



BOARD OF DIRECTORS 2012

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MICHAEL J. SCANLON
GENERAL MANAGER/CEO

A G E N D A

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

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

WEDNESDAY, MARCH 14, 2012 – 2:00 p.m.

1. Pledge of Allegiance

ACTION

2. Approval of Minutes of Community Relations Committee Meeting of February 8, 2012

INFORMATIONAL

3. Accessibility Update - Tina DuBost
4. Paratransit Coordinating Council (PCC) Update - Nancy Keegan
5. Citizens Advisory Committee Liaison Report - Peter Ratto
6. Mobility Management Report – Shuttles
7. Multimodal Ridership Report – January 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
FEBRUARY 8, 2012**

Committee Members Present: S. Harris, A. Lloyd

Committee Members Absent: R. Guilbault (Committee Chair)

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. Cassman, T. DuBost, G. Harrington, C. Harvey, R. Haskin, A. Hughes,
M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Director Shirley Harris called the meeting to order at 2:03 p.m.

**Approval of Minutes of Community Relations Committee (CRC) Meeting of
January 11, 2012**

The committee approved the minutes (Lloyd/Matsumoto).

Accessibility Update

Accessibility Coordinator Tina DuBost said the eligibility contractor has a Northern California representative in Foster City. It is important to have a local presence and helps provide better service to our customers.

Paratransit Coordinating Council (PCC) Update

PCC Chair Nancy Keegan reported:

- Pleased to be working with staff on the testing phase of the Interactive Voice Response System.
- Michal Settles has been organizing the coastside committee and will be putting together a separate quarterly coastside report for the committee to review.
- Mary Nichols has been ill the last few months and has not been able to attend the PCC meetings.

Director Karyl Matsumoto asked staff to send a card to Ms. Nichols on behalf of the Board.

Citizens Advisory Committee (CAC) Liaison Report

CAC Chair Peter Ratto reported:

- South Base Maintenance Superintendent Jerie Moeller gave an extensive presentation on the cleaning of the buses.
- Recruitment began for four vacancies. Two current members are eligible to reapply.

Director Art Lloyd said he was approached by a CAC member who said SamTrans should not be advertising on the buses our number one competitor, the automobile.

General Manager/CEO Michael Scanlon said SamTrans derives revenue from advertising. Staff doesn't see the automobile as a prime competitor. We are in the balanced multimodal transportation business and it is unthinkable we would ask people to not to use automobiles now or in the foreseeable future.

Legal Counsel David Miller said the Board recently amended the advertising policy. Staff is not allowed to pick and choose the message for commercial advertising.

Mobility Management Report – Caltrain Performance

Deputy CEO Chuck Harvey reported:

- Monthly ridership continues to be very strong at just under 1 million riders in December.
- Average weekday ridership was just below 40,000 in December.
- Fare revenue was almost \$4.5 million in December.
- Performance and reliability is related to fleet age.
- On-time performance is below the 95 percent goal, but trains within 10 minutes are above the 95 percent goal.
- Giants ridership was up 7 percent in 2011.
- Proposed Codified Tariff changes include eliminating the paper 8-ride ticket, increasing the price of the GO Pass and lengthening the sales period for the monthly passes.
- The Holiday Train, in partnership with the Silicon Valley Community Foundation, will return this year on December 1 and 2.
- System safety includes:
 - Signal Pre-emption Project provides additional time for traffic to clear at five grade crossings.
 - Cameras installed on 20 locomotives and cab cars in 2011 and on the remaining locomotives and cab cars in 2012.
 - Right of way fencing contract was awarded to Central Fence Company and up to 9,000 feet of fencing will be installed in 2012.
 - Suicide/No Trespassing Signage Project includes replacement of 462 signs starting in March 2012.
 - Station Hardening Project completed at San Francisco, Millbrae and San Jose stations.
 - Operation Lifesaver education continues with 15 presentations to 650 individuals since June 2011.
- Capital Projects include:
 - Santa Clara Station/South Terminal
 - San Bruno Grade Separation/Station
 - San Mateo Bridges
 - Quint Street Bridge
 - Jerrold Street Bridge
 - Positive Train Control/Communications Based Overlay Signal System
 - Rail Operations Control System
 - Predictive Arrival/Departure System

- New operating contract was awarded to TransitAmerica Services Inc. (TASI) on September 1, 2011. TASI is expected to take over the service on May 26, 2012.
- Fiscal Year (FY) 2012 total operating revenue is \$4.2 million or 14.5 percent better than budget. Total expenses are \$2.3 million or 4.3 percent better than budget.
- At the October Peninsula Corridor Joint Powers Board (JPB) meeting the Board approved a tentative FY2013 budget proposal.
- Preliminary FY2014 Operating Budget begins with a deficit resulting from reduced San Mateo contribution to the level provided by Measure A funds, approximately \$5 million, and assumes no additional preventative maintenance funds from the Metropolitan Transportation Commission.
- The California High Speed Rail Business Plan was released. Key efforts for the upcoming month include finalizing the Capacity Analysis on the blended system.

Director Karyl Matsumoto asked if Caltrain is a commuter rail or intercity rail. Mr. Harvey said Caltrain is considered a commuter rail agency so there are certain funding sources that flow through the Federal Transit Administration and Department of Transportation that Caltrain is precluded from competing for. The intercity trains are also precluded from competing for money that is designated for Caltrain.

Mr. Scanlon said the JPB does not own the intercity rights along the corridor. They were retained by Union Pacific Railroad.

Director Zoe Kersteen-Tucker asked what is being done with bike capacity with the trains being full. Mr. Harvey said Caltrain is the most bike-friendly system in the area. Onboard capacity was increased over the last two years by 50 percent so demand and bumps have stabilized. There are still a couple southbound trains in the morning with bumps, but staff is working on a plan for wayside bike parking.

Director Kersteen-Tucker asked if bike capacity is going to be given up for additional seats. Mr. Harvey said no.

Mr. Scanlon said the bike community wants the gallery trains on the bullet trains and riders want the newer Bombardier equipment for a comfortable ride.

Director Adrienne Tissier asked if an additional car can be added to the consists. Mr. Harvey said there would be a platform issue at a number of stations and there isn't any spare equipment.

Director Tissier asked how many people are getting bumped. Mr. Harvey said approximately 8 to 12 customers get bumped from Train 324.

Director Harris asked if there are different timing areas for gates depending on the station. Mr. Harvey said yes, there are a number of federally mandated minimums and every grade crossing meets those minimums.

Multimodal Ridership Report – December 2011

- Bus ridership was 39,700, an increase of 0.8 percent.
- Paratransit ridership was 985, an increase of 4.9 percent.
- Caltrain ridership was 38,390, an increase of 10.1 percent.
- Caltrain shuttle ridership was 5,771, an increase of 38.9 percent.
- BART shuttle ridership was 1,629, a decrease of 13.3 percent.

Mr. Harvey said ridership on the local community routes were down significantly, the north and south county locals were about even and the main line system has strong ridership.

Director Harris reported the CAC is recruiting for four seats that expire on April 23. Recruitment is for three community riders and one multimodal rider. The recruitment opened on February 6 and closes on March 2. Applications are on the website or on the back table.

Adjourned: 2:48 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **ACCESSIBILITY REPORT**

ACTION

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

SIGNIFICANCE

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

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

The minutes from the January AL-Com meeting and January PCC meeting are attached.

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

650-508-6475
650-508-6247

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

January 3, 2012—1:00 pm

MEETING MINUTES

ATTENDANCE

Members Present: Mike Levinson, AL-Com Chair; Aki Eejima, Consumer; Diane Griffith, Consumer; Stephanie Hill, Consumer; Dan Mensing, Consumer.

Guests: Jayme Ackemann, SamTrans Government Affairs Officer; Elly Colwell, SamTrans; Tina Dubost, SamTrans; Maria Kozak, Consumer; Lynn Spicer, MV Transportation; Linda Rhine, Nelson\Nygaard; Enrique Silvas, SamTrans; Rose Berta, PCC Staff.

(Total Attendance: 13)

WELCOME/INTRODUCTION

Mike welcomed everyone to the January AL-Com meeting.

LEGISLATIVE UPDATE

Mike introduced Jayme Ackemann, the SamTrans Government Affairs Officer, as the guest speaker for the meeting. Jayme gave her email address ackemannj@samtrans.com and phone number (650) 508-7934 for anyone wishing to contact her on any issues discussed in her presentation.

Jayme Ackemann gave a brief overview of SamTrans, Caltrain, and the Transportation Authority:

- SamTrans—Service Planning study is underway with plans for February/March 2012 to go back to the public with specific recommendations. The study identified several areas where resources should be invested to grow transit services, especially along El Camino Real and where SamTrans can streamline efficiencies where routes are under-performing. Impetus for this study is the declining ridership and to improve transit services. Ridership is not down on El Camino Real, rather there is high demand on this corridor.

There are no specific recommendations at this time. SamTrans is exploring alternative service scenarios; there are no immediate plans to change the Redi-Wheels service area.

- Caltrain—ridership growth in the last 16 months has increased and is in high demand despite the two fare increases. Currently 60% of costs are covered with funds; 40% is from fare box revenue. High Speed Rail (HSR) study is underway. Some visually impaired people report challenges using the Clipper card on Caltrain.
- Transportation Authority—currently issuing a call for bike and pedestrian projects county-wide. The projects selected will be funded with Measure “A” funds; funds for paratransit will also be used to continue to fund operations of Redi-Wheels and RediCoast.

2012 Legislative Program

- State Legislature is expected to take up the House and Senate Review Business Plan and make a decision to allocate bond funding passed as part of Proposition 1A.

- SamTrans would like to protect the “gas tax swap”; the tax allocates funds to support paratransit and is a high priority at the State level. The result of this loss will be \$5 million per year, representing an enormous drop in funding.
- Federal—is extending funding for one more year since Congress is unable to agree on reauthorization bill.

LOCAL ADVOCACY ISSUES—OPEN DISCUSSION

Mike gave an update on the Interactive Voice Response (IVR) system. Tina thanked all the testers and reported that all issues are being addressed and appreciates help with feedback. Consideration is being given to implement in two phases; night before calls as first phase and imminent arrival calls as the second phase. Tina shared they would like to start with phase 1 fairly soon with no specific date decided upon. Maria thinks the program will be “good news” for consumers. There will be a letter sent to customers before the launch of the program.

Maria asked about no-shows and late cancels in relation to appointments running late. Lynn explained that when an appointment is running late, the customer should use the “will call” option for a return ride. This option will allow a cancellation but will not be considered a “late cancellation” and therefore will not be counted as a “no-show” as well.

Mike asked about the coupon policy; Tina does not have an update at this time.

Maria asked if a letter is always sent out about a no-show or late cancel; Tina replied yes, except if the ride is not provided within the 20-minute window.

Diane asked how drivers know if a person is visually-impaired. It was explained that the dispatcher should have this information because it is printed on the manifest.

Maria complimented the drivers who provide great service.

COMPLAINT REVIEW COMMITTEE—OPEN DISCUSSION

On a complaint about a driver stopping at a fast food place, there was a discussion on whether a driver is permitted to a stop for a restroom break or a food break, either for the customer or driver. Lynn explained that the driver is not allowed to make any unauthorized stops and should not deviate from the manifest. If necessary, the driver must contact the dispatcher for authorization. This is for the safety of the passengers.

SamTrans performed a safety check on El Camino Real to determine if it is safe to stop at a busy street such as Diane’s. Drivers are told to use their judgment to stop in a safe place on a busy street; backing out onto El Camino Real is not safe.

A question was asked about whether taxis are required to follow the same procedures for seatbelts. Taxi drivers must secure seatbelts and follow the same procedures as Redi-Wheels drivers; consumers are encouraged use comment cards to make a report.

Tina presented and explained the Complaint Review Committee report:

- Compliments—keep them coming!
- Increased comments on late vehicles.

- Safety is at or near zero—big emphasis is placed on this!
- Customer error—determined that it is not valid; still doesn't mean nothing happens, all comments are taken seriously.
- Small number of policy issues—there is no pattern
- Complaints per 1,000 rides is 0.71, much better than the standard of 2.5

There are approximately 4,000 taxi rides per month. Aki asked if taxi data could be separated from Redi-Wheels data. Tina said it is not easily done.

The comments reflect all the avenues riders can submit comments—call-ins, comment cards, etc.

OTHER BUSINESS

Aki will bring information on Yellow Cab discounts offered to seniors to the PCC meeting.

Next AL-Com meeting is April 3, 2012 at 1:00 p.m.

MEETING ADJOURNED: 2:40 P.M.

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL
January 10, 2012—1:30-3:30 p.m.
MEETING MINUTES**

ATTENDANCE

Members Present: Barbara Kalt, Rosener House; Mike Levinson, AL-Com Chair; James Asche, OES; Aki Eejima, Consumer; Judy Garcia, Consumer; Diane Griffith, Consumer; Stephanie Hill, Consumer; Michal Settles, Coastside; Sammi Riley, Consumer; Marie Violet, Sequoia Hospital.

Absentees: Nancy Keegan, Chair; May Nichols, Vice Chair; Dale Edwards, Consumer; Myria Barnes-Jackson, DOR; Maureen Dunn, Senior Focus; Dan Mensing, Consumer; Benjamin McMullan, CID; Bill Welch, SamTrans.

Guests: Elly Colwell, SamTrans; Tina Dubost, SamTrans; Jim Engvall, Consumer; Paul Lee, SamTrans; Marshall Loring, MTC; John Murphy, MV Transportation; Allan Newland, CoD; Linda Rhine, Nelson\Nygaard; Rose Berta, PCC Staff.

(Total Attendance: 19) Quorum--Yes

WELCOME/INTRODUCTION

Barbara Kalt chaired and welcomed all to the January PCC meeting.

APPROVAL OF DECEMBER PCC MINUTES

Barbara asked for a vote of approval for the December minutes. Michal moved to approve the minutes and Jim seconded the motion. Mike amended the shortfall of \$3 million to read \$3 billion. The minutes as amended were approved.

COMMITTEE REPORTS

A. ADVOCATE LEGISLATIVE COMMITTEE (AL-COM)

Mike shared that guest speaker, Jayme Ackemann from SamTrans Government Affairs, presented the status of the SamTrans service planning study. The plan will be finalized in the next few months following public meetings to be held in February and March. Jayme distributed the *2012 Legislative Program* handout which will be forwarded to the full PCC. The next Al-Com meeting will be on April 3, 2012.

B. GRANT/BUDGET REVIEW

Barbara had no update to report.

C. EDUCATION COMMITTEE

The next meeting will be on March 13, 2012, following the PCC meeting. The winter newsletter was distributed to the members. Barbara and Linda thanked everyone who contributed to the newsletter.

D. EXECUTIVE COMMITTEE

The next meeting is scheduled for January 24, 2012.

SAM TRANS/REDI-WHEELS REPORT

A. Operational Report

Tina gave the report in Bill's absence, stating that Redi-Wheels is in the process of receiving replacement of cut-a-way vehicles. SamTrans is requesting a meeting with the Bus Review Committee on March 13 from 12:00-1:00 p.m. to view the new vehicles since their input was included in the specifications for these vehicles. Tina will send out reminders in advance of the March meeting.

Tina gave an update on the Interactive Voice Response (IVR) system. They were considering going with two phases to implement the system: night before calls would be phase one and imminent arrival calls would be phase two. However, due to some ongoing problems phase one launch is being postponed and continued testing is in progress. Imminent arrival calls had stopped and will re-start today, January 10. Barbara appreciates all the hard work put into this system and thanked Tina and SamTrans and all participants; Barbara added that in the long run, it will be a great benefit to everyone. Tina appreciates all the patience and reports given by the testers.

Tina reviewed the comments from the Comments by Type report to determine if some categories could be eliminated. The following categories may be eliminated, having zero for a 41-month period or is a duplicate: No call back; Ride quality; Stand by; Vehicle unneeded. The reservation system category may be worth keeping. Michal would like feedback from the coast before making decisions on the categories. Tina will send the definitions to the group and they will be included in the next PCC packet. Aki asked about taxi numbers; Tina said taxi numbers are reported at the ERC only, and not the full PCC.

B. Performance Summary

Tina reported same day and late cancels have been reduced; ridership is down with 21,800 rides in November; on-time performance is 91%; complaints per 1,000 trips are well below the standard; total riders and trips are down from last year.

Aki asked about the wait time when calling to make reservations; the number in the report is the overall wait time average.

C. Customer Comments

Elly reported that overall comments have decreased from October to November with both the consumer reports and comment cards. Under Comments by Category, only policy-related comments have increased; the service-related and the compliments have not increased; the average response time is still under the 7-day turnaround time limit. Comments by type—customer error is up a small bit; all else remain consistent.

Aki and Allan shared that some riders are having difficulty recognizing Redi-Wheels sedans due to the small size of the logo. Diane pointed out that visually-impaired rider need larger signs. John will bring optional signs for members to review and approach SamTrans to determine if funds are available to make changes; the larger logo sign does not fit the sedan door.

In response to Barbara's question, John explained that taxi rides are up in the last three months--about 3,700 (15%) taxi trips per month; the overall ridership report includes taxi trips. John encourages riders to submit comments on their ride experiences with taxis. Providing taxi service

late at night and other times throughout the day rather than sedan service helps to improve productivity. It saves approximately \$20,000 and has increased productivity.

D. Safety Report

John reported no accidents for November and December on coast and bayside.

LIAISON REPORTS

A. MTC REPORT

Marshall reported that 5% of the emergency phones are being removed on freeways and may increase to 15% at a later date. The purpose is to save money. If interested in this issue, contact Marshall for more information. Public workshops are being held throughout the county on the Bay Area plan for transit and housing. Marshall will be attending and will report back in February.

B. AGENCY

Barbara reported no recent meeting. The agencies will meet soon to discuss IVR.

C. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Michal shared that David Smith (MV), Enrique Silva (SamTrans), and Lynette Vega (La Honda) were guests at the last meeting on December 20, 2011. Discussions included Consumer Corps participation, Redi-Wheels statistics being provided on a quarterly basis, and the Riders' Guide to use as protocol for solving problems with a rider. Carolers dazzled the coast with their singing.

Next meeting is on January 18, 2012 and all are invited to attend. Santos' report on how things are going on in the coast will be a standing agenda item.

D. EFFICIENCY REVIEW COMMITTEE (ERC)

Mike said the meeting focused mainly on the IVR system; the rest of the meeting was a routine review of eligibility statistics and late cancels. The next meeting is February 7 at 11:00 a.m.

E. COMMISSION ON AGING (COA) REPORT

No report. We all wish May a speedy recovery!

F. COMMISSION ON DISABILITY (COD) REPORT

Allan reported that there will be a review of the state budget because of the significant impact on people with disabilities; personal stories will be told to the legislature so they can understand how this is affecting "real" people.

G. OFFICE OF EMERGENCY SERVICES (OES) REPORT

Jim reported that the month has been quiet. He is working on tsunami planning on the coast side. He noted the issue is not evacuating people but keeping people from going to the coast to view the waves. OES is also working on two sets of computerized maps—1) evacuation area (county line to Pacifica) and 2) secondary call area—calls going out to folks to let them know they are safe where they are located and do not evacuate. The maps will be available online in the near future. www.myhazard.ca.gov is a state website where you can obtain your neighborhood map and will show hazards in your area such as tsunami, earthquakes, etc.

OTHER BUSINESS

Paul Lee reported that there was a nurse's strike in December with no disruption of service. It was uneventful for SamTrans.

Mike Levinson noted that BART will be extended to San Jose.

John gave an update on the contract negotiation with drivers; a tentative agreement will be voted on January 21. Riders may hear comments about it; John feels confident that differences will very likely be settled.

Aki shared a flyer that offers 15% discount on Yellow Cab for persons with disabilities; flat rate from mid-peninsula to SFO is \$35, as an example.

Barbara mentioned the email on SB 1942 should be reviewed by members and requested that a note to be sent to the senators to support the bill. The bill provides more flexibility in federal money for transportation and help to plan for seniors and people with disabilities.

Handicap placards for parking has been a controversial issue with more people receiving them who may not need the placard.

MEETING ADJOURNED: 3:28 PM.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: MOBILITY MANAGEMENT REPORT: SHUTTLES

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff will report on the business partners, program size, funding partnerships, and ridership.

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

**CRC ITEM # 7
MARCH 14, 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: MULTIMODAL RIDERSHIP REPORT - JANUARY 2012

The Multimodal Ridership Report for January 2012 is being finalized to reflect new data sources, primarily the new fare boxes and Clipper systems. The Report will be provided at the March 14, 2012 meeting.



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

San Mateo County Transit District Administrative Building
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1250 San Carlos Ave., San Carlos, CA

WEDNESDAY, MARCH 14, 2012 – 2:20 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of February 8, 2012
2. Acceptance of Statement of Revenues and Expenses for January 2012
3. Authorize Setting Promotional Price for Youth Passes During Summer on Clipper to \$22
4. Authorize Disposition of Four Surplus Vehicles

CONTRACTS

5. Authorize Exercising Option with Creative Bus Sales, Inc. for the Purchase and Delivery of Ten New Cutaway Buses in the Amount of up to \$859,905 and Dispose of Ten Surplus Cutaway Buses

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

NOTE:

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

Draft

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

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
FEBRUARY 8, 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, S. Harris, A. Lloyd, K. Matsumoto

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

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

Committee Chair Jeff Gee called the meeting to order at 2:48 p.m.

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

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

Approval of Revenues and Expenses for December 2011

Deputy CEO Gigi Harrington said revenues are slightly over budget and about \$4.3 million in savings on the expense side. Last week fuel was \$3.02 per gallon and year to date has been averaging \$3.08 per gallon. The fuel hedge was tripped in January and a \$10,000 payment was received.

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

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

Bill Osher, CSI Group of SunTrust, said the portfolio is behaving exactly the way it should for the type of exposures it has. It is safe and short. Last year the economy got better, interest rates fell, inflation was 3 percent for the year and employment was improving.

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

Authorize Revision to the District's Disadvantaged Business Enterprise (DBE) Program to Include a Small Business Enterprise (SBE) Program

DBE Officer Raymond Lee:

- A Small Business Enterprise (SBE) element is required by the Department of Transportation to ensure a level playing field and be race-neutral.
- The SBE Evaluation Committee evaluated more than 15 options including the California Department of General Services, the Santa Clara Valley Transportation Authority and the San Francisco Municipal Transportation Agency.
- A preference program is most beneficial for the agency.

- Committee recommended a comprehensive SBE program to include:
 1. One of three price quotations from a small business for informal procurements.
 2. SBE/DBE database for sourcing needs.
 3. Facilitate interaction between prime contractors and subcontractors.
 4. Apply a 5 percent SBE bid or point preference when small businesses are utilized.
- There are no budgetary impacts with the first three elements, but the 5 percent SBE bid preference may have a budget impact.
- Staff plans to submit the plan to the Federal Transit Administration by February 28 with rollout of program after approval in April.

Director Karyl Matsumoto asked what projects this program will be used for. Mr. Lee said public works under the Invitation to Bid, but also for professional services.

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

Authorize Contract Extension with Cypress Security, LLC for Security Guard Services on a Month-to-Month Basis from March 1, 2012 Through December 31, 2012 for an Additional \$1,156,700

Director of Contracts and Procurement Cheryl Cavitt said staff is asking the Committee to recommend the Board authorize an amendment to the contract with Cypress Security. This will allow staff to retain the services of Cypress Security for private security in agency buildings and allow time for staff to prepare a Request for Proposal for rebid of this service.

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

Authorize Award of Contract to NS Corporation for a Bus Wash System at South Base for a Total of 4324,288

Ms. Cavitt said staff is requesting the Committee recommend Board approval for a bus wash system at South Base. The current bus wash system has reached the end of its useful life.

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

Fiscal Year 2011 Comprehensive Annual Financial Report

Ms. Harrington said staff has received a clean opinion from the auditors.

Committee Chair Gee acknowledged the Certificate of Excellence for the team.

Adjourned: 3:14 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 JANUARY 31, 2012 AND SUPPLEMENTAL INFORMATION**

ACTION

Staff proposes the Committee recommend that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of January 2012 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 13) are \$243,775 or 0.3 percent **better** than revised budget. *Passenger Fares* (page 1, line 1) are **better** than budget by \$59,304 or 0.6 percent, *Measure A & AB434 Funds* (page 1, line 4) is **better** than budget by \$72,047 or 1.3 percent, *Investment Interest* (page 1, line 8) is **better** than budget by \$47,035 or 3.2 percent and *Other Interest, Rent & Other Income* (page 1, line 10) are **better** than budget by \$65,391 or 2.4 percent.

Expenses: *Total Expenses* (page 4, line 73) are \$4,965,413 or 6.5 percent **better** than revised budget. Within *Total Expenses*, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$4,364,934 or 7.5 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$612,720 or 7.5 percent and *Total Multimodal* (page 4, line 71) is **worse** than budget by \$12,241 or 0.1 percent.

Budget Amendments: There are no budget amendments for the month of January 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 2012
JANUARY 2012**

% OF YEAR ELAPSED: **58.3%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
SOURCES OF FUNDS								
Operating Revenues								
1 Passenger Fares	1,444,170	9,853,006	10,234,562	10,175,258	100.6	17,443,300	17,443,300	58.7
2 Local TDA and STA Funds	4,285,666	29,835,175	31,701,427	31,701,427	100.0	33,000,814	35,665,456	88.9
3 State/Federal Operating Grants	250,847	921,738	394,927	394,927	100.0	10,202,857	10,614,136	3.7
4 Measure A and AB434 Funds	691,147	5,246,974	5,515,930	5,443,883	101.3	8,996,335	9,109,335	60.6
5 Subtotal - Operating Revenues	6,671,830	45,856,893	47,846,845	47,715,495	100.3	69,643,306	72,832,227	65.7
Other Revenue Sources								
7 District 1/2 Cent Sales Tax	4,576,433	35,883,867	38,040,201	38,040,201	100.0	61,500,000	63,000,000	60.4
8 Investment Interest	193,908	2,430,523	1,499,755	1,452,720	103.2	2,150,620	2,162,219	69.4
9 Pass through to Other Agencies	0	568,921	181,790	181,790	100.0	281,790	281,790	64.5
10 Other Interest, Rent & Other Income	441,039	3,370,612	2,764,486	2,699,095	102.4	5,972,275	5,971,355	46.3
11 Other Sources	3,910,806	0	3,910,806	3,910,806	100.0	5,700,000	4,733,000	82.6
12 Subtotal - Other Revenues	9,122,187	42,253,923	46,397,037	46,284,612	100.2	75,604,685	76,148,364	60.9
13 Total Revenues	15,794,017	88,110,816	94,243,883	94,000,108	100.3	145,247,991	148,980,591	63.3
14 Capital Assistance	68,380	2,569,724	1,078,055	1,078,055	100.0	14,194,614	25,982,954	A 4.1
15 Reserves Programmed for Capital	2,694,590	2,016,617	4,566,366	4,566,366	100.0	0	13,559,868	A 0.0
16 Total Revenues - All Sources	18,556,987	92,697,157	99,888,304	99,644,529	100.2	159,442,605	188,523,413	53.0
USES OF FUNDS								
Operations								
20 Motor Bus	7,694,778	51,968,755	54,186,604	58,551,538	92.5	99,414,897	100,034,745	54.2
21 A. D. A. Programs	1,055,090	7,303,300	7,594,360	8,207,080	92.5	14,069,346	14,069,346	54.0
22 Caltrain	714,897	9,430,110	7,045,517	7,045,517	100.0	10,620,000	10,620,000	66.3
23 Other Multimodal Programs	356,956	2,671,352	2,343,498	2,331,257	100.5	3,967,226	3,967,226	59.1
24 Subtotal - Operating Costs	9,821,721	71,373,517	71,169,979	76,135,392	93.5	128,071,469	128,691,317	55.3
Other Uses of Funds								
26 Pass through to Other Agencies	0	568,921	181,790	181,790	100.0	281,790	281,790	64.5
27 Transfer Out to Debt Service	2,037,499	14,263,746	14,262,493	14,262,493	100.0	24,477,279	24,477,279	58.3
28 Fiscal Agent Fees	4,913	5,430	12,738	12,860	99.0	25,080	29,600	43.0
29 Land Transfer Interest Expense	0	(0)	0	0	0.0	70,000	70,000	0.0
30 Subtotal - Other Uses	2,042,412	14,838,097	14,457,021	14,457,143	100.0	24,854,149	24,858,669	58.2
31 Capital Programs	2,914,735	4,992,385	6,223,506	6,223,506	100.0	19,180,994	46,424,202	A 13.4
32 Total Uses of Funds	14,778,867	91,203,998	91,850,506	96,816,041	94.9	172,106,612	199,974,188	45.9
33 NET SURPLUS / (DEFICIT)	3,778,120	1,493,159	8,037,798	2,828,488	284.2	(12,664,007)	(11,450,775)	(70.2)

"% 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 2012
JANUARY 2012**

% OF YEAR ELAPSED: 58.3%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
OPERATING REVENUES - MOTOR BUS								
1 TOTAL MOTOR BUS FARES	1,378,426	9,410,372	9,778,704	9,688,583	100.9	16,609,000	16,609,000	58.9
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	3,806,948	23,503,880	26,648,636	26,648,636	100.0	26,648,636	30,569,366	87.2
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	0	4,483,131	2,939,325	2,939,325	100.0	4,444,973	2,982,624	98.5
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	250,847	811,901	394,927	394,927	100.0	8,813,584	9,224,863	4.3
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Asst.	1,906,335	10,789,084	12,058,322	16,501,099	73.1	39,193,611	36,671,275	32.9
10 Accessibility Fixed Route	87,023	619,523	640,050	637,088	100.5	659,919	1,012,759	63.2
11 TOTAL 1/2 CENT SALES TAX	1,993,358	11,408,607	12,698,372	17,138,187	74.1	39,853,530	37,684,034	33.7
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	4,103	80,817	36,666	54,010	67.9	163,570	84,174	43.6
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	53	941	308	660	46.7	1,580	660	46.7
16 Rental Income	87,935	607,322	614,798	620,795	99.0	1,064,230	1,064,230	57.8
17 Advertising Income	91,868	786,098	465,778	525,000	88.7	900,000	900,000	51.8
18 Other Income	81,239	685,687	609,090	541,416	112.5	915,794	915,794	66.5
19 TOTAL OTHER REVENUES	261,095	2,080,047	1,689,974	1,687,871	100.1	2,881,604	2,880,684	58.7
20								
21 TOTAL MOTOR BUS	7,694,778	51,778,755	54,186,604	58,551,538	92.5	99,414,897	100,034,745	54.2
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	65,744	442,634	455,858	486,675	93.7	834,300	834,300	54.6
25 Local TDA 4.5 Redi-Wheels	406,625	1,237,046	1,608,821	1,608,821	100.0	1,402,560	1,608,821	100.0
26 Local STA - Paratransit	72,093	611,118	504,645	504,645	100.0	504,645	504,645	100.0
27 Operating Grants	0	0	0	0	0.0	1,389,273	1,389,273	0.0
28 Sales Tax - District ADA Programs	183,324	2,674,134	2,483,711	3,170,295	78.3	4,786,142	4,262,103	58.3
29 Sales Tax - Paratransit Suppl. Coastside	105,439	652,021	774,387	772,553	100.2	1,156,636	1,254,490	61.7
30 Interest Income - Paratransit Fund	35,362	251,010	241,378	215,190	112.2	135,790	355,714	67.9
31 Measure A Redi-Wheels	186,504	1,435,337	1,525,560	1,448,900	105.3	2,460,000	2,460,000	62.0
32 Measure M Paratransit	0	0	0	0	0.0	1,400,000	1,400,000	0.0
33 TOTAL ADA PROGRAMS	1,055,091	7,303,300	7,594,360	8,207,080	92.5	14,069,346	14,069,346	54.0
34								
35 MULTIMODAL TRANSIT PROGRAMS:								
36 Sales Tax - Caltrain	83,590	6,559,435	83,590	83,590	100.0	0	847,000	9.9
37 Other Sources - Caltrain	258,298	0	3,910,806	3,910,806	100.0	5,700,000	4,733,000	82.6
38 Transfer from TA for Caltrain	373,009	2,870,675	3,051,121	3,051,121	100.0	4,920,000	5,040,000	60.5
39 TA Funded SM/Caltrain Shuttles	90,384	628,295	631,832	631,779	100.0	1,081,335	1,081,335	58.4
40 Employer Share SM/Caltrain Shuttles	26,017	305,740	181,884	181,575	100.2	311,271	311,271	58.4
41 AB434 Funds - SamTrans Shuttle	41,250	312,667	307,417	312,083	98.5	535,000	528,000	58.2
42 Employer SamTrans Shuttle Funds	153,927	984,825	892,627	829,650	107.6	1,379,400	1,379,400	64.7
43 Sales Tax - SamTrans Shuttle Program	23,910	185,189	185,361	190,536	97.3	341,990	348,990	53.1
44 Operating Grants	0	109,837	0	0	0.0	0	0	0.0
45 Sales Tax - Gen. Operating Asst.	21,468	144,799	144,377	185,634	77.8	318,230	318,230	45.4
46								
47 TOTAL MULTIMODAL	1,071,853	12,101,462	9,389,015	9,376,774	100.1	14,587,226	14,587,226	64.4
48								
49 TOTAL REVENUES	9,821,721	71,183,516	71,169,979	76,135,392	93.5	128,071,469	128,691,317	55.3

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**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2012
JANUARY 2012**

% OF YEAR ELAPSED: 58.3%

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	4,179,034	29,157,977	29,360,878	31,302,809	93.8	53,344,734	52,818,293	55.6
2								
3 Services:								
4 Board of Directors	4,122	26,111	29,182	36,058	80.9	53,100	53,100	55.0
5 Contracted Vehicle Maintenance	24,575	411,315	482,767	528,423	91.4	785,250	785,250	61.5
6 Property Maintenance	107,753	586,557	672,084	743,500	90.4	1,278,500	1,278,500	52.6
7 Professional Services	297,638	1,264,878	1,798,560	2,488,468	72.3	4,299,827	4,794,525	37.5
8 Technical Services	320,610	2,025,479	2,270,007	2,415,822	94.0	4,008,902	4,252,232	53.4
9 Other Services	27,181	163,038	172,121	325,604	52.9	490,500	490,500	35.1
10								
11 Materials & Supply:								
12 Fuel & Lubricants	426,090	2,391,802	3,193,545	3,287,875	97.1	5,636,357	5,636,357	56.7
13 Bus Parts & Materials	99,060	803,309	840,468	1,059,558	79.3	1,765,700	1,765,700	47.6
14 Uniforms & Driver Expense	16,626	79,869	94,335	153,502	61.5	391,130	403,130	23.4
15 Timetables & Tickets	11,182	91,224	64,129	89,308	71.8	153,100	153,100	41.9
16 Office Supplies / Printing	45,935	150,223	123,745	220,671	56.1	334,874	366,474	33.8
17 Other Materials & Supply	12,424	69,960	67,446	97,500	69.2	166,250	166,250	40.6
18								
19 Utilities:								
20 Telephone	8,843	198,467	173,705	280,292	62.0	480,500	480,500	36.2
21 Other Utilities	76,709	547,677	594,607	572,600	103.8	981,600	981,600	60.6
22 Insurance Costs	207,517	1,453,228	1,454,737	1,455,148	100.0	2,493,500	2,493,500	58.3
23 Workers' Compensation	253,140	1,839,901	1,825,549	1,827,481	99.9	3,183,888	3,183,888	57.3
24 Taxes & License Fees	40,357	246,595	283,883	289,508	98.1	496,300	496,300	57.2
25 Fixed Route Accessibility	87,023	619,523	640,050	637,088	100.5	659,919	1,012,759	63.2
26 Leases & Rentals	9,375	60,824	63,019	67,800	92.9	116,229	116,229	54.2
27 Promotional & Legal Advertising	3,201	69,427	48,494	135,408	35.8	230,700	209,100	23.2
28 Training & Business Travel	15,549	63,171	75,382	112,687	66.9	181,085	181,085	41.6
29 Dues & Membership	6,710	48,015	50,752	54,532	93.1	83,785	83,785	60.6
30 Postage & Other	4,506	41,806	29,791	184,202	16.2	346,646	380,067	7.8
31								
32 Total District Operated Buses	6,285,161	42,410,376	44,409,233	48,365,845	91.8	81,962,376	82,582,224	53.8
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,232,887	8,365,739	8,566,678	8,960,518	95.6	15,360,895	15,360,895	55.8
36 Other Related Costs	30,964	206,464	194,590	195,310	99.6	339,820	339,820	57.3
37 Insurance Costs	52,851	381,188	379,175	382,067	99.2	655,000	655,000	57.9
38 Coastside Services	55,047	352,010	374,834	375,864	99.7	630,630	630,630	59.4
39 Redi Coast Non-ADA	18,693	135,098	125,280	138,957	90.2	238,216	238,216	52.6
40 Other Related Costs	4,215	5,425	15,286	24,220	63.1	41,520	41,520	36.8
41 La Honda - Pescadero	3,938	23,000	32,025	30,625	104.6	52,500	52,500	61.0
42 SamCoast - Pescadero	10,692	84,269	81,793	70,000	116.8	120,000	120,000	68.2
43 Other Related Cost - SamCoast	332	5,185	7,710	8,132	94.8	13,940	13,940	55.3
44 Total Contracted Bus Service	1,409,617	9,558,379	9,777,371	10,185,693	96.0	17,452,521	17,452,521	56.0
45								
46 TOTAL MOTOR BUS	7,694,778	51,968,755	54,186,604	58,551,538	92.5	99,414,897	100,034,745	54.2

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**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2012
JANUARY 2012**

% OF YEAR ELAPSED: **58.3%**

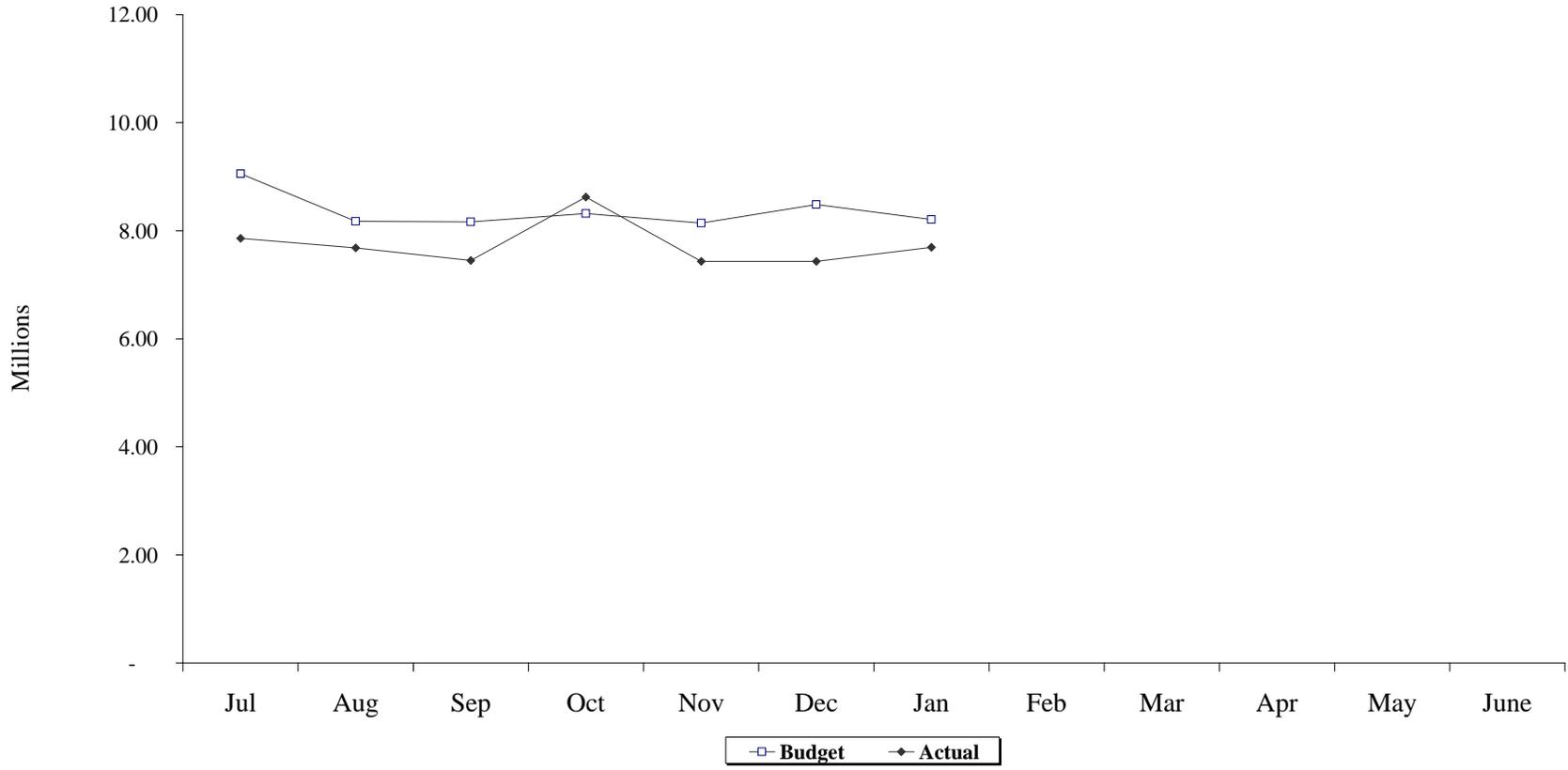
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	430,361	3,223,864	2,983,706	3,340,445	89.3	6,916,605	6,222,376	48.0
Other Related Costs	165,756	1,187,146	1,219,576	1,587,247	76.8	2,721,005	2,721,005	44.8
Sedan Service	237,422	1,540,006	1,703,825	1,613,703	105.6	1,744,010	2,340,385	72.8
ADA Accessibility Support	53,105	400,435	438,453	592,719	74.0	1,016,090	1,016,090	43.2
Coastside ADA Support	105,439	652,021	774,387	772,554	100.2	1,156,636	1,254,490	61.7
Insurance Costs	63,007	299,829	474,413	300,412	157.9	515,000	515,000	92.1
TOTAL ADA PROGRAMS	1,055,090	7,303,300	7,594,360	8,207,080	92.5	14,069,346	14,069,346	54.0
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	714,897	9,430,110	7,045,517	7,045,517	100.0	10,620,000	10,620,000	66.3
Total Caltrain Service	714,897	9,430,110	7,045,517	7,045,517	100.0	10,620,000	10,620,000	66.3
Dumbarton Express Service	10,310	73,234	72,175	73,576	98.1	126,130	126,130	57.2
SamTrans Shuttle Service	219,087	1,482,681	1,385,405	1,332,269	104.0	2,256,390	2,256,390	61.4
SM/Caltrain Shuttles	116,401	1,043,872	813,716	813,354	100.0	1,392,606	1,392,606	58.4
Maintenance Multimodal Facilities	11,157	71,565	72,202	112,058	64.4	192,100	192,100	37.6
Total Other Support	356,956	2,671,352	2,343,498	2,331,257	100.5	3,967,226	3,967,226	59.1
TOTAL MULTI-MODAL PROGRAMS	1,071,853	12,101,462	9,389,015	9,376,774	100.1	14,587,226	14,587,226	64.4
TOTAL EXPENSES	9,821,721	71,373,517	71,169,979	76,135,392	93.5	128,071,469	128,691,317	55.3

"% 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

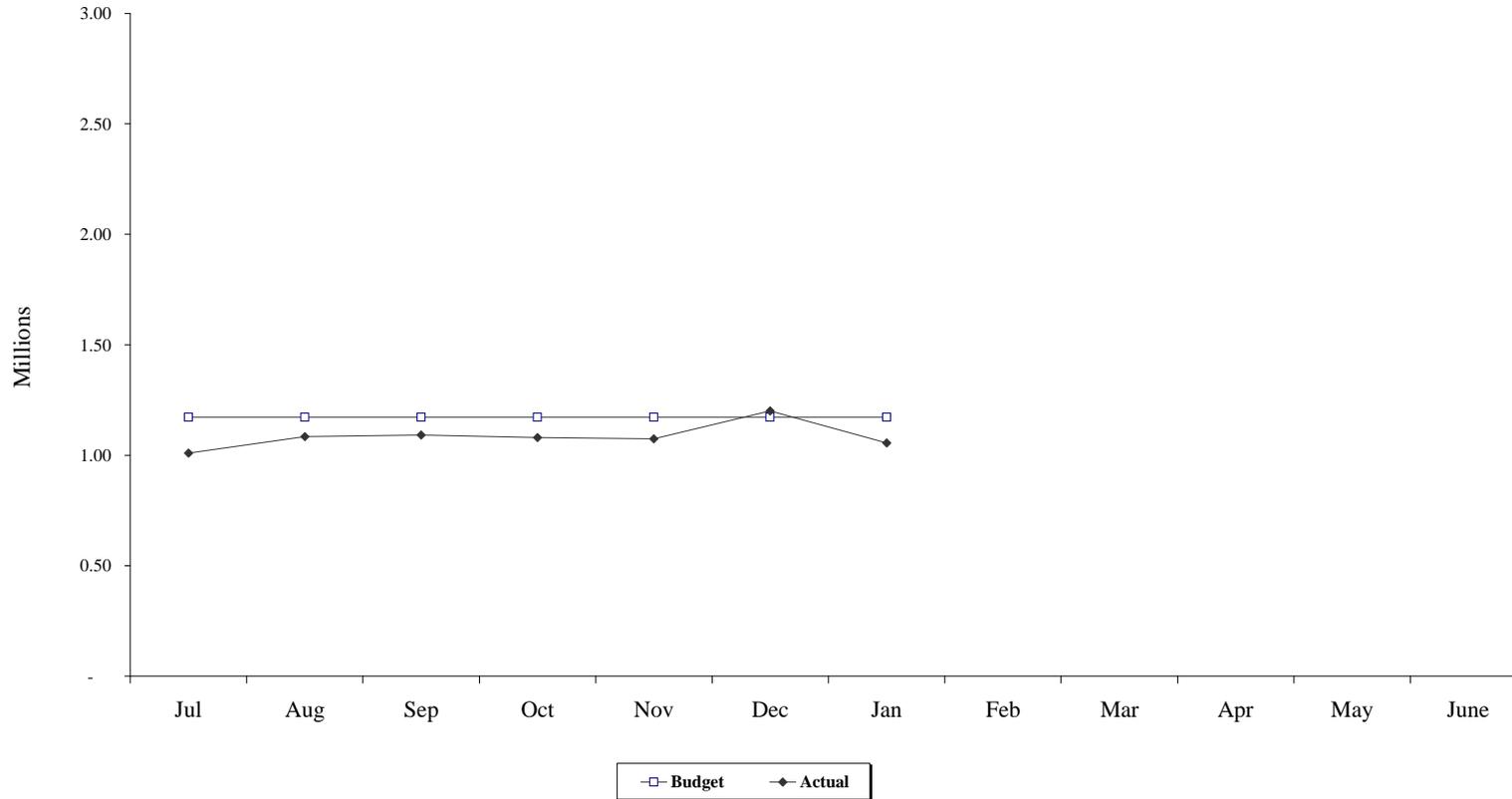
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2012



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	9,056,867	8,173,381	8,165,523	8,319,077	8,141,293	8,484,744	8,210,653						
Actual	7,861,175	7,685,322	7,451,351	8,624,165	7,435,134	7,434,679	7,694,778						
CUMULATIVE EXPENSES													
Budget	9,056,867	17,230,248	25,395,771	33,714,848	41,856,141	50,340,885	58,551,538						
Actual	7,861,175	15,546,497	22,997,848	31,622,012	39,057,146	46,491,826	54,186,604						
Variance - F(U)	1,195,692	1,683,751	2,397,923	2,092,836	2,798,995	3,849,059	4,364,934						
Variance %	13.20%	9.77%	9.44%	6.21%	6.69%	7.65%	7.45%						

SAN MATEO COUNTY TRANSIT DISTRICT
ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2012

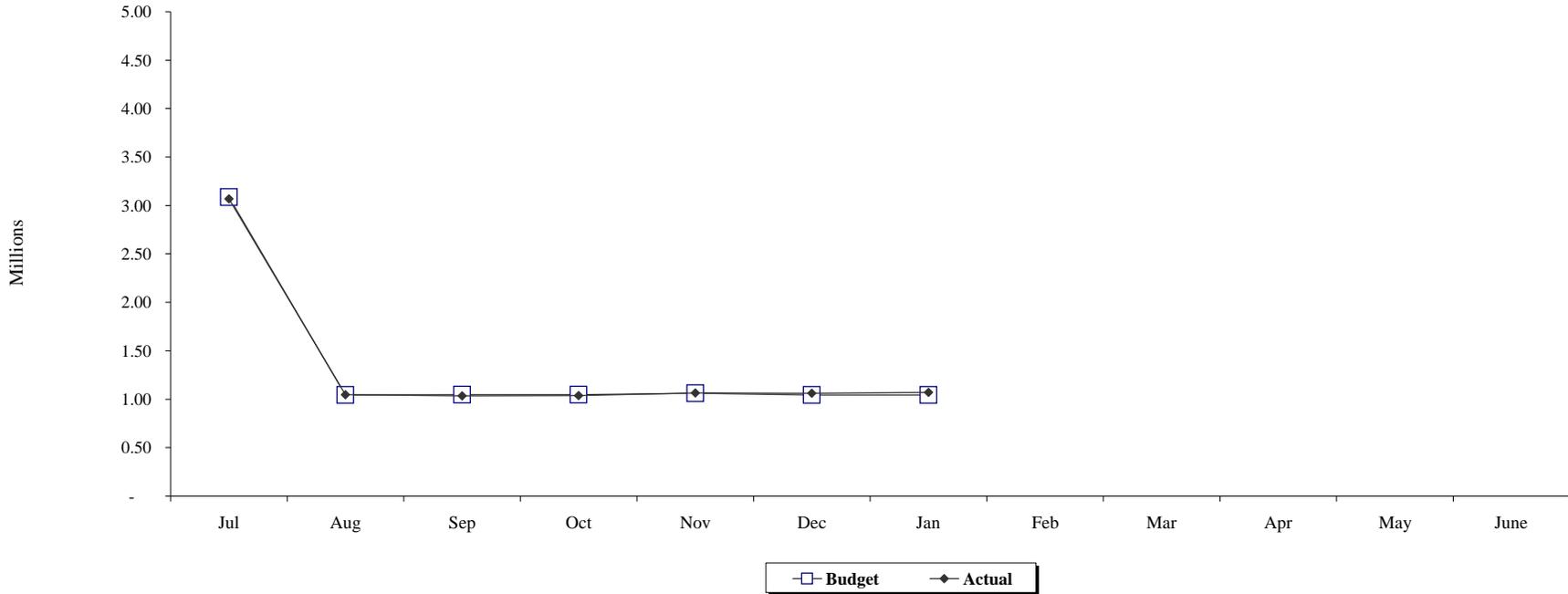


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,172,441	1,172,441	1,172,441	1,172,441	1,172,441	1,172,441	1,172,433					
Actual	1,009,971	1,083,991	1,091,019	1,080,128	1,073,695	1,200,466	1,055,090					
CUMULATIVE EXPENSES												
Budget	1,172,441	2,344,882	3,517,323	4,689,764	5,862,206	7,034,647	8,207,080					
Actual	1,009,971	2,093,962	3,184,981	4,265,110	5,338,805	6,539,271	7,594,360					
Variance - F(U)	162,470	250,920	332,342	424,655	523,401	495,376	612,720					
Variance %	13.86%	10.70%	9.45%	9.05%	8.93%	7.04%	7.47%					

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2012



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	3,086,529	1,045,291	1,046,191	1,046,891	1,061,291	1,045,291	1,045,291					
Actual	3,068,088	1,047,363	1,035,517	1,038,003	1,065,369	1,062,822	1,071,853					
CUMULATIVE EXPENSES												
Budget	3,086,529	4,131,820	5,178,010	6,224,901	7,286,192	8,331,483	9,376,774					
Actual	3,068,088	4,115,451	5,150,969	6,188,972	7,254,341	8,317,162	9,389,015					
Variance - F(U)	18,441	16,368	27,042	35,929	31,851	14,320	(12,241)					
Variance %	0.60%	0.40%	0.52%	0.58%	0.44%	0.17%	-0.13%					

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

BUDGET AMENDMENTS

	Amount	Line Item	Description
Jan-12			No Budget Amendments in January 2012
	\$ -	Total	\$ - Total

BUDGET REVISIONS

	Amount	Line Item	Description
Jan-12			No Budget Revisions in January 2012.
	\$ -	Total	\$ - Total

SAN MATEO COUNTY TRANSIT DISTRICT
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2011 & FY2012
JANUARY 2012

3/5/12 2:45 PM

Approved Budget		Receipts		Over/(Under)	Current																														
Date	Amount	Date	Amount	Budget/Projection	Projection																														
FY2011:																																			
1st Quarter	15,224,400	1st Quarter	15,365,997	141,597	15,365,997																														
2nd Quarter	15,910,800	2nd Quarter	16,917,979	1,007,179	16,917,979																														
3rd Quarter	13,855,400	3rd Quarter	14,737,296	881,896	14,737,296																														
4th Quarter	15,009,400	4th Quarter	16,492,475	1,227,200	16,492,475 (1)																														
FY2011 Total	60,000,000	FY2011 Total	63,513,748	3,257,873	63,513,748																														
FY2012																																			
Jul. 11	4,225,700	Sep. 11	4,224,900	(800)	4,224,900																														
Aug. 11	4,225,700	Oct. 11	4,533,800	308,100	4,533,800																														
Sep. 11	5,634,300	Nov. 11	5,633,200	(1,100)	5,633,200																														
1st Qtr. Adjustment	1,594,300	Dec. 11	2,649,302	1,055,002	2,649,302																														
3 Months Total	15,680,000		17,041,202	1,361,202	17,041,202																														
Oct. 11	4,463,600	Dec. 11	4,855,100	391,500	4,855,100																														
Nov. 11	4,463,600	Jan. 12	5,108,800	645,200	5,108,800																														
Dec. 11	6,034,400	Feb. 12	0	0	6,034,400 (1)																														
2nd Qtr. Adjustment	1,653,700	Mar. 12		(799,301)	854,399 (1)																														
6 Months Total	32,295,300		27,005,102	1,598,601	33,893,901																														
Jan. 12	3,927,700	Mar. 12		0	3,927,700																														
Feb. 12	3,927,700	Apr. 12		0	3,927,700																														
Mar. 12	5,354,800	May 12		0	5,354,800																														
3rd Qtr. Adjustment	1,455,100	Jun. 12		(799,301)	655,799 (1) (1/3)																														
9 Months Total	46,960,600		27,005,102	799,300	47,759,900																														
Apr. 12	4,328,300	Jun. 12		0	4,328,300																														
May 12	4,328,300	Jul. 12		0	4,328,300																														
Jun. 12	5,778,900	Aug. 12		0	5,778,900																														
4th Qtr. Adjustment	1,603,900	Sep. 12		(799,300)	804,600																														
FY2012 Total	63,000,000	FY2012 Total	27,005,102	(0)	63,000,000																														
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="width: 15%;">17,041,202</td> <td style="width: 15%;">1st Quarter</td> <td colspan="3"></td> </tr> <tr> <td></td> <td>16,852,699</td> <td>2nd Quarter</td> <td colspan="3"></td> </tr> <tr> <td></td> <td>4,146,300</td> <td>3rd Quarter</td> <td colspan="3"></td> </tr> <tr> <td></td> <td></td> <td>4th Quarter</td> <td colspan="3"></td> </tr> <tr> <td></td> <td><u>38,040,201</u></td> <td>YTD Actual Per Statement of Revenues & Expenses</td> <td colspan="3"></td> </tr> </table>							17,041,202	1st Quarter					16,852,699	2nd Quarter					4,146,300	3rd Quarter						4th Quarter					<u>38,040,201</u>	YTD Actual Per Statement of Revenues & Expenses			
	17,041,202	1st Quarter																																	
	16,852,699	2nd Quarter																																	
	4,146,300	3rd Quarter																																	
		4th Quarter																																	
	<u>38,040,201</u>	YTD Actual Per Statement of Revenues & Expenses																																	

(1) Accrued

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: SET PROMOTIONAL PRICE FOR YOUTH PASSES DURING SUMMER

ACTION

Staff proposes that the Board temporarily reduce the price of the Monthly Youth Pass offered on Clipper from \$36 to \$22 during the months of June, July and August of this year in lieu of offering the District's traditional Summer Youth Pass.

SIGNIFICANCE

With the transition from paper Monthly passes to Clipper, the SamTrans vendor network has shrunk considerably. The lack of a vendor network will hinder the sales of a Summer Youth Pass. By reducing the price of the individual Monthly Youth Pass offered on Clipper from \$36 to \$22 for each of the summer months, youths will be encouraged to sign up for a Clipper card and ride the bus.

BUDGET IMPACT

The budget impact is estimated to be minimal.

BACKGROUND

SamTrans has sold Summer Youth passes, valid for June through August for \$40, through a network of more than 75 vendors. Last year, SamTrans sold 3,078 Summer Youth passes. However, sales have been steadily declining over the past few years. With a greatly reduced vendor network now that Clipper has replaced the paper Monthly passes, there isn't a viable means to sell the Summer Youth Pass, which isn't offered on Clipper.

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 THE SETTING OF A PROMOTIONAL PRICE FOR YOUTH PASSES
DURING THE SUMMER**

WHEREAS, the San Mateo County Transit District (District) has provided a Summer Youth Pass, valid for June through August in the amount of \$40, which was available for purchase from a network of more than seventy-five vendors; and

WHEREAS, due to the transition from paper fare media, including monthly passes, to Clipper, the District's vendor network has been greatly reduced, which will hinder sales of the Summer Youth Pass that already have shown a steady decline in the past few years; and

WHEREAS, the Summer Youth Pass is not offered on Clipper; and

WHEREAS, in order to encourage youth to sign up for Clipper and ride SamTrans, staff recommends temporarily reducing the price of the Monthly Youth Pass offered on Clipper from \$36 to \$22 for each of this year's summer months in lieu of offering a Summer Youth Pass.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the District authorizes the temporary reduction in the price of the Monthly Youth Pass offered on Clipper from \$36 to \$22 during the months of June, July and August 2012 in lieu of offering a Summer Youth Pass; and

BE IT FURTHER RESOLVED that the General Manager/CEO or designee is authorized to take any actions necessary to give effect to this Resolution.

Regularly passed and adopted this 14th day of March, 2012, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

C. H. (Chuck) Harvey
Deputy CEO

SUBJECT: **AUTHORIZE DISPOSITION OF FOUR SURPLUS VEHICLES**

ACTION

Staff proposes that the Committee recommend that the Board:

1. Approve the disposal of four 1997 Dodge 2500 vans (surplus vehicles).
2. Authorize the General Manager/CEO to dispose of these surplus vehicles in accordance with San Mateo County Transit District (District) Procurement Policy.

SIGNIFICANCE

The District routinely disposes of vehicles that have reached the end of their useful life. Disposition of the surplus vehicles is in keeping with this practice, and will be carried out in compliance with District procurement policy. District-approved methods of disposition are by sealed bid, public auction, sale, negotiation, transfer to another public agency, or by discarding as scrap. The vehicles will be disposed of by public auction or sale.

BUDGET IMPACT

The surplus vehicles were purchased with sales tax funds. Any proceeds gained from the disposition of these surplus vehicles will be deposited to the District's general fund.

BACKGROUND

Historically, the District had replaced service support vehicles after four years and 60,000 miles. In 2000, the criterion was extended to six years and 100,000 miles. The four vehicles selected for replacement average more than 126,000 miles, 15 years of service, and require substantial maintenance. These vehicles have reached the end of their useful lives and will be replaced with 2012 model year vehicles. Acquisition of replacement vehicles will reduce fuel and maintenance costs due to the improved fuel efficiency and standard warranties offered with new vehicles.

Contract Officer: Brian Geiger

650-508-7973

Project Manager: Greg Moyer, Superintendent Maintenance Technical Services

650-508-7987

RESOLUTION NO. 2012-

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

* * *

AUTHORIZE THE DISPOSITION OF FOUR SURPLUS VEHICLES

WHEREAS, the San Mateo County Transit District (District) has a policy to routinely dispose of used surplus vehicles; and

WHEREAS, staff has identified four 1997 Dodge 2500 vans (surplus vehicles) that have reached the end of their useful lives; and

WHEREAS, the surplus vehicles will be replaced with 2012 model year vehicles; and

WHEREAS, the District's procurement policy provides for disposition of surplus property by various means, including through sealed bid procedure, auction, sale, negotiation, transfer to another public agency, or by discarding items as scrap; and

WHEREAS, in this instance, the General Manager/CEO recommends, and the Committee concurs, that the surplus vehicles should be disposed of by public auction or sale; and

WHEREAS, the net proceeds from the disposition of the surplus vehicles, less any auctioneer's fees or sales costs, if applicable, will be deposited in the District's General Fund.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the District authorize the disposal of four surplus vehicles in accordance with District procurement policy; and

BE IT FURTHER RESOLVED that the Board authorize the General Manager/CEO or his designee to dispose of these surplus vehicles in the manner specified.

Regularly passed and adopted this 14th day of March, 2012 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **EXERCISE OPTION TO CONTRACT 07-SAMTR-M-023 WITH
CREATIVE BUS SALES, INC. FOR THE PURCHASE AND DELIVERY OF
TEN NEW CUTAWAY BUSES AND AUTHORIZE DISPOSITION OF TEN
SURPLUS CUTAWAY BUSES**

ACTION

Staff proposes that the Committee recommend that the Board:

1. Authorize the General Manager/CEO or his designee to exercise an option to contract 07-SAMTR-M-023 with Creative Bus Sales, Inc. (DBA El Dorado Bus Sales) in the amount of up to \$859,905 (inclusive of all charges, taxes and fees) for the purchase of 10 new 22-foot cutaway buses.
2. Authorize the General Manager/CEO or his designee to dispose of 10 surplus 2005 cutaway buses (cutaways) in accordance with District Procurement Policy.

SIGNIFICANCE

Approval of this action will allow the District to purchase 10 new cutaways to replace 10 existing 2005 El Dorado paratransit cutaways that have reached the end of their useful life. This action will ensure continued reliable Redi-Wheels service to paratransit customers.

BUDGET IMPACT

Funding needed for this purchase has been included in the adopted Fiscal Year 2012 District Capital Budget; no additional funds are required.

BACKGROUND

In November 2006, the District, as the lead procuring agency, formed a buying consortium with Alameda-Contra Costa County Transit, Central Contra Costa Transit Authority, and San Joaquin Regional Transit District to solicit competitive proposals for paratransit vehicles. On March 15, 2007, by Resolution 2007-14, the District Board awarded a three-year contract with two, one-year options to Creative Bus Sales, Inc. The Contract included a base order of 69 cutaways, 29 for the District and 40 for the other consortium members. The Contract included options to be exercised by the District or assigned to other public agencies to purchase up to an additional 525 cutaways during the term of the contract. To date, the District has purchased 33 cutaways under this Contract and has exercised the two one-year options, the last of which is currently in effect.

Disposal of the 10 surplus cutaways will be in conformity with the Federal Transit Administration (FTA) and Metropolitan Transportation Commission (MTC) requirements and replacement schedules. District Procurement Policy allows for disposal of surplus by sealed bid, public auction, sale, negotiation, transfer to another public agency or by discarding as scrap.

Contract Officer: Brian Geiger

650-508-7973

Project Managers: Detra Dillon, Bus Maintenance Contract Admin

650-508-7987

RESOLUTION NO. 2012-

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

*** * ***

**EXERCISE OPTION FOR THE PURCHASE AND DELIVERY OF UP TO 10
NEW CUTAWAY BUSES FOR A TOTAL COST OF \$859,904.80 AND
AUTHORIZE DISPOSITION OF 10 SURPLUS CUTAWAY BUSES**

WHEREAS, pursuant to Resolution 2007-14, the San Mateo County Transit District (District) awarded a contract to Creative Bus Sales, Inc. by which the District purchased a base order of twenty-nine 22-foot cutaway buses for use in the District's Redi-Wheels service, and preserved the option to purchase additional cutaways during the contract term; and

WHEREAS, ten 2005 22-foot cutaways have reached the end of their useful life and are due for replacement in accordance with the Federal Transit Administration (FTA) and Metropolitan Transportation Commission (MTC) replacement schedules; and

WHEREAS, staff proposes to replace these surplus cutaways by acquiring up to 10 new cutaways under the option term in the contract with Creative Bus Sales; and

WHEREAS, funding for the purchase of up to 10 new cutaways has been budgeted in the current year approved Capital Budget; and

WHEREAS, the General Manager/CEO recommends, and the Committee concurs, that the Board of Directors (Board) authorize the General Manager/CEO to exercise an option to the contract with Creative Bus Sales to purchase up to 10 new cutaways in the amount of up to \$858,904.80, inclusive of all charges, taxes, fees and delivery; and

WHEREAS, the General Manager/CEO recommends, and the Committee concurs, that the Board authorize the disposal of 10 surplus cutaways identified above by any means permitted

by the District Procurement Policy, including through sealed bid procedure, auction, sale or transfer to another public agency, negotiation, or by discarding items as scrap; and

WHEREAS, the proceeds from the disposal of the surplus cutaways will be distributed in accordance with FTA rules, with any funds due the District to be deposited in the General Fund.

NOW, THEREFORE, BE IT RESOLVED that the Board of the District hereby authorizes the General Manager/CEO to execute an option to the contract with Creative Bus Sales to purchase up to 10 new cutaways for a total amount of up to \$859,904.80;

BE IT FURTHER RESOLVED that the Board hereby authorizes the disposition of the 10 surplus cutaways identified above in accordance with the District Procurement Policy.

Regularly passed and adopted this 14th day of March, 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, MARCH 14, 2012 – 2:40 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of February 8, 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
FEBRUARY 8, 2012**

Committee Members Present: S. Harris (Committee Chair), K. Matsumoto, A. Tissier

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. Cassman, G. Harrington, C. Harvey, R. Haskin, A. Hughes, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

Committee Chair Shirley Harris called the meeting to order at 3:14 p.m.

Approval of Minutes of Legislative Committee Meeting of January 11, 2012

The committee approved the minutes (Lloyd/Tissier).

Adoption of 2012 State and Federal Legislative Program

Manger of Government Affairs Seamus Murphy said staff is recommending approval of the 2012 State and Federal Legislative Program. Every year the Board adopts a new program that helps staff achieve two primary purposes: To provide a document for staff to share with key stakeholders and members of legislative delegation that frames the key legislative and regulatory issues that staff will be focusing on; To provide staff sufficiently broad policy guidance to address unanticipated issues and to be able to respond quickly as different legislative proposals emerge. Last year the Legislative Program led staff to support five bills in the State Legislature and all five passed. One of those bills is the gas tax swap legislation, which maintains funding for the State Transit Assistance Program, a critical component of the Operating Budget.

This year the Program has been updated to reflect some changing conditions. The swap changed the way transit operating funds are allocated and as a result has also limited the availability of capital dollars, so staff will be advocating for more capital funds. At the last budget cycle it was suggested there would be some delay on the sale of infrastructure bonds and also the proceeds of those bond sales be directed to the relevant transit programs we have a stake in.

The second major revision has to do with Assembly Bill 32 and cap and trade. The Program discusses the progress that has been made on implementation and acknowledges this will be the first year cap and trade revenues will be available as part of the State budget. Staff will advocate those cap and trade revenues be allocated towards transportation needs.

The third major revision has to do with High Speed Rail (HSR). It reflects the State's new approach on HSR with respect to the Caltrain corridor. It ensures staff remains focused on identifying and supporting policies that would advance Caltrain's study of the blended system with integrated and HSR service on the Peninsula.

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

Update on the State Legislative Program

Mr. Murphy reported:

State

The deadline for bill introduction is February 24. Some of the bills already in place include:

- Assembly Bill 1444, based on legislation passed last year that streamlines the California Environmental Quality Act process for arts and entertainment, residential and clean energy projects.
- Assembly Bill 1532 would specify how cap and trade revenues are allocated. Staff will be paying close attention to this bill to make sure the proposed revenues are allocated to transit and transportation needs on an equitable basis.
- Staff is working with Assemblyman Jerry Hill to propose legislation that would allow Caltrain to ask voters to approve a sales tax increase across all three counties for Caltrain. The authority contained in the bill might not be used, but it is an option that staff feels is valuable to have as all potential options are looked at for creating dedicated funding for Caltrain. This bill should be introduced before the February 24 deadline and will go through the legislative process and will be a bill Caltrain will be sponsoring and supporting.

Federal

The Senate has been marking up the Transportation Reauthorization bill that was passed unanimously by the Environment and Public Works Committee. Yesterday the Senate Finance Committee identified a little over \$9 billion in funding to maintain current transportation funding levels for the next two years. Overall the provisions of the bill are good and they maintain a structure that is good for transit programs and maintain existing funding levels. The House bill is a completely different story. The bill does not propose to cut transit programs by 30 percent like the House bill did last year, but it does propose to sever the Mass Transit Account from the Highway Trust Fund. The effect of that is the Mass Trust Account, which funds transit programs, would not have any guaranteed revenue source. It would not receive revenue from the Federal gas tax and the fund would be forced to compete with General Fund programs and would have to identify offsets within the General Fund, meaning that any money that goes to transit would have to be taken from other programs financed by the General Fund. It could result in no funding for transit programs. The American Public Transportation Association (APTA) is heavily engaged in lobbying against the House version and they have reached out to all the transit agencies to encourage advocacy against this bill. Staff is working with them to identify ways to defeat this bill and specifically that provision. Other concerns with the bill are it eliminates funding for bike and pedestrian programs, another element of the bill in direct contradiction of our Legislative Program.

Director Zoe Kersteen-Tucker said she participated in the APTA webinar on this issue and they had a list of what agencies and boards can do and one was to make a trip during the February 21 recess. She is offering her assistance to do whatever can be done.

General Manager/CEO Michael Scanlon said staff will be issuing a news release on this issue and APTA will be running radio spots.

Director Kersteen-Tucker said staff sent out an online newsletter that has a lot of social media opportunities for connecting with riders. This might also be a great opportunity to start energizing the riders and educate them on the seriousness of what is going on at the national level and get participation from them.

Committee Chair Harris also complimented staff on the online newsletter.

Mr. Murphy said there is a long list of stakeholders that staff will be asking to sign on to the letter and he will get a draft to the Board with a list of names and possibly a personal email to sign on would be a big help.

Committee Chair Harris said she heard the governor was going to borrow money from the transportation fund. Mr. Murphy said the key transportation programs that staff has been working to protect over the last several years have made it through the budget process unscathed. If the tax provisions the governor has proposed for the November ballot are unsuccessful, however, then they will have to identify ways to achieve some General Fund savings and there is a component of transit operating assistance funding that is vulnerable to be used for General Fund purposes.

Adjourned: 3:32 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

Bond Sale

The State Department of Finance has indicated that the State will conduct a bond sale this spring. Staff has been working with the California Transit Association to advocate for the timely sale of state general obligation bonds since the Governor announced that the State would skip the Spring 2011 bond sale.

It is not clear how much revenue a spring bond sale would raise, but staff will continue to advocate for a significant portion of these funds to be allocated to transportation infrastructure programs.

Legislation

The bill introduction deadline was February 24. Staff will report on key pieces of legislation that were introduced in advance of the deadline.

FEDERAL ISSUES

Budget

The President released his Fiscal Year 2013 Budget on February 13. The budget calls for a \$476 billion investment in surface transportation over the next six years, which is substantially more than either authorization bill being considered by Congress. The six-year proposal includes \$47 billion for the High Speed Intercity Passenger Rail Program

Authorization

After the President threatened to veto the American Energy and Infrastructure Jobs Act (HR 7) if the bill was passed with finance provisions that eliminate guaranteed funding for the Mass Transit Account, House leadership announced that they would withdraw the bill from consideration in order to address both Democratic and Republican concerns.

APTA led the effort for nationwide opposition to the bill's finance provisions and staff participated by coordinating the delivery of a letter signed by a coalition of local transit advocates to Congressmembers Anna Eshoo and Jackie Speier advocating for the removal of the finance provisions from the bill. Board Chair Jerry Deal also submitted an op-ed on the issue that was published by several local media outlets.

Staff is now advocating that the new House proposal reflect goals expressed by several amendments proposed to HR 7 including:

- 27 – Would restore dedicated funding to the Mass Transit Account
- 23 – Would reinstate parity between pre-tax commuter benefit and pre-tax parking benefits
- 56 – Would retain the set aside for pedestrian safety improvements
- 173 – Would list public transportation among the priorities for funds generated by excess toll revenue
- 103 – Would preserve dedicated funding for transportation enhancements

Prepared By: Seamus Murphy, Government Affairs Manager

650.508.6388

**San Mateo County Transit District
State Legislative Matrix 3/6/2012**

Bill ID/Topic	Location	Summary	Position
<u>AB 57</u> <u>Beall D</u> Metropolitan Transportation Commission.	SENATE T. & H. 2/16/2012 - Referred to Com. on T. & H.	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and one member appointed by the San Francisco Bay Conservation and Development Commission, and establishes a 4-year term of office for members of the commission.</p> <p>This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. Last Amended on 3/5/2012</p>	
<u>AB 441</u> <u>Monning D</u> State planning.	SENATE T. & H. 2/16/2012 - Referred to Com. on T. & H.	<p>Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan.</p> <p>This bill would require that the commission, by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans. Last Amended on 1/23/2012</p>	
<u>AB 492</u> <u>Galgiani D</u> High-Speed Rail Authority.	SENATE RLS.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains The bill would require the authority to appoint a small business enterprise advisory committee. Last Amended on 6/27/2011</p>	

**San Mateo County Transit District
State Legislative Matrix 3/6/2012**

Bill ID/Topic	Location	Summary	Position
<u>AB 819</u> <u>Wieckowski D</u> Bikeways.	SENATE T. & H. 2/16/2012 - Referred to Com. on T. & H.	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law.</p> <p>This bill would require the department to establish procedures for cities, counties, and local agencies to request approval to use nonstandard planning, design, and construction features in the construction of bikeways and roadways where bicycle travel is permitted, and nonstandard signs, markers, and traffic control devices, in each case, for purposes of research, experimentation, and verification. Last Amended on 1/11/2012</p>	
<u>AB 890</u> <u>Olsen R</u> Environment: CEQA exemption: roadway improvement.	SENATE E.Q. 2/16/2012 - Referred to Com. on E.Q.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would, until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use. Last Amended on 1/13/2012</p>	
<u>AB 1126</u> <u>Calderon,</u> <u>Charles D</u> Transaction and use tax: rate.	SENATE G. & F. 2/2/2012 - Referred to Com. on GOV. & F.	<p>The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed.</p> <p>This bill would decrease those rates to 1/8 of 1%. Last Amended on 1/4/2012</p>	

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<p><u>AB 1191</u> <u>Huber D</u></p> <p>Local government finance.</p>	<p>SENATE G. & F. 2/16/2012 - Referred to Com. on GOV. & F.</p>	<p>Existing law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also reduces the amounts of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education.</p> <p>This bill would, for the 2012-13 fiscal year and for each fiscal year thereafter, if there is not enough ad valorem property tax revenue that is otherwise required to be allocated to a county Educational Revenue Augmentation Fund for the county auditor to complete the decreases required during the fiscal adjustment period, require the county auditor to calculate an amount, as specified, and to submit a claim to the Controller for that amount. This bill would require the Controller, upon appropriation by the Legislature, to deposit the amount of the claim into the Sales and Use Tax Compensation Fund, and would require the county auditor to allocate that amount among the county and to each city in the county. Last Amended on 1/23/2012</p>	
<p><u>AB 1444</u> <u>Feuer D</u></p> <p>Environmental quality: expedited judicial review: public rail transit projects.</p>	<p>ASSEMBLY PRINT 1/5/2012 - From printer. May be heard in committee February 4.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 amended CEQA to establish, until January 1, 2015, an expedited judicial review process and specifies procedures for the preparation and certification of the administrative record for an EIR of a project meeting specified requirements that has been certified by the Governor as an environmental leadership development project.</p> <p>This bill would state the intent of the Legislature to enact legislation to provide the benefits provided by the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 for new public rail transit infrastructure projects.</p>	

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<p>AB 1448 Furutani D</p> <p>Home-to-school transportation: appropriation.</p>	<p>ASSEMBLY ED. 1/19/2012 - Referred to Com. on ED.</p>	<p>Existing law authorizes school district governing boards to provide for the transportation of pupils to and from school whenever, in the judgment of the governing board, the transportation is advisable and reasons exist therefor. Existing law also authorizes school district governing boards to purchase or rent and provide for the upkeep, care, and operation of vehicles, or contract and pay for the transportation of pupils to and from school by common carrier or municipally owned transit system, or contract with and pay responsible private parties for the transportation.</p> <p>This bill would express legislative findings and declarations relating to the provision of home-to-school transportation by school districts. The bill would express legislative intent to fund home-to-school transportation to at least the level approved in the Budget Act of 2011.</p>	
<p>AB 1455 Harkey R</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/13/2012 - Re-referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted.</p> <p>This bill would reduce the amount of general obligation debt authorized for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2013. Last Amended on 2/9/2012</p>	
<p>AB 1523 Perea D</p> <p>Pre-apprenticeship training program: high-speed rail.</p>	<p>ASSEMBLY TRANS. 1/26/2012 - Referred to Coms. on TRANS. and L. & E.</p>	<p>Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would appropriate \$2,000,000 from the High-Speed Passenger Train Bond Fund to the authority for the purposes of funding a 3-year pilot project in the Central Valley to train unemployed workers for high-speed rail construction jobs. The bill would require the authority to work with various labor organizations to train a total of 400 clients in pre-apprenticeship programs that will lead to direct referrals to building trades unions, as specified.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1532</u> <u>John A. Pérez D</u></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>ASSEMBLY NAT. RES. 2/2/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act.</p> <p>This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the California Global Warming Solutions Act of 2006. The bill would require the state board to award those moneys to measures and programs that meet specified criteria.</p>	
<p><u>AB 1535</u> <u>Halderman R</u></p> <p>Highway signs: high occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS</p>	<p>Existing law directs the Department of Transportation and certain local authorities to erect and maintain signage along state and county highways that designate certain traffic lanes as high-occupancy vehicle (HOV) lanes and specify conditions for their use.</p> <p>This bill would require the department or local authority, when replacing signs designating HOV lane use in an area that permits motorcycles to use those lanes, to include language on the new sign stating that motorcycles are permitted in the HOV lanes.</p>	
<p><u>AB 1549</u> <u>Gatto D</u></p> <p>Development: expedited permit review.</p>	<p>ASSEMBLY LOCAL GOVERNMENT</p>	<p>The Permit Streamlining Act requires each state agency and local agency to compile one or more lists that specify in detail the information that will be required from any applicant for a development project, and requires a public agency that is the lead agency for a development project, or a public agency which is a responsible agency for a development project that has been approved by the lead agency, to approve or disapprove the project within applicable periods of time. The act also requires any state agency which is the lead agency for a development project to inform the applicant that the Office of Permit Assistance has been created to assist, and provide information to, developers relating to the permit approval process.</p> <p>This bill would require the office to provide information to developers explaining the permit approval process at the state and local levels, or assisting them in meeting statutory environmental quality requirements, as specified, and would prohibit the office or the state from incurring any liability as a result of the provision of this assistance. The bill would require the office to assist state and local agencies in streamlining the permit approval process, and an applicant in identifying any permit required by a state agency for the proposed project. The bill would authorize the office to call a conference of parties at the state level to resolve questions or mediate disputes arising from a permit application for a development project. The bill would require that the office be located exclusively in Sacramento, and to consist of no more than 4 personnel through 2013.</p>	

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<p><u>AB 1570</u> <u>Perea D</u></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY NAT. RES. 2/9/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation and certification of an EIR. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program.</p>	
<p><u>AB 1572</u> <u>Fletcher R</u></p> <p>Service authorities for freeway emergencies: San Diego County.</p>	<p>ASSEMBLY TRANS. 2/17/2012 - Referred to Com. on TRANS.</p>	<p>Existing law authorizes a service authority for freeway emergencies to be established in any county for the purpose of funding the installation of call boxes along freeways and expressways to enable motorists in need of aid to obtain assistance. Existing law provides that a service authority may impose an annual fee of \$1 on vehicles registered in the county for this and other related purposes, which fee is collected by the Department of Motor Vehicles.</p> <p>This bill, with respect to the service authority created in the County of San Diego, would provide that the \$1 fee may not be imposed or collected effective with the operative date of this bill until January 1, 2016. The bill would limit the reserves that may be held by the authority to \$4,000,000, and would require the authority to distribute any reserves in excess of that amount to cities in the County of San Diego, and to the county with respect to the unincorporated area of the county, in proportion to fees paid for purposes of the service authority in the 2010-11 fiscal year by residents of each city and the unincorporated area. The bill would require the excess reserves to be distributed by the service authority by January 1, 2013, and would require these revenues to be used for public safety programs by the recipient jurisdictions. The bill would require the service authority to develop a plan relative to its long-term existence by January 1, 2016, to be submitted to the San Diego County City Selection Committee for approval. If the committee rejects the plan, the bill would provide for the authority to be dissolved and for the San Diego Association of Governments (SANDAG) to become the successor authority and to assume remaining responsibility for maintaining call boxes. The bill would also require the service authority to cease marketing activities for the 511 program, and to contract with SANDAG in that regard, until a plan is approved. The bill would also limit the reserves that may be held by the authority or SANDAG as the successor authority on and after January 1, 2016, to \$4,000,000, and would require distribution of excess reserves to cities and the county for public safety purposes. The bill would authorize the authority or SANDAG to adjust this amount for inflation.</p>	

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<p>AB 1574 Galgiani D</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/9/2012 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority with 9 members to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to that act, specifies the powers and duties of the authority, which include entering into contracts with private and public entities for the design, construction, and operation of high-speed trains, the acquisition of rights-of-way through purchase or eminent domain, and the relocation of highways and utilities, among other things. Existing law requires the authority to adopt and submit to the Legislature, every 2 years, a business plan. Existing law authorizes the authority to appoint an executive director, and authorizes the Governor to appoint up to 6 additional persons exempt from civil service. Existing law provides for the authority to establish an independent peer review group. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would repeal all of the provisions of the California High-Speed Rail Act. The bill would enact a new California High-Speed Rail Act. The bill would continue the High-Speed Rail Authority in existence with limited responsibilities and would place the authority within the Business, Transportation and Housing Agency. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but existing members could continue to serve the remainder of their terms. The bill would authorize the authority to appoint an executive director, and would provide for the Governor to appoint up to 6 additional individuals exempt from civil service as authority staff. The bill would require the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, establish a peer review group, select alignments for the routes of the high-speed train system established by law, adopt criteria for the award of franchises, and set fares or establish guidelines for the setting of fares. The bill would enact other related provisions.</p>	
<p>AB 1606 Perea D</p> <p>Local public employee organizations: impasse procedures.</p>	<p>ASSEMBLY P.E.,R. & S.S. 2/17/2012 - Referred to Com. on P.E., R. & S.S.</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations.</p> <p>This bill would instead authorize the employee organization, if the parties are unable to effect settlement of the controversy within 30 days after the appointment of a mediator, or if the dispute was not submitted to mediation within 30 days after the date that either party provided the other with written notice of a declaration of impasse, to request that the parties' differences be submitted to a fact-finding panel. The bill would also specify that its provisions are intended to be technical and clarifying of existing law.</p>	

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<p>AB 1627 Dickinson D</p> <p>Environmental quality: building standards: vehicle miles traveled.</p>	<p>ASSEMBLY B.,P. & C.P. 2/23/2012 - Referred to Coms. on B., P. & C.P. and NAT. RES.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to prescribe, by regulation, building design and construction standards and energy and water conservation design standards for new residential and nonresidential buildings. Existing law requires the Energy Commission to certify, within 180 days of the approval of the standards by the State Building Standards Commission, an energy conservation manual for use by designers, builders, and contractors of residential and nonresidential buildings.</p> <p>The bill would prohibit a local building department from issuing a building permit for a residential or nonresidential building unless the department confirms that the building plan complies with those standards.</p>	
<p>AB 1645 Norby R</p> <p>State highways: naming and designation by the Legislature.</p>	<p>ASSEMBLY TRANS. 2/23/2012 - Referred to Com. on TRANS.</p>	<p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law, when the Legislature, by concurrent resolution, has designated names for certain districts and state highway bridges and requested the placement of name plaques, authorizes the department to expend reasonable sums on those plaques.</p> <p>This bill would transfer the authority for naming highways, bridges, pathways, and other transportation infrastructure from the Legislature to the California Transportation Commission.</p>	
<p>AB 1665 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>ASSEMBLY NAT. RES. 2/23/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would specify instead that the exemption for a railroad grade separation project is for the elimination of an existing at-grade crossing.</p>	
<p>AB 1671 Huffman D</p> <p>Department of Transportation: retention proceeds.</p>	<p>ASSEMBLY B.,P. & C.P. 2/23/2012 - Referred to Com. on B., P. & C.P.</p>	<p>Existing law prohibits the Department of Transportation, until January 1, 2014, from withholding retention proceeds when making progress payments for work performed by a contractor.</p> <p>This bill would make these provisions operative until January 1, 2020. The bill would also make a statement of legislative findings.</p>	

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<p><u>AB 1702</u> <u>Logue R</u></p> <p>California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY PRINT 2/16/2012 - From printer. May be heard in committee March 17.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions and authorizes the state board to use market-based compliance mechanisms to achieve these ends.</p> <p>This bill would make a technical, non-substantive change to these provisions.</p>	
<p><u>AB 1706</u> <u>Eng D</u></p> <p>Vehicles: unladen weight.</p>	<p>ASSEMBLY TRANS. 2/23/2012 - Referred to Com. on TRANS.</p>	<p>Existing law, for purposes of the Vehicle Code, specifies that the "unladen weight" of a vehicle is the weight equipped and ready for operation on the road including the body, fenders, oil in motor, radiator full of water, with 5 gallons of gasoline or equivalent weight of other motor fuel, equipment required by law, except as provided, and any special cabinets, boxes, or body parts permanently attached to the vehicle, and any machinery, equipment, or attachment that is attendant to the efficient operation of the body or vehicle.</p> <p>This bill would additionally include batteries among those items included as the basis for determining the unladen weight of a vehicle.</p>	
<p><u>AB 1722</u> <u>Alejo D</u></p> <p>Department of Transportation: changeable message signs.</p>	<p>ASSEMBLY TRANS. 3/1/2012 - Referred to Com. on TRANS.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law, the Outdoor Advertising Act, provides for the regulation by the department of advertising displays, as defined, within view of public highways. Existing law also authorizes the department to install and maintain information signs along state highways.</p> <p>This bill would require the department to, by June 30, 2013, update its policies to permit local transportation agencies to display specified messages on changeable roadside message signs.</p>	
<p><u>AB 1770</u> <u>Lowenthal,</u> <u>Bonnie D</u></p> <p>California Transportation Financing Authority.</p>	<p>ASSEMBLY TRANS. 3/1/2012 - Referred to Com. on TRANS.</p>	<p>Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project.</p> <p>This bill would provide that a rail project may consist of, or include, rolling stock. This bill contains other related provisions and other existing laws.</p>	

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<p><u>AB 1778</u> <u>Williams D</u></p> <p>Local transportation funds.</p>	<p>ASSEMBLY TRANS. 3/1/2012 - Referred to Com. on TRANS.</p>	<p>Existing law requires that revenues from 1/4% of the local sales and use tax rate be transferred to the local transportation fund of each county for allocation, as directed by the transportation planning agency, to various transportation purposes, under what is commonly known as the Transportation Development Act. Existing law specifies the allowable uses for local transportation funds, and generally requires, after certain deductions, that the funds attributed to the area of apportionment of each transit operator be used solely for transit purposes in counties with a population of 500,000 or more as of the 1970 census. However, in counties with a population under 500,000 as of the 1970 census and in certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes. Existing law, effective July 1, 2014, generally requires a county with a population under 500,000 as of the 1970 census that has a population of 500,000 or more as of the 2000 census or a future census to use funds attributable to the urbanized area of the county solely for transit purposes, except that a city with a population of 100,000 or fewer in an urbanized area in that county would not be so restricted. Existing law provides that the July 1, 2014, requirements and exemptions do not apply to Ventura County, and instead generally requires all local transportation funds in that county to be used for transit purposes as of that date unless a specified report is submitted by the Ventura County Transportation Commission to the transportation committees of the Legislature by December 31, 2011, and a recommended legislative proposal in that report relative to reorganization of transit services and expenditure of these funds is enacted by the end of the 2011-12 legislative session.</p> <p>This bill, with respect to Ventura County, would instead require the Ventura County Transportation Commission to submit the above-referenced report by January 31, 2013, thereby imposing a state-mandated local program. The bill would provide that local transportation funds in Ventura County would be available solely for transit purposes beginning July 1, 2013, rather than July 1, 2014, unless a legislative proposal in the report is enacted and implemented by June 30, 2013, with respect to a different allocation of revenues.</p>	
<p><u>AB 1780</u> <u>Bonilla D</u></p> <p>Department of Transportation: project studies reports.</p>	<p>ASSEMBLY PRINT 2/22/2012 - From printer. May be heard in committee March 23.</p>	<p>Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991.</p> <p>This bill would make a technical, non-substantive change to these provisions.</p>	

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<p><u>AB 1783</u> <u>Perea D</u></p> <p>Public contracts: small business preferences.</p>	<p>ASSEMBLY J., E.D. & E. 3/5/2012 - Referred to Com. on J., E.D. & E.</p>	<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 and 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. T</p> <p>his bill would provide that a small business shall be certified as a small business, for purposes of those preferences, without the submission of supporting documentation and would require the certified small business to produce that documentation upon request of the Department of General Services or the awarding state agency.</p>	
<p><u>AB 1804</u> <u>Valadao R</u></p> <p>Public contracts: public entities: project labor agreements.</p>	<p>ASSEMBLY L. GOV. 3/1/2012 - Referred to Coms. on L. GOV. and B., P. & C.P.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project, if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, then state funding or financial assistance may not be used to support that project, as specified.</p> <p>This bill would repeal the above-described provisions relating to charter cities and the use of project labor agreements.</p>	
<p><u>AB 1890</u> <u>Solorio D</u></p> <p>Vehicles: toll highways: motorcycles.</p>	<p>ASSEMBLY TRANS. 3/5/2012 - Referred to Com. on TRANS.</p>	<p>Existing law prohibits any person, except as specified, from driving any motor vehicle with any object or material placed, displayed, installed, affixed, or applied in or upon the vehicle that obstructs or reduces the driver's clear view through the windshield or side windows. Existing law makes it unlawful for any person to refuse to pay tolls or other charges on any vehicular crossing or toll highway and requires, among other things, that if a transponder or other electronic toll payment device is used to pay tolls or other charges due, the device be located in or on the vehicle in a location so as to be visible for the purpose of enforcement at all times when the vehicle is located on the vehicular crossing or toll highway. A violation of these provisions is an infraction.</p> <p>This bill would require a motorcyclist to instead use any one of 4 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><u>AB 1916</u> <u>Buchanan D</u></p> <p>CEQA: environmental impact reports.</p>	<p>ASSEMBLY PRINT 2/23/2012 - From printer. May be heard in committee March 24.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. The 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. The CEQA prescribes certain requirements for the review of draft EIRs, as specified.</p> <p>This bill would make various technical, non-substantive changes in those provisions relating to the requirements for the review of draft EIRs.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1924 Buchanan D</p> <p>CEQA: environmental impact reports.</p>	<p>ASSEMBLY PRINT 2/23/2012 - From printer. May be heard in committee March 24.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prescribes certain requirements for the review of draft EIRs, as specified.</p> <p>This bill would make various technical, non-substantive changes in those provisions relating to the requirements for the review of draft EIRs.</p>	
<p>AB 1960 Dickinson D</p> <p>State contracts: reports: lesbian, gay, bisexual, and transgender businesses.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>Existing law governing public contracts requires the Department of Transportation to establish and administer a computerized databank containing a list of certified minority, women, and disadvantaged business enterprises.</p> <p>This bill would require the Department of Transportation to include, in that databank, lesbian, gay, bisexual, and transgender businesses. -</p>	
<p>AB 2052 Buchanan D</p> <p>Environmental quality: CEQA.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant impact on the environment or to adopt a negative declaration if it finds that the project will not have that impact. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR.</p> <p>This bill would make a technical, non-substantive change to these provisions.</p>	
<p>AB 2053 Allen D</p> <p>Postemployment health benefits: the San Francisco Bay Area Rapid Transit District.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<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>	

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 2163</u> <u>Knight R</u></p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would extend indefinitely the use of the alternative method for the preparation of the record of proceedings and the alternative judicial review procedures. The bill would expand projects that would be eligible for those alternative processes to include, among others, commercial development projects exceeding 125,000 square feet, residential development projects exceeding 50 units, and projects with over 20 acres of cultivated development. The bill would repeal the requirements that the project will result in a minimum investment of \$100,000,000, be located in an infill site, and be certified by the Governor. The bill would instead require a residential, retail, commercial, sports, cultural, entertainment, or recreation use project that qualifies for these alternative processes to be designed to meet or exceed the standards for the CalGreen Tier 1 building as provided in the California Green Building Standard. Because this bill would expand the use of the alternative method for preparing the record of proceedings, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 2173</u> <u>Skinner D</u></p> <p>Metropolitan Transportation Commission: regional gasoline tax.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>Existing law creates the Metropolitan Transportation Commission with specified powers and duties relative to transportation planning and programming for the 9-county Bay Area region comprising the commission's jurisdiction. Existing law authorizes the commission to impose a regional tax on gasoline used by motor vehicles not to exceed \$0.10 per gallon for up to 20 years within the region, subject to 2/3 voter approval.</p> <p>This bill would modify these provisions by providing for the commission to submit the proposed ballot measure to voters of one or more counties within the 9-county region rather than to all counties. The bill would delete the requirement for an independent audit of the State Board of Equalization relative to reimbursement of the board for its actual administrative costs associated with the regional gasoline tax, and would make various other changes.</p>	
<p><u>AB 2200</u> <u>Ma D</u></p> <p>High-occupancy vehicle lanes.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>Existing law authorizes the Department of Transportation and local agencies, with respect to highways under their respective jurisdictions, to designate certain lanes for preferential or exclusive use by high-occupancy vehicles.</p> <p>This bill would state the intent of the Legislature to enact legislation relating to high-occupancy vehicle lanes.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2245 Smvth R</p> <p>Environmental quality: CEQA: bikeways.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally exempt a bikeway project undertaken by a city, county, or a city and county within an existing road right-of-way. This bill contains other existing laws.</p>	
<p>AB 2247 Lowenthal, Bonnie D</p> <p>Public transportation: offenses.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law provides that evasion of the fare on a public transportation system 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, and is a misdemeanor for the 3rd or subsequent violation, punishable by a fine of not more than \$400 or by imprisonment in a county jail for a period of not more than 90 days, or by both that fine and imprisonment. 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, without the express written consent of the public transportation system or its duly authorized representative. Because this bill would create a new crime, the bill would impose a state-mandated local program.</p>	
<p>AB 2298 Achadjian R</p> <p>Theft: scrap metal and alloys.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law defines and proscribes various forms of theft, including grand theft.</p> <p>This bill would express the intent of the Legislature to enact legislation to specifically proscribe the theft of ferrous and nonferrous scrap metals and metal alloys.</p>	
<p>AB 2360 Solorio D</p> <p>Public contracts: public works: leasebacks.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers' compensation for public works projects. Existing law requires prevailing wages to be paid for construction work done under private contract when specified conditions exist.</p> <p>This bill would make a technical, non-substantive change to those provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 2375</u> <u>Knight R</u></p> <p>Vehicles: public transit buses: illuminated signs.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2018, a pilot program that would allow up to 25 buses operated by the Antelope Valley Transit Authority's publicly owned transit system for the first 2 years of the pilot program, and up to 30 buses thereafter, to be equipped with illuminated signs that display advertising subject to certain conditions, including a display area of not greater than 4,464 square inches. The bill would require the authority to submit a specified report to the Legislature and the Department of the California Highway Patrol by July 1, 2017, on the incidence of adverse impacts, if any.</p>	
<p><u>AB 2382</u> <u>Gordon D</u></p> <p>Department of Transportation: Innovation District Demonstration Project.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara. This bill would, by July 1, 2014, require the department, working in partnership with the Santa Clara Valley Transportation Authority, to establish the Innovation District Demonstration Project, designed to provide a new and innovative business model delivering transportation projects and services in the County of Santa Clara in a more responsive, cost-effective, and efficient manner and to serve as a mechanism for trying out new approaches for project delivery, local assistance, and transportation operations through streamlined processes, improved management techniques, and advanced technologies, with the goal of expediting project delivery and increasing the efficiency of the department.</p> <p>The bill would require the department and the authority to evaluate the effectiveness of the demonstration project and to report to the Legislature by January 1, 2018, on specified matters. By requiring the authority to participate in this demonstration project, the bill would impose a state-mandated local program.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2404 Fuentes D</p> <p>California Global Warming Solutions Act of 2006: Local Emission Reduction Fund.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions and authorizes the state board to use market-based compliance mechanisms to achieve these ends. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee to be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act.</p> <p>This bill would create the Local Emission Reduction Fund and would require specified moneys collected under the market-based compliance mechanisms be deposited in that fund. The bill would provide that the moneys in that fund be available, upon appropriation by the Legislature, for award to specified local governmental entities for specified purposes by the state board. The bill would require the state board, in coordination with other state agencies, as appropriate, to develop standards and guidelines to ensure the funded projects maximize the funds appropriated, provide environmental and economic benefits, and do not conflict with the act.</p>	
<p>AB 2405 Blumenfield D</p> <p>Vehicles: high-occupancy toll lanes.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law provides that a vehicle that meets 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, as specified.</p> <p>This bill would instead exempt a vehicle that meets California's enhanced AT PZEV standard from toll charges imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law, and would make non-substantive changes to the provisions.</p>	
<p>AB 2412 Swanson D</p> <p>Air Quality Improvement Program.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law establishes the Air Quality Improvement Program, administered by the State Air Resources Board, to fund, upon appropriation by the Legislature, air quality improvement projects related to fuel and vehicle technologies.</p> <p>This bill would make a technical, non-substantive change to that provision.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 2498</u> <u>Gordon D</u></p> <p>Department of Transportation: Construction Manager/General Contractor project method.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement.</p> <p>This bill would authorize the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel.</p>	
<p><u>AB 2581</u> <u>Conway R</u></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane. The Department of Motor Vehicles is required to make available for issuance distinctive decals, labels, and other identifiers that clearly distinguish those vehicles.</p> <p>This bill would make technical non-substantive changes to those provisions.</p>	
<p><u>AB 2669</u> Committee on Natural Resources</p> <p>Environmental quality: California Environmental Quality Act.</p>	<p>ASSEMBLY PRINT 3/5/2012 - Read first time. To print.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would repeal obsolete and duplicative provisions from CEQA.</p>	
<p><u>ACA 23</u> <u>Perea D</u></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 46 Correa D</p> <p>Public officials: compensation disclosure.</p>	<p>ASSEMBLY DESK 8/22/2011 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection.</p> <p>This bill would, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified.</p> <p>Last Amended on 6/2/2011</p>	
<p>SB 52 Steinberg D</p> <p>Environmental quality: jobs and economic improvement.</p>	<p>ASSEMBLY DESK 2/1/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require instead that a project result in a minimum investment of \$100,000,000 spent on planning, design, and construction of the project. The bill, in order to maximize public health, environmental, and employment benefits, would require a lead agency to place the highest priority on feasible measures that will reduce greenhouse gas emissions on the project site and in the neighboring communities of the project site.</p> <p>Last Amended on 1/31/2012</p>	
<p>SB 95 Committee on Budget and Fiscal Review</p> <p>State cash resources.</p>	<p>SENATE CHAPTERED 2/3/2012 - Chaptered by the Secretary of State, Chapter Number 1, Statutes of 2012</p>	<p>Existing law establishes the Condemnation Deposits Fund in the State Treasury, consisting of all money deposited in the State Treasury pursuant to the Eminent Domain Law, including interest derived from its investment. Existing law requires the Treasurer to receive all money intended for the fund and to duly receipt for, and safe keep all money in the fund.</p> <p>This bill would instead require the Treasurer to receive and duly account for all money in the fund, and would authorize the Controller to use any money in the fund for cash-flow loans to the General Fund, as specified. This bill contains other related provisions and other existing laws. Last Amended on 1/30/2012</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 749 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY DESK 1/23/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act.</p> <p>Last Amended on 1/4/2012</p>	
<p>SB 783 Dutton R</p> <p>Special access: liability.</p>	<p>SENATE 9/10/2011 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Under existing law, a person, firm, or corporation that interferes with the access rights of a disabled individual is liable for the actual damages of each offense and any amount determined by a judge or jury of up to 3 times the amount of the actual damages, but in no case less than \$1,000. Existing law requires the State Architect to develop and submit for approval and adoption building standards for making buildings, structures, sidewalks, curbs, and related facilities accessible to, and usable by, persons with disabilities, as specified.</p> <p>This bill would establish notice requirements for an alleged aggrieved party to follow before bringing an action against a business for an alleged violation of the above-described provisions. The bill would require that party to provide specified notice to the owner of the property, agent, or other responsible party where the alleged violation occurred. The bill would require that owner, agent, or other responsible party to respond within 30 days with a description of the improvements to be made or with a rebuttal to the allegations, as specified. If that owner, agent, or other responsible party elects to fix the alleged violation, the bill would provide 120 days to do so. The bill would provide that its provisions do not apply to claims for recovery of special damages for an injury in fact, and would authorize the court to consider previous or pending actual damage awards received or prayed for by the alleged aggrieved party for the same or similar injury. The bill would further state the intent of the Legislature to institute certain educational programs related to special access laws. Last Amended on 6/6/2011</p>	
<p>SB 829 Rubio D</p> <p>Public contracts: public entities: project labor agreements.</p>	<p>ASSEMBLY B.,P. & C.P.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project, if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, then state funding or financial assistance may not be used to support that project, as specified.</p> <p>This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement that includes specified taxpayer protection provisions for some or all of the projects to be awarded by the city, state funding or financial assistance may not be used to support any projects awarded by the city, as specified. Last Amended on 2/23/2012</p>	

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<p><u>SB 878</u> <u>DeSaulnier D</u></p> <p>Regional planning: Bay Area.</p>	<p>ASSEMBLY DESK 1/26/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county Bay Area with comprehensive regional transportation planning and other related responsibilities, including development of a regional transportation plan with a sustainable communities strategy. Existing law requires a joint policy committee of the commission, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission to coordinate the development and drafting of major planning documents prepared by the 4 agencies.</p> <p>This bill would require the joint policy committee to submit a report to the Legislature by January 31, 2013, on, among other things, methods and strategies for developing and implementing a multiagency set of policies and guidelines relative to the Bay Area region's sustainable communities strategy, including recommendations on organizational reforms for the regional agencies. The bill would require preparation of a work plan for a regional economic development strategy to be submitted to the Legislature on that date. The bill would also require the member agencies to report on public outreach efforts that they individually or jointly perform. The bill would require public meetings in each of the region's 9 counties and creation of advisory committees, as specified. By imposing new duties on local agencies, the bill would impose a state-mandated local program. Last Amended on 6/9/2011</p>	
<p><u>SB 984</u> <u>Simitian D</u></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>SENATE E.Q. 2/16/2012 - Referred to Com. on E.Q.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation and certification of an EIR. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program.</p>	

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State Legislative Matrix 3/6/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 985 La Malfa R</p> <p>Transportation bonds.</p>	<p>SENATE T &H. 2/16/2012 - Referred to Coms. on T. & H. and GOV. & F.</p>	<p>Article XVI of the California Constitution requires a general obligation bond act to specify the single object or work to be funded by the bonds, and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and by a majority of the voters. Article XVI authorizes the Legislature, at any time after the approval of a general obligation bond act by the voters, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail and related rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. The bill would amend the bond act to authorize redirection of the net proceeds received from outstanding bonds issued and sold prior to the effective date of this act, upon appropriation by the Legislature, from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds.</p>	
<p>SB 997 Strickland R</p> <p>Environmental quality: environmental leadership development project.</p>	<p>SENATE RLS. 2/16/2012 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make technical, non-substantive changes to that provision.</p>	

**San Mateo County Transit District
State Legislative Matrix 3/6/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1076</u> <u>Emmerson R</u></p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation.</p>	<p>SENATE E.Q. 3/1/2012 - Referred to Coms. on E.Q. and T. & H.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. A violation of a regulation adopted by the state board pursuant to the act is subject to specified civil and criminal penalties. Pursuant to the act, the state board adopted a regulation requiring automobile service providers, by September 1, 2010, among other things, to check and inflate vehicle tires to the recommended pressure rating when performing automobile maintenance or repair services.</p> <p>This bill, until January 1, 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, or that tire has tire age, as specified. The bill would require the state board to adopt regulations on tire age if the National Highway Traffic Safety Administration publishes findings establishing a correlation between tire age and safety.</p>	
<p><u>SB 1102</u> <u>DeSaulnier D</u></p> <p>State transportation improvement program.</p>	<p>SENATE T & H</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work.</p> <p>This bill would require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year.</p>	
<p><u>SB 1117</u> <u>DeSaulnier D</u></p> <p>California Transportation Commission: passenger rail planning.</p>	<p>SENATE T & H. 3/1/2012 - Referred to Com. on T. & H.</p>	<p>Existing law requires the California Transportation Commission to submit an annual report to the Legislature summarizing the prior year's transportation capital outlay appropriations and transportation issues facing the state.</p> <p>This bill would require the commission to also prepare a statewide passenger rail transportation plan.</p>	

**San Mateo County Transit District
State Legislative Matrix 3/6/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1149</u> <u>DeSaulnier</u> D</p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE T & H. 3/1/2012 - Referred to Com. on T. & H.</p>	<p>Existing law creates the Metropolitan Transportation Commission, a local transportation planning agency.</p> <p>This bill would delete these obsolete provisions.</p>	
<p><u>SB 1189</u> <u>Hancock</u> D</p> <p>The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.</p>	<p>SENATE RLS. 3/1/2012 - Referred to Com. on RLS.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides that \$950 million of net proceeds of bonds issued pursuant to the bond act shall be allocated to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to high-speed rail, as specified.</p> <p>This bill would state the intent of the Legislature to enact legislation that would appropriate funding from the \$950 million net proceeds of bonds described above to projects that eligible operators have requested and that have been approved by the California Transportation Commission.</p>	
<p><u>SB 1214</u> <u>Cannella</u> R</p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>SENATE E.Q. 3/1/2012 - Referred to Coms. on E.Q. and JUD.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require a judicial proceeding challenging a project, except for a high-speed rail project, located in a distressed county, as defined, to be filed with the Court of Appeal with geographic jurisdiction over the project.</p>	
<p><u>SB 1221</u> <u>Lieu</u> D</p> <p>Air quality.</p>	<p>SENATE PRINT 2/24/2012 - From printer. May be acted upon on or after March 25.</p>	<p>Under existing law, the State Air Resources Board coordinates efforts to attain and maintain ambient air quality standards, and conducts research into the causes of and solution to air pollution.</p> <p>This bill would state that it is the intent of the Legislature to enact legislation to ensure that adverse effects to public health from air pollution are minimized at regional sources, such as airports, ports, and highways.</p>	

**San Mateo County Transit District
State Legislative Matrix 3/6/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1225</u> <u>Padilla</u> D</p> <p>Intercity rail agreements.</p>	<p>SENATE PRINT 2/24/2012 - From printer. May be acted upon on or after March 25.</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.</p> <p>This bill, until December 31, 2013, would authorize the department and a joint powers board established for the purpose of assuming responsibility for the Pacific Surfliner intercity rail corridor to enter into an agreement under similar terms and conditions.</p>	
<p><u>SB 1257</u> <u>Hernandez</u> D</p> <p>Taxation: utility user tax: public transit vehicles.</p>	<p>SENATE PRINT 2/24/2012 - From printer. May be acted upon on or after March 25.</p>	<p>Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, electricity, in the unincorporated area of the county.</p> <p>This bill would provide that no utility user tax shall be imposed under these provisions upon electricity consumed from an in-route fast charger, within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus.</p>	
<p><u>SB 1269</u> <u>Fuller</u> R</p> <p>Income taxes: credit: highway maintenance and enhancement.</p>	<p>SENATE PRINT 2/24/2012 - From printer. May be acted upon on or after March 25.</p>	<p>Existing law authorizes the Department of Transportation to enter into an agreement to accept funds, materials, equipment, or services from any person for maintenance or roadside enhancement of a section of a state highway.</p> <p>This bill would authorize a credit against those taxes for each taxable year beginning on or after January 1, 2013, and before January 1, 2017, in an amount equal to 50% of the value of materials, equipment, or, in the case of individuals, services donated, as defined, by the taxpayer during the taxable year for maintenance or roadside enhancement of a section of a state highway pursuant to existing provisions of the Streets and Highways Code. This bill contains other related provisions and other existing laws.</p>	
<p><u>SB 1417</u> <u>Hancock</u> D</p> <p>Local government.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district.</p> <p>This bill would make technical, non-substantive changes to these provisions.</p>	

**San Mateo County Transit District
State Legislative Matrix 3/6/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1499</u> <u>Anderson</u> R</p> <p>California Transportation Commission: review of expenditures.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work.</p> <p>This bill would require the commission to allocate funds for construction support costs for a project in the state transportation improvement program at the time of allocation of funds for construction capital costs. The bill would require a supplemental project allocation request to be made for all state transportation improvement program projects that experience construction support costs equal to or more than 120% of the amount originally allocated. The bill would also require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction support costs at project close for each state transportation improvement program project completed during the previous fiscal year.</p>	
<p><u>SB 1512</u> <u>Cannella</u> R</p> <p>Environmental quality: California Environmental Quality Act: litigation.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make technical, non-substantive changes to that provision.</p>	
<p><u>SB 1533</u> <u>Padilla</u> D</p> <p>Transportation.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</p>	<p>Existing law provides various funding sources for transportation purposes.</p> <p>This bill would state the intent of the Legislature to enact legislation that would assist local governments with transportation needs, congestion relief, and improving the movement of goods and persons throughout the state.</p>	
<p><u>SB 1545</u> <u>DeSaulnier</u> D</p> <p>Bay Area toll bridges.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the 9-county San Francisco Bay Area. Existing law creates the Bay Area Toll Authority with specified powers and duties relative to administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the Metropolitan Transportation Commission. This bill would prohibit public money from being used on the development or improvement of an office building at 390 Main Street, San Francisco, until after the State Auditor has completed a specified audit relating to the move of the headquarters of the Metropolitan Transportation Commission. Upon completion of the audit, the bill would require the issues raised in the audit to be addressed and a report in that regard to be submitted to the Legislature prior to future expenditure of public money on the headquarters project. These provisions would apply to the Bay Area Toll Authority, the Metropolitan Transportation Commission, and the Bay Area Headquarters Authority.</p> <p>The bill would thereby impose a state-mandated local program.</p>	

**San Mateo County Transit District
State Legislative Matrix 3/6/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 1549 Vargas D</p> <p>Transportation projects: construction Manager/General Contractor project method.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for projects, as specified, and for local agencies for public works contracts, as specified.</p> <p>This bill would, upon authorization by the California Transportation Commission, allow a consolidated San Diego regional transportation entity, as specified, or the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for up to 20 total projects for either local street or road, bridge, tunnel, or public transit projects within the jurisdiction of the local transportation entity or state highway, bridge, or tunnel projects by the Department of Transportation. The bill would require a transportation entity, as defined, to pay fees related to prevailing wage monitoring and enforcement into the State Public Works Enforcement Fund, a continuously appropriated fund, except as specified, and, thus, would make an appropriation. The bill would also require a progress report to be submitted by the transportation agency to the commission every year following the award of a contract under these provisions, and would require the commission to submit an annual report to the Legislature that includes the information in the report submitted by the transportation agency, as specified. This bill would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable.</p>	
<p>SB 1566 Negrete McLeod D</p> <p>Vehicle license fees: allocation.</p>	<p>SENATE PRINT 2/27/2012 - Read first time.</p>	<p>Existing law requires that a specified amount of motor vehicle license fees deposited to the credit of the Motor Vehicle License Fee Account in the Transportation Tax Fund be allocated by the Controller, as specified, to the Local Law Enforcement Services Account in the Local Revenue Fund 2011, for allocation to cities, counties, and cities and counties.</p> <p>This bill would instead require, on and after July 1, 2012, that those revenues be distributed first to each city that was incorporated from an unincorporated territory after August 5, 2004, in an amount determined pursuant to a specified formula and second to each city that was incorporated before August 5, 2004, in an amount determined pursuant to a specified formula. By authorizing within the Motor Vehicle License Fee Account in the Transportation Tax Fund, a continuously appropriated fund, to be used for a new purpose, the bill would make an appropriation.</p>	
<p>SCA 7 Yee D</p> <p>Public bodies: meetings.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/25/2011 - Set, second hearing. Held in committee and under submission.</p>	<p>The California Constitution requires meetings of public bodies to be open to public scrutiny. This measure would also include in the California Constitution the requirement that each public body provide public notice of its meetings and disclose any action taken. Last Amended on 4/13/2011</p>	



BOARD OF DIRECTORS 2012

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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, MARCH 14, 2012– 3:00 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of February 8, 2012

INFORMATIONAL

2. Update on SamTrans Service Plan
3. Update on Countywide Transportation Plan for Low-Income Populations
4. Update on San Bruno/South San Francisco Community Based Transportation Plan
5. Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2012

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.

**SAN MATEO COUNTY TRANSIT DISTRICT
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA
MINUTES OF PLANNING, DEVELOPMENT AND SUSTAINABILITY
COMMITTEE MEETING
COMMITTEE OF THE WHOLE
FEBRUARY 8, 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, S. Harris, Z. Kersteen-Tucker, K. Matsumoto, A. Tissier

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

Committee Chair Art Lloyd called the meeting to order at 3:32 p.m.

Approval of Minutes of Planning, Development and Sustainability Committee Meeting of December 14, 2011

The Committee approved the minutes (Tissier/Harris).

Overview of Shuttle Business Practices Guidebook

Manager, Planning and Research Marisa Espinosa reported:

- The purpose of the guidebook is to serve as a “White Paper” to identify key issues facing the shuttle program and to develop strategies to improve coordination in planning, funding, operations/administration and marketing/public information.
- The Task Force that developed the guidebook included representatives from San Mateo County Transportation Authority, SamTrans, Peninsula Traffic Congestion Relief Alliance (Alliance) and City/County Association of Governments.
- The process included identifying key issues, goals, strategies and champions and barriers. Each strategy was prioritized which will roll into the guidebook.
- There is no defined timeline yet for the next steps.
- Next steps include seeking support for guidebook strategies and concepts.

Director Tissier said she sat on the Alliance for a long time and liked the idea of the task force and appreciates the work staff is doing.

Chair Jerry Deal said he is a member of the Alliance and would like to see this toned down a bit so everyone knows what everyone is doing.

Draft

Planning, Development and Sustainability Committee
Minutes of February 8, 2012 Meeting

Director Karyl Matsumoto said this is a great tool and levels the playing field. She asked when the final guidebook will be available. Ms. Espinosa said staff is working with the task force members to integrate all the comments received and hope to advance another level of draft in the next month.

Director Matsumoto thinks this guidebook should be available before the Call for Projects. Ms. Espinosa said a draft will be made available before the Call for Projects.

Adjourned: 3:40 p.m.

**P, D & S ITEM # 2
MARCH 14, 2012**

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: SamTrans Board

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Aidan Hughes
Interim Executive Officer, Planning and Development

SUBJECT: **SAMTRANS SERVICE PLAN UPDATE**

ACTION

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

SIGNIFICANCE

Staff will provide an update on the Draft *SamTrans Service Plan* (SSP). The Draft SSP document is under development and has been discussed with the SamTrans Service Plan Advisory Committee.

The Board presentation will present the proposed broad direction of the Draft Plan and highlight next steps. It is anticipated that following further discussion with the Board Advisory Committee a more detailed plan will be presented at the April SamTrans Board Meeting. An update of upcoming public outreach events will also be presented in April.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

The SSP is an in-depth study of the SamTrans fixed-route bus system, which covers San Mateo County and parts of Palo Alto and San Francisco.

The study, identified as one of the key initiatives in the District's Strategic Plan, will provide a foundation upon which SamTrans can fully understand its existing bus services and how it can continue to best serve its customers. The study will assess the efficiency of fixed-route bus services, identify areas for improvement, and identify new markets for future growth.

Prepared by: Marisa Espinosa, Manager, Planning and Research 650-508-6226

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning & Development Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Aidan Hughes
Interim Executive Officer, Planning & Development

**SUBJECT: COUNTYWIDE TRANSPORTATION PLAN FOR LOW-INCOME
POPULATIONS**

ACTION

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

SIGNIFICANCE

The San Mateo City/County Association of Government (C/CAG) was awarded an Environmental Justice Planning Grant from Caltrans to conduct a Countywide Transportation Plan for Low-income Populations. C/CAG selected the San Mateo County Transit District to conduct the planning process and prepare the plan on its behalf. Staff will provide a Power Point presentation of the process and resulting transportation strategies at the Board meeting.

The goal of the plan is to promote economic opportunity for low-income residents by developing strategies to improve access to transportation. Although the four Community Based Transportation Plans (CBTP) mandated by the Metropolitan Transportation Commission have been successful, these designated “communities of concern” encompass only about 20 percent of the County’s low-income population. The Countywide Transportation Plan for Low Income Populations builds upon the CBTPs and the 2001 San Mateo County Welfare-to-Work Plan by facilitating broad-based community and stakeholder participation to identify mobility needs and develop strategies to bridge transportation gaps. The plan is a concept level document and does not commit any agency to implement a project; however it does make an effort to identify agencies that are in the best position to implement the strategies.

BACKGROUND

The planning process was a collaborative effort that involved extensive community and stakeholder involvement at every stage. A *Project Oversight Committee* comprised of staff representing the San Mateo County Human Services Agency (HSA) and Health System, C/CAG, MTC, and the District was formed to oversee the process. A *Stakeholder Committee* comprised of community based organizations and agencies that serve low-income clientele provided input throughout the process.

The Countywide Transportation Plan for Low-income Populations includes a summary of existing conditions in the project area, the results of the community outreach process, a program of eight transportation strategies to address identified transportation needs, and an action plan which outlines suggested next steps for successful implementation of the strategies.

Prepared By: Corinne Goodrich, Manager, Strategic Development 650-508-6369

The Countywide Transportation Plan for Low Income Populations can be viewed at the following link:

http://www.ccag.ca.gov/pdf/plans-reports/2012/FINAL_CountywideLowIncomeTransportationPlan.pdf

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning & Development Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Aidan Hughes
Interim Executive Officer, Planning & Development

**SUBJECT: SAN BRUNO/SOUTH SAN FRANCISCO COMMUNITY BASED
TRANSPORTATION PLAN**

ACTION

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

SIGNIFICANCE

Community Based Transportation Plans (CBTPs) are part of the Metropolitan Transportation Commission's (MTC) Community Based Transportation Planning Program to consider transportation needs in low-income communities throughout the Bay Area. In accordance with MTC Guidelines, the San Bruno/South San Francisco Community Based Transportation Plan (CBTP) was conducted under the auspices of the City/County Association of Governments of San Mateo County (C/CAG) in its role as the Congestion Management Agency for the county. C/CAG selected the San Mateo County Transit District to conduct the planning process and prepare the plan on its behalf.

The plan will be presented to the Board in accordance with MTC program guidelines that require the recommended service improvements in the CBTPs be forwarded to transit policy boards for consideration and subsequent incorporation into Short Range Transit Plans (SRTPs) and/or other future service expansion plans, as appropriate.

Staff will provide a Power Point presentation of the process and results of the San Bruno/South San Francisco Community Based Transportation Plan at the Board meeting.

BACKGROUND

This is the fourth and final required CBTP for San Mateo County. CBTPs have been completed for East Palo Alto, Daly City's Bayshore Neighborhood, and the City of San Mateo's North Central Neighborhood.

The San Bruno/South San Francisco Community Based Transportation Plan (CBTP) examines the transportation needs of the project area residents and recommends strategies to address these needs. The planning process was a collaborative effort involving extensive community and stakeholder involvement at every stage. A *Technical Advisory Committee* comprised of staff

representing the two cities, the San Mateo County Human Services Agency (HSA) and Health System, C/CAG, MTC, and the District was formed to oversee the process. A *Stakeholder Committee* comprised of community based organizations and agencies serving the project area was appointed by the cities and provided input throughout the process.

The San Bruno/South San Francisco CBTP includes a summary of existing conditions in the project area, the results of the community outreach process, a program of eight transportation strategies to address identified transportation needs, and an action plan which outlines suggested next steps for successful implementation of the strategies.

Prepared By: Corinne Goodrich, Manager, Strategic Development 650-508-6369

The San Bruno/San Francisco Community-Based Transportation Plan can be viewed at the following link:

<http://www.ccag.ca.gov/pdf/plans-reports/2012/SBSSF%20CBTP%20-%20Final%20Feb%202012.pdf>

**P, D & S ITEM # 5
MARCH 14, 2012**

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development & Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –
2nd QUARTER FISCAL YEAR 2012**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Kelvin Yu, Manager, Project Controls

650-622-7853

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

http://www.samtrans.com/Assets/_Finance/Quarterly+Capital+Program+Status+Report/SamTrans+Quarterly+-+Q2+FY12.pdf



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GENERAL MANAGER/CEO

A G E N D A

BOARD OF DIRECTORS

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

WEDNESDAY, MARCH 14, 2012 – 3:20 p.m.

or immediately following Committee meetings

- 1. CALL TO ORDER/ROLL CALL**
- 2. CONSENT CALENDAR**
MOTION
 - a. Approval of Minutes of Board of Directors Meeting of February 8, 2012
 - b. Acceptance of Statement of Revenues and Expenses for January 2012
- 3. PUBLIC COMMENT**
Public comment by each individual speaker shall be limited to one minute
- 4. REPORT OF THE CHAIR**
- 5. REPORT OF THE GENERAL MANAGER/CEO**
 - a. Maintenance and Operator Employees of the Year Awards
 - b. Annual Operations and Maintenance Base Safety Awards
- 6. COMMUNITY RELATIONS COMMITTEE**
(Accessibility, Senior Services, and Community Issues)
SUBJECTS DISCUSSED
 - a. Accessibility Update
 - b. Paratransit Coordinating Council (PCC) Update
 - c. Citizens Advisory Committee Liaison Report
 - d. Mobility Management – Shuttles
 - e. Multimodal Ridership Report – January 2012

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

7. FINANCE COMMITTEE

RESOLUTIONS

- a. Authorize Setting Promotional Price for Youth Passes During Summer on Clipper to \$22
- b. Authorize Disposition of Four Surplus Vehicles
- c. Authorize Exercising Option with Creative Bus Sales, Inc. for the Purchase and Delivery of Ten New Cutaway Buses in the Amount of up to \$859,905 and Dispose of Ten Surplus Cutaway Buses

8. LEGISLATIVE COMMITTEE

SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

9. PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE

SUBJECTS DISCUSSED

- a. Update on SamTrans Service Plan
- b. Update on Countywide Transportation Plan for Low-Income Populations
- c. Update on San Bruno/South San Francisco Community Based Transportation Plan
- d. Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2012

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 – April 11, 2012 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd 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.

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

Draft

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

**MINUTES OF BOARD OF DIRECTORS MEETING
FEBRUARY 8, 2012**

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

Board Members Absent: R. Guilbault

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

Chair Jerry Deal called the meeting to order at 3:40 p.m.

CONSENT CALENDAR

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

- a. Approval of Minutes of Board of Directors Meeting of January 11, 2012
- b. Acceptance of Statement of Revenues and Expenses for December 2011
- c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2011

PUBLIC COMMENT

None

REPORT OF THE CHAIR

Chair Deal said he will be attending the American Public Transportation Association (APTA) Legislative Conference along with Director Zoe Kersteen-Tucker and District Secretary Martha Martinez. He said it is an honor to represent SamTrans.

REPORT OF THE GENERAL MANAGER/CEO

General Manager/CEO Michael Scanlon reported:

- Staff is involved with plans for the America's Cup. This summer there will be 12 racing days before the big race in 2013 with 41 racing days.
- Commitment to human capital continues with 1,000 hours in training and the most recent leadership class graduated on January 18.
- There are 10 new paratransit minivans in service. The Paratransit Coordinating Council (PCC) provided invaluable input on what is purchased and design features.
- MV Transportation, the Redi-Wheels operator, represented by the Amalgamated Transit Union Local 1574, has ratified a three-year contract.
- In January, fixed-route buses went 27,000 miles between service calls and Redi-Wheels was just less than 18,000 miles between service calls. Year-to-date fixed-route is just less than 25,000 miles between service calls and Redi-Wheels is almost 23,000 between service calls.

- The planning staff has been working on the long-range station access for the Daly City BART station to look at how to expand capacity at the bus terminal in Daly City to accommodate expanded SamTrans, San Francisco Municipal Transportation Agency and local shuttle routes.
- Recruitment has begun for four members on the Citizens Advisory Committee.

COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. PCC Update
- c. Citizens Advisory Committee Liaison Report
- d. Mobility Management Report – Caltrain
- e. Multimodal Ridership Report – December 2011

FINANCE COMMITTEE

RESOLUTIONS

- a. Authorize Revision to the District's Disadvantaged Business Enterprise Program to Include a Small Business Enterprise Program
- b. Authorize Contract Extension with Cypress Security, LLC for Security Guard Services on a Month-to-Month Basis from March 1, 2012 Through December 31, 2012 for an Additional \$1,156,700
- c. Authorize Award of Contract to NS Corporation for a Bus Wash System at South Base for a Total of \$324,288

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

SUBJECTS DISCUSSED

- d. Fiscal Year 2011 Comprehensive Annual Financial Report

LEGISLATIVE COMMITTEE

MOTION

- a. Approval of 2012 State and Federal Legislative Program

A motion (Tissier/Lloyd) to approve the 2012 State and Federal Legislative Program was approved unanimously and the Board's advocacy on the latest proposal from Congress.

SUBJECTS DISCUSSED

- b. State and Federal Legislative Update

PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE

SUBJECTS DISCUSSED

- a. Overview of Shuttle Business Practices Guidebook

WRITTEN COMMUNICATIONS

In reading file

BOARD MEMBER REQUESTS

Director Zoe Kersteen-Tucker requested an updated on the Sustainability Program from staff at a future meeting.

DATE AND TIME OF NEXT MEETING – March 14, 2012 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(a): Musaravakkam S. Krishnan, et al v San Mateo County Transit District
- b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(a): Ella Dupertius v San Mateo County Transit District

Legal Counsel David Miller said, as permitted by the Brown Act, the Board will meet in closed session to hear a report on two matters of pending litigation.

Adjourned to closed session at 3:51 p.m.

Reconvened to open session at 4:25 p.m.

Mr. Miller said the Board met in closed session to discuss two matters of pending litigation. Appropriate instructions have been given to special counsel, Todd Master, in the Dupertius case and likewise to general counsel in the Krishnan case and at such time there are further developments or the cases become final an outcome will be reported.

The meeting adjourned at 4:26 p.m.