to a transit bus, except as specified. The bill would, until January 1, 2015, prohibit a publicly owned or operated transit system or an operator of a transit system under contract with a publicly owned or operated transit system from procuring through a solicitation process pursuant to which a solicitation is issued on or after January 1, 2013, a transit bus whose weight on any axle exceeds 20,500 pounds, with specified exceptions. The bill would impose a state-mandated local program by imposing new requirements upon transit buses.</p> <p><b>Last amended on 8/21/2012</b></p>	Support
<p><a href="#"><u>AB 1770</u></a> <a href="#"><u>Lowenthal, Bonnie D</u></a></p> <p>California Transportation Financing Authority.</p>	CHAPTERED	<p>Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project.</p> <p>This bill would provide that a rail project may consist of, or include, rolling stock.</p>	

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<p><a href="#"><u>AB 1779</u></a> <a href="#"><u>Galgiani D</u></a></p> <p>Intercity rail agreements.</p>	CHAPTERED	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.</p> <p>This bill would authorize the department, with approval of the secretary, to enter into interagency transfer agreements for additional intercity rail corridors, to be entered into between June 30, 2014, and June 30, 2015. The bill would require the agreements to cover the initial 3-year period after the transfer, and would authorize subsequent extensions by mutual agreement. If agreements are not entered into by that the expiration of that period, the bill would require the secretary to report to the Governor and the Legislature by June 30, 2016, as specified.</p> <p><b>Last amended on 8/24/2012</b></p>	
<p><a href="#"><u>AB 1783</u></a> <a href="#"><u>Perea D</u></a></p> <p>Public contracts: small business preferences.</p>	CHAPTERED	<p>Existing law requires state agencies to give small businesses a 5% preference in contracts for construction, the procurement of goods, or the delivery of services, establishes a procedure by which a business can be certified as a small business by the Department of General Services for the purposes of these preferences, and specifies that a business that has been certified by, or on behalf of, another governmental entity may be eligible for certification as a small business if the certifying entity uses substantially the same or more stringent definitions as those set forth in existing law, as provided.</p> <p>This bill would revise the small business certification procedure to provide that the Department of General Services has the sole responsibility for certifying and determining eligibility of small businesses and would provide that local agencies have access to the department's list of certified small businesses.</p> <p><b>Last amended on 4/10/2012</b></p>	
<p><a href="#"><u>AB 1890</u></a> <a href="#"><u>Solorio D</u></a></p> <p>Vehicles: toll highways: motorcycles.</p>	CHAPTERED	<p>Existing law prohibits any person, except as specified, from driving any motor vehicle with any object or material placed, displayed, installed, affixed, or applied in or upon the vehicle that obstructs or reduces the driver's clear view through the windshield or side windows. Existing law makes it unlawful for any person to refuse to pay tolls or other charges on any vehicular crossing or toll highway and requires, among other things, that if a transponder or other electronic toll payment device is used to pay tolls or other charges due, the device be located in or on the vehicle in a location so as to be visible for the purpose of enforcement at all times when the vehicle is located on the vehicular crossing or toll highway.</p> <p>This bill would require a motorcyclist to instead use any one of 5 specified methods when using a transponder or other electronic toll payment device to pay tolls or other charges when entering a vehicle crossing or toll highway.</p> <p><b>Last amended on 6/6/2012</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1915</a> <a href="#">Alejo D</a></p> <p>Safe routes to school.</p>	CHAPTERED	<p>Existing law requires the Department of Transportation, in consultation with the Department of the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law sets forth various factors to be used to rate proposals submitted by applicants for these funds.</p> <p>This bill would provide that up to 10% of program funds may be used to assist eligible recipients in making infrastructure improvements, other than school bus shelters that create safe routes to school bus stops located outside of the vicinity of schools. <b>Last amended on 6/26/2012</b></p>	
<p><a href="#">AB 1960</a> <a href="#">Dickinson D</a></p> <p>State contracts: reports: lesbian, gay, bisexual, and transgender businesses.</p>	CHAPTERED	<p>Existing law requires the Department of General Services to make available a report on contracting activity containing specified information, including the level of participation of business enterprises, by race, ethnicity, and gender of owner, in specified contracts.</p> <p>This bill would require the Department of General Services to include in the report on contracting activity information regarding the level of participation of lesbian, gay, bisexual, or transgender owned businesses in specified contracts, as provided. <b>Last amended on 8/6/2012</b></p>	
<p><a href="#">AB 2053</a> <a href="#">Allen D</a></p> <p>Postemployment health benefits: the San Francisco Bay Area Rapid Transit District.</p>	VETOED	<p>Existing law requires the Board of Administration of the Public Employees' Retirement System to administer the Public Employees' Medical and Hospital Care Act. Existing law permits a contracting agency to elect to be subject to the act for its employees and annuitants, provided that the contracting agency and each employee or annuitant contribute a portion of the cost of providing the benefit coverage afforded under the health benefit plan approved or maintained by the board in which the employee or annuitant may be enrolled.</p> <p>This bill would authorize the San Francisco Bay Area Rapid Transit District to make contributions for postretirement health benefits for members of the district board of directors, the districts' unrepresented employees, and for any unit of employees whose terms and conditions of employment are determined through collective bargaining, as specified.</p>	
<p><a href="#">AB 2200</a> <a href="#">Ma D</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	VETOED	<p>Existing law authorizes the Department of Transportation and local agencies, with respect to highways under their respective jurisdictions, to designate certain lanes for preferential or exclusive use by high-occupancy vehicles.</p> <p>This bill, until January 1, 2020, or until the Director of Transportation determines otherwise, as provided under the bill, and files that determination with the Secretary of State, would suspend, consistent with the state implementation plan for the San Francisco Bay area adopted pursuant to the federal Clean Air Act and other federal requirements, the hours of operation for highway lanes designated for high-occupancy vehicles, in the Interstate 80 corridor within the Metropolitan Transportation Commission's jurisdiction, in the morning reverse commute direction, as defined. Because the commission would be required to post signage of the above requirements along the Interstate 80 corridor, the bill would impose a state-mandated local program. <b>Last amended on 8/23/2012</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 2245</u></a> <a href="#"><u>Smyth R</u></a></p> <p>Environmental quality: California Environmental Quality Act: exemption: bicycle lanes.</p>	CHAPTERED	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would, until January 1, 2018, exempt from CEQA the restriping of streets and highways for bicycle lanes in an urbanized area that is consistent with a prepared bicycle transportation plan. A lead agency would be required to take specified actions with regard to making an assessment of traffic and safety impact and holding hearings before determining a project is exempt. The bill would require a state agency that determines that a project is exempt under this provision, and approves or determines to carry out that project, to file a notice of the determination with OPR. The bill would require a local agency, that determines that a project is exempt under this provision, and approves or determines to carry out that project, to file a notice of determination with OPR and the county clerk in the county in which the project is located. <b>Last amended on 8/7/2012</b></p>	
<p><a href="#"><u>AB 2247</u></a> <a href="#"><u>Lowenthal, Bonnie D</u></a></p> <p>Public transportation: offenses.</p>	CHAPTERED	<p>Existing law provides that eating, drinking, or smoking in or on a system facility or vehicle in areas where those activities are prohibited, disturbing another person by loud or unreasonable noise, expectorating upon a system facility or vehicle, or skateboarding, roller skating, bicycle riding, roller blading, or operating a motorized scooter or other device in a system facility, vehicle, or parking structure is an infraction for the first or 2nd violation, punishable by a fine not to exceed \$250 and by community service for a total time not to exceed 48 hours over a period not to exceed 30 days, during a time other than during the violator's hours of school attendance or employment. Specified public transportation agencies, including, but not limited to, the City and County of San Francisco and the Los Angeles County Metropolitan Transportation Authority are authorized to enact and enforce ordinances providing that a person who is the subject of a citation for any of the acts described, such as fare evasion, on or in a facility or vehicle of the system for which the public transportation system has jurisdiction shall, under the circumstances set forth by the ordinance, be afforded an opportunity to complete an administrative process that imposes only an administrative penalty enforced in a civil proceeding.</p> <p>This bill would make the above penalties and administrative process applicable to the sale or peddling of any goods, merchandise, property, or services of any kind on the facilities, vehicles, or property of the public transportation system, if the public transportation system has prohibited those acts and neither the public transportation system nor its duly authorized representative has granted written consent to engage in those acts. Because this bill would create a new crime, the bill would impose a state-mandated local program. <b>Last amended on 8/6/2012</b></p>	

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<p><a href="#"><u>AB 2405</u></a> <a href="#"><u>Blumenfield D</u></a></p> <p>Vehicles: high-occupancy toll lanes.</p>	CHAPTERED	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain eligible low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. Existing law provides that a vehicle, eligible under these provisions to use HOV lanes, that meets the California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard is not exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls pursuant to a federally supported value-pricing and transit development program involving high-occupancy toll (HOT) lanes conducted by the Los Angeles County Metropolitan Transportation Authority.</p> <p>This bill would instead exempt, with specified exceptions applicable to passage on designated state highways, all of the low-emission and hybrid vehicles eligible to use HOV lanes under these provisions, including vehicles that meet the enhanced AT PZEV standards, from toll charges imposed on HOT lanes unless prohibited by federal law. The bill would exclude a toll imposed for passage on a toll road or toll highway, that is not an HOT lane, a toll imposed for crossing a state-owned bridge, or, until March 1, 2014, a toll imposed for passage in HOT lanes designated for State Highway Route 10 or 110, from this exemption. The bill would provide that these changes shall be known as the Choose Clean Cars Act of 2012.</p> <p><b>Last amended on 6/27/2012</b></p>	
<p><a href="#"><u>AB 2488</u></a> <a href="#"><u>Williams D</u></a></p> <p>Vehicles: buses: length limitations.</p>	CHAPTERED	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a school bus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle.</p> <p>This bill would authorize Gold Coast Transit (GCT) to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 46 inches from the front of the bus. The bill would require GCT, if it installs the bicycle racks, to report to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2017, regarding safety issues and mobility improvements.</p> <p><b>Last amended on 8/22/2012</b></p>	

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<p><a href="#">AB 2498</a> <a href="#">Gordon D</a></p> <p>Department of Transportation: Construction Manager/General Contractor project method.</p>	CHAPTERED	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement.</p> <p>This bill would authorize the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel. <b>Last amended on 8/31/2012</b></p>	
<p><a href="#">AB 2669</a> <b>Committee on Natural Resources</b></p> <p>Environmental quality: California Environmental Quality Act.</p>	CHAPTERED	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Secretary of the Natural Resources Agency, by July 1, 2004, to develop a protocol for reviewing prospective application of certified regulatory programs to evaluate the consistency of those programs with the requirements of CEQA and requires the secretary, in developing the protocol, hold at least 2 public meetings and provide to a person who files a written request for a notice 10 days prior to the meeting (10-day notice).</p> <p>This bill would authorize the secretary to update the protocol. The bill would require the secretary, in updating the protocol, to hold at least 2 public meetings and to provide the 10-day notice to a person who files a written request for the notice and to specified committees of the Legislature. The bill would repeal obsolete and duplicative provisions from CEQA. <b>Last amended on 6/21/2012</b></p>	
<p><a href="#">AB 2679</a> <b>Committee on Transportation</b></p> <p>Transportation: omnibus bill.</p>	CHAPTERED	<p>Existing law authorizes the Department of Transportation (department) to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board.</p> <p>This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. <b>Last amended on 8/23/2012</b></p>	

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<p><a href="#"><u>SB 829</u></a> <a href="#"><u>Rubio D</u></a></p> <p>Public contracts: public entities: project labor agreements.</p>	CHAPTERED	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, state funding or financial assistance may not be used to support that project, as specified.</p> <p>This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits, limits, or constrains in any way the governing board's authority or discretion to adopt, require, or utilize a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support any construction projects awarded by the city, as specified. <b>Last amended on 4/9/2012</b></p>	
<p><a href="#"><u>SB 878</u></a> <a href="#"><u>DeSaulnier D</u></a></p> <p>Office of the Transportation Inspector General.</p>	VETOED	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds, including fuel tax revenues allocated from the Highway Users Tax Account, to various transportation purposes. Existing law provides funding for transportation capital improvement projects undertaken by the department or regional or local transportation agencies.</p> <p>This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state, regional, and local agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify certain duties and responsibilities of the Transportation Inspector General, would require an annual report to the Legislature and Governor, and would provide for funding the office, to the extent possible, from federal transportation funds, with other necessary funding to be made available in proportion to the activities of the office from the Highway Users Tax Account and an account from which high-speed rail activities may be funded. <b>Last amended on 8/22/2012</b></p>	
<p><a href="#"><u>SB 1002</u></a> <a href="#"><u>Yee D</u></a></p> <p>Public records: electronic format.</p>	VETOED	<p>The California Public Records Act requires state and local agencies to make their records available for public inspection and, upon request of a person, to provide a copy of a public record unless the record is exempt from disclosure. The act requires an agency that has information that constitutes an identifiable public record not otherwise exempt from disclosure that is in an electronic format to make that information available in an electronic format when requested by a person. The act requires the agency to make the information available in an electronic format in which it holds the information.</p> <p>This bill would make technical, non-substantive changes to these provisions. <b>Last amended on 8/20/2012</b></p>	

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<p><a href="#">SB 1076</a> <a href="#">Emmerson R</a></p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation.</p>	CHAPTERED	<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, 2018, would require 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, 2018, 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. <b>Last amended on 8/23/2012</b></p>	
<p><a href="#">SB 1102</a> <a href="#">DeSaulnier D</a></p> <p>State transportation improvement program.</p>	CHAPTERED	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work.</p> <p>This bill would require the department, beginning not later than November 15, 2014, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year. <b>Last amended on 5/31/2012</b></p>	

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State Legislative Matrix 10/2/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1117</a> <a href="#">DeSaulnier D</a></p> <p>Passenger rail: planning.</p>	VETOED	<p>Existing law creates the California Transportation Commission, with various powers and duties relating to the programming and allocation of certain funds available for transportation capital improvement projects and various other transportation policy matters, and authorizes the commission to develop guidelines for preparation of regional transportation plans. Existing law creates the Department of Transportation with various powers and duties relating to the state highway system and other transportation modes, including the authority to contract for conventional rail passenger service. Existing law requires the department to prepare a 10-year State Rail Plan on a biennial basis, with both passenger and freight rail elements. Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including preparation of a business plan on a biennial basis. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would require the California Transportation Commission to include in its guidelines for regional transportation plans policy direction regarding the integration of all passenger rail services into a coordinated system with emphasis on intermodal facilities and cost-effective rail services, as specified. The bill would revise the requirements for the 10-year state rail plan prepared by the department to require the plan to be consistent with the federal Passenger Rail Investment and Improvement Act of 2008 and to contain various passenger and freight rail elements, including, among other things, plans for a comprehensive and integrated statewide rail system, a statement of the state's passenger rail service objectives, and identification of improvements that have utility both for freight and passenger rail services. The bill would delete the requirement that the state rail plan be prepared on a biennial basis. The bill would require the department to submit a draft plan under these new requirements for review and comment to the commission and authority by December 1, 2015, and would require public hearings on the plan. The bill would require the final plan to be approved by the Secretary of Business, Transportation and Housing by March 1, 2016, and then to be submitted to the Legislature, Governor, and various state agencies. The bill would require the plan to be updated at least every 5 years. <b>Last amended on 8/20/2012</b></p>	
<p><a href="#">SB 1160</a> <a href="#">Padilla D</a></p> <p>Communications: service interruptions.</p>	VETOED	<p>Existing law provides that an agent, operator, or employee of a telegraph or telephone office who willfully refuses or neglects to send a message received by the office is guilty of a misdemeanor. Existing law provides that these requirements are not applicable when charges for transmittal or delivery of the message have not been paid or tendered, for messages counseling, aiding, abetting, or encouraging treason or resistance to lawful authority, to a message calculated to further any fraudulent plan or purpose, to a message instigating or encouraging the perpetration of any unlawful act, or to a message facilitating the escape of any criminal or person accused of crime.</p> <p>This bill would retain the provision that the above-described requirements are not applicable when payment for charges for transmittal or delivery of the message has not been paid or tendered, but would delete the other enumerated exceptions. <b>Last amended on 8/24/2012</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 10/2/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 1225</u></a> <a href="#"><u>Padilla D</u></a></p> <p>Intercity rail agreements.</p>	CHAPTERED	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.</p> <p>This bill would authorize the department, with approval of the secretary, to enter into interagency transfer agreements for additional intercity rail corridors, to be entered into between June 30, 2014, and June 30, 2015. The bill would require the agreements to cover the initial 3-year period after the transfer, and would authorize subsequent extensions by mutual agreement. If agreements are not entered into by the expiration of that period, the bill would require the secretary to report to the Governor and the Legislature by June 30, 2016, as specified.</p> <p><b>Last amended on 8/30/2012</b></p>	
<p><a href="#"><u>SB 1257</u></a> <a href="#"><u>Hernandez D</u></a></p> <p>Utility user tax: exemption: public transit vehicles.</p>	CHAPTERED	<p>Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity, in the unincorporated area of the county.</p> <p>This bill would provide that a local jurisdiction, as defined, may not impose a utility user tax, as specified, upon either the consumption of compressed natural gas dispensed by a gas compressor, within a local jurisdiction, that is separately metered and is dedicated to providing compressed natural gas as a motor vehicle fuel for use by the local agency or public transit operator or the consumption of electricity used to charge electric bus propulsion batteries, within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus. <b>Last amended on 6/11/2012</b></p>	
<p><a href="#"><u>SB 1339</u></a> <a href="#"><u>Yee D</u></a></p> <p>Commute benefit policies.</p>	CHAPTERED	<p>Existing law creates the Metropolitan Transportation Commission, with various transportation planning and programming responsibilities in the 9-county San Francisco Bay Area. Existing law creates the Bay Area Air Quality Management District, with various responsibilities relative to the reduction of air pollution in the area of its jurisdiction, which incorporates a specified portion of the jurisdiction of the Metropolitan Transportation Commission.</p> <p>This bill would authorize the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.</p>	Support

**San Mateo County Transit District  
State Legislative Matrix 10/2/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1464</a> <a href="#">Lowenthal D</a></p> <p>Vehicles: bicycles: passing distance.</p>	VETOED	<p>Under existing law, a driver of a vehicle overtaking another vehicle or a bicycle proceeding in the same direction is required to pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle or bicycle, subject to certain limitations and exceptions. A violation of this provision is an infraction punishable by a fine not exceeding \$100 for a first conviction, and up to a \$250 fine for a 3rd and subsequent conviction occurring within one year of 2 or more prior infractions.</p> <p>This bill would recast this provision as to overtaking and passing a bicycle by requiring, with specified exceptions, the driver of a motor vehicle overtaking and passing a bicycle that is proceeding in the same direction on a highway to pass in compliance with specified requirements applicable to overtaking and passing a vehicle, and to do so at a safe distance that does not interfere with the safe operation of the overtaken bicycle, having due regard for the size and speed of the motor vehicle and the bicycle, traffic conditions, weather, and the surface and width of the highway. The bill would prohibit, with specified exceptions, the driver of the motor vehicle that is overtaking or passing a bicycle proceeding in the same direction on a highway from passing at a distance of less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator. The bill would make a violation of these provisions an infraction punishable by a \$35 fine. The bill would also require the imposition of a \$220 fine on a driver if a collision occurs between a motor vehicle and a bicyclist causing bodily harm to the bicyclist, and the driver is found to be in violation of the above provisions. <b>Last amended on 8/6/2012</b></p>	
<p><a href="#">SB 1533</a> <a href="#">Padilla D</a></p> <p>Electricity: energy crisis litigation.</p>	CHAPTERED	<p>Existing law, until January 1, 2013, requires the Attorney General to represent the Department of Finance and to succeed to all rights, claims, powers, and entitlements of the Electricity Oversight Board in any litigation or settlement to obtain ratepayer recovery for the effects of the 2000-02 energy crisis. Existing law additionally prohibits the Attorney General from expending the proceeds of any settlements of those claims, except as specified.</p> <p>This bill would instead repeal the above-described requirements on January 1, 2016. <b>Last amended on 5/1/2012</b></p>	
<p><a href="#">SB 1549</a> <a href="#">Vargas D</a></p> <p>Transportation projects: alternative project delivery methods.</p>	CHAPTERED	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for projects, as specified, and for local agencies for public works contracts, as specified.</p> <p>This bill would allow the San Diego Association of Governments to utilize alternative project delivery methods, as defined, for public transit projects within its jurisdiction. The bill would, upon completion of a project, require a progress report to be submitted by the San Diego Association of Governments to its governing board and would require the report to be made available on its Internet Web site. The bill would also, except as provided, require the San Diego Association of Governments to pay fees related to these projects into the State Public Works Enforcement Fund, a continuously appropriated fund, thereby making an appropriation. Because this bill would subject these projects to certain prevailing wage enforcement requirements, the violation of which is a crime, it would impose a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable. <b>Last amended on 8/13/2012</b></p>	



BOARD OF DIRECTORS 2012

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

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

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

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

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

**WEDNESDAY, OCTOBER 10, 2012– 2:50 p.m.**  
or immediately following previous Committee meeting

#### **ACTION**

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of September 12, 2012

#### **INFORMATIONAL**

2. Senior Mobility Initiative – Mobility Ambassador Recognition

Committee Members: Art Lloyd, Rose Guilbault, Carole Groom

#### NOTE:

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

Draft

**SAN MATEO COUNTY TRANSIT DISTRICT  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA  
MINUTES OF PLANNING, DEVELOPMENT AND SUSTAINABILITY  
COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
SEPTEMBER 12, 2012**

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

Committee Members Absent: R. Guilbault

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

Other Board Members Absent, Constituting Committee of the Whole: S. Harris

Staff Present: J. Averill, J. Cassman, A. Chan, G. Harrington, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Committee Chair Art Lloyd called the meeting to order at 3:28 p.m.

**Approval of Minutes of Planning, Development and Sustainability Committee Meeting of August 8, 2012**

The Committee approved the minutes (Gee/Deal).

**Capital Projects Quarterly Status Report – 4<sup>th</sup> Quarter Fiscal Year 2012**

Executive Officer, Planning and Development April Chan said this is an informational item and no action is required.

**Adjourned:** 3:30 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

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

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

**FROM:** April Chan  
Executive Officer, Planning & Development

**SUBJECT: SENIOR MOBILITY INITIATIVE –  
MOBILITY AMBASSADOR RECOGNITION**

**ACTION**

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

**SIGNIFICANCE**

As part of the Senior Mobility Initiative and Action Plan, the San Mateo County Transit District (District) kicked off its Mobility Ambassador Program in January 2010. This is one of several pilot mobility management projects funded by four cycles of New Freedom grants from the Metropolitan Transportation Commission (MTC), the designated recipient of New Freedom funds in the San Francisco Bay Area.

The Mobility Ambassador Program involves coordinating a corps of volunteer “Mobility Ambassadors” who provide assistance to seniors and persons with disabilities on issues related to mobility – using transit, remaining a safe driver, alternatives to transit, and walking. Jean Conger, the Senior Mobility Coordinator, recruits and trains the Ambassadors and oversees the program. Beginning with Ambassadors posted at six Senior Centers, the program now includes additional Senior Centers, supports the California Highway Patrol Senior Driver trainings, conducts numerous outreach events, organizes group trips to places of interest, and develops community and corporate partnerships. Through June 2012, the Mobility Ambassadors logged 2,252 volunteer hours, made 4,048 contacts with community members, and trained 365 seniors to use public transit.

Four of our long-time Ambassadors will be recognized at this meeting.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

MTC has awarded the District with four cycles of New Freedom grants totaling \$853,373 to

develop and support mobility management projects. The Mobility Ambassador Program was developed under the Cycle 1 grant; implementation has been supported under the Cycle 2 and 3 grants and will continue under the Cycle 4 grant. The Board had previously authorized the execution of funding agreements to receive the funds.

Prepared By: Corinne Goodrich, Manager, Strategic Development 650-508-6329



## 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, OCTOBER 10, 2012 – 3:00 p.m.**  
or immediately following Committee meetings

- 1. CALL TO ORDER/ROLL CALL**
- 2. PUBLIC HEARING REGARDING DISCONTINUING PARTICIPATION IN THE BART PLUS TICKET PROGRAM EFFECTIVE JANUARY 1, 2013**
- 3. PUBLIC HEARING REGARDING THE ELIMINATION OF SELECT UNPRODUCTIVE FIXED-ROUTE TRIPS EFFECTIVE JANUARY 13, 2013**
- 4. CONSENT CALENDAR**  
MOTION
  - a. Approval of Minutes of Board of Directors Meeting of September 12, 2012
  - b. Acceptance of Statement of Revenues and Expenses for August 2012
- 5. PUBLIC COMMENT**  
Public comment by each individual speaker shall be limited to one minute
- 6. REPORT OF THE CHAIR**
  - a. Resolution of Appreciation for Rich Napier, Executive Director, City/County Association of Governments
- 7. REPORT OF THE GENERAL MANAGER/CEO**
  - a. 25-Year Safe Worker Award for Earl H. Newton
  - b. 25-Year Safe Worker Award for Robert A. Santiago
  - c. 20-Year Safe Worker Award for Ajit S. Mann
  - d. 20-Year Safe Worker Award for Genaro B. Rimando
  - e. 20-Year Safe Worker Award for Ashok L. Singh

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

**8. COMMUNITY RELATIONS COMMITTEE**

*(Accessibility, Senior Services, and Community Issues)*

**MOTION**

- a. Proclamation Designating October as Disabilities Awareness Month

**SUBJECTS DISCUSSED**

- b. Key Communications and Outreach Messages
- c. Accessibility Update
- d. PCC Update
- e. Citizens Advisory Committee Liaison Report
- f. Mobility Management Report - End-of-Year Performance
- g. Multimodal Ridership Report - August 2012

**9. FINANCE COMMITTEE**

**RESOLUTIONS**

- a. Authorize Extension of Safe Harbor Shelter Transit Ticket Program Through December 2015

**10. LEGISLATIVE COMMITTEE**

**SUBJECTS DISCUSSED**

- a. State and Federal Legislative Update

**9. PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE**

**SUBJECTS DISCUSSED**

- a. Senior Mobility Initiative – Mobility Ambassador Recognition

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

**11. BOARD MEMBER REQUESTS/COMMENTS**

**12. GENERAL COUNSEL PROPOSAL**

**13. DATE, TIME AND PLACE OF NEXT MEETING** – November 14, 2012 at 2 p.m.,  
San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup>  
Floor, 1250 Carlos Ave., San Carlos 94070

**14. ADJOURNMENT**

## **INFORMATION TO THE PUBLIC**

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

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

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

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

### **Location of Meeting**

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

### **Public Comment**

- If you wish to address the Board, please fill out a speaker's card located on the agenda table. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the District Secretary, who will distribute the information to the Board members and staff.
- Members of the public may address the Board on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to one minute and items raised that require a response will be deferred for staff reply.

### **Accessibility for Individuals with Disabilities**

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

### **Availability of Public Records**

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **PUBLIC HEARING REGARDING DISCONTINUING PARTICIPATION IN  
THE BART PLUS TICKET PROGRAM**

**ACTION**

On August 8, 2012 the Board approved a public hearing to be held October 10, 2012 for the consideration of discontinuing San Mateo County Transit District's (District) participation in the BART Plus Ticket Program.

**SIGNIFICANCE**

Holding the public hearing will allow the District to receive input from customers who may be impacted by the District's discontinued participation in the program. The proposed change would go into effect January 1, 2013.

**BUDGET IMPACT**

There is no impact to the budget for holding the public hearing.

**BACKGROUND**

SamTrans has participated in the regional BART Plus ticket program since 1991. The District's current agreement with the Bay Area Rapid Transit District is set to expire December 31, 2012. Two other agencies are pursuing discontinuing their participation in the program: San Francisco Municipal Transportation Agency and the Santa Clara Valley Transportation Authority.

The BART Plus Ticket has a specific amount of stored BART value on it and is used in the BART fare gates like a regular BART ticket. The ticket also is valid for a half-month period as an unlimited ride, flash pass on participating bus agencies, as well as on Muni's light rail service. Approximately 1,900 customers board SamTrans each weekday with a BART Plus Ticket.

The public outreach program regarding the proposed changes and this hearing included two community meetings (Daly City and San Carlos), bilingual newspaper notices, onboard notices, a news release, Facebook and Google+ postings and Tweets. Flyers were posted at BART stations in San Mateo County. Information also was posted on the SamTrans website, which allows readers to translate it into dozens of languages.

Staff established a number of ways for customers and the public to provide their input: at the community meetings, via a unique e-mail address, through the postal service, and with a call to the Customer Service Center's general number or one for those with hearing impairments.

Staff will consider public testimony and input from members of the Board of Directors before developing final recommendations for board consideration at its November 14, 2012 meeting.

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **PUBLIC HEARING REGARDING THE ELIMINATION OF SELECT  
UNPRODUCTIVE FIXED-ROUTE TRIPS**

**ACTION**

On August 8, 2012 the Board approved a public hearing to be held October 10, 2012 for the consideration of eliminating three unproductive trips.

**SIGNIFICANCE**

The public hearing will allow the District to receive input from customers who may be impacted by the elimination of these trips. The proposed changes would go into effect January 13, 2013 with Runbook 110.

**BUDGET IMPACT**

There is no impact to the budget for holding the public hearing.

**BACKGROUND**

SamTrans regularly reviews ridership throughout the system and has identified these trips as candidates for elimination given they are not cost effective. Combined, the trips carry fewer than six passengers per day. The public outreach program for this proposal and this hearing included two community meetings (Daly City and San Carlos), bilingual newspaper notices, onboard notices, a news release, posts on social media, and information posted to the SamTrans website.

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

**MINUTES OF BOARD OF DIRECTORS MEETING  
SEPTEMBER 12, 2012**

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

Board Members Absent: R. Guilbault, S. Harris

Staff Present: J. Averill, J. Cassman, A. Chan, G. Harrington, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Chair Jerry Deal called the meeting to order at 3:30 p.m.

**CONSENT CALENDAR**

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

- a. Approval of Minutes of Board of Directors Meeting of August 8, 2012
- b. Acceptance of Statement of Revenues and Expenses for July 2012
- c. Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended June 30, 2012

**PUBLIC COMMENT**

John Baker, South San Francisco, said he is the chair of the South San Francisco Housing Authority and they are concerned with the proposed elimination of Route 132 in the SamTrans Service Plan. This will affect many minority-, senior-, and transit-dependent passengers. To eliminate the only east-west route to a transit-dependent community would be a great loss.

Jerry Grace, San Lorenzo, said he has moved and now lives in San Pablo and will give staff his new address.

Joel Colletti, Montara, said since April, SamTrans has rerouted Route 17 and has turned his neighborhood into a terminus. He has received threats from MV Transportation when he has made complaints to them. Mr. Colletti would like the Board to not approve the new contract today to MV Transportation as they are disruptive to the community.

**REPORT OF THE CHAIR**

Chair Deal said the American Public Transportation Association's Annual Conference will be in Seattle at the end of September and he and Director Shirley Harris will be attending.

**REPORT OF THE GENERAL MANAGER/CEO**

General Manager/CEO Michael Scanlon reported:

- Staff participated in the annual San Mateo County Heart Walk today. Director Karyl Matsumoto was thanked for walking with the team today. For the second year in a

row the San Mateo County Transit District (District) was the number one fundraiser in the county.

- The California Transportation Commission (CTC) will be holding their next quarterly meeting on September 27 in Burlingame. Along with the City/County Association of Governments, the District is co-hosting a reception on September 26 at the Burlingame Hilton. Two important issues that will be discussed at their meeting is funding for two projects for Caltrain, \$9 million for the San Mateo Rail Bridges and \$40 million for the Communications Based Overlay Signal System and Positive Train Control Project.
- SamTrans Service Plan (SSP) outreach has begun with presentations to city councils and the San Mateo County Board of Supervisors. Staff is finalizing the public workshops and forums and dates and times will be announced next week.
- The weekend Route ECR is off to a great start and staff is monitoring the route. On-time performance has increased tremendously. Preliminary responses from passengers and drivers are very positive about the new route.
- Special service:
  - Provided assistance to the Hillsborough Police Department in August for a tactical exercise.
  - Working with staff on the Devil's Slide tunnel grand opening and will be providing service from the south portal to the event.
- Five new part-time bus operators graduated in August.
- Accessible Services continues to provide sensitivity training for new employees.
- Staff participated with the California Highway Patrol in the Older Driver Training Seminar in Belmont and South San Francisco.
- Redi-Wheels on-time performance is now above 90 percent.
- Fixed-route service for August averaged 27,500 miles between service calls and Redi-Wheels averaged over 40,000 miles between service calls. These are both over the 20,000 mile goal.
- This month staff will be kicking off a nine-month program called "Connecting with Customers" where teams of employees will go out and visit one transit stop or major station each month to thank customers and answer any questions they may have.
- The reading file contains a copy of the El Camino Real promotional mailer that was mailed to all households along the corridor from Daly City to Palo Alto, a Take One for the upcoming public meetings for the proposed discontinuation of the BART Plus ticket program and three single individual trips being proposed to be eliminated, messages alerting customers to upcoming events where rerouting will occur and the Metropolitan Transportation Commission's new *Regional Transit Guide*.
- Rita Haskin, Executive Officer, Customer Service and Marketing showed the Board the new graphics for the new Redi-Wheels buses.

## **COMMUNITY RELATIONS COMMITTEE – A. Lloyd**

### **SUBJECTS DISCUSSED**

- a. Accessibility Update
- b. PCC Update
- c. Citizens Advisory Committee Liaison Report
- d. Multimodal Ridership Report – July 2012

**FINANCE COMMITTEE – J. Gee**

**RESOLUTIONS**

- a. Authorize Amendment to Temporary Staffing Services Contracts with AppleOne Employment Services, Nelson Family of Companies and Aerotek Inc. for an Estimated Aggregate Not-to-Exceed Amount of \$1,000,000 from \$1,500,000 to \$2,500,000
- b. Authorize Award of Contract to MV Transportation, Inc. to Provide Coastsid Transportation Services for a Five-year Term for a Total Estimated Cost of \$11,745,904

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

Director Jeff Gee said staff will look into Mr. Colletti's concerns raised today to the Board.

**LEGISLATIVE COMMITTEE – A. Tissier**

**SUBJECTS DISCUSSED**

- a. State and Federal Legislative Update

**PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE – A. Lloyd**

**SUBJECTS DISCUSSED**

- a. Capital Projects Quarterly Status Report – 4<sup>th</sup> Quarter Fiscal Year 2012

**WRITTEN COMMUNICATIONS**

No discussion

**BOARD MEMBER REQUESTS/COMMENTS**

Director Adrienne Tissier thanked Executive Officer, Planning and Development April Chan and Communications Manager Jayme Ackemann for presenting the SSP at the Board of Supervisors meeting.

Director Matsumoto said she is the Board representative on the San Mateo County Transportation Authority. She said earlier this year there was a Highway Call for Projects and 29 applications were received, two were withdrawn and four were not recommended for funding. A total of \$81.7 million will be allocated by the Board at the October meeting.

Director Zoe Kersteen-Tucker thanked Mr. Colletti for attending the meeting and staff for working with him through these issues.

Director Gee said on September 29 the annual Salsa Festival will be held on the courthouse square in Redwood City.

**GENERAL COUNSEL PROPOSAL**

None

**DATE AND TIME OF NEXT MEETING** – October 10, 2012 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

The meeting was adjourned at 3:58 p.m.

*Resolution 2012-*  
***Resolution of Appreciation***  
*Presented to*  
**RICH NAPIER**

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

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

**WHEREAS**, under **MR. NAPIER'S** guidance, SamTrans was able to attract grant funding from the Federal Transit Administration, the California Department of Transportation and the Metropolitan Transportation Commission to support a variety of plans and programs to improve the quality of life for the people of San Mateo County; and

**WHEREAS**, thanks to **MR. NAPIER'S** support, C/CAG has given annual funding support for SamTrans' Shuttle Program, which provides a vital link between transit hubs and employment centers; and

**WHEREAS**, under **MR. NAPIER's** leadership, C/CAG has helped to expand critical services for transit-dependent riders who rely on public transportation; and

**WHEREAS, MR. NAPIER** fostered collaborative relationships with SamTrans, Santa Clara Valley Transportation Authority, SAMCEDA and the Joint Venture in support of the Grand Boulevard Initiative, which will revitalize El Camino Real; and

**WHEREAS, MR. NAPIER** led C/CAG's effort to support Transit Oriented Development in San Mateo County through the development of the Countywide Transportation Plan and the Housing Incentive Program; and

**THEREFORE, BE IT RESOLVED** that the San Mateo County Transit District does thank and commend **RICH NAPIER** for his persuasive prowess and ability to navigate through the maze of funding rules to attract millions of state and federal funds to the County and thank him for his advocacy on behalf of the citizens of San Mateo County.

**UNANIMOUSLY ADOPTED** by the San Mateo County Transit District this 10<sup>th</sup> day of October 2012.



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Chair, San Mateo County Transit District