



BOARD OF DIRECTORS 2012

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MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

**NOTE TIME CHANGE**

## AGENDA

### 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, SEPTEMBER 12, 2012 – 3:00 p.m.

1. Pledge of Allegiance

#### ACTION

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

#### INFORMATIONAL

3. Accessibility Update – Tina Dubost
4. PCC Update – Mike Levinson
5. Citizens Advisory Committee Liaison Report - Peter Ratto
6. Multimodal Ridership Report – July 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  
AUGUST 8, 2012**

Committee Members Present: R. Guilbault (Committee Chair), S. Harris, A. Lloyd

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

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

Committee Chair Rose Guilbault called the meeting to order at 2:04 p.m.

**Approval of Minutes of Community Relations Committee (CRC) Meeting of  
June 13, 2012**

The committee approved the minutes (Lloyd/Gee).

**Certificate of Appreciation to Outgoing Paratransit Coordinating Council (PCC) Chair,  
Nancy Keegan**

Committee Chair Rose Guilbault said the certificate is to recognize former PCC Chair Nancy Keegan's contributions to the SamTrans, the PCC, and the community during her tenure as PCC Chair from 2008 to 2012. She said Ms. Keegan brought her leadership as Director of Catholic Charities San Carlos Adult Day Services to the PCC as the vice chair and as the chair. Under her tenure, she presented to the SamTrans Board a "Day in the Life of the RediCoast Rider," presided over the PCC's 30<sup>th</sup> anniversary celebration, helped SamTrans select a new eligibility certification contractor, provided valuable input to SamTrans bus specifications, organized an annual appreciation event for Redi-Wheels and RediCoast drivers and staff, and increased participation in the Consumer Corps. She has been a familiar and welcome presence at Board meetings and as a spokesperson for PCC advisory and advocacy activities. Her sense of humor, generosity and positive outlook have enriched the partnership, harmony and teamwork with SamTrans. Director Guilbault said the Board will miss seeing Ms. Keegan at SamTrans and is glad that she will remain part of the PCC.

Ms. Keegan thanked the Board and said it has been her pleasure to be a part of the PCC and serve as the chair the last two years. She said the most important thing to know is everything mentioned in the presentation was a result of a true team effort. She said there are many people behind the scenes including Director Carole Groom who have contributed. She said she looks forward to being an active member on the PCC. She introduced the new chair, Mike Levinson and said he has been a long-time active member and was most recently the chair of the Advocacy and Legislative Committee. She said Michal Settles will be the new vice chair and thanked Director Zoe Kersteen-Tucker for making the connection with Ms. Settles and the PCC. She said Ms. Settles has reinvigorated the Coastside Transportation Committee which has been

meeting on a quarterly basis and is very active. She said the PCC has some excellent leadership in place and thanked the Board.

### **Certificate of Appreciation to Rob Gaskill**

Director Kersteen-Tucker said Mr. Gaskill announced his retirement as the Superintendent of the Cabrillo Unified School District at the end of the school year. She said during his tenure as the superintendent he was an unfailing advocate for public transportation and was a wonderful partner to SamTrans. She said it was a pleasure working with him. She said his notable contribution on the Coastsides was back in 2007 when SamTrans was actively seeking partners in some grant funding to improve transportation on the Coastsides. She said at that time a strategic partnership was pulled together which included the county of San Mateo, the Cabrillo Unified School District, the city of Half Moon Bay, and SamTrans. A \$75,000 local match was required in order to compete for these funds. The school district committed \$12,000. Unfortunately the county backed away from its contribution so the school district stepped up and increased its share to \$36,000. She said Mr. Gaskill was a fairly new superintendent to the school district at that point and had inherited a shockingly bad financial picture for the school district as many other school districts in the State of California had. She said for him to stand up and make such a public commitment to public transportation took a lot of courage and leadership and involved some risk, so people were very grateful for that. She said funding was obtained and they were able to significantly improve transportation on the coastsides. She said that kind of leadership has really typified Mr. Gaskill's tenure on the Coast. She said he's a wonderful leader, his door is always open, and he is always interested in speaking with everybody in the community and forming new partnerships. She said one of his other achievements was, after five failed parcel taxes at the school district, he was finally able to pass a successful parcel tax which was much needed. She said through it all he has been an unfailing advocate for public transportation ensuring students and their families had the public transit options they needed to get to school and to work safely. She said Mr. Gaskill is going to be missed.

Mr. Gaskill said this is a really nice honor. He said he wanted to thank the Board for keeping public transportation alive and well on the Coastsides. He said until one has lived and worked on the Coastsides, one has no idea how important it is to getting Coastsides residents to medical care, grocery stores, and to school. He said SamTrans drivers and staff members are professional and courteous and he has been impressed. In four and a half years there have not been any complaints regarding public transportation involving school kids or staff. He said Manager of Bus Contracts Paul Lee and his staff were amazing to work with every step of the way. They were can-do people. He said when they talked about changing bus stops in order to help kids get to school on time, for instance, they looked at it and with Mr. Lee and his staff's assistance they made it work. He said that's a good partnership. He said it's interesting that Director Kersteen-Tucker probably had a little to do with this recognition because the two guardian angels in his estimation have been her and Dwight Wilson who served so well on the Coastsides Transportation Committee. He asked the Board not to forget about the people on the other side of the hill because the service is very important to them. He said he appreciated this honor and said to keep up the good work.

### **Accessibility Update – Tina Dubost**

Accessibility Coordinator Tina Dubost said SamTrans Paratransit Service is finally going to begin implementing the Interactive Voice Response (IVR) Program. She said they are going to start making night-before calls to the customers on August 17.

Director Karyl Matsumoto said the PCC meeting minutes stated Segway vehicles are increasing and asked if they are for recreation or for people with disabilities. Ms. Dubost said there is a paratransit customer who uses a Segway and uses Redi-Wheels and SamTrans.

Director Matsumoto said the minutes state there's an increase in Segway vehicles and asked who is using the vehicles. Ms. Dubost said the increase was from zero to one and this person uses the Segway as a mobility device rather than as a recreational device.

Director Matsumoto asked about the Redi-Wheels bus graphics and asked if the Board could see them at the next meeting. Executive Officer, Customer Service and Marketing Rita Haskin said they will be shown at the next meeting.

Director Matsumoto said the minutes show the taxi service was down 2,000 trips to 2,500 trips in April versus 4,000 trips in March, but productivity is at 1.8 and is higher than ever. She asked if SamTrans is accommodating the rest through vans or busses. Ms. Dubost said the service has been trying to strike a balance in providing service using the cutaway busses, minivans, sedans, and taxis. She said the service uses taxis for peak of the peak demand and for periods of very low demand. They have been trying different things to keep the balance down, keep productivity high, and keep good customer service. She said they are also trying to keep costs down.

Director Matsumoto asked by increasing productivity if they are able to decrease taxi ridership and asked if it was a trend. Ms. Dubost said they are working very hard to make it a trend.

Chair Jerry Deal said the Safety Report stated Redi-Wheels had seven accidents and it states there seems to be more people running into vehicles. Ms. Dubost said they tend to be low speed accidents such as when people bump into the Redi-Wheels vehicles in parking lots. Chair Deal clarified the report means "people in their cars" running into vehicles. Ms. Dubost said yes.

### **PCC Update - Mike Levinson**

Mr. Levinson said he will be the chair for at least a year. He said the PCC has been meeting with the Education Subcommittee and they will try to do outreach in the community at agencies and community organizations primarily related to the elderly and disabled to try to explain what the PCC does as opposed to what Redi-Wheels does because there seems to be some confusion in the community on that issue. He said someone from the PCC along with someone from the rider's community will make a dual presentation at these agencies and will take questions and hand out literature. He thanked Ms. Dubost and Manager of Accessible Transit Service Bill Welch for involving the PCC in issues like the IVR, down to the lowest details, and he is glad they are getting the calls implemented.

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

CAC Chair Peter Ratto said the CAC has four new members so Julie Sherman from Hanson Bridget made a presentation on the Brown Act and she made the subject easy to understand and instilled confidence in the members regarding the Brown Act. He said it appears

with the increased strength of 15 members, the CAC will allocate more time to member comments and requests. He said the new and better geographical representation has resulted in observations and questions from areas, notably Daly City and San Bruno, where the CAC did not previously have a regular, consistent presence. He said as the new members gain confidence and experience, they will give an even greater level of input at each of their meetings.

**Mobility Management Report – Americans with Disabilities Act (ADA) Paratransit Service**  
Deputy CEO Chuck Harvey gave a presentation about the Paratransit Service.

- SamTrans tracks the number of eligible Redi-Wheels riders. Over the year there has been a dip in registrations and now there is an uptake in registrations.
- Average Weekday Ridership (AWR) has been down a couple percentage points.
- Average trips per day is 1,000.
- ADA Law states SamTrans cannot deny service when it is requested. SamTrans has kept denials to zero averaging over 26,000 requests per month.
- On-time Performance (OTP) began to slip at the end of the year and staff worked with MV corporate to correct it. The service is back over 90 percent.
- Complaints received per thousand has remained low.
- Telephone hold time is another area staff tracks. The IVR system will be another tool to use on top of the things done in reservations in communicating with customers in an effective way.
- The goal for productivity for Redi-Wheels has been about 1.55 passengers per hour for many years. Late last year SamTrans raised the goal and asked MV to be accountable for higher numbers.
- RediCoast productivity goal is 1.5 passengers per hour.
- SamTrans has about 100-150 trips.
- SamTrans has a policy to work with customers but if they abuse the system over time SamTrans does apply some sanctions. There's an appeals process.
- If customers don't need a trip, SamTrans asks them to call and cancel so SamTrans can take that capacity and give it to someone else and not use a supplemental taxi that increases costs.
- SamTrans has a 20,000 mile average between road failures for the fleet.
- SamTrans replaced a portion of its vehicles recently and has new vehicles in production. In a recent month Redi-Wheels vehicles went 140,000 miles between road calls which means they ran all month and nothing broke down.
- Redi-Wheels runs about 160,000 revenue miles per month and it averages about 1.4 preventable accidents per month
- Over the last two years Redi-Wheels ran 4.1 million miles and had 34 accidents.
- SamTrans is spending \$14 million for paratransit for 1,000 trips a day.
- SamTrans manages ridership demand through the eligibility processes. It has managed costs through very aggressive negotiations and by holding MV accountable, it has raised fares and tried to get farebox ratio up, and its average cost per trip has remained pretty flat.
- From 2007 to 2012 the cost per passenger trip is actually lower.
- The culture at MV is safety first and SamTrans tries to reinforce that. There are 40 locations that are deemed hazardous which SamTrans ensures all the drivers see.

Drivers wear high visibility vests and use the cone system to alert other drivers to Redi-Wheels vehicles. All wheelchair mobility devices have to be tied down in a safe way so they don't flip over or move and injure the customer. SamTrans has tether straps in its vehicles to make it easy for devices to be tied down.

- Redi-Wheels is in a current contract option term which expires in December. There are two one-year option terms remaining.
- The RediCoast contract is bundled with all the other Coastside services.
- The Request for Proposal was issued earlier and staff will bring them for consideration to the Board soon.
- MTC Transit Sustainability Project (TSP) provided several recommendations on how to manage the system better, including:
  - Premium charges for service beyond ADA requirements.
  - Fixed-route travel training and promotion to seniors.
  - Enhanced ADA paratransit certification process which means in-person eligibility.
  - Improved fixed route transit and walkable communities.
- SamTrans is very focused on the TSP recommendations and can say it is doing the vast majority of this already.

Director Shirley Harris asked if SamTrans vans are equipped with Global Positioning Systems. Mr. Harvey said yes except for taxis. He said SamTrans has the Advanced Communication System (ACS) on board so the dispatchers have display screens at Brewster and they can see where a van is. Staff would like to have a little better performance of the ACS because due to data pulling time, dispatchers get information from the vehicle about every two to three minutes. Sometimes a dispatcher will think he or she can grab a van and send it to another trip but by that time, the van might already be down the freeway. SamTrans is going to be upgrading the radio systems as a part of a project it has to do anyway, so it is going to put in place another radio channel so it can have an increased pulling rate for all of the vehicles and improve how dispatchers use that system.

### **Multimodal Ridership Report – May 2012**

Mr. Harvey said:

- Bus ridership was down 2.1 percent.
- Paratransit had over 1,000 riders per day.
- Caltrain set an all-time record with 49,020 rides per day.
- Caltrain shuttles were up 10 percent.

Staff did an analysis of SamTrans routes to look at where the ridership gains and losses were. The main line Routes 390, 391, 292 and KX are SamTrans' core services and were only down 1.6 percent in May so they were better than the average. The other community routes were up and down. South county local Routes 250, 251, the 260, 262, 270, 271, 274, 280, and 281 that go into East Palo Alto were up 37 percent. This suggests increasing employment in the south county. Staff is going to keep looking at that.

### **Multimodal Ridership Report – June 2012**

Mr. Harvey said:

- Bus ridership was down 6.3 percent. All losses were in in the community routes that operate to schools so it was due to school kids.
- The main line routes were only down 2 percent.
- The south county local routes were up 8.4 percent year-over-year.
- Caltrain set all-time record with over 50,000 riders per day.
- For the fiscal year SamTrans had 96,000 daily rides on all modes compared to 91,500 over prior year.
- The total SamTrans ridership is between 13 and 14 million passengers per year.

Director Jeff Gee asked for SamTrans to add to the report the number of rides SamTrans gives per month and year to date for total ridership because when the Directors are speaking with the public it is hard for them to understand AWR. The number 14 million rides per year is more meaningful than 130,000 AWR to the riders. It would be helpful when communicating to the cities and constituents to phrase it in a way that is easier to understand. Mr. Harvey said it could easily be done.

Adjourned: 2:47 p.m.

**CRC ITEM # 3  
SEPTEMBER 12, 2012**

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Community Relations Committee

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

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

**SUBJECT: ACCESSIBILITY REPORT**

**ACTION**

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

**SIGNIFICANCE**

Several groups advise 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 July PCC meeting are attached. The minutes from the most recent SAAC meeting are not yet available.

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

650-508-6475  
650-508-6247

**SAN MATEO COUNTY  
PARATRANSIT COORDINATING COUNCIL  
MEETING MINUTES  
July 10, 2012**

**ATTENDANCE**

Members Present: Nancy Keegan, Chair; Mike Levinson, AL-Com Chair; Myria Barnes-Jackson, DOR; Dale Edwards, Consumer; Aki Eejima, Consumer; Judy Garcia, Consumer; Diane Griffith, Consumer; Stephanie Hill, Consumer; Barbara Kalt, Rosener House; Dan Mensing, Consumer; Sammi Riley, Consumer; Bill Welch, SamTrans.

Absentees: Maureen Dunn, Senior Focus; Benjamin McMullan, CID; Allan Newlands, COD; Michal Settles, Coastside; Marie Violet, Sequoia Hospital.

Guests: Elly Colwell, SamTrans; David DeNola, CID; Tina Dubost, SamTrans; Paul Lee, SamTrans; Linda Rhine, Nelson\Nygaard; Lynn Spicer, MV Transportation; Rose Berta, PCC Staff.

(Total Attendance: 19) Quorum--Yes

**WELCOME/INTRODUCTION**

Chair Nancy Keegan called the meeting to order at 1:30 p.m. and welcomed all to the July PCC meeting.

**APPROVAL OF JUNE PCC MINUTES**

Nancy asked for a vote of approval for the June minutes. Mike moved to approve the minutes and Sammi seconded the motion. Minutes were approved with Barbara and Diane abstaining.

**COMMITTEE REPORTS**

**A. ADVOCATE LEGISLATIVE COMMITTEE (AL-COM)**

There was a short meeting on July 3. Discussions on taxi service continued as well as IVR (Interactive Voice Response) updates. The bill for High Speed Rail and other transit capital projects including electrification of Caltrain was approved by the State Legislature.

Next AL-Com meeting is October 2, 2012.

**B. GRANT/BUDGET REVIEW**

Barbara said the budget reports for Redi-Wheels and the PCC contract were submitted last month and both budgets are in order and on track.

## **C. EDUCATION COMMITTEE**

Linda gave a brief report on Maureen's behalf. There will be no summer newsletter; a special edition in the fall will be distributed focusing on fact-based articles for educating consumers and assisting riders to understand the advocacy role of the PCC. New outreach strategies are being planned. Subcommittees will meet following the PCC meeting to discuss the strategies. The next full meeting is on September 11 following the PCC meeting.

## **D. Approval of Officers for FY 2012/13**

Barbara presented the nominations of Mike Levinson for Chair, and Michal Settles for Vice Chair. The nominations were approved unanimously.

Barbara thanked Nancy for doing an excellent job as Chair for two years. Nancy shared that it has been an honor for her to serve as PCC Chair and thanked everyone who participated throughout her term. Nancy looks forward to her continued involvement and thanked Mike for taking on the leadership role for the next year.

## **D. EXECUTIVE COMMITTEE**

The conference call meeting on June 28 was very productive.

- The PCC contract will be administered by CID (Center for Independence of Individuals with Disabilities). David DeNola, Executive Director for CID, said the final step is CID Board approval. He mentioned it was a pleasure working with Nancy and Bill on the complexity of the contract.
- Slate of new officers for FY 2012-13 and going forward
- Education Committee update—special edition newsletter and outreach strategies
- Appeals panel schedule
- IVR (Interactive Voice Response system) update—roll out of IVR

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

### **A. Operational Report**

Bill provided the data on the IVR “Night Before” calls which showed a success rate averaging 95%. The report included 12 weeks of data, number of trips scheduled and calls made, and the average success rate. Bill provided examples of unscheduled trips and explained the process of placing the unscheduled trips on the “dummy schedule”. The “dummy schedule” is necessary to ensure all consumers receive the night before call. The goal is to get as close to 100%. Lynn and Bill said the goal can be achieved.

Bill read the letter that will be sent to all Redi-Wheels consumers (which will be in English and Spanish) to notify them of the IVR system. The consumer will have the chance to opt out of IVR

if desired. Bill agreed to add a phrase in the letter that may help clarify the term “subscription service”.

Details of how to measure and monitor performance will be discussed at the next ERC meeting in August, which will occur before IVR goes live. PCC supports proceeding with the night before calls and looks forward to continuing an active role in reviewing the progress. All thanked Bill, Tina, and Lynn for their hard work of more than two years on this important project.

Taxi Performance report showed the On-Time Performance for taxis was not as good as Redi-Wheels overall. However taxi drivers receive more compliments than Redi-Wheels drivers, possibly because taxi drivers solicit comments and Redi-Wheels drivers do not. Aki noted that taxis provide all the rides after 6:00 p.m. Mike also noted that riders tend to like taxis because they are not a shared ride.

### **B. Performance Summary**

Tina reported that the average and total ridership for May 2012 is down from May 2011; same day cancels are down and no shows improved in May. Productivity is at 1.83 passengers per hour and remains above the standard, which is positive. On-time performance in May is at 84.6% and has been below the standard for several months. MV is working hard to fix the problem with preliminary June data showing an improvement with an expectation that this positive trend will continue. Complaints are at 0.53 per thousand trips.

### **C. Customer Comments**

Elly reported that total monthly comments are fewer in May than in April. Policy-related and service-related comments are down. The average 8.5 days response time exceeded the standard 7-day turnaround time for the first time in a long time. In response to questions, Elly explained that responses to comments are either by phone or by email. Complaints are thoroughly investigated before a response is sent to the customer.

### **D. Safety Report**

Lynn reported 2 accidents by Redi-Wheels, 1 preventable and 1 non-preventable with 150,000 miles between accidents. Zero accidents for RediCoast were reported for the month. Lynn was pleased to report there were no incidents with Redi-Wheels due to the nurses’ strike.

## **LIAISON REPORTS**

### **A. MTC REPORT**

No report.

## **B. AGENCY**

No agency meeting to report.

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

Next meeting is on December 11, 2012.

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

Taxi and IVR have already been discussed. Eligibility statistics were reviewed.

Next meeting is August 7.

It was noted there have been no appeals, either Eligibility or No-show/Late cancels. Bill suggested that Jim Rusconi is doing a good job explaining the process and how to improve rides to clients, that there is no need for an appeal.

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

No report.

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

No report.

## **G. CENTER FOR INDEPENDENCE OF INDIVIDUALS WITH DISABILITIES (CID)**

No report.

## **H. DEPARTMENT OF REHABILITATION**

Myria said good news that the budget passed enabling them to continue serving their clients. However, employees will receive a 5% pay cut and furlough, with staff receiving a floating day during the month.

## **OTHER BUSINESS**

In response to Judy's request, Bill explained SamTrans has a policy of not distributing information by outside agencies on vehicles.

Linda said May Nichols, retired PCC member, appreciated the flowers and card sent to her by the PCC.

Mike, as the new Chair, requested that he can easily be reached by phone. He checks email regularly but not on a daily basis.

Linda presented Nancy with flowers on behalf of the PCC and thanked her for great work as Chair. Nancy said Linda's support made her job easy and made her "look good"!

Bill thanked Nancy and Linda for their work with the pass through contract and was impressed and enjoyed working with them. Both thanked Bill for his great work!

**MEETING ADJOURNED: 3:30 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: MULTIMODAL RIDERSHIP REPORT—JULY 2012**

**ACTION**

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

**SIGNIFICANCE**

Table “A” summarizes the average weekday ridership (AWR) statistics for all modes of transportation for which SamTrans is responsible, as well as the full monthly ridership for the bus. Chart “A” features year-to-date comparisons of FY 2011, FY 2012, and FY 2013.

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

**TOTAL BUS RIDERSHIP – FY 2013 TO-DATE COMPARED TO FY 2012 TO-DATE**

**Bus** – Fiscal year-to-date total ridership is 926,590, a decrease of 2.0 percent.

**MONTHLY RIDERSHIP HIGHLIGHTS—JULY 2012 COMPARED TO JULY 2011**

**All Modes** – AWR of 95,267, an increase of 5.3 percent.

**Bus** – AWR of 35,920, a decrease of 3.6 percent.

**Paratransit** - AWR of 1,082, a decrease of 1.5 percent.

**Caltrain** - AWR of 48,610, an increase of 10.2 percent.

**Caltrain Shuttles** - AWR of 7,506, an increase of 20.5 percent.

**BART Shuttles** - AWR of 2,149, an increase of 24.9 percent.

## **SamTrans Promotions – July 2012**

**Youth Pass** – SamTrans discounted its Youth Monthly Pass for June, July and August to encourage kids to ride the bus for adventures other than school. Instead of costing \$36 a month, the price was dropped to \$22 and was available on Clipper. To spread the word about the July bargain, SamTrans issued a news release, notified schools, put notices onboard the bus (Spanish and English), included the information in the *Rider's Digest* newsletter and *Transit Fun Guide*, had a message on the toll-free customer service number, ran ads (Spanish and English), put a special web button on the home page linking to a page targeted to youth, used social media (Facebook, Google+ and Twitter) and participated in a radio station's Summer Made Simple program (web, day planner and radio spots). The promotion will continue through August.

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

**Recognizing Employees** – Eight SamTrans employees reach a major milestone this year: 35 years of service with the agency. To recognize these valuable employees, Marketing staff created interior adcards and exterior bus ads. These will be rolling around the county for the coming year.

Prepared by: Michael Eshleman, Planner

650-508-6227

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

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

July 2012				<u>FY2012/FY2013</u>
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus +	37,030	37,270	35,920	-3.6%
Paratransit	1,130	1,099	1,082	-1.5%
Caltrain # +	40,700	44,130	48,610	10.2%
Caltrain Shuttle # **	5,043	6,228	7,506	20.5%
BART Shuttle	1,949	1,720	2,149	24.9%
<b>Total</b>	<b>85,852</b>	<b>90,447</b>	<b>95,267</b>	<b>5.3%</b>
BART (Extension Only)*	37,738	41,884	44,912	7.2%
<b>Grand Total</b>	<b>123,590</b>	<b>132,331</b>	<b>140,179</b>	<b>5.9%</b>
Bus (Monthly) +	995,300	945,420	926,590	-2.0%

Year to Date				<u>FY2012/FY2013</u>
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus +	37,030	37,270	35,920	-3.6%
Paratransit	1,130	1,099	1,082	-1.5%
Caltrain # +	40,700	44,130	48,610	10.2%
Caltrain Shuttle # **	5,043	6,228	7,506	20.5%
BART Shuttle	1,949	1,720	2,149	24.9%
<b>Total</b>	<b>85,852</b>	<b>90,447</b>	<b>95,267</b>	<b>5.3%</b>
BART (Extension Only)*	37,738	41,884	44,912	7.2%
<b>Grand Total</b>	<b>123,590</b>	<b>132,331</b>	<b>140,179</b>	<b>5.9%</b>
Bus (Monthly) +	995,300	945,420	926,590	-2.0%

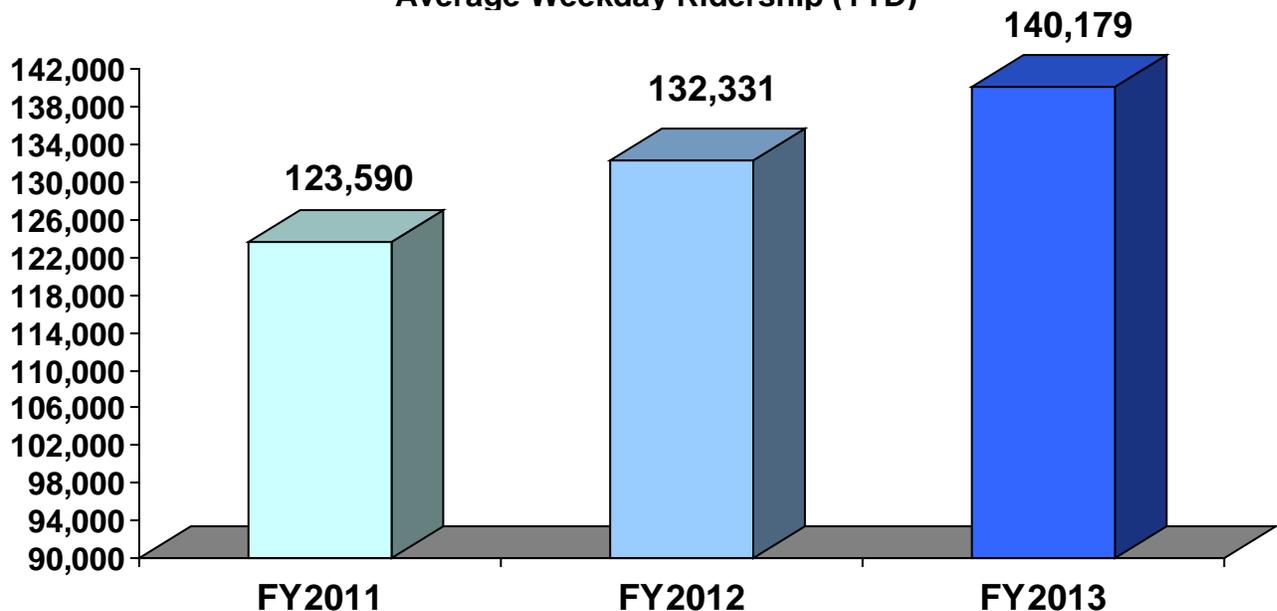
# System

\* Extension Only (No Daly City)

\*\*Shuttles included here have been adjusted for FY 2012 & 2013 to reflect funding organization.

+ Rounded to nearest tens

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





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

**NOTE TIME CHANGE**

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

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

**WEDNESDAY, SEPTEMBER, 2012 – 3:20 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Finance Committee Meeting of August 8, 2012
2. Acceptance of Statement of Revenues and Expenses for July 2012
3. Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended June 30, 2012

**CONTRACTS**

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

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

NOTE:

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

Draft

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

**MINUTES OF FINANCE COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
AUGUST 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, R. Guilbault, S. Harris, A. Lloyd, K. Matsumoto

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

Committee Chair Jeff Gee called the meeting to order at 2:47 p.m.

**Approval of Minutes of Finance Committee Meeting of June 13, 2012**

The Committee approved the minutes (Deal/Guilbault).

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

Deputy CEO Gigi Harrington said revenue for May is about \$1 million under budget. She said this is due to fare revenue and the timing of some operating grants which SamTrans will book in June and also an accounting adjustment due to a bond that has matured. She is looking into how that has been booked and will report back after she spends some time looking at it. On the expense side SamTrans is about \$5.71 million under budget. Fuel was \$2.94 per gallon last week, \$2.86 per gallon year to date, and SamTrans received about \$8,400 in July. She said she's got nothing but emails from her financial advisor since the fire this week and she said we will have to see what happens with the fuel going forward.

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

**Authorize Discount Pilot Program for an 18-Month Period to Encourage Advance Group Sales and Travel**

Executive Officer, Customer Service and Marketing Rita Haskin said this is a pilot program to encourage groups to ride the bus. For up to 18 months this will allow a group discount for people who are pre-purchasing tickets in groups of 25 or more and give will them a 20 percent discount. She said that sounds like a huge discount but groups could get the same discount if they bought tokens. This, however, will allow SamTrans to process the information and get word out to Operations about whether the bus has space or not. She said if a group comes in and wants to ride a specific bus but SamTrans knows there is no space on that bus, SamTrans would then be able to work with the group to get them onto another bus that has capacity ensuring they have a good experience instead of having a bad experience and not coming back.

Committee Chair Jeff Gee asked how this would be advertised. Ms. Haskin said staff will set up some metrics to see if the program is successful. SamTrans is mirroring this with a similar program being done on Caltrain and the groups who are using the program are mostly school

groups. She said staff will get the word out to the schools, Boy Scouts, Girl Scouts and recreation centers, and staff will advertise it on the website.

Director Rose Guilbault asked if the objective is to know how many people are coming so they can be accommodated or if the objective is to market SamTrans in a different way to groups. Ms. Haskin said it is a dual objective: to know what's coming so staff can accommodate them and make sure they have a good experience, and to get more people to ride the bus. She said it's not just dealing with the current riders. Staff needs to know if the people were riding the bus before and just switched to this program. Director Guilbault asked if people are not doing that now. Ms. Haskin said not many, but on Caltrain there are spikes in the spring for field trips.

Committee Chair Gee said he sees a number of different transit groups targeting the same audience and asked if there is any way all transit program providers could get together and target the same people at once. Ms. Haskin said there may be some good in doing that but at times the audiences are different and have different needs. Committee Chair Gee said an easy thing to do is to schedule one presentation from all the transit agencies at one of the regular San Mateo County School Board Association meetings. He said he is looking for synergy which could be helpful.

Director Guilbault asked if there is a demand for group rates. Ms. Haskin said there is on Caltrain. She said the bus side has had a semi-pilot program over the years called the Class Pass. She said classrooms have been very interested but it hasn't been a very structured program, and this new program will provide more structure. She said staff believes that as schools figure out how to fund these group trips, schools that moved away from taking field trips on school buses will see this as an alternative for teachers who still want to get the kids out in the community.

Director Adrienne Tissier asked if staff is targeting senior centers that take a lot of different trips. Ms. Haskin said staff will think of them as well.

Committee Chair Gee said he would help out with the school districts and making connections.

Director Tissier said the Peninsula Traffic Congestion Relief Alliance (Alliance) has people from SamTrans who come to meetings geared more to employees than to the schools so there are different audiences. She said there is some good communication and SamTrans is very visible and very engaged.

Committee Chair Gee said since the Alliance program is providing carpooling to parents and gas cards there might be overlap. He said he's happy to help if the group wants to do that.

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

**Authorize Filing Annual Claim with the Metropolitan Transportation Commission (MTC) for Transportation Development Act (TDA), State Transit Assistance (STA) and Regional Measure 2 Funds for Fiscal Year 2013 and Amend the Fiscal Year 2013 Operating Budget in the Amount of \$2,869,030 From \$154,040,172 to \$156,909,202**

Manager of Budgets Eva Goode said this is the annual claim to MTC for TDA and STA funds and it supports the SamTrans Operating Budget. She said SamTrans also claims funds that pass through other agencies.

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

**Authorize Approval and Ratification of the Fiscal Year 2013 District Insurance Program with Wells Fargo Insurance Services for a Total Premium Cost of \$1,597,703**

Ms. Harrington said a notable item for the San Mateo County District (District) is liability insurance has a \$1 million deductible and SamTrans wanted to keep that deductible. She said it was one of staff's goals as it went into the market place and SamTrans has a \$100 million cap on it. She said SamTrans has a wide variety of other types of insurance that staff has purchased such as replacement for physical damage to buses, property, environmental, auto, and crime, and Dumbarton Rail Bridge insurance. The District's liability program is in layers with different vendors each taking a single different layer from \$1 million to \$100 million.

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

**Authorize Execution of Cooperative Agreement Among the Dumbarton Bridge Route Operations Committee Consortium to Provide Administration Services for the Dumbarton Express Bus Service**

Deputy CEO Chuck Harvey said SamTrans is a partner with a number of other agencies and it is considered a minority partner in terms of its financial interest. He said a number of services are being expanded across the Dumbarton Bridge in anticipation of a future rail project if there is enough demand. He said this Cooperative Agreement reduces SamTrans' cost because it will be using bridge tolls funds, which are allocated for Dumbarton Rail Operations for the train that may someday exist. He said in the meantime MTC has reallocated those dollars to run the bus service and this codifies that agreement.

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

**Authorize Amendment to Extend the Contract with Green Carpet Landscaping and Maintenance for Providing Landscaping and Grounds Maintenance Services on a Month-to-Month Basis for Up to Six Months at a Cost of Up to \$68,000**

Director, Contracts & Procurement Cheryl Cavitt said staff needs more time to issue a solicitation for another five years of landscaping services which covers the central office and all the bases.

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

**Authorize Award of Contract to Miller Advertising Agency, Inc. to Provide Recruitment Advertising Services for a Five-year Term at an Estimated Cost of \$375,000**

Ms. Cavitt said staff is requesting Board approval of the authorization for the General Manager/CEO to execute this contract. She said staff conducted a competitive proposal process and evaluated the proposals. Miller Advertising Agency was highest ranked and found to have a fair and reasonable price.

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

**Authorize Award of Contract to Vanden Bos Electric, Inc. for Fire Alarm System Upgrade for a Total Amount of \$663,965**

Ms. Cavitt said this contract is to upgrade fire alarms at Central, North Base and South Base. She said staff ran a competitive Request for Proposal and received two bids. She said this is a relatively specialized electronic practice and staff has evaluated the proposals and have determined that Vanden Bos is responsive to staff's solicitation requirements and is a responsible contractor.

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

**Authorize Award of Contract to ACS Transportation Solutions, Inc. to Provide ACS Software and Hardware Maintenance Support Services for an Estimated Amount of \$1,063,860 for a Five-year Term**

Ms. Cavitt said this contract recommendation is not a result of a competitive process but is a sole-source contract. She said this is a five-year contract for the support of software and hardware related to the Advanced Mobile Data terminals in SamTrans buses. These data terminals control all electrical including bus radio communications, GPS, farebox, and automatic passenger counters. She said SamTrans has a long standing relationship with ACS and they have provided these services to SamTrans since 1999. She said it is their proprietary software that leads SamTrans to a sole-source situation.

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

**Authorize Award of Contract to FE Controls Corp. for the Upgrade of the Security Office at the District's Headquarters in San Carlos for a Total Amount of \$154,544**

Ms. Cavitt said this is for an upgrade of the security office at SamTrans headquarters and will include new workstations, lighting changes, air conditioning, wall reconstruction, and other improvements. She said this will be married with technological improvements that will be covered in another contract. She said staff received a total of six proposals for this job.

Director Karyl Matsumoto said in San Francisco local entities get a five percent point system and asked if SamTrans gives preferences to local business on certain contracts. Ms. Cavitt said SamTrans does not have any geographic preferences in its processes. Legal Counsel David Miller said SamTrans is not allowed to do that.

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

**Authorize Rejection of All Bids to Provide Printing and Delivery of Magnetic Tickets**

Ms. Cavitt said this appears to be a shrinking trade as SamTrans goes to the touch technology for tickets. She said staff had some difficulties because both bidders decided to present their prices in formats that were not requested. She said staff wanted a per-ticket price but the bidders wanted to use per-thousand-ticket pricing as well as some other changes that were not permitted under the process. She said staff would like to solicit this as a public bid one more time and if it doesn't work she will approach the Board for authorization to negotiate one-on-one with a qualified vendor.

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

Committee Chair Gee said the most number of bids on the contracts presented today was six. He said a lot of these are niche things but the market is still not robust and he is not sure why SamTrans is only receiving two or three bids. He said even though these are specialty items he is concerned if SamTrans is not doing the right outreach. He said at the other agencies he works for he sees 6-10 bids. General Manager/CEO Michael Scanlon said staff can look into it and get back to the Board but the same procurement people are getting a lot of bids on the Caltrain side. He said some of it has to do with the type of work that staff is going after but when going after construction and other Caltrain contracts there is no shortage of bids. He said some of this does fall into peculiar areas. He said of the bids awarded so far today two were to small businesses, which is commendable. He said the procurement staff did a good job in reaching out to the Disadvantaged Business Enterprises and Small Business Enterprises which is something SamTrans watches.

**Update on the Execution of the Fuel Hedging Program**

Ms. Harrington said SamTrans took bids on the fuel hedging program in May and consistent with the Board direction she upped the quantity from 50 to 65 percent of the portfolio. She said it is locked in at \$2.80 per gallon and Barclay's is the vendor. She said staff will report on this in the January/February timeframe to provide an update on where SamTrans is going for the next year.

**Information of Statement of Revenues and Expenses for the Period Ending June 30, 2012**

Ms. Harrington said staff takes a pause this time of year while they close the books and bring in the auditors. She said she will be back with year-end information once the auditors are gone. She said staff revised the budget for sales tax and preliminary indications are SamTrans is going to do better than the revised budget.

**Adjourned:** 3:08 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 JULY 31, 2012 AND SUPPLEMENTAL INFORMATION**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** *Total Revenues* (page 1, line 13) are \$148,917 or 1.1 percent **better** than revised budget. *Passenger Fares* (page 1, line 1) are **worse** than budget by \$153,357 or 10.3 percent, *Investment Interest* (page 1, line 8) is **better** than budget by \$272,689 or 221.7 percent due to capital gains and premium recognized on securities that were sold. *Other Interest, Rent & Other Income* (page 1, line 10) are **better** than budget by \$29,585 or 8.2 percent.

**Expenses:** *Total Expenses* (page 4, line 73) are \$1,612,146 or 12.5 percent **better** than revised budget. Within *Total Expenses*, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$1,446,741 or 17.4 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$160,913 or 13.4 percent and *Total Multimodal* (page 4, line 71) is **better** than budget by \$4,492 or 0.1 percent.

**Budget Amendments:** An increase in Transportation Development Act (TDA) funds is reflected in the Revised Budget. The increase accounts for previous years' TDA fund balance available to the District and is offset by a reduction in sales tax revenue required to balance operating costs.

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

650-508-7752  
650-508-6259

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

% OF YEAR ELAPSED: **8.3%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>SOURCES OF FUNDS</b>								
<b>Operating Revenues</b>								
1 Passenger Fares	1,341,043	1,333,127	1,341,043	1,494,400	89.7	17,932,800	17,932,800	7.5
2 Local TDA and STA Funds	3,196,827	4,667,271	3,196,827	3,196,827	100.0	35,492,900	38,361,930	8.3
3 State/Federal Operating Grants	397,574	1,886	408,667	408,667	100.0	10,724,485	10,724,485	3.8
4 Measure A and AB434 Funds	635,475	701,043	635,475	635,475	100.0	8,354,400	8,354,400	7.6
5 <b>Subtotal - Operating Revenues</b>	<b>5,570,919</b>	<b>6,703,327</b>	<b>5,582,012</b>	<b>5,735,369</b>	<b>97.3</b>	<b>72,504,585</b>	<b>75,373,615</b>	<b>7.4</b>
<b>Other Revenue Sources</b>								
7 District 1/2 Cent Sales Tax	4,910,900	4,757,133	4,910,900	4,910,900	100.0	65,000,000	65,000,000	7.6
8 Investment Interest	395,679	249,953	395,679	122,990	321.7	1,243,920	1,243,920	31.8
9 Pass through to Other Agencies	0	181,790	0	0	0	467,959	467,959	0.0
10 Other Interest, Rent & Other Income	389,542	389,233	389,542	359,957	108.2	6,023,708	6,023,708	6.5
11 Other Sources	2,727,721	0	2,727,721	2,727,721	100.0	8,800,000	8,800,000	31.0
12 <b>Subtotal - Other Revenues</b>	<b>8,423,842</b>	<b>5,578,109</b>	<b>8,423,842</b>	<b>8,121,568</b>	<b>103.7</b>	<b>81,535,587</b>	<b>81,535,587</b>	<b>10.3</b>
13 <b>Total Revenues</b>	<b>13,994,762</b>	<b>12,281,436</b>	<b>14,005,854</b>	<b>13,856,937</b>	<b>101.1</b>	<b>154,040,172</b>	<b>156,909,202</b>	<b>8.9</b>
14 <b>Capital Assistance</b>	<b>19,908</b>	<b>48,105</b>	<b>19,908</b>	<b>19,908</b>	<b>100.0</b>	<b>32,297,067</b>	<b>54,352,487 A</b>	<b>0.0</b>
15 <b>Reserves Programmed for Capital</b>	<b>235,417</b>	<b>359,547</b>	<b>235,417</b>	<b>235,417</b>	<b>100.0</b>	<b>525,780</b>	<b>13,321,254 A</b>	<b>0.0</b>
16 <b>Total Revenues - All Sources</b>	<b>14,250,087</b>	<b>12,689,088</b>	<b>14,261,179</b>	<b>14,112,262</b>	<b>101.1</b>	<b>186,863,019</b>	<b>224,582,943</b>	<b>6.4</b>
<b>USES OF FUNDS</b>								
<b>Operations</b>								
20 Motor Bus	6,857,423	7,861,175	6,857,423	8,304,164	82.6	99,740,708	99,740,708	6.9
21 A. D. A. Programs	1,036,402	1,009,971	1,036,402	1,197,315	86.6	14,477,220	14,477,220	7.2
22 Caltrain	3,120,593	2,756,135	3,120,593	3,120,593	100.0	14,000,000	14,000,000	22.3
23 Other Multimodal Programs	246,538	311,953	246,538	251,030	98.2	3,015,460	3,015,460	8.2
24 <b>Subtotal - Operating Costs</b>	<b>11,260,957</b>	<b>11,939,234</b>	<b>11,260,957</b>	<b>12,873,103</b>	<b>87.5</b>	<b>131,233,388</b>	<b>131,233,388</b>	<b>8.6</b>
<b>Other Uses of Funds</b>								
26 Pass through to Other Agencies	0	181,790	0	0	0	467,959	467,959	0.0
27 Transfer Out to Debt Service	2,037,787	2,037,499	2,037,787	2,037,787	100.0	24,453,463	24,453,463	8.3
28 Fiscal Agent Fees	4,463	6,838	4,463	6,460	69.1	29,600	29,600	15.1
29 Land Transfer Interest Expense	0	0	0	0	0	66,570	66,570	0.0
30 <b>Subtotal - Other Uses</b>	<b>2,042,250</b>	<b>2,226,127</b>	<b>2,042,250</b>	<b>2,044,247</b>	<b>99.9</b>	<b>25,017,592</b>	<b>25,017,592</b>	<b>8.2</b>
31 <b>Capital Programs</b>	<b>298,158</b>	<b>454,944</b>	<b>298,158</b>	<b>298,158</b>	<b>100.0</b>	<b>41,172,847</b>	<b>76,023,741 A</b>	<b>0.4</b>
32 <b>Total Uses of Funds</b>	<b>13,601,364</b>	<b>14,620,305</b>	<b>13,601,364</b>	<b>15,215,508</b>	<b>89.4</b>	<b>197,423,827</b>	<b>232,274,721</b>	<b>5.9</b>
33 <b>NET SURPLUS / (DEFICIT)</b>	<b>648,722</b>	<b>(1,931,216)</b>	<b>659,815</b>	<b>(1,103,245)</b>	<b>(59.8)</b>	<b>(10,560,808)</b>	<b>(7,691,778)</b>	<b>(8.6)</b>

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STATEMENT OF REVENUES  
FISCAL YEAR 2013  
JULY 2012**

% OF YEAR ELAPSED: 8.3%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>								
1 TOTAL MOTOR BUS FARES	1,278,048	1,270,435	1,278,048	1,428,083	89.5	17,137,000	17,137,000	7.5
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,655,940	3,806,948	2,655,940	2,655,940	100.0	29,121,548	31,871,276	8.3
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	367,979	587,865	367,979	367,979	100.0	4,415,758	4,415,758	8.3
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	397,574	1,886	397,574	397,574	100.0	9,725,142	9,725,142	4.1
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Asst.	1,474,968	1,850,758	1,474,968	3,064,927	48.1	34,646,868	31,897,140	4.6
10 Accessibility Fixed Route	81,632	88,094	81,632	82,839	98.5	994,064	994,064	8.2
11 TOTAL 1/2 CENT SALES TAX	1,556,600	1,938,852	1,556,600	3,147,766	49.5	35,640,932	32,891,204	4.7
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	360,914	5,601	360,914	96,040	375.8	966,720	966,720	37.3
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	44	46	44	30	146.2	360	360	12.2
16 Rental Income	88,601	87,198	88,601	87,730	101.0	1,052,760	1,052,760	8.4
17 Advertising Income	53,750	75,680	53,750	55,417	97.0	665,000	665,000	8.1
18 Other Income	97,973	86,664	97,973	67,606	144.9	1,015,488	1,015,488	9.6
19 TOTAL OTHER REVENUES	240,367	249,587	240,367	210,782	114.0	2,733,608	2,733,608	8.8
20								
21 TOTAL MOTOR BUS	6,857,423	7,861,175	6,857,423	8,304,164	82.6	99,740,708	99,740,708	6.9
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	62,995	62,692	62,995	66,317	95.0	795,800	795,800	7.9
25 Local TDA 4.5 Redi-Wheels	131,918	200,366	131,918	131,918	100.0	1,463,713	1,583,015	8.3
26 Local STA - Paratransit	40,990	72,092	40,990	40,990	100.0	491,881	491,881	0.0
27 Operating Grants	11,093	0	11,093	11,093	100.0	999,343	999,343	1.1
28 Sales Tax - District ADA Programs	451,187	345,983	451,187	610,037	74.0	4,986,373	4,867,071	9.3
29 Sales Tax - Paratransit Suppl. Coastside	107,019	103,048	107,019	113,576	94.2	1,362,910	1,362,910	0.0
30 Interest Income - Paratransit Fund	34,765	35,505	34,765	26,950	129.0	277,200	277,200	12.5
31 Measure A Redi-Wheels	196,436	190,285	196,436	196,436	100.0	2,600,000	2,600,000	7.6
32 Measure M Paratransit	0	0	0	0	0.0	1,500,000	1,500,000	0.0
33 TOTAL ADA PROGRAMS	1,036,402	1,009,971	1,036,402	1,197,315	86.6	14,477,220	14,477,220	7.2
34								
35 MULTIMODAL TRANSIT PROGRAMS:								
36 Other Sources - Caltrain	2,727,721	2,375,564	2,727,721	2,727,721	100.0	8,800,000	8,800,000	31.0
37 Transfer from TA for Caltrain	392,872	380,571	392,872	392,872	100.0	5,200,000	5,200,000	7.6
38 TA Funded SM/Caltrain Shuttles	0	85,604	0	0	0.0	0	0	0.0
39 Employer Share SM/Caltrain Shuttles	0	24,696	0	0	0.0	0	0	0.0
40 AB434 Funds - SamTrans Shuttle	46,167	44,583	46,167	46,167	100.0	554,400	554,400	8.3
41 Employer SamTrans Shuttle Funds	149,175	114,950	149,175	149,175	100.0	1,790,100	1,790,100	8.3
42 Sales Tax - SamTrans Shuttle Program	29,097	25,402	29,097	27,612	105.4	334,040	334,040	8.7
43 Sales Tax - Gen. Operating Asst.	22,099	16,718	22,099	28,077	78.7	336,920	336,920	6.6
44								
45 TOTAL MULTIMODAL	3,367,131	3,068,088	3,367,131	3,371,623	99.9	17,015,460	17,015,460	19.8
46								
47 TOTAL REVENUES	11,260,957	11,939,234	11,260,957	12,873,103	87.5	131,233,388	131,233,388	8.6

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

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

**% OF YEAR ELAPSED: 8.3%**

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>DISTRICT OPERATED BUSES</b>								
1 Wages & Benefits	3,664,935	4,654,310	3,664,935	4,187,041	87.5	50,244,115	50,244,115	7.3
2								
3 Services:								
4 Board of Directors	790	6,127	790	4,392	18.0	52,900	52,900	1.5
5 Contracted Vehicle Maintenance	25,689	25,690	25,689	65,927	39.0	791,128	791,128	3.2
6 Property Maintenance	84,613	77,448	84,613	108,292	78.1	1,258,500	1,258,500	6.7
7 Professional Services	114,100	155,599	114,100	382,002	29.9	4,777,013	4,765,726	2.4
8 Technical Services	289,756	307,202	289,756	407,809	71.1	4,829,402	4,829,402	6.0
9 Other Services	36,049	26,037	36,049	106,422	33.9	1,277,066	1,277,066	2.8
10								
11 Materials & Supply:								
12 Fuel & Lubricants	405,298	446,692	405,298	545,956	74.2	6,551,477	6,551,477	6.2
13 Bus Parts & Materials	101,443	80,627	101,443	148,432	68.3	1,758,740	1,758,740	5.8
14 Uniforms & Driver Expense	6,933	3,929	6,933	15,926	43.5	400,970	400,970	1.7
15 Timetables & Tickets	143	973	143	14,317	1.0	171,800	171,800	0.1
16 Office Supplies / Printing	7,164	8,080	7,164	39,113	18.3	342,137	342,137	2.1
17 Other Materials & Supply	10,000	6,536	10,000	14,417	69.4	156,500	156,500	6.4
18								
19 Utilities:								
20 Telephone	16,535	21,106	16,535	48,375	34.2	580,500	580,500	2.8
21 Other Utilities	84,897	89,278	84,897	81,800	103.8	981,600	981,600	8.6
22 Insurance Costs	211,282	195,245	211,282	220,288	95.9	2,647,000	2,647,000	8.0
23 Workers' Compensation	257,291	251,134	257,291	266,422	96.6	3,197,060	3,197,060	8.0
24 Taxes & License Fees	31,883	41,565	31,883	47,819	66.7	573,823	573,823	5.6
25 Fixed Route Accessibility	81,632	88,094	81,632	82,839	98.5	994,064	994,064	8.2
26 Leases & Rentals	8,558	8,551	8,558	12,367	69.2	119,800	119,800	7.1
27 Promotional & Legal Advertising	5,320	1,840	5,320	19,875	26.8	238,500	238,500	2.2
28 Training & Business Travel	5,836	3,771	5,836	19,117	30.5	164,050	164,050	3.6
29 Dues & Membership	7,899	6,884	7,899	7,489	105.5	87,200	87,200	9.1
30 Postage & Other	2,457	3,323	2,457	29,203	8.4	349,003	360,290	0.7
31								
32 <b>Total District Operated Buses</b>	<b>5,460,501</b>	<b>6,510,042</b>	<b>5,460,501</b>	<b>6,875,637</b>	<b>79.4</b>	<b>82,544,348</b>	<b>82,544,348</b>	<b>6.6</b>
33								
34 <b>CONTRACTED BUS SERVICES</b>								
35 Contracted Urban Bus Service	1,217,095	1,192,365	1,217,095	1,254,943	97.0	15,059,320	15,059,320	8.1
36 Other Related Costs	36,220	27,826	36,220	25,633	141.3	361,600	361,600	10.0
37 Insurance Costs	51,151	46,228	51,151	54,581	93.7	655,000	655,000	7.8
38 Coastside Services	53,599	51,019	53,599	53,918	99.4	647,020	647,020	8.3
39 Redi Coast Non-ADA	19,993	16,389	19,993	18,308	109.2	219,700	219,700	9.1
40 Other Related Costs	1,689	1,536	1,689	3,920	43.1	47,040	47,040	3.6
41 La Honda - Pescadero	4,000	4,375	4,000	4,375	91.4	52,500	52,500	7.6
42 SamCoast - Pescadero	11,634	10,000	11,634	11,667	99.7	140,000	140,000	8.3
43 Other Related Cost - SamCoast	1,542	1,394	1,542	1,182	130.5	14,180	14,180	10.9
44 <b>Total Contracted Bus Service</b>	<b>1,396,923</b>	<b>1,351,133</b>	<b>1,396,923</b>	<b>1,428,528</b>	<b>97.8</b>	<b>17,196,360</b>	<b>17,196,360</b>	<b>8.1</b>
45								
46 <b>TOTAL MOTOR BUS</b>	<b>6,857,423</b>	<b>7,861,175</b>	<b>6,857,423</b>	<b>8,304,164</b>	<b>82.6</b>	<b>99,740,708</b>	<b>99,740,708</b>	<b>6.9</b>

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

% OF YEAR ELAPSED: **8.3%**

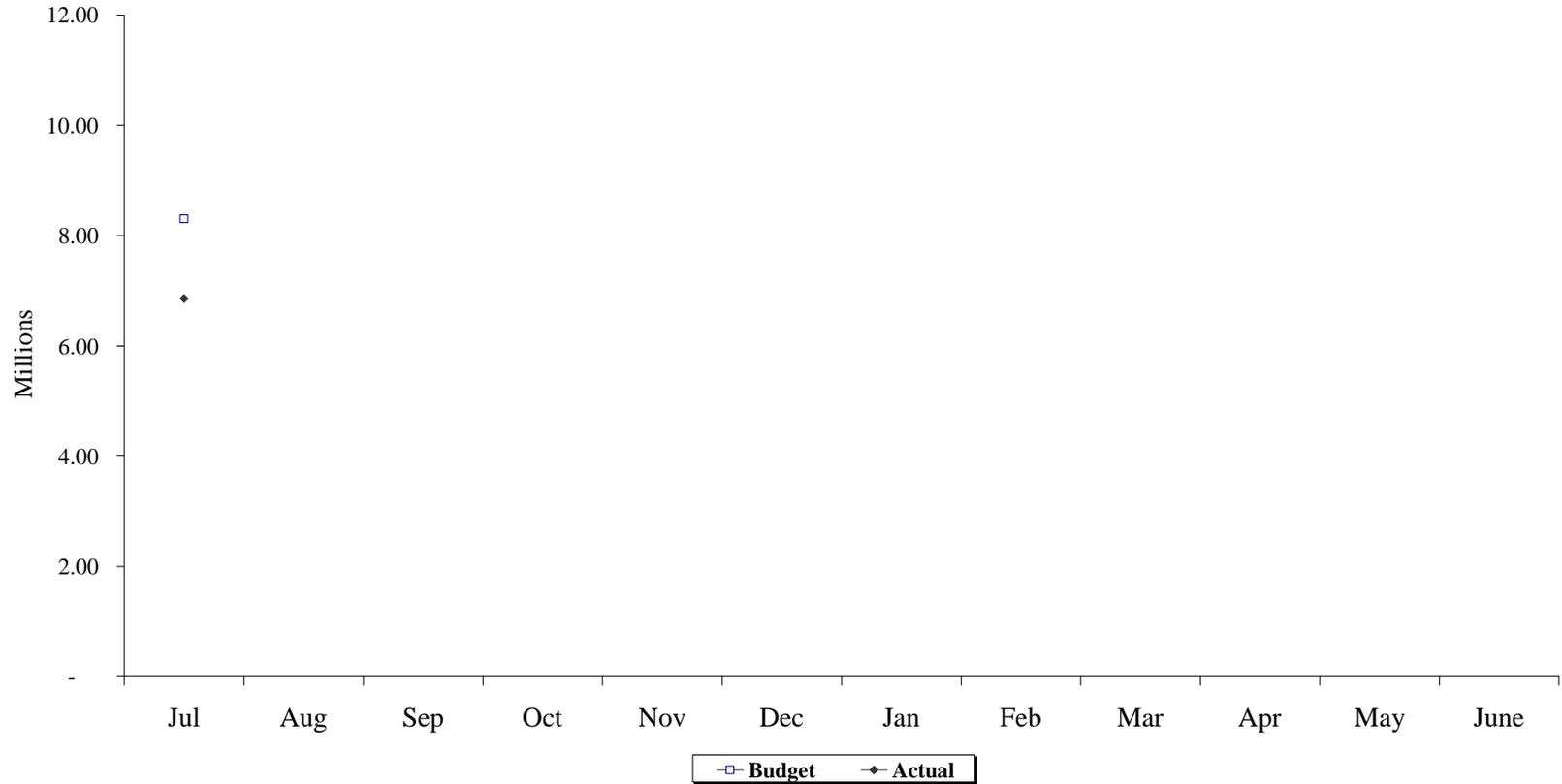
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>AMERICAN DISABILITY ACT PROGRAMS</b>								
Elderly & Disabled/Redi-Wheels	449,850	411,197	449,850	580,350	77.5	6,964,200	6,964,200	6.5
Other Related Costs	144,504	164,692	144,504	237,596	60.8	2,826,395	2,826,395	5.1
Sedan Service	209,198	227,129	209,198	148,266	141.1	1,779,190	1,779,190	11.8
ADA Accessibility Support	64,898	64,998	64,898	74,612	87.0	1,029,525	1,029,525	6.3
Coastside ADA Support	107,019	103,048	107,019	113,576	94.2	1,362,910	1,362,910	7.9
Insurance Costs	60,933	38,909	60,933	42,916	142.0	515,000	515,000	11.8
<b>TOTAL ADA PROGRAMS</b>	<b>1,036,402</b>	<b>1,009,971</b>	<b>1,036,402</b>	<b>1,197,315</b>	<b>86.6</b>	<b>14,477,220</b>	<b>14,477,220</b>	<b>7.2</b>
<b>MULTIMODAL TRANSIT PROGRAMS</b>								
<b>CALTRAIN SERVICE</b>								
Peninsula Rail Service	3,120,593	2,756,135	3,120,593	3,120,593	100.0	14,000,000	14,000,000	22.3
<b>Total Caltrain Service</b>	<b>3,120,593</b>	<b>2,756,135</b>	<b>3,120,593</b>	<b>3,120,593</b>	<b>100.0</b>	<b>14,000,000</b>	<b>14,000,000</b>	<b>22.3</b>
<b>OTHER SUPPORT</b>								
Dumbarton Express Service	12,000	10,000	12,000	13,152	91.2	157,820	157,820	7.6
SamTrans Shuttle Service	224,439	184,935	224,439	222,953	100.7	2,678,540	2,678,540	8.4
SM/Caltrain Shuttles	0	110,300	0	0	0.0	0	0	0.0
Maintenance Multimodal Facilities	10,099	6,718	10,099	14,925	67.7	179,100	179,100	5.6
<b>Total Other Support</b>	<b>246,538</b>	<b>311,953</b>	<b>246,538</b>	<b>251,030</b>	<b>98.2</b>	<b>3,015,460</b>	<b>3,015,460</b>	<b>8.2</b>
<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>3,367,131</b>	<b>3,068,088</b>	<b>3,367,131</b>	<b>3,371,623</b>	<b>99.9</b>	<b>17,015,460</b>	<b>17,015,460</b>	<b>19.8</b>
<b>TOTAL EXPENSES</b>	<b>11,260,957</b>	<b>11,939,234</b>	<b>11,260,957</b>	<b>12,873,103</b>	<b>87.5</b>	<b>131,233,388</b>	<b>131,233,388</b>	<b>8.6</b>

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

## SAN MATEO COUNTY TRANSIT DISTRICT

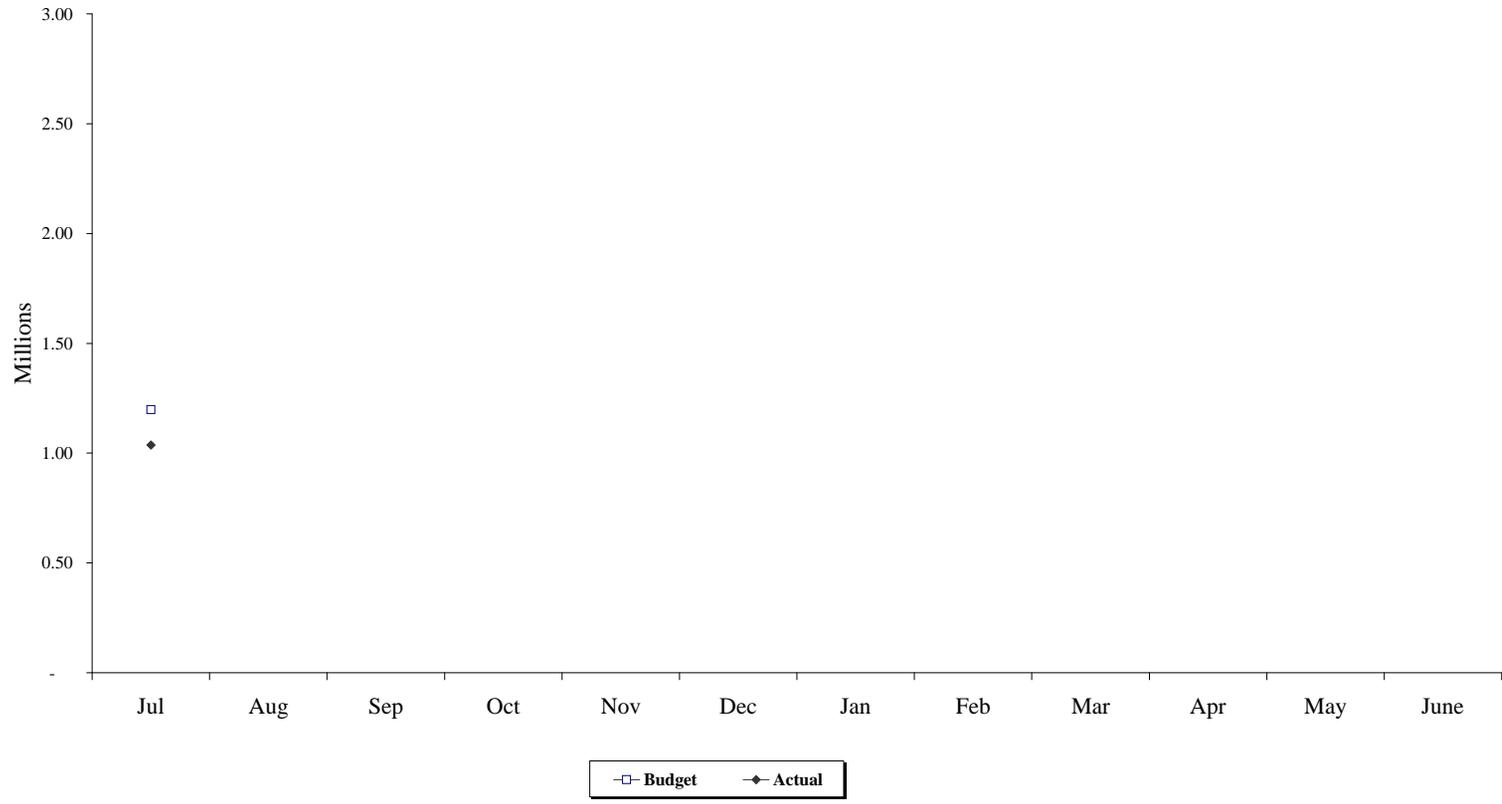
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

#### FISCAL YEAR 2013



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
Budget	8,304,164												
Actual	6,857,423												
<b>CUMULATIVE EXPENSES</b>													
Budget	8,304,164												
Actual	6,857,423												
Variance - F(U)	1,446,741												
Variance %	17.42%												

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

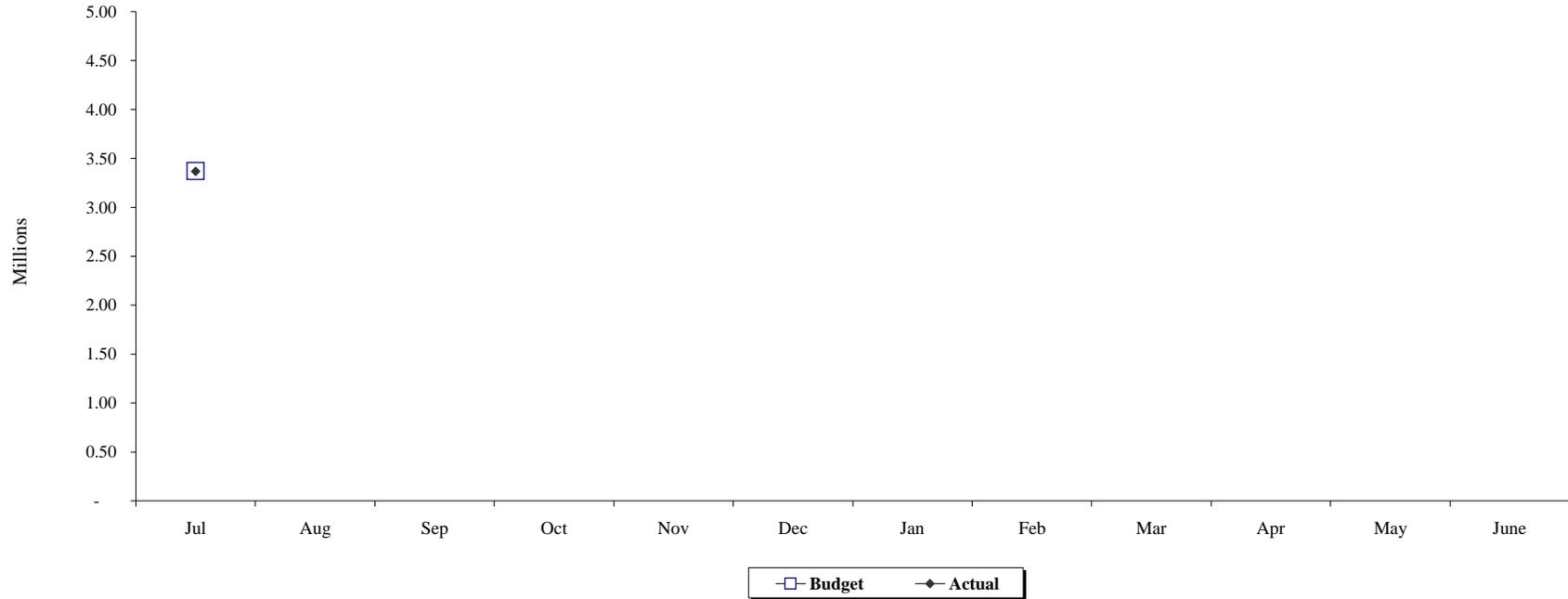


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	1,197,315											
Actual	1,036,402											
<b>CUMULATIVE EXPENSES</b>												
Budget	1,197,315											
Actual	1,036,402											
Variance - F(U)	160,913											
Variance %	13.44%											

## SAN MATEO COUNTY TRANSIT DISTRICT

### MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2013



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	3,371,623											
Actual	3,367,131											
<b>CUMULATIVE EXPENSES</b>												
Budget	3,371,623											
Actual	3,367,131											
Variance - F(U)	4,492											
Variance %	0.13%											

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

DESCRIPTION	TOTAL INVESTMENT 07-31-12	INTEREST RECEIVABLE 06-30-12	INTEREST EARNED 07-31-12	INTEREST RECEIVED 07-31-12	ADJ.	INTEREST RECEIVABLE 07-31-12
RESERVE FOR CAPITAL PROJ	150,910.50	4,942.50	0.00	988.50	0.00	3,954.00
LAIF -- CAPITAL PROJ	7,942,669.44	6,403.83	2,605.98	2,605.98	0.00	6,403.83
REIMB SECURITIES -- L76R	88,240,105.11	323,987.59	0.00	112,908.63	96,375.53	307,454.49
LAIF -- REIMB FUNDS L76R	2,391,463.36	16,634.07	(683.13)	(683.13)	0.00	16,634.07
PARATRANSIT FUNDS	26,448,248.80	154,792.41	0.00	36,143.13	121,875.00	240,524.28
LAIF -- PARATRANSIT	368,789.50	269.77	115.91	115.91	0.00	269.77
BANK OF AMERICA	969,807.86	0.00	43.85	43.85	0.00	0.00
Debt Service Reserves						
Held by Trustee:	4,308,462.02	6,124.68	711.56	0.00	0.00	6,836.24
	<u>130,820,456.59</u>	<u>513,154.86</u>	<u>2,794.17</u>	<u>152,122.87</u>	<u>218,250.53</u>	<u>582,076.69</u>

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

Interest Earned 7/31/12	221,044.70
<b>Add:</b>	
CEO Interest	2,000.00
Misc Interest	
<b>Less:</b>	
BNY Mellon Fees & Interest	(6,414.90)
Commissions	
GASB 31 Gain/Loss	
Capital Gain(Loss)	255,200.50
Total Interest & Capital Gain(Loss)	<u>471,830.30</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	148,523.08
<b>Add:</b>	
CEO Interest	2,000.00
Misc. Income	
<b>Less:</b>	
BNY Mellon Fees & Interest	(6,414.90)
Commissions	
GASB 31 Gain/Loss	
Capital Gain(Loss)	255,200.50
Total Interest & Capital Gain(Loss)	<u>399,308.68</u>
<b>Balance Per Ledger as of 7/31/12</b>	
Interest Acct. 409100	43.85
Interest Acct. 409102	711.56
Interest Acct. 409101	143,352.77
GASB 31 Gain/Loss 405220	
Gain(Loss) Acct. 405210	255,200.50
Adjustment	
	<u>399,308.68</u>

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

BUDGET AMENDMENTS

	Amount	Line Item	Description
Jul-12	\$ 2,749,728	page 1 line 2 and page 2 line 2-TDA operating assistance	carry over funds available to District per MTC that were not included in adopted budg
Jul-12	\$ 119,302	page 1 line 2 and page 2 line 25-TDA redi-wheels assistance	carry over funds available to District per MTC that were not included in adopted budg
	<u>\$ 2,869,030</u>	Total	<u>\$ -</u> Total

BUDGET REVISIONS

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

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

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Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
<b>FY2012:</b>					
1st Quarter	15,680,000	1st Quarter	17,041,202	1,361,202	17,041,202
2nd Quarter	16,615,300	2nd Quarter	18,020,403	1,405,103	18,020,403
3rd Quarter	14,665,300	3rd Quarter	16,475,872	1,810,572	16,475,872
4th Quarter	16,039,400	4th Quarter	9,637,500	980,900	17,020,300
<b>FY2011 Total</b>	<b>63,000,000</b>	<b>FY2011 Total</b>	<b>61,174,976</b>	<b>5,557,777</b>	<b>68,557,777</b>
<b>FY2013</b>					
Jul. 12	4,360,900	Sep. 12			4,360,900
Aug. 12	4,360,900	Oct. 12			4,360,900
Sep. 12	5,810,000	Nov. 12			5,810,000
1st Qtr. Adjustment	1,650,000	Dec. 12			1,650,000
3 Months Total	16,181,800		0	0	16,181,800
Oct. 12	4,507,000	Dec. 12			4,507,000
Nov. 12	4,507,000	Jan. 13			4,507,000
Dec. 12	6,330,000	Feb. 13			6,330,000
2nd Qtr. Adjustment	1,740,000	Mar. 13			1,740,000
6 Months Total	33,265,800		0	0	33,265,800
Jan. 13	4,092,500	Mar. 13			4,092,500
Feb. 13	4,092,500	Apr. 13			4,092,500
Mar. 13	5,580,800	May 13			5,580,800
3rd Qtr. Adjustment	1,516,400	Jun. 13			1,516,400
9 Months Total	48,548,000		0	0	48,548,000
Apr. 13	4,442,000	Jun. 13			4,442,000
May 13	4,442,000	Jul. 13			4,442,000
Jun. 13	5,923,000	Aug. 13			5,923,000
4th Qtr. Adjustment	1,645,000	Sep. 13			1,645,000
<b>FY2013 Total</b>	<b>65,000,000</b>	<b>FY2013 Total</b>	<b>0</b>	<b>0</b>	<b>65,000,000</b>
	4,910,900	1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
	<u>4,910,900</u>	YTD Actual Per Statement of Revenues & Expenses			

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **QUARTERLY INVESTMENT REPORT AND  
FIXED INCOME MARKET REVIEW AND OUTLOOK**

**ACTION**

Staff proposes the Committee recommend the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2012.

**SIGNIFICANCE**

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on July 26, 2012 in order to meet the 30-day requirement.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The District is required by state law to submit quarterly reports within 30 days of the end of the quarter covered by the report. The report is required to include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure

requirements(cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 5 and 6. The schedule separates the investments into three groups: The Investment Portfolio which is managed by SunTrust Banks, doing business as CSI Capital a SunTrust Group (CSI). Liquidity funds which are managed by District staff; and Trust funds which are managed by a third party trustee. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds while the bond covenants govern the management and reporting of the Trust funds.

CSI provides the District a current market valuation of all the assets under its management for each quarter. The valuation is provided by FT Interactive Data, the major operating division of Interactive Data Corporation, (IDC). IDC is a leading provider of global securities data. They offer one of the largest information databases with current and historical prices on securities traded in all major markets including daily evaluations for more than 2.5 million fixed income securities.

Due to the nature of securities which are bought and sold in a principal market, such as fixed income securities, multiple market values may exist for a given security at any given time. CSI has chosen IDC as an unbiased estimator of these prices based on their leading role as a provider of end of the day pricing, an evaluation of their methodology and the experience of their evaluation staff. Unfortunately, given the recent volatility in the markets, not every security is currently supported or accurately reflected by IDC. Therefore at the end of the quarter, CSI surveyed a number of Wall Street firms to get an accurate market value of the securities held in the District's portfolio. These surveys reflect the levels at which someone is actually willing to purchase the securities held by the District. In the case of money market instruments, which are not supported by IDC, CSI used adjusted cost.

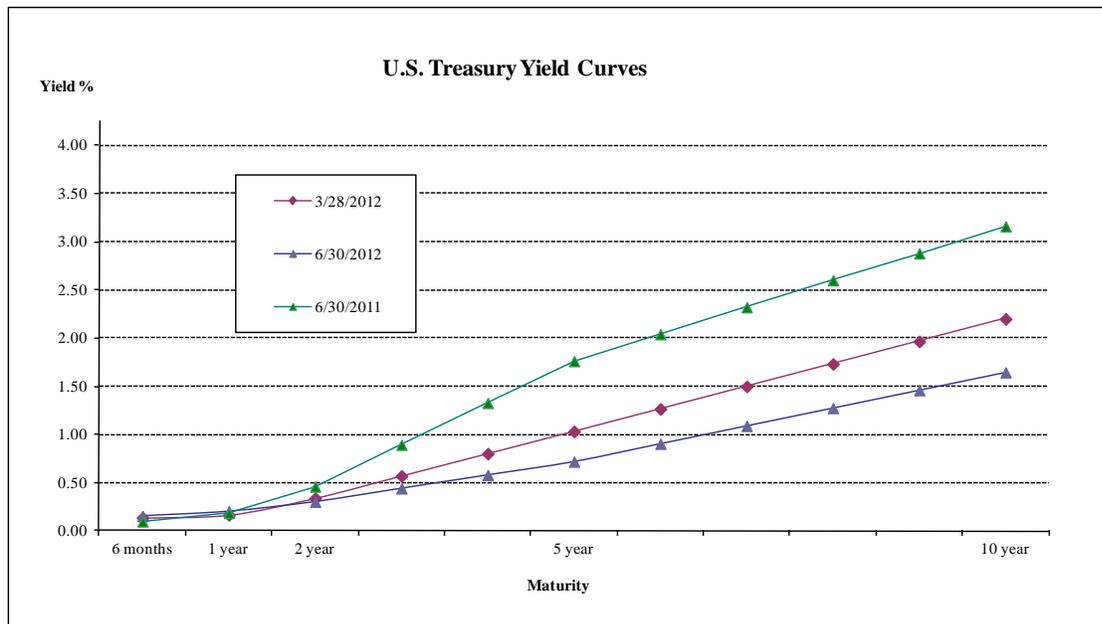
The Liquidity funds managed by District staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share, book and market value are equal and rate of income is recalculated on a daily basis.

The portfolio and this Quarterly Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The District has the ability to meet its expenditure requirements for the next six months.

## DISCUSSION

### Market Review and Outlook

Interest rates fell during the second quarter of the year in response to slower than expected economic growth and the continuing debt crisis in Europe. For the third year in a row, the onset of summer witnessed investors selling riskier investments such as equities and shifting their exposure to perceived safe havens such as the government bonds of the United States, Germany and Switzerland.



Data Source: Bloomberg

Investors are now faced with an environment dominated by uncertainty and a number of potential events which could destabilize markets. These include the upcoming “fiscal cliff” in the United States, where the Bush Era tax cuts are set to expire and spending cuts are set to take effect. Expected legislation blocking these changes will add additional pressure to the national debt.

Uncertainty overseas includes the chronic sovereign debt and banking crisis in the Euro Zone, the ongoing slowdown in China and the threat of nuclear proliferation in Iran. One factor all of these issues have in common is that their outcome will rely on political actions. In this regard, the future level of interest rates will remain highly dependent on policy.

Presently, each of the above mentioned issues are impacting the economy and the markets in their own unique way. The looming fiscal cliff has created an environment where businesses are reluctant to add an additional employee or green light a new project. This has helped slow the pace of economic growth in the United States.

The sovereign debt and banking crisis in the Euro Zone has precipitated a deep and growing recession in the European Union, been responsible for increased market volatility and raised the

specter of a potentially destabilizing breakup of the Euro. The ongoing slowdown in China has softened commodity prices which has helped lower global inflation expectations.

Finally, behind the scenes progress in negotiations between Iran and the five permanent members of the UN Security Council plus Germany has, at least for the time being, lowered the immediate threat of military action against Iran. This has allowed crude oil to fall from highs approaching \$110/barrel earlier this year to the current level of roughly \$85/barrel.

Time will tell how these issues are ultimately resolved. In the near term, CSI expects interest rates are still likely to remain depressed until policy makers, both domestically and abroad, take sufficient steps to stimulate growth. Indeed, towards the end of the quarter we witnessed an extension of the stimulus efforts by the Federal Reserve, a lowering of interest rates in China and steps to provide direct aid to ailing banks in the Euro Zone. CSI tells us these are all steps in the right direction, but believes more will need to be done.

CSI continues to advise that interest rates are likely to remain near current levels for some time. They say this is particularly true for shorter term bonds where the Federal Reserve has signaled its intention to keep short-term interest rates low through late 2014. Beyond 2014 or for longer-term interest rates the outlook, they say remains uncertain.

### **Strategy**

Over the foreseeable future CSI expects interest rates to remain flat or move modestly higher. They continue to caution that the current low rates leave no room for a sudden rise in interest rates, which would result in negative returns.

Given CSI's outlook and the current level of uncertainty in the markets, we are comfortable keeping the portfolio's exposure to a change in interest rates below that of the benchmark.

As of the end of the quarter, the District's consolidated portfolios consisted of approximately 93.9 percent Agency Securities, 5.8 percent US Treasury Securities and 0.3 percent Mortgage Backed Securities; see Exhibit 5.

### **Budget Impact**

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending June 30, the *General Fund portfolio* returned 0.28 percent. This compares to the benchmark return of 0.68 percent. Over this same time period, the *Paratransit Fund portfolio* returned 0.28 percent. This compares to the benchmark return of 2.35 percent.

The Performance graph in Exhibit 3 shows the relative performance of each fund for the trailing 24-month period. The Growth of a Thousand Dollars graph in Exhibit 4 shows the cumulative performance over this same time frame for each portfolio.

The consolidated portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market

value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the portfolio's yield to maturity or call was 0.58 percent. The General Fund benchmark's yield to maturity was 0.66 percent.

Another method of measuring the consolidated portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the consolidated portfolio's rate of return on investments, at cost, was 1.51 percent.

Prepared by: Lori Snow, Manager, Finance Treasury

650-508-6425

**SAN MATEO COUNTY TRANSIT DISTRICT  
REPORT OF INVESTMENTS  
FOR QUARTER ENDED JUNE 30, 2012**

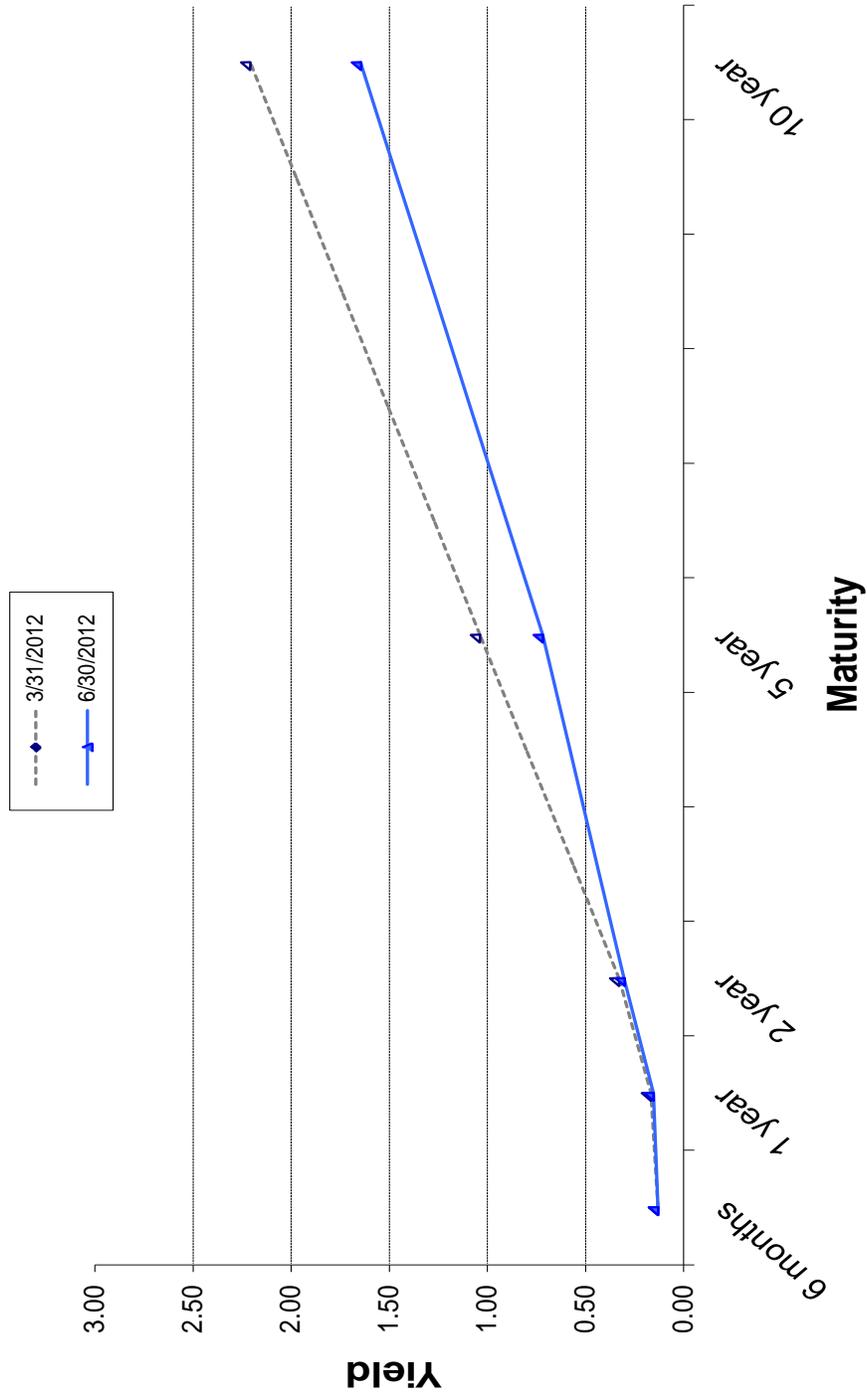
	TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE + ACCR. INT.
<b>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</b>							
<b>INVESTMENT PORTFOLIO:</b>							
<b>GOVERNMENT BONDS</b>							
	FHLB	03-08-13	13,500,000	13,209,399	13,936,590	211,875	14,148,465
	FNMA	11-21-13	3,000,000	2,999,400	3,001,530	2,000	3,003,530
	FHLM	12-06-13	5,000,000	4,990,725	5,001,000	2,083	5,003,083
	FHLM	09-22-14	9,615,000	9,686,632	9,683,651	19,831	9,703,482
	FNMA	06-26-15	2,000,000	2,000,600	2,002,580	194	2,002,774
	FHLMC	09-28-15	10,000,000	9,996,000	10,052,200	19,375	10,071,575
	FNMA	10-30-15	5,000,000	4,998,438	5,009,700	6,354	5,016,054
	FHLMC	11-23-15	5,000,000	5,000,000	5,001,550	3,958	5,005,508
	FHLMC	11-24-15	10,000,000	9,997,000	9,998,600	7,708	10,006,308
	FNMA	12-28-15	3,000,000	2,999,250	2,999,460	188	2,999,648
	Fed. Farm Credit Bank	12-29-15	950,000	1,020,405	1,128,923	323	1,129,246
	FHLMC	03-21-16	8,500,000	8,505,313	8,545,475	23,611	8,569,086
	FNMA	04-26-16	8,060,000	8,084,744	8,094,980	16,372	8,111,352
	Housing Urban Devel	08-01-17	150,000	155,513	150,845	4,943	155,787
<b>TREASURY INFLATION PROTECTED SECURITIES</b>							
	Treasury Inflation Indexed Note	04-15-14	3,804,780	3,719,524	3,928,131	9,991	3,938,122
<b>COLLATERALIZED MORTGAGE OBLIGATIONS</b>							
	FHLB SERIES 00-0606 CLASS Y	12-28-12	281,589	287,052	286,694	124	286,818
<b>TOTAL INVESTMENT FUNDS PORTFOLIO</b>			<b>87,861,369</b>	<b>87,649,993</b>	<b>88,821,910</b>	<b>328,930</b>	<b>89,150,839</b>
<b>MANAGED BY SUNTRUST BANK/CSI GROUP</b>							
<b>PARATRANSIT TRUST FUND PORTFOLIO:</b>							
<b>GOVERNMENT BONDS</b>							
	FHLM	01-07-14	5,000,000	5,015,200	5,166,550	60,417	5,226,967
	FHLM	04-23-14	2,500,000	2,510,690	2,597,375	11,806	2,609,181
	FNMA Step Up	01-27-16	5,000,000	5,299,150	5,276,000	50,469	5,326,469
	FHLM	09-28-15	5,000,000	4,998,000	5,026,100	9,688	5,035,788
	FHLM	03-21-16	5,500,000	5,503,438	5,529,425	15,278	5,544,703

**SAN MATEO COUNTY TRANSIT DISTRICT  
REPORT OF INVESTMENTS (Con't)  
FOR QUARTER ENDED JUNE 30, 2012**

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<b>TREASURY INFLATION PROTECTED SECURITIES</b>						
Treasury Inflation Indexed Note	04-15-14	2,717,700	2,639,162	2,805,808	7,136	2,812,944
<b>TOTAL PARATRANSIT PORTFOLIO MANAGED BY SUNTRUST BANK/CSI GROUP</b>						
		<b>25,717,700</b>	<b>25,965,640</b>	<b>26,401,258</b>	<b>154,792</b>	<b>26,556,050</b>
<b>TOTAL DISTRICT PORTFOLIO MANAGED BY SUNTRUST BANK/CSI GROUP</b>						
		<b>113,579,069</b>	<b>113,615,633</b>	<b>115,223,168</b>	<b>483,722</b>	<b>115,706,889</b>
<b><u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u></b>						
<b>BANK OF AMERICA CHECKING</b>						
			570,595	570,595	0	570,595
<b>LAIF</b>			11,480,092	11,480,092	23,308	11,503,400
<b>TOTAL FUNDS MANAGED BY DISTRICT STAFF</b>						
			12,050,687.60	12,050,687.60	23,307.67	12,073,995.27
<b><u>TRUST FUNDS MANAGED BY THIRD PARTY TRUSTEE:</u></b>						
<b>First American Gov't. Oblig. CID</b>						
		2,038,111	2,038,111	2,038,111	0	2,038,111
<b>Federal National Mortgage Association</b>						
	03-16-2015	2,277,000	2,258,546	2,270,351	2,514	2,272,865
<b>TOTAL FUNDS MANAGED BY THIRD PARTY TRUSTEE</b>						
		4,315,111	4,296,656	4,308,462	2,514	4,310,976
<b>TOTAL AS OF JUNE 30, 2012</b>						
		<b>129,962,977</b>	<b>131,582,317</b>	<b>131,582,317</b>	<b>509,544</b>	<b>132,091,861</b>

**EXHIBIT 1**

**SamTrans  
Historical Yield Curve**

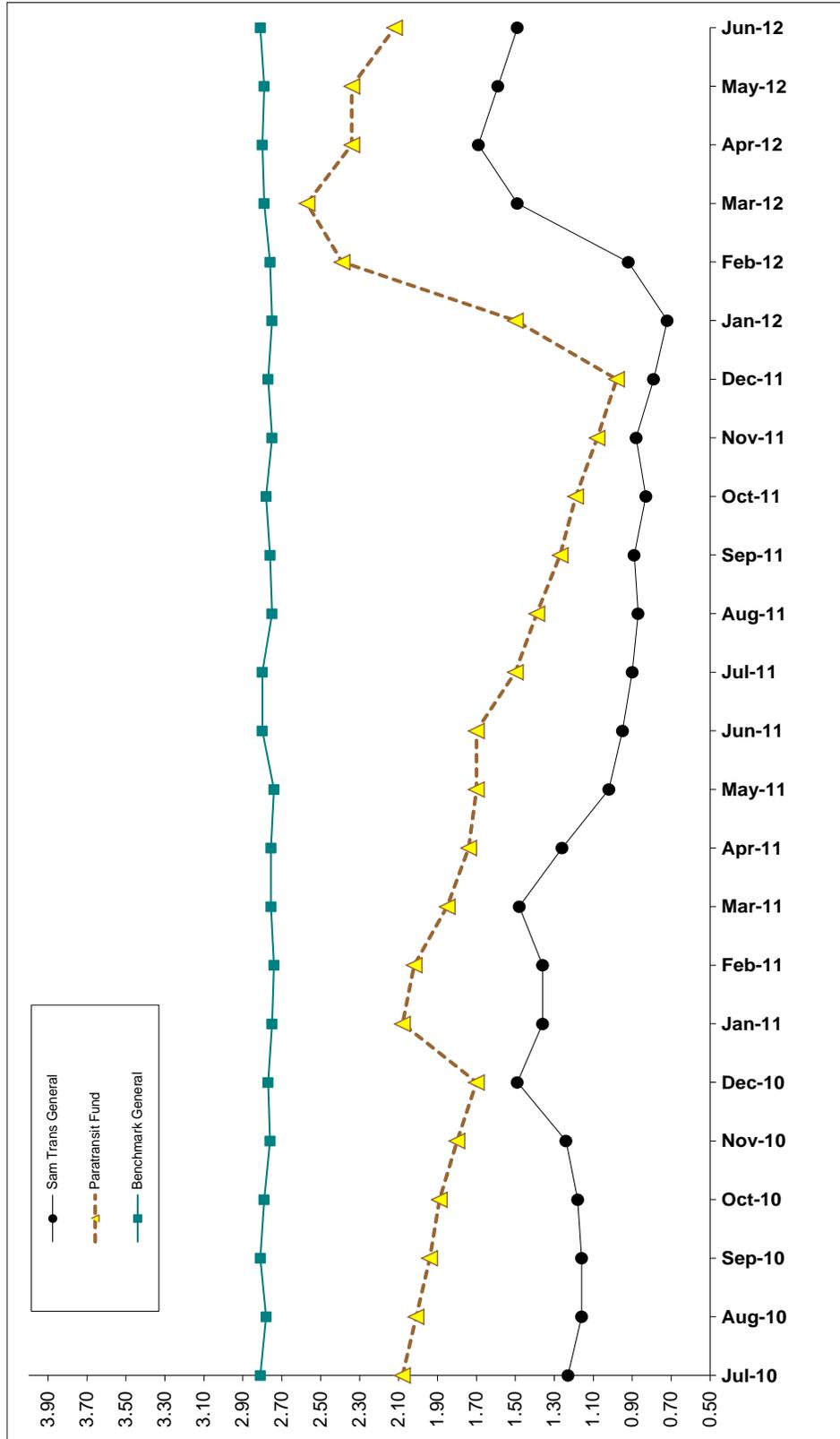


Data Source: Bloomberg

CSI Capital Management, Inc.

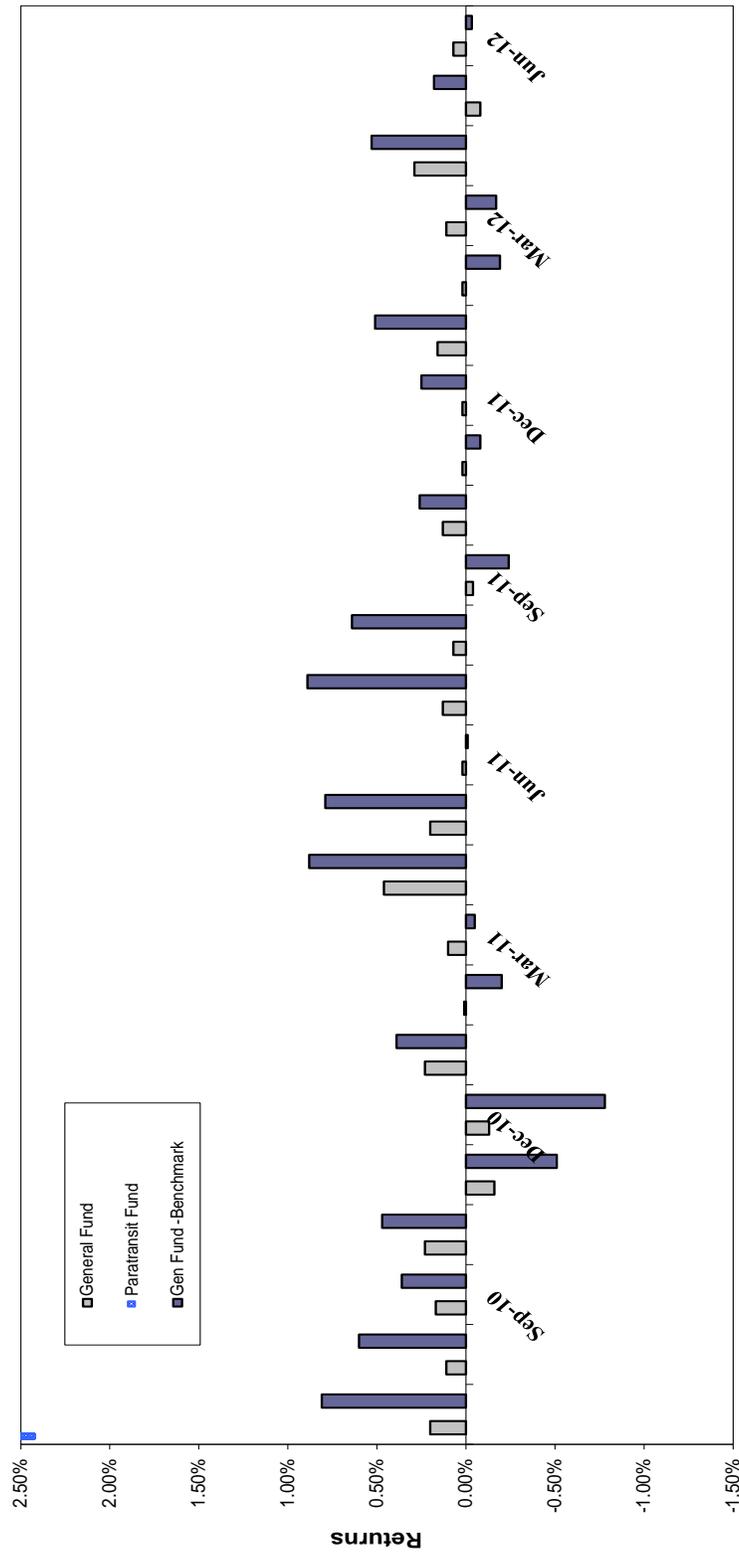
**EXHIBIT 2**

**SamTrans  
Duration vs. Benchmark**



**EXHIBIT 3**

**SamTrans**  
**Monthly Review – Account vs. Benchmark**  
*Rolling 24 Months*



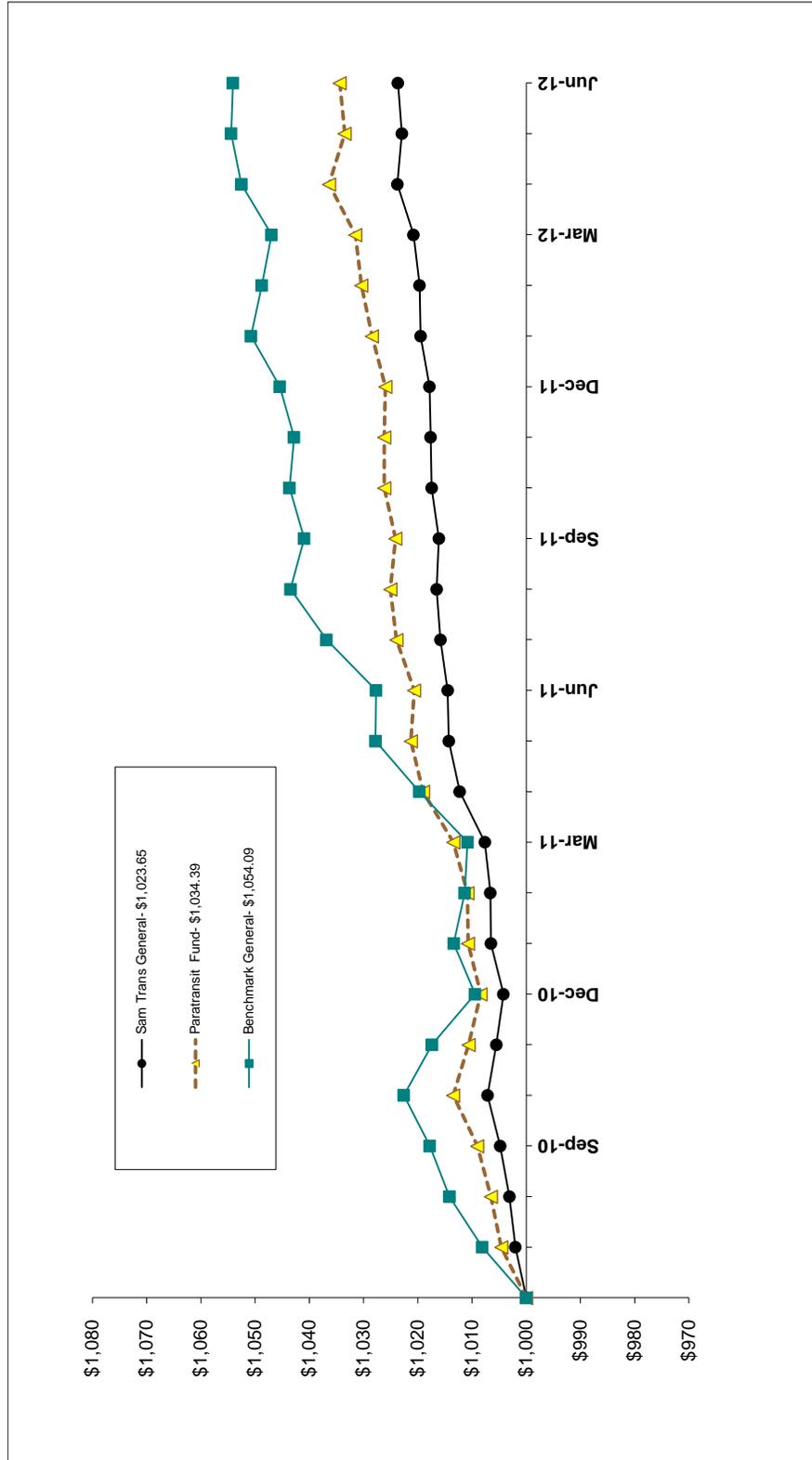
Trailing 12 Months	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Trailing 12
<b>MONTHLY PERFORMANCE DATA</b>													
SamTrans - Gen Funds	0.13%	0.07%	-0.04%	0.13%	0.02%	0.02%	0.16%	0.02%	0.11%	0.29%	-0.08%	0.07%	0.90%
SamTrans - Paratran	0.32%	0.11%	-0.09%	0.20%	0.00%	-0.02%	0.24%	0.19%	0.11%	0.47%	-0.28%	0.09%	1.35%
Benchmark - Gen Fund	0.89%	0.64%	-0.24%	0.26%	-0.08%	0.25%	0.51%	-0.19%	-0.17%	0.53%	0.18%	-0.03%	2.57%
Benchmark - Paratran	2.07%	2.50%	0.41%	-0.30%	0.53%	0.78%	0.76%	-0.64%	-0.80%	1.45%	1.15%	-0.25%	7.87%

*CSI Capital Management, Inc.*

**EXHIBIT 4**

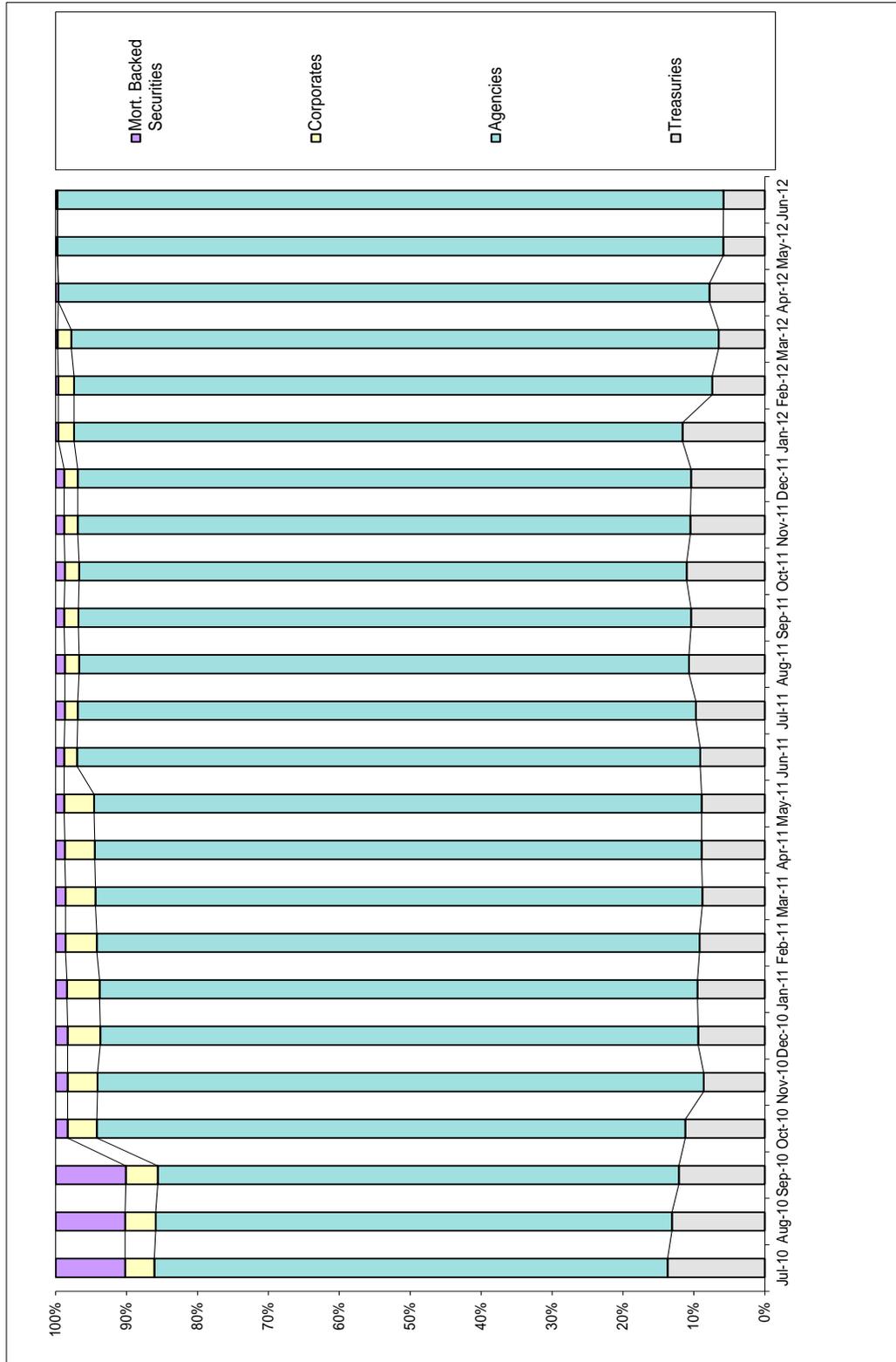
*CSI Capital Management, Inc.*

**SamTrans**  
**Growth of a Thousand Dollars**  
*Rolling 24 Months*



**EXHIBIT 5**

**SamTrans  
Percent of Assets Held by Type**



*CSI Capital Management, Inc.*

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Finance Committee

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

**FROM:** Gigi Harrington  
Deputy CEO

**SUBJECT: AUTHORIZE AN AMENDMENT TO TEMPORARY STAFFING  
SERVICES CONTRACTS**

**ACTION**

Staff proposes the Committee recommend the Board authorize the General Manager/CEO or his designee to issue an amendment to the following firms for the provision of on-call, temporary staffing services to increase the estimated aggregate not-to-exceed amount by \$1,000,000 from \$1,500,000 to \$2,500,000.

- AppleOne Employment Services
- Nelson Family of Companies
- Aerotek, Inc.

**SIGNIFICANCE**

Approval of the above action will benefit the San Mateo County Transit District (District) by continuing to have qualified firms provide temporary personnel to fulfill a variety of accounting, procurement, engineering, information technology, finance, general administration, and light industrial requests on a timely basis. Additional contract capacity is required because the District's business needs to support projects, such as the Business Optimization Program (BOP), have required a higher than anticipated level of temporary staffing services.

**BUDGET IMPACT**

Funding to support these services is available in the Fiscal Year 2013 Operating Budget.

**BACKGROUND**

Pursuant to Resolution 2009-24, the Board awarded temporary staffing on-call, no guaranteed level-of-effort contracts to AppleOne Employment Services, Nelson Family of Companies, Express Employment Professionals, and Aerotek, Inc. The District was notified on September 21, 2009 that Express Employment Professionals was no longer able to provide the services.

A Request for Proposals (RFP) for temporary staffing services is currently under development and the resulting contracts will be brought to the Board for approval in 2013. The RFP will address the District's needs for a greater number of firms to select from, will incorporate services that were not previously anticipated, and will include sufficient contract capacity to accommodate the anticipated level of temporary staffing support.

Contract Officer: Alan Chan

650-508-6256

Contract Administrator: Juliet Nogales-DeGuzman

650-508-6236

**RESOLUTION NO. 2012-**

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

\* \* \*

**AUTHORIZING THE FIRST AMENDMENT TO THE CONTRACTS PROVIDING  
TEMPORARY STAFFING SERVICES TO INCREASE THE  
ESTIMATED AGGREGATE NOT-TO-EXCEED AMOUNT BY \$1,000,000**

**WHEREAS**, Pursuant to Resolution 2009-24, the San Mateo County Transit District (District) awarded on-call, no guaranteed level-of-effort temporary staffing contracts to AppleOne Employment Services, Nelson Family of Companies, Express Employment Professionals, and Aerotek, Inc. to provide temporary staffing services for a five-year term; and

**WHEREAS**, Express Employment Professionals is no longer under contract to provide the services; and

**WHEREAS**, due to an increase in temporary staffing requirements, additional contract capacity is required; and

**WHEREAS**, staff proposes to increase the estimated aggregate not-to-exceed amount by \$1,000,000 to meet the District's business needs for temporary staffing services; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, the Board authorize the first amendment to the contracts with AppleOne Employment Services, Nelson Family of Companies, and Aerotek, Inc. to increase the estimated aggregate not-to-exceed amount by \$1,000,000 from \$1,500,000 to \$2,500,000.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District authorizes the General Manager/CEO, or his designee, to execute amendments to the contracts with AppleOne Employment Services, Nelson Family of Companies, and Aerotek, Inc., in a form approved by Legal Counsel, to increase the estimated aggregate not-to-exceed amount by \$1,000,000 from \$1,500,000 to \$2,500,000.

Regularly passed and adopted this 12<sup>th</sup> day of September, 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: **AWARD A CONTRACT FOR COASTSIDE TRANSPORTATION  
SERVICES**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award a contract to MV Transportation, Inc. (MV) to provide Coastside transportation services which includes Coastside paratransit services for a total estimated cost of \$11,745,904 for a five-year base term.
2. Authorize the General Manager/CEO or his designee to execute a contract with MV, the highest consensus-ranked firm.
3. Authorize the General Manager/CEO or his designee to exercise one 2-year option term for a total estimated cost of \$5,344,739 and one 3-year option term for a total estimated cost of \$8,677,643 at the appropriate time and if deemed in the best interest of the District.
4. Authorize the General Manager/CEO or his designee to exercise the SamCoast (demand-response) option for a total estimated cost of \$499,404 for a five-year base term if deemed in the best interest of the District.
5. Authorize the General Manager/CEO or his designee to exercise the SamCoast options for one 2-year option term for a total estimated price of \$245,819 and one 3-year option term for a total estimated cost of \$401,672 at the appropriate time and if deemed in the best interest of the District.

**SIGNIFICANCE**

Award of this contract will provide the District with a dedicated and qualified contractor to provide general public transportation services to residents along the Coast of San Mateo County. This contract effectively combines three separate transit services into one contract: a fixed-route transit service (Route 17); an Americans with Disabilities Act (ADA) paratransit service (RediCoast ADA); and a demand-response rural transit service (RediCoast non-ADA).

Route 17 provides scheduled service to the general public. RediCoast ADA provides accessible transit services to disabled residents of the Coastsides. RediCoast non-ADA provides public transit services to residents in the rural sections of the Coastsides. The service area includes the San Mateo County coast south of Pacifica to the border of Santa Cruz County. This area includes

Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero. The service also includes over-the-hill trips (Highway 92) to the bayside of the San Mateo Peninsula.

This contract also provides an option to replace an existing demand-response (curb-to-curb) rural transit service in the southern part of the San Mateo County coast (SamCoast). SamCoast provides service to farming community families, expanded service to the bayside medical facilities, family social service centers and educational centers.

### **BUDGET IMPACT**

Funds for the Route 17 and RediCoast ADA are programmed into the current and projected operating budgets. Funds for the RediCoast non-ADA service are supported by rural transportation funds provided under a Federal Transportation Authority (FTA) Section 5311 grant. The grant is administered by the Metropolitan Transportation Commission (MTC) for Caltrans, which is the State's pass-through agency. Funds pay for 50 percent of the operating cost after farebox revenues are deducted and the District picks up the matching cost. Under the terms of the Caltrans agreement, the District pays the operating funds up front and is then reimbursed the following fiscal year. Section 5311 funds have been programmed by MTC for RediCoast non-ADA service through Fiscal Year (FY) 2015. The District will apply to the MTC for funds under a new three-year cycle starting in FY2016.

### **BACKGROUND**

A Request for Proposals (RFP) was issued detailing the District's scope of services to solicit proposals from firms interested in providing Coastside transportation services. The solicitation was advertised in a local newspaper and solicitation notices were sent to small and disadvantaged firms.

Two proposals were received as follows:

1. Bauer's Intelligent Transportation, Inc., San Francisco, CA
2. MV Transportation, Inc., Elk Horn, IA

Proposals were reviewed and scored by a selection committee (Committee) comprised of staff from the District's Accessible Services and Bus Operations departments. The Committee scored the proposals in accordance with the following weighted criteria as stated in the RFP:

- |  |                |
|--|----------------|
| • Financial Qualification                                | 0 – 5 points   |
| • Staffing and Training                                  | 0 - 15 points  |
| • Company Experience and Qualification                   | 0 - 25 points  |
| • Mobilization/Operational/Preventative Maintenance Plan | 0 - 25 points  |
| • Use of qualified employees from prior contractor       | 0 or 10 points |
| • Fuel & Lubricant Cost Plan                             | 0 – 5 points   |
| • Cost proposal  | 0 - 15 points  |

Both firms were invited to participate in interviews. Upon completion of interviews and final scoring, MV received the highest consensus ranking, and was found to be responsive to all requirements of the RFP. MV was then asked to submit a best and final offer. Staff successfully concluded negotiations with the service provider and determined the cost to be fair and reasonable.

The District's DBE Officer concluded that while MV intends to perform the required services with its own labor force, it has made available opportunities for a DBE to provide supplies in support of this contract.

The District's current contractor, MV Transportation, Inc., has a three-year contract with two 1-year option terms at a total estimated cost of \$8,923,752. The contract has been extended on a month-to-month basis for up to a four-month period ending October 31, 2012.

Contract Officer: Brian Geiger 650-508-7973  
Project Manager: Enrique Silvas, Associate Ops Contract Administrator (Bus) 650-508-6491

**RESOLUTION NO. 2012-**

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

**\* \* \***

**AUTHORIZING AWARD OF CONTRACT TO MV TRANSPORTATION, INC.  
TO PROVIDE COASTSIDE TRANSPORTATION SERVICES  
AT AN ESTIMATED COST OF \$11,745,903.74 FOR A FIVE-YEAR BASE TERM**

**WHEREAS**, staff solicited for competitive proposals from qualified firms to provide Coastside Transportation Services; and

**WHEREAS**, the Coastside Transportation Services contract includes three separate transit services: a fixed-route transit service (Route 17), a paratransit service (RediCoast ADA), and a demand-response rural transit service (RediCoast non-ADA); and

**WHEREAS**, the contract additionally provides an option to provide a separate demand-response rural transit service for the southern part of San Mateo County (SamCoast); and

**WHEREAS**, in response to the District's Request for Proposal (RFP), two firms submitted proposals; and

**WHEREAS**, an evaluation committee has reviewed and evaluated the proposals in accordance with the criteria set forth in the RFP; and

**WHEREAS**, subsequent to the interviews and final scoring, the evaluation committee found that the proposal submitted by MV Transportation Inc. (MV), of Elk Horn, IA, met all the solicitation requirements and was the highest ranked proposal; and

**WHEREAS**, Staff and General Counsel have reviewed the MV proposal and have determined that it is responsive to the RFP; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that a contract be awarded to MV for a five-year base term at a total estimated cost to the District in the amount of \$11,745,903.74.

**NOW, THEREFORE, BE IT RESOLVED** that the Board award a contract to MV for providing Coastside Transportation Services for a five-year term at a total estimated cost in the amount of \$11,745,903.74; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO or his designee is authorized to execute a contract on behalf of the District with MV in full conformity with all the terms and conditions of the solicitation documents; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO or his designee is authorized to execute up to two multi-year option terms with MV, as follows: one 2-year term for an estimated cost of \$5,344,739 and one 3-year term for an estimated cost of \$8,677,643, provided that the exercise of such options are in the best interest of the District.

**BE IT FURTHER RESOLVED** that the General Manager/CEO or his designee is authorized to execute an option for SamCoast rural demand-response service with MV for a five-year base term at an estimated cost to the District of \$499,404 provided that the exercise of such option is in the best interest of the District.

**BE IT FURTHER RESOLVED** that the General Manager/CEO or his designee is authorized to execute up to two multi-year option terms with MV for SamCoast service, as follows: one 2-year term for an estimated cost of \$245,819 and one 3-year term for an estimated cost of \$401,672 provided that such options are in the best interest of the District

Regularly passed and adopted this 12<sup>th</sup> day of September, 2012 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transit District

ATTEST:

---

Board 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

**NOTE TIME CHANGE**

**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, SEPTEMBER 12, 2012 – 3:40 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Legislative Committee Meeting of August 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  
AUGUST 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, R. Guilbault, Z. Kersteen-Tucker, A. Lloyd

Staff Present: J. Averill, A. Chan, G. Harrington, C. Harvey, R. Haskin, M. Martinez, D. Miller, S. Murphy, M. Scanlon, M. Simon

Committee Chair Shirley Harris called the meeting to order at 3:08 p.m.

**Approval of Minutes of Legislative Committee Meeting of June 13, 2012**

Chair Jerry Deal said on page one to change, “It actually showed there could be up to a \$2.5 million economic value for California associated with Caltrain electrification,” to “It actually showed there could be up to a \$2.5 billion economic value for California associated with Caltrain electrification.”

The committee approved the minutes as amended (Lloyd/Gee).

**Update on the State Legislative Program**

**State**

Director, Government and Community Affairs Seamus Murphy said the major news over the last couple of months is the approval of funding for the Caltrain Modernization Program, State Bill 1029, by the State Legislature. He said that bill appropriates about half the funding required for Caltrain modernization. The other half of matching funds will come from various local, regional, and State sources. He said there are a number of different actions that need to occur both at the state level and the local and regional level to access the matching funds from Proposition 1A. He said the staff report reads, “there are several additional” and then there are words missing. He said it should be “steps that need to occur before the Caltrain Modernization Program can access these funds.” He said the Legislative Advocates Report at the top page three it reads, “as a result Caltrain will receive \$1.1 billion in Proposition 1A Funding,” but it should be “the bookends will receive \$1.1 billion.” He said Caltrain’s share of that is \$600 million and it is also going to receive \$105 million from the Connectivity Funds for a total of \$705 million in Proposition 1A funds for the program.

**Federal**

Mr. Murphy said after almost three years of extensions, Congress finally passed a reauthorization bill called Moving Ahead for Progress in the 21st Century (MAP-21) which will provide a lot more reliability in terms of funding over the next few years for transit agencies. He said the bill would extend existing funding levels through Fiscal Year (FY) 2014 but there are some

significant structural and policy changes associated with the bill. It doesn't include any earmarks and that's not new but there is a general shift from discretionary programs towards formula programs. He said this is going to increase reliability and give a better expectation of what funding levels to expect over the next two years.

Mr. Murphy said there is a provision that guarantees states will receive back 95 percent of the gas tax that they send to Washington for transportation projects. One of the major increases of funding was made from the popular loan program known as the Transportation Infrastructure Finance and Innovation Act (TIFIA) and it was expanded from about \$120 million over the last few years to \$1.75 billion over the next two years, so that program is going to get a lot of attention. There is a \$50 million minimum requirement to apply for those very low interest loans. He said major transportation projects will be very interested in applying for TIFIA funding and a notice of funding availability came out two weeks ago from the Department of Transportation (DOT) asking interested parties to submit letters of interest to get the process rolling. The New Starts Program was expanded in terms of eligibility, but the funding levels are about the same. He said not only transit expansion projects are eligible but projects to renovate existing systems are also eligible for New Starts Funding. He said the caveat is the renovations must achieve a 10 percent capacity increase from those systems.

Mr. Murphy said there are a couple of issues Map-21 doesn't address. The major one is the transit commuter benefits issue. Several years ago the transit commuter benefits were increased to be on par with the benefit drivers receive for commuting to work, but that parity expired a couple years ago and hasn't been renewed despite several efforts to bring parity back to the program. Right now drivers have a bigger benefit than transit riders do. Originally the bill dealt with this issue but during conference the provision was removed to guarantee the bill would be passed. He said advocates need to continue to work on this and there's already been some progress. Last week the Senate Finance Committee marked up the yearly Tax Extenders Package and it included provisions that would bring the transit commuter benefits back up to par with the benefits the drivers are seeing. He said advocates will be supporting that provision of the Tax Extenders Package as it goes through the House and hopefully will be passed by the end of the year. The other issue with (MAP-21) is that some discretionary programs did receive some cuts. The big one for the Bay Area is Transportation Enhancements which is the new name for bike and pedestrian funding that flows to the region from the DOT. The funding levels are the same but they consolidated some programs into Transportation Enhancements so it's diluted somewhat and that dilution resulted in a 34 percent cut for bike and pedestrian programs throughout the region. MTC has some thoughts about some State Legislation that can somewhat correct this but it is in the early stages. Advocates will be working with them on some correction at the State level which would preserve funding levels for bike and pedestrian projects for this region.

Mr. Murphy said the other major issue that still needs attention is the overall funding situation for transportation in general at the Federal level. Map-21 is able to maintain existing funding levels because there is a transfer of about \$19 billion from the General Fund to pay for transportation programs. That transfer will carry us through FY2013 but when we get to FY2014 another transfer is going to have to occur or Congress is going to have to find some additional supplementary revenue to maintain these programs. He said the core issue of the Federal Gas

Tax not being sufficient to fund current transportation programs still exists and it is something agencies are going to have to deal with for the long term.

He said Map-21 is still great news and it does help SamTrans escape the month-to-month extension cycles that really didn't offer any confidence or reliability in Federal funding. He said a lot of the credit for this goes to Senator Barbara Boxer who really fought hard for this bill and made sure it passed.

Committee Chair Shirley Harris asked if the Board will be taking action on TIFIA or sending a Show of Interest letter. Mr. Murphy said the agencies are contemplating using the TIFIA program to fund some element of the Caltrain modernization project. He said there are some different options when it comes to fulfilling the matching funds for the State and TIFIA is one of them so it is one thing staff will be looking at.

**Adjourned:** 3:18 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**

Legislation

The deadline to pass legislation was Friday, August 31. The attached legislative matrix covers all activity through the end of session. Staff will be reviewing action taken at the end of session and advocating the Governor sign bills consistent with the District's legislative program.

Funding

At its September 26 meeting, the California Transportation Commission (CTC) will consider allocating \$39.9 million in Proposition 1A "connectivity" funds to Caltrain to support the advanced signal system component of the Caltrain Modernization Program. These funds are included in the regional funding plan approved as a part of the nine-party Bay Area High Speed Rail Early Investment Memorandum of Understanding.

The CTC will also consider allocating \$9 million in Proposition 1B Highway-Railroad Crossing Safety Account funds to support the replacement of several of the system's railroad bridges.

**FEDERAL ISSUES**

Unobligated Federal Funds

In August, the Obama Administration announced that all unobligated federal transportation funds appropriated between Fiscal Year 2003 and 2006 will be reallocated by states to projects that can spend the funds by the end of the year.

Nationwide, over \$473 million in unspent Federal earmarks would be reallocated including \$43 million in California. States are required to identify eligible projects by October 1. Highway, rail, transit, bike and pedestrian projects will all be eligible to receive reallocated funds.

#### Tax Extenders

On August 2, the Senate Finance Committee approved a tax extenders package that includes the restoration of parity between pre-tax transit and parking benefits. Transit benefits were increased through the American Recovery and Reinvestment Act of 2009, but the increase expired at the end of 2011. Today, drivers eligible for the program receive benefits of up to \$240 per month while transit users are only eligible for \$125 per month.

The tax extenders package also includes the extension of the alternative fuels tax credit, which benefits transit systems that utilize compressed or liquefied natural gas.

Staff will be working with the American Public Transportation Association to support these provisions when they are considered by the full Senate in September.

Prepared By: Seamus Murphy, Government Affairs Manager

650.508.6388

**San Mateo County Transit District  
State Legislative Matrix 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 41</u></a> <a href="#"><u>Hill D</u></a></p> <p>High-Speed Rail Authority: conflicts of interest: disqualification.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local levels of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified officers who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. <b>Last amended on 8/16/2012</b></p>	
<p><a href="#"><u>AB 57</u></a> <a href="#"><u>Beall D</u></a></p> <p>Metropolitan Transportation Commission.</p>	<p>ASSEMBLY CHAPTERED 7/13/2012 - Chaptered by the Secretary of State, Chapter Number 88, Statutes of 2012</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area. 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. <b>Last amended on 6/20/2012</b></p>	
<p><a href="#"><u>AB 441</u></a> <a href="#"><u>Monning D</u></a></p> <p>Transportation planning.</p>	<p>ASSEMBLY ENROLLED</p>	<p>Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan.</p> <p>This bill would require the commission to attach a summary of the policies, practices, or projects that have been employed by metropolitan planning organizations that promote health and health equity to the commission's next revision of specified regional transportation planning guidelines. <b>Last amended on 6/4/2012</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 485</a> <a href="#">Ma D</a></p> <p>Greenhouse gases.</p>	<p>SENATE THIRD READING</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.</p> <p>This bill would also require the revenues to be credited to public transportation agency customers, and would define "public transportation agency" for that purpose. <b>Last amended on 8/24/2012</b></p>	<p>Support</p>
<p><a href="#">AB 492</a> <a href="#">Galgiani D</a></p> <p>Public transportation agencies: administrative penalties.</p>	<p>ASSEMBLY ENROLLED</p>	<p>Existing law authorizes certain transit operators to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative adjudication procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing.</p> <p>This bill would extend the application of these provisions to all public transportation agencies, as defined. The bill would require the penalties collected by a public transportation agency to be deposited in the general fund of the county in which the citation is administered. The bill would make conforming changes. This bill contains other related provisions. <b>Last amended on 8/13/2012</b></p>	
<p><a href="#">AB 819</a> <a href="#">Wieckowski D</a></p> <p>Bikeways.</p>	<p>ASSEMBLY ENROLLED</p>	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law.</p> <p>This bill would require the department to establish, by June 30, 2013, procedures for cities, counties, and local agencies to be granted exceptions from the requirement to use those criteria and specifications for purposes of research, experimentation, testing, evaluation, or verification. The bill would require the department, by November 1, 2014, to report to the transportation policy committees of both houses of the Legislature the steps that the department has taken to implement those requirements, including, but not limited to, information regarding requests received and granted by the department from July 1, 2013, to June 30, 2014, inclusive, for those exceptions, and the reasons the department rejected any requests for those exceptions.</p> <p><b>Last amended on 8/14/2012</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 890</a> <a href="#">Olsen R</a></p> <p>Environment: CEQA exemption: roadway improvement.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would, until January 1, 2016, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried by a city or county to improve public safety meeting specified requirements. <b>Last amended on 8/24/2012</b></p>	
<p><a href="#">AB 1126</a> <a href="#">Calderon, Charles D</a></p> <p>Transaction and use tax: rate.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed.</p> <p>This bill would decrease those rates to 1/8 of 1%. <b>Last amended on 1/4/2012</b></p>	
<p><a href="#">AB 1191</a> <a href="#">Huber D</a></p> <p>Local government finance.</p>	<p>SENATE APPR.</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. <b>Last amended 1/23/2012</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1532</u></a> <a href="#"><u>John A. Pérez D</u></a></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>ASSEMBLY ENROLLMENT</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 emissions reductions. The act authorizes the state board to include use of market-based compliance mechanisms.</p> <p>This bill would prohibit the Governor's written findings on the proposed link from being subject to judicial review. <b>Last amended on 8/31/2012</b></p>	
<p><a href="#"><u>AB 1549</u></a> <a href="#"><u>Gatto D</u></a></p> <p>Development: expedited permit review.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE</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. This bill contains other related provisions and other existing laws. <b>Last amended on 3/26/2012</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1570</a> <a href="#">Perea D</a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>SENATE 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. 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 specify, until January 1, 2016, the types of projects for which an applicant can request the lead agency to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. 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. <b>Last amended on 8/24/2012</b></p>	
<p><a href="#">AB 1572</a> <a href="#">Fletcher I</a></p> <p>Service authorities for freeway emergencies: San Diego County.</p>	<p>ASSEMBLY ENROLLMENT</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 callboxes 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 (DMV).</p> <p>This bill, with respect to the service authority created in the County of San Diego, would provide for the authority to be dissolved on January 1, 2013, and for the San Diego Association of Governments (SANDAG) to become the successor authority and to assume the remaining responsibility for maintaining callboxes as of that date. The bill would require the authority to develop a plan, as specified, for transitioning its responsibilities to SANDAG in the transition period between the effective date of this bill and January 1, 2013, and would require SANDAG's approval for the authority to expend funds or enter into contracts during that transition period. The bill would limit the reserves that SANDAG, as the successor to the authority, may hold at the time this bill becomes effective to \$4,000,000, and would require SANDAG to distribute, by March 31, 2013, 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 recipient jurisdictions to use these revenues for the purposes for which the fees were collected. The bill would also require SANDAG to post its detailed budget relative to the revenues from the collection of the fee, and the expenditure of these funds, on its Internet Web site, as specified. The bill would also authorize SANDAG, as the successor authority, to continue funding specified helicopter programs. <b>Last amended on 8/14/2012</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1606</u></a> <a href="#"><u>Perea</u></a> <b>D</b></p> <p>Local public employee organizations: impasse procedures.</p>	<p>ASSEMBLY ENROLLED</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations.</p> <p>This bill would instead authorize the employee organization to request that the parties' differences be submitted to a factfinding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. The bill would also authorize an employee organization, if the dispute was not submitted to mediation, to request that the parties' differences be submitted to a factfinding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse. The bill would specify that the procedural right of an employee organization to request a factfinding panel cannot be expressly or voluntarily waived. The bill would also specify that its provisions are intended to be technical and clarifying of existing law. <b>Last amended on 5/17/2012</b></p>	
<p><a href="#"><u>AB 1665</u></a> <a href="#"><u>Galgiani</u></a> <b>D</b></p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>ASSEMBLY ENROLLED</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would, until January 1, 2016, exempt from CEQA the closure of a railroad grade crossing by order of the PUC under the above authority if the PUC finds the crossing to present a threat to public safety. This bill contains other related provisions and other existing laws. <b>Last amended on 8/6/2012</b></p>	
<p><a href="#"><u>AB 1671</u></a> <a href="#"><u>Huffman</u></a> <b>D</b></p> <p>Department of Transportation: retention proceeds: State Contract Act: bids: bidder's security.</p>	<p>ASSEMBLY ENROLLED</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. This bill contains other related provisions and other existing laws. <b>Last amended on 7/6/2012</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1706</a> <a href="#">Eng D</a></p> <p>Vehicles: transit bus weight.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>Under existing law, the gross weight imposed upon the highway by the wheels on any one axle of a vehicle is prohibited from exceeding 18,000 pounds, except the gross weight on any one axle of a bus is prohibited from exceeding 20,500 pounds. A violation of these requirements is a crime.</p> <p>This bill would provide that these prohibitions do not apply to a transit bus, except as specified. The bill would, until January 1, 2015, prohibit a publicly owned or operated transit system or an operator of a transit system under contract with a publicly owned or operated transit system from procuring through a solicitation process pursuant to which a solicitation is issued on or after January 1, 2013, a transit bus whose weight on any axle exceeds 20,500 pounds, with specified exceptions. The bill would impose a state-mandated local program by imposing new requirements upon transit buses. <b>Last amended on 8/21/2012</b></p>	
<p><a href="#">AB 1770</a> <a href="#">Lowenthal, Bonnie D</a></p> <p>California Transportation Financing Authority.</p>	<p>ASSEMBLY ENROLLED</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>	
<p><a href="#">AB 1779</a> <a href="#">Galgiani D</a></p> <p>Intercity rail agreements.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.</p> <p>This bill would authorize the department, with approval of the secretary, to enter into interagency transfer agreements for additional intercity rail corridors, to be entered into between June 30, 2014, and June 30, 2015. The bill would require the agreements to cover the initial 3-year period after the transfer, and would authorize subsequent extensions by mutual agreement. If agreements are not entered into by that the expiration of that period, the bill would require the secretary to report to the Governor and the Legislature by June 30, 2016, as specified. <b>Last amended on 8/24/2012</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1783</u></a> <a href="#"><u>Perea D</u></a></p> <p>Public contracts: small business preferences.</p>	<p>ASSEMBLY CHAPTERED 7/13/2012 - Chaptered by the Secretary of State, Chapter Number 114, Statutes of 2012</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, establishes a procedure by which a business can be certified as a small business by the Department of General Services for the purposes of these preferences, and specifies that a business that has been certified by, or on behalf of, another governmental entity may be eligible for certification as a small business if the certifying entity uses substantially the same or more stringent definitions as those set forth in existing law, as provided.</p> <p>This bill would revise the small business certification procedure to provide that the Department of General Services has the sole responsibility for certifying and determining eligibility of small businesses and would provide that local agencies have access to the department's list of certified small businesses. This bill contains other related provisions and other existing laws. <b>Last amended on 4/10/2012</b></p>	
<p><a href="#"><u>AB 1890</u></a> <a href="#"><u>Solorio D</u></a></p> <p>Vehicles: toll highways: motorcycles.</p>	<p>ASSEMBLY CHAPTERED 7/10/2012 - Chaptered by Secretary of State - Chapter 81, Statutes of 2012.</p>	<p>Existing law prohibits any person, except as specified, from driving any motor vehicle with any object or material placed, displayed, installed, affixed, or applied in or upon the vehicle that obstructs or reduces the driver's clear view through the windshield or side windows. Existing law makes it unlawful for any person to refuse to pay tolls or other charges on any vehicular crossing or toll highway and requires, among other things, that if a transponder or other electronic toll payment device is used to pay tolls or other charges due, the device be located in or on the vehicle in a location so as to be visible for the purpose of enforcement at all times when the vehicle is located on the vehicular crossing or toll highway.</p> <p>This bill would require a motorcyclist to instead use any one of 5 specified methods when using a transponder or other electronic toll payment device to pay tolls or other charges when entering a vehicle crossing or toll highway. <b>Last amended on 6/6/2012</b></p>	
<p><a href="#"><u>AB 1915</u></a> <a href="#"><u>Alejo D</u></a></p> <p>Safe routes to school.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>Existing law requires the Department of Transportation, in consultation with the Department of the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law sets forth various factors to be used to rate proposals submitted by applicants for these funds.</p> <p>This bill would provide that up to 10% of program funds may be used to assist eligible recipients in making infrastructure improvements, other than school bus shelters that create safe routes to schoolbus stops located outside of the vicinity of schools. <b>Last amended on 6/26/2012</b></p>	

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<p><a href="#">AB 1916</a> <a href="#">Buchanan D</a></p> <p>State parks: operating agreements: Mount Diablo State Park.</p>	<p>ASSEMBLY CHAPTERED</p> <p>Chaptered by the Secretary of State, Chapter Number 141, Statutes of 2012</p>	<p>Existing law vests with the Department of Parks and Recreation control of the state park system. Existing law authorizes the department to enter into an agreement with an agency of the United States, including a city, county, district, or other public agency, or any combination thereof, for the care, maintenance, administration, and control of lands of the state park system.</p> <p>This bill would authorize the department to enter into a restoration agreement with Save Mount Diablo, a nonprofit organization, for the purpose of restoring the beacon on top of the Summit Building in Mount Diablo State Park, and would require that the agreement comply with specified requirements. This bill contains other related provisions. <b>Last amended on 5/3/2012</b></p>	
<p><a href="#">AB 1960</a> <a href="#">Dickinson D</a></p> <p>State contracts: reports: lesbian, gay, bisexual, and transgender businesses.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>Existing law requires the Department of General Services to make available a report on contracting activity containing specified information, including the level of participation of business enterprises, by race, ethnicity, and gender of owner, in specified contracts.</p> <p>This bill would require the Department of General Services to include in the report on contracting activity information regarding the level of participation of lesbian, gay, bisexual, or transgender owned businesses in specified contracts, as provided. <b>Last amended on 8/6/2012</b></p>	
<p><a href="#">AB 2053</a> <a href="#">Allen D</a></p> <p>Postemployment health benefits: the San Francisco Bay Area Rapid Transit District.</p>	<p>ASSEMBLY ENROLLED</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>	
<p><a href="#">AB 2200</a> <a href="#">Ma D</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY ENROLLMENT</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, until January 1, 2020, or until the Director of Transportation determines otherwise, as provided under the bill, and files that determination with the Secretary of State, would suspend, consistent with the state implementation plan for the San Francisco Bay area adopted pursuant to the federal Clean Air Act and other federal requirements, the hours of operation for highway lanes designated for high-occupancy vehicles, in the Interstate 80 corridor within the Metropolitan Transportation Commission's jurisdiction, in the morning reverse commute direction, as defined. Because the commission would be required to post signage of the above requirements along the Interstate 80 corridor, the bill would impose a state-mandated local program. <b>Last amended on 8/23/2012</b></p>	

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

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<p><a href="#">AB 2298</a> <a href="#">Solorio D</a></p> <p>Insurance: public safety employees: accidents.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>Existing law provides that no insurer shall, in issuing or renewing a private automobile insurance policy to a peace officer, member of the Department of the California Highway Patrol, or firefighter, with respect to his or her operation of a private motor vehicle, increase the premium on that policy for the reason that the insured or applicant for insurance has been involved in an accident while operating an authorized emergency vehicle, as defined, in the performance of his or her duty during the hours of his or her employment.</p> <p>This bill would also provide that no insurer shall, in issuing or renewing a private automobile insurance policy to a peace officer, member of the Department of the California Highway Patrol, or firefighter, with respect to his or her operation of a private passenger motor vehicle, increase the premium on that policy for the reason that the insured or applicant for insurance has been involved in an accident while operating his or her private passenger motor vehicle in the performance of his or her duty at the request or direction of the employer. This bill contains other related provisions and other existing laws. <b>Last amended on 8/24/2012</b></p>	
<p><a href="#">AB 2405</a> <a href="#">Blumenfield D</a></p> <p>Vehicles: high-occupancy toll lanes.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain eligible low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. Existing law provides that a vehicle, eligible under these provisions to use HOV lanes, that meets the California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard is not exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls pursuant to a federally supported value-pricing and transit development program involving high-occupancy toll (HOT) lanes conducted by the Los Angeles County Metropolitan Transportation Authority.</p> <p>This bill would instead exempt, with specified exceptions applicable to passage on designated state highways, all of the low emission and hybrid vehicles eligible to use HOV lanes under these provisions, including vehicles that meet the enhanced AT PZEV standards, from toll charges imposed on HOT lanes unless prohibited by federal law. The bill would exclude a toll imposed for passage on a toll road or toll highway, that is not an HOT lane , a toll imposed for crossing a state-owned bridge, or, until March 1, 2014, a toll imposed for passage in HOT lanes designated for State Highway Route 10 or 110, from this exemption. The bill would provide that these changes shall be known as the Choose Clean Cars Act of 2012. <b>Last amended on 6/27/2012</b></p>	

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<p><a href="#">AB 2488</a> <a href="#">Williams D</a></p> <p>Vehicles: buses: length limitations.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle.</p> <p>This bill would authorize Gold Coast Transit (GCT) to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 46 inches from the front of the bus. The bill would require GCT, if it installs the bicycle racks, to report to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2017, regarding safety issues and mobility improvements. <b>Last amended on 8/22/2012</b></p>	
<p><a href="#">AB 2498</a> <a href="#">Gordon D</a></p> <p>Construction Manager/Gen. Contractor project method.</p>	<p>ASSEMBLY ENROLLMENT</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. This bill contains other related provisions and other existing laws. <b>Last amended on 8/31/2012</b></p>	
<p><a href="#">AB 2529</a> <a href="#">Wieckowski D</a></p> <p>California Global Warming Solutions Act of 2006: electrical corporations.</p>	<p>SENATE THIRD READING</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.</p> <p>This bill would require the commission to credit directly, in proportion to the increase in electricity cost, to all retail delivery customers of an electrical corporation all revenues, as specified, the electrical corporation receives as a direct result of the direct allocation of greenhouse gas allowances in proportion to the increase in electricity costs those customers incur as a result of the state board adopting a market-based compliance mechanism. Because a violation of this requirement is a crime, this bill would impose a state-mandated local program. <b>Last amended on 8/24/2012</b></p>	

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<p><a href="#"><u>AB 2669</u></a> <b>Committee on Natural Resources</b></p> <p>Environmental quality: California Environmental Quality Act.</p>	<p>ASSEMBLY ENROLLMENT</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 requires the Secretary of the Natural Resources Agency, by July 1, 2004, to develop a protocol for reviewing prospective application of certified regulatory programs to evaluate the consistency of those programs with the requirements of CEQA and requires the secretary, in developing the protocol, hold at least 2 public meetings and provide to a person who files a written request for a notice 10 days prior to the meeting (10 days notice).</p> <p>This bill would authorize the secretary to update the protocol. The bill would require the secretary, in updating the protocol, to hold at least 2 public meetings and to provide the 10-days notice to a person who files a written request for the notice and to specified committees of the Legislature. The bill would repeal obsolete and duplicative provisions from CEQA.</p> <p><b>Last amended on 6/21/2012</b></p>	
<p><a href="#"><u>AB 2679</u></a> <b>Committee on Transportation</b></p> <p>Transportation: omnibus bill.</p>	<p>ASSEMBLY ENROLLMENT</p>	<p>Existing law authorizes the Department of Transportation (department) to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board.</p> <p>This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. <b>Last amended on 8/23/2012</b></p>	
<p><a href="#"><u>ACA 23</u></a> <a href="#"><u>Perea D</u></a></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY INACTIVE FILE</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, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election. <b>Last amended on 8/20/2012</b></p>	

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<p><a href="#">SB 46</a> <a href="#">Correa D</a></p> <p>Public officials: compensation disclosure.</p>	<p>ASSEMBLY 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. <b>Last amended on 6/2/2011</b></p>	
<p><a href="#">SB 95</a> <b>Committee on Budget and Fiscal Review</b></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 cashflow loans to the General Fund, as specified. This bill contains other related provisions and other existing laws. <b>Last amended on 1/30/2012</b></p>	
<p><a href="#">SB 829</a> <a href="#">Rubio D</a></p> <p>Public contracts: public entities: project labor agreements.</p>	<p>SENATE CHAPTERED 4/26/2012 - Chaptered by the Secretary of State, Chapter Number 11, Statutes of 2012</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, state funding or financial assistance may not be used to support that project, as specified.</p> <p>This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits, limits, or constrains in any way the governing board's authority or discretion to adopt, require, or utilize a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support any construction projects awarded by the city, as specified. <b>Last amended on 4/9/2012</b></p>	

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<p><a href="#">SB 878</a> <a href="#">DeSaulnier D</a></p> <p>Office of the Transportation Inspector General.</p>	<p>SENATE ENROLLMENT</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds, including fuel tax revenues allocated from the Highway Users Tax Account, to various transportation purposes. Existing law provides funding for transportation capital improvement projects undertaken by the department or regional or local transportation agencies.</p> <p>This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state, regional, and local agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Inspector General may not be removed from office during the term except for good cause. The bill would specify certain duties and responsibilities of the Inspector General, would require an annual report to the Legislature and Governor, and would provide for funding the office, to the extent possible, from federal transportation funds, with other necessary funding to be made available in proportion to the activities of the office from the Highway Users' Tax Account and an account from which high-speed rail activities may be funded. <b>Last amended on 8/22/2012</b></p>	
<p><a href="#">SB 984</a> <a href="#">Simitian D</a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>SENATE</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, until January 1, 2016, the lead agency, at the request of a project applicant for specified projects, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs or other environmental documents for specified projects. 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. The bill would require, for a lead agency that is a state agency, the consent of the state agency for the concurrent preparation of the record of proceedings. <b>Last amended on 8/20/2012</b></p>	
<p><a href="#">SB 1002</a> <a href="#">Yee D</a></p> <p>Public records: electronic format.</p>	<p>SENATE ENROLLMENT</p>	<p>The California Public Records Act requires state and local agencies to make their records available for public inspection and, upon request of a person, to provide a copy of a public record unless the record is exempt from disclosure. The act requires an agency that has information that constitutes an identifiable public record not otherwise exempt from disclosure that is in an electronic format to make that information available in an electronic format when requested by a person. The act requires the agency to make the information available in an electronic format in which it holds the information.</p> <p>This bill would make technical, nonsubstantive changes to these provisions. <b>Last amended on 8/20/2012</b></p>	

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<p><a href="#"><u>SB 1076</u></a> <a href="#"><u>Emmerson R</u></a></p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation.</p>	<p>SENATE ENROLLMENT</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. <b>Last amended on 8/23/2012</b></p>	
<p><a href="#"><u>SB 1102</u></a> <a href="#"><u>DeSaulnier D</u></a></p> <p>State transportation improvement program.</p>	<p>SENATE ENROLLED</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, beginning not later than November 15, 2014, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year. <b>Last amended on 5/31/2012</b></p>	

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

**San Mateo County Transit District  
State Legislative Matrix 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1225</a> <a href="#">Padilla D</a></p> <p>Intercity rail agreements.</p>	<p>SENATE ENROLLMENT</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 the Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.</p> <p>This bill would authorize the department, with approval of the secretary, to enter into interagency transfer agreements for additional intercity rail corridors, to be entered into between June 30, 2014, and June 30, 2015. The bill would require the agreements to cover the initial 3-year period after the transfer, and would authorize subsequent extensions by mutual agreement. If agreements are not entered into by the expiration of that period, the bill would require the secretary to report to the Governor and the Legislature by June 30, 2016, as specified. <b>Last amended on 8/30/2012</b></p>	
<p><a href="#">SB 1257</a> <a href="#">Hernandez D</a></p> <p>Utility user tax: exemption: public transit vehicles.</p>	<p>SENATE CHAPTERED 8/28/2012 - Chaptered by the Secretary of State, Chapter Number 213, Statutes of 2012</p>	<p>Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity, in the unincorporated area of the county.</p> <p>This bill would provide that a local jurisdiction, as defined, may not impose a utility user tax, as specified, upon either the consumption of compressed natural gas dispensed by a gas compressor, within a local jurisdiction, that is separately metered and is dedicated to providing compressed natural gas as a motor vehicle fuel for use by the local agency or public transit operator or the consumption of electricity used to charge electric bus propulsion batteries, within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus. <b>Last amended on 6/11/2012</b></p>	
<p><a href="#">SB 1269</a> <a href="#">Fuller R</a></p> <p>Income taxes: credit: highway maintenance and enhancement.</p>	<p>SENATE G. &amp; F.</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.</p>	

**San Mateo County Transit District  
State Legislative Matrix 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 1339</u></a> <a href="#"><u>Yee D</u></a></p> <p>Commuter benefit policies.</p>	<p>SENATE ENROLLED</p>	<p>Existing law creates the Metropolitan Transportation Commission, with various transportation planning and programming responsibilities in the 9-county San Francisco Bay Area. Existing law creates the Bay Area Air Quality Management District, with various responsibilities relative to the reduction of air pollution in the area of its jurisdiction, which incorporates a specified portion of the jurisdiction of the Metropolitan Transportation Commission.</p> <p>This bill would authorize the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commuter benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commuter benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.</p>	<p>Support</p>
<p><a href="#"><u>SB 1380</u></a> <a href="#"><u>Rubio D</u></a></p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY INACTIVE FILE</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 requires the lead agencies to make specified findings in an EIR.</p> <p>This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified, and would also require a local agency that determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with OPR and the county clerk. This bill would require OPR to post specified information on its Internet Web site, as prescribed. <b>Last amended on 8/21/2012</b></p>	
<p><a href="#"><u>SB 1396</u></a> <a href="#"><u>Dutton R</u></a></p> <p>Sales and use taxes: excise taxes: fuel.</p>	<p>SENATE T. &amp; H.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or a tax, measured by the sales price, on the storage, use, or other consumption of tangible personal property in this state." That law defines the terms "gross receipts" and "sales price."</p> <p>This bill would exclude from the terms "gross receipts" and "sales price" the amount charged at retail for gasoline and diesel fuels in excess of \$3.88 or \$3.52 per gallon, respectively, as provided. <b>Last amended on 4/11/2012</b></p>	<p>Oppose</p>

**San Mateo County Transit District  
State Legislative Matrix 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1455</a> <a href="#">Kehoe D</a></p> <p>Alternative and vehicle technologies: funding programs.</p>	<p>SENATE T. &amp; H.</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law require the commission to develop and adopt an investment plan to determine priorities and opportunities for the program.</p> <p>This bill would prohibit the State Air Resources Board (state board) from submitting, until a specified date, to the Office of Administrative Law specified amendments to the state board's clean fuels outlet regulation. The bill would require the state board to aggregate and make available to the public, no later than January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of constructing and operating a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the state board and the commission to jointly review and report on the progress toward establishing a hydrogen fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state, as specified. The bill would authorize the commission to design loan incentive programs, revolving loan programs, and other forms of financial assistance, as specified, for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board to convene working groups to evaluate the specified policies and goals of specified programs. <b>Last amended on 8/24/2012</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1464</a> <a href="#">Lowenthal D</a></p> <p>Vehicles: bicycles: passing distance.</p>	<p>SENATE ENROLLMENT</p>	<p>Under existing law, a driver of a vehicle overtaking another vehicle or a bicycle proceeding in the same direction is required to pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle or bicycle, subject to certain limitations and exceptions. A violation of this provision is an infraction punishable by a fine not exceeding \$100 for a first conviction, and up to a \$250 fine for a 3rd and subsequent conviction occurring within one year of 2 or more prior infractions.</p> <p>This bill would recast this provision as to overtaking and passing a bicycle by requiring, with specified exceptions, the driver of a motor vehicle overtaking and passing a bicycle that is proceeding in the same direction on a highway to pass in compliance with specified requirements applicable to overtaking and passing a vehicle, and to do so at a safe distance that does not interfere with the safe operation of the overtaken bicycle, having due regard for the size and speed of the motor vehicle and the bicycle, traffic conditions, weather, and the surface and width of the highway. The bill would prohibit, with specified exceptions, the driver of the motor vehicle that is overtaking or passing a bicycle proceeding in the same direction on a highway from passing at a distance of less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator. The bill would make a violation of these provisions an infraction punishable by a \$35 fine. The bill would also require the imposition of a \$220 fine on a driver if a collision occurs between a motor vehicle and a bicyclist causing bodily harm to the bicyclist, and the driver is found to be in violation of the above provisions. <b>Last amended on 8/6/2012</b></p>	
<p><a href="#">SB 1533</a> <a href="#">Padilla D</a></p> <p>Electricity: energy crisis litigation.</p>	<p>SENATE CHAPTERED , Chapter Number 226, Statutes of 2012</p>	<p>Existing law, until January 1, 2013, requires the Attorney General to represent the Department of Finance and to succeed to all rights, claims, powers, and entitlements of the Electricity Oversight Board in any litigation or settlement to obtain ratepayer recovery for the effects of the 2000-02 energy crisis. Existing law additionally prohibits the Attorney General from expending the proceeds of any settlements of those claims, except as specified.</p> <p>This bill would instead repeal the above-described requirements on January 1, 2016. <b>Last amended on 5/1/2012</b></p>	
<p><a href="#">SB 1545</a> <a href="#">DeSaulnier D</a></p> <p>Bay Area toll bridges.</p>	<p>SENATE T. &amp; H.</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. Existing law establishes procedures for a public agency to bring an action in superior court for the judicial validation of specified matters.</p> <p>This bill would provide that, unless the State Auditor finds that the Metropolitan Transportation Commission and the Bay Area Toll Authority, acting through the Bay Area Headquarters Authority, a joint powers agency, clearly had the authority to purchase an office building at 390 Main Street, San Francisco, and clearly had the authority to use toll revenues for that purchase, the Metropolitan Transportation Commission and the Bay Area Toll Authority, acting through the Bay Area Headquarters Authority, are required to bring an action to determine the validity of those matters, subject to specified procedures. The bill would prohibit toll moneys from being used for the validation action and would prohibit additional contracts from being entered into with respect to the office building until the validation action is complete. The bill would thereby impose a state-mandated local program. <b>Last amended on 6/26/2012</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/4/2012**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1549</a> <a href="#">Vargas D</a></p> <p>Transportation projects: alternative project delivery methods.</p>	<p>SENATE ENROLLED</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for projects, as specified, and for local agencies for public works contracts, as specified.</p> <p>This bill would allow the San Diego Association of Governments to utilize alternative project delivery methods, as defined, for public transit projects within its jurisdiction. The bill would, upon completion of a project, require a progress report to be submitted by the San Diego Association of Governments to its governing board and would require the report to be made available on its Internet Web site. The bill would also, except as provided, require the San Diego Association of Governments to pay fees related to these projects into the State Public Works Enforcement Fund, a continuously appropriated fund, thereby making an appropriation. Because this bill would subject these projects to certain prevailing wage enforcement requirements, the violation of which is a crime, it would impose a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable.</p> <p><b>Last amended on 8/13/2012</b></p>	
<p><a href="#">SB 1572</a> <a href="#">Pavley D</a></p> <p>California Global Warming Solutions Act of 2006: AB 32 Investment Fund.</p>	<p>ASSEMBLY SECOND READING</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act 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, 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 state board has adopted by regulation a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires a state agency, prior to expending any money appropriated to it by the Legislature from the fund, to prepare a record consisting of a description of proposed expenditures and of how they will further the regulatory purposes of the California Global Warming Solutions Act of 2006, how they will achieve specified greenhouse gas emissions reductions, how the agency considered other objectives of that act, and how the agency will document expenditure results. This bill would appropriate a specified portion of moneys collected by the state board and derived from the auction or sale of allowances in the 2012-13 fiscal year from the Greenhouse Gas Reduction Fund to the state board. Under the bill, a specified portion of the money appropriated to the state board would be available to fund prescribed projects that meet certain goals relating to greenhouse gas emissions reductions.</p> <p>This bill would require any funds allocated to fund or finance eligible projects, as specified, or awarded, as specified, to be committed by December 31, 2013. This bill would require the state board, the Strategic Growth Council, and the California Pollution Control Financing Authority to adopt regulations, and authorize those entities to adopt emergency regulations, for the purposes of funding eligible projects, as prescribed. The bill would require the California Pollution Control Financing Authority and the Strategic Growth Council to prepare and submit to the Legislature, until January 1, 2017, annual reports on funded projects and activities. The bill would require the state board to publish information on projects on its Internet Web site. This bill contains other related provisions. <b>Last amended on 8/31/2012</b></p>	



BOARD OF DIRECTORS 2012

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

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

**NOTE TIME CHANGE**

## AGENDA

### **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, SEPTEMBER 12, 2012– 3:50 p.m.**

or immediately following previous Committee meeting

### ACTION

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

### INFORMATIONAL

2. Capital Projects Quarterly Status Report – 4<sup>th</sup> 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  
AUGUST 8, 2012**

Committee Members Present: A. Lloyd (Committee Chair), C. Groom, 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. Averill, A. Chan, G. Harrington, C. Harvey, R. Haskin, A. Hughes, M. Martinez, M. Scanlon, M. Simon

Committee Chair Art Lloyd called the meeting to order at 3:18 p.m.

**Approval of Minutes of Planning, Development and Sustainability Committee Meeting of June 13, 2012**

The Committee approved the minutes (Deal/Gee).

**Update on SamTrans Service Plan (SSP)**

Project Manager Aidan Hughes said staff will be providing the Board with a copy of this report which goes into more detail and provides all of the route maps with all the changes. He said it will also be made available on the SamTrans website. Mr. Hughes said there is no Board action associated with the presentation. This is an update ahead of doing an extensive round of public outreach and getting public comment on the proposals.

The San Mateo County Transit District (District) is facing an uncertain future with debt obligations, contributions to Caltrain, SamTrans ridership declining, increasing paratransit expenses, and the unresolved structural deficit. The SSP does not resolve the structural deficit. It will improve service efficiencies, increase ridership, increase revenues, and hold costs at current levels.

The vision of the SSP is to build ridership, increase revenue, expand service, evaluate new service types and other creative ways of delivering service, establish a framework for continuous expansion and improvement, provide some of the steps towards financial sustainability, meet the needs of transit dependent communities, improve quality of life and transportation mobility, begin to address east-west connectivity, and actively engage cities and local and regional stakeholders.

The SSP includes service route recommendations, reinvesting existing resources with proposed service improvements, and aims to increase ridership and revenues with no increases in operating costs. The SSP does not address fare policy.

The District will create and incorporate a Performance Monitoring and Action Plan which will establish service and financial metric goals including:

- Ridership
- Passenger per Revenue Hour
- Cost per Passenger
- Cost per Passenger Mile
- Cost per Service Hour
- Farebox recovery ratio
- Subsidy per Passenger Boarding

Performance improvement will reflect SamTrans commitment to regional efforts, continue to strengthen coordination with cities, regional, and state agencies, implement findings from El Camino Real studies including the Bus Rapid Transit study and the Grand Boulevard Initiative efforts, implement the Shuttle Best Practices program, and explore new service delivery options such as demand response services.

Core Markets are areas where transit is a competitive travel option, there are higher concentrations of population and/or employment, walkable communities with mixed uses, and are located near major activity/ employment centers.

About 65 percent of SamTrans routes fall below the system average. The system is relying on a small number of very productive and financially effective routes in order to support some of the poorer performing routes.

Recommended Strategies:

- Improve service to El Camino Real to include discontinuing the Route 391 San Francisco service and consolidating weekday Routes 390 and 391 service into a simplified, more reliable service on the corridor which serves most transit stations, has a 15-minute frequency between Palo Alto and Daly City and increased frequency between Palo Alto and Redwood City.
- Modify Route KX and Route 292 San Francisco service to peak periods. Current SamTrans service into San Francisco is slow due to roadway traffic conditions resulting in long trip times, it duplicates other transit services, and is a costly service to provide. There will be no change to Route 397 late night service.
- Discontinue routes due to low ridership, low productivity, and duplication with other SamTrans routes. Other transit options are available along the proposed discontinued routes.
- Two new routes are being proposed which will better connect origins and destinations, provide more direct east-west connections to El Camino Real, and better match service with the markets.
- Two pilot demand response projects are proposed for San Carlos and Pacifica. Staff will monitor the pilot program performance and expand to other areas based on lessons learned.

- Key outcomes include improved service productivity and efficiencies, and increased ridership and revenues. The SSP is a living process to continually monitor and make adjustments.

Public outreach efforts will start in September and includes rider forums, public meetings, presentations to city and town councils, stakeholder forums, attending events at community colleges and senior centers, engaging employee and union leadership, and a public hearing.

Next steps include beginning a public input/outreach effort for fall 2012 and continue to refine the SSP. Staff will present a final draft to Board for adoption in late 2012/early 2013 with an anticipated phased implementation beginning summer 2013.

Director Karyl Matsumoto said she would like to have staff engage the CAC because they are bus riders. They can get the information out and provide the Board with input.

Chair Jerry Deal said staff might consider presenting this along with other presentations done at City Hall so they will only have to attend one meeting instead of two.

Director Rose Guilbault asked how long the alternative service pilot timeframe was for. Mr. Hughes said at least 12 months or longer to recognize increases in ridership and make sure the marketing and other activities are working. He said staff will need to monitor it closely.

Committee Chair Art Lloyd said SamTrans may lose passengers who are transferring from other routes if some of the transfer routes are discontinued. Mr. Hughes said SamTrans anticipates a net increase and accounts for the fact that SamTrans will be losing some ridership but at the same time anticipates a lot of the riders lost will continue to be transit riders, just not necessarily with SamTrans.

**Adjourned:** 3:46 p.m.

**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 –  
4<sup>th</sup> 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.

**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+-+Q4+FY12.pdf](http://www.samtrans.com/Assets/_Finance/Quarterly+Capital+Program+Status+Report/SamTrans+Quarterly+-+Q4+FY12.pdf)



**NOTE TIME CHANGE**

**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, SEPTEMBER 12, 2012 – 4:00 p.m.**  
or immediately following Committee meetings

- 1. CALL TO ORDER/ROLL CALL**
- 2. CONSENT CALENDAR**  
MOTION
  - a. Approval of Minutes of Board of Directors Meeting of August 8, 2012
  - b. Acceptance of Statement of Revenues and Expenses for July 2012
  - c. Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended June 30, 2012
- 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**
- 6. COMMUNITY RELATIONS COMMITTEE**  
*(Accessibility, Senior Services, and Community Issues)*  
SUBJECTS DISCUSSED
  - a. Accessibility Update
  - b. PCC Update
  - c. Citizens Advisory Committee Liaison Report
  - d. Multimodal Ridership Report – July 2012
- 7. FINANCE COMMITTEE**  
RESOLUTIONS
  - a. Authorize Amendment to Temporary Staffing Services Contracts with AppleOne Employment Services, Nelson Family of Companies and Aerotek Inc. for an Estimated Aggregate Not-to-Exceed Amount of \$1,000,000 from \$1,500,000 to \$2,500,000

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

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

**8. LEGISLATIVE COMMITTEE**

**SUBJECTS DISCUSSED**

- a. State and Federal Legislative Update

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

**SUBJECTS DISCUSSED**

- a. Capital Projects Quarterly Status Report – 4<sup>th</sup> 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** – October 10, 2012 at 2 p.m.,  
San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup>  
Floor, 1250 Carlos Ave., San Carlos 94070

**14. ADJOURNMENT**

## **INFORMATION TO THE PUBLIC**

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

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

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

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

### **Location of Meeting**

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

### **Public Comment**

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

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

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

### **Availability of Public Records**

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

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

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

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

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

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

Chair Jerry Deal called the meeting to order at 3:46 p.m.

**CONSENT CALENDAR**

The Board approved the consent calendar (Guilbault/Gee).

- a. Approval of Minutes of Board of Directors Meeting of June 13, 2012
- b. Acceptance of Statement of Revenues and Expenses for May 2012

**PUBLIC COMMENT**

None

**REPORT OF THE CHAIR**

Chair Deal said there are a lot of items on the agenda and the fact the Board goes so quickly is because the Staff Reports are well-written and the Board reads them thoroughly and understands them. He gives kudos to staff and their leadership for giving the Board such good reports which is the reason there aren't many comments.

**REPORT OF THE GENERAL MANAGER/CEO**

General Manager/CEO Michael Scanlon reported:

- Special thanks to the San Mateo County Transit District (District) Financial Sustainability Committee of the Board. Their input has helped shape these presentations so they're taking the direction they need to take. He said the agency has done a lot of things already in terms of the financial issues that it faces. He said it goes back to when SamTrans refinanced the long term debt, when it did a reduction in force, service reductions, wage and salary freezes, furlough days and reduced Caltrain contributions. He said SamTrans has to do everything it can to make sure it is providing the absolute best service from a quality and quantity standpoint to the stockholders who are the residents and taxpayers of San Mateo County, the State of California and the people of the United States.
- Welcomed the new Paratransit Coordinating Council (PCC) Chair Mike Levinson and Vice Chair Michal Settles and said they will be great leaders.
- Executive Officer, Caltrain Modernization Program Marian Lee continues to work with stakeholders to build support for moving the Caltrain Modernization Project forward.
- Caltrain served over 50,000 riders in June up from 20,000 in 1992.

- Caltrain joined with other agencies to declare June 21<sup>st</sup> as National Dump the Pump Day. The purpose is to call attention and awareness to the how people can collectively save money by using transit, reduce reliance on fossil fuels, and make a significant reduction of pollution.
- Gave thanks to Director Jeff Gee for participating in a news conference to announce grants from the Federal Transit Administration (FTA). The SamTrans portion was around \$5 million and is State of Good Repair money that will enable SamTrans to purchase up to 25 of the latest technology diesel/hybrid buses. That will help SamTrans in sustainability efforts and in continuing efforts to modernize the fleet and give the best service it can to the public.
- The District participated in Spare the Air days to urge people to bike, telecommute, car pool, take public transit, and avoid using lawn mowers, leaf blowers, and other equipment.
- The Operations staff is working on planning festivities to celebrate the opening of Devil's Slide Tunnel. It will be a significant day in the history of this county.
- The District issued a news release stating it serves 16 Farmers Markets in this area.
- Promoted the use of both Caltrain and SamTrans to go to the San Mateo County Fair in June.
- Director Adrienne Tissier spoke at the 100<sup>th</sup> anniversary of laying the first patch of concrete on the State highway system in San Bruno, California. Congresswoman Jackie Speier, San Bruno Mayor Jim Ruane, and Caltrans District Director Bijan Sartipi were also in attendance.
- SamTrans will have to have a temporary bus stop change in Half Moon Bay due to a bicycle event Saturday, August 11.
- While in the middle of participating in a regional emergency exercise a real emergency developed with the Transbay tube shutdown caused by a fire adjacent to the Bay Area Rapid Transit (BART) line on June 14.
- SamTrans recently graduated part-time bus operators and started a new class that will graduate on August 24.
- SamTrans South Base hosted a safety breakfast to celebrate 104 accident-free days at almost 800,000 miles with zero preventable accidents in June. In July, North Base hosted a safety breakfast for having zero preventable accidents in April.
- Human capital investment continues and has been spent on training new operators.
- California Highway Patrol provided outreach at the South San Francisco Magnolia Senior Center and on June 14 at the San Mateo Senior Center for Accessible Services.
- SamTrans had the Commission on Disabilities Awareness Fair in Redwood City with up to 200 attendees on July 10.
- Dumbarton Express Service was expanded by 80 percent from about 53 revenue hours a day to just under 100 revenue hours a day beginning on July 2.
- In July SamTrans averaged a little more than 24,000 miles between service calls for fixed-route service which is well above the 20,000 mile goal.
- SamTrans is preparing for heavier than usual expected loading patterns with schools restarting and the perennial favorites in Redwood City and Carlmont. SamTrans has a new run book effective August 26 with changes to 20 routes, but mostly minor changes in getting prepared for the expansion when school kids start crowding regular service buses. It also includes the new weekend El Camino Real route and other changes aimed at improving On Time Performance.

- The 2009 Gillig buses are getting impressive mileage. The 40-foot bus is getting a little over 4 miles per gallon and the 35-footer gets 4.16 miles per gallon. In 2003 the buses were at 3.62 so there has been an improvement.
- Last week the executive team met with the SamTrans interns who each made presentations on their experience while they were at the District. Staff learns a lot from them.

Chair Deal asked Mr. Scanlon why the Board is meeting at 3 p.m. next month. Mr. Scanlon said to allow people to participate in the American Heart Association's Heart Walk just like last year. He said last month SamTrans lost a bus operator to heart issues so raising funds is important.

### **CALL FOR A PUBLIC HEARING ON OCTOBER 10, 2012 TO DISCONTINUE PARTICIPATION IN THE BART PLUS PROGRAM**

Executive Officer, Customer Service and Marketing Rita Haskin said this is a program SamTrans has participated in for close to 15 years and it was originally envisioned to go away when Clipper (formerly Translink) came along. She said in reviewing how the program is working staff doesn't think it is financially wise for SamTrans to continue to participate.

The motion (Tissier/Harris) to call for a public hearing on October 10, 2012 to discontinue participation in the BART Plus Program was approved.

### **CALL FOR A PUBLIC HEARING ON OCTOBER 10, 2012 TO ELIMINATE SELECT UNPRODUCTIVE FIXED-ROUTE TRIPS**

Deputy CEO Chuck Harvey said the reason this is necessary is any time SamTrans reduces the level of service by 25 percent or more on any single route it requires a public hearing. He said some of SamTrans' community routes have so few total trips that taking out even a single trip requires a public hearing. He said there are about three or four community routes with trips that were at one time adjacent to a school but now the school population has changed and the buses are empty. He said staff can't take the routes out of the service pattern and save some money without having the public hearing.

The motion (Tissier/Lloyd) to call for a public hearing on October 10, 2012 to eliminate select unproductive fixed-route trips was approved.

### **COMMUNITY RELATIONS COMMITTEE – R. Guilbault** **SUBJECTS DISCUSSED**

- a. Certificate of Appreciation to Outgoing PCC Chair, Nancy Keegan
- b. Certificate of Appreciation to Rob Gaskill
- c. Accessibility Update
- d. PCC Update
- e. Citizens Advisory Committee Liaison Report
- f. Mobility Management Report – ADA Paratransit Service
- g. Multimodal Ridership Report – May 2012
- h. Multimodal Ridership Report – June 2012

**FINANCE COMMITTEE – J. Gee**

**RESOLUTIONS**

- a. Authorize Filing Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds for Fiscal Year 2013 and Amend the Fiscal Year 2013 Operating Budget in the Amount of \$2,869,030 From \$154,040,172 to \$156,909,202
- b. Authorize Approval and Ratification of the Fiscal Year 2013 District Insurance Program with Wells Fargo Insurance Services for a Total Premium Cost of \$1,597,703
- c. Authorize Execution of Cooperative Agreement Among the Dumbarton Bridge Route Operations Committee Consortium to Provide Administration Services for the Dumbarton Express Bus Service
- d. Authorize Amendment to Extend the Contract with Green Carpet Landscaping and Maintenance for Providing Landscaping and Grounds Maintenance Services on a Month-to-Month Basis for Up to Six Months at a Cost of \$68,000
- e. Authorize Award of Contract to Miller Advertising Agency, Inc. to Provide Recruitment Advertising Services for a Five-year Term at an Estimated Cost of \$375,000
- f. Authorize Award of Contract to Vanden Bos Electric, Inc. for Fire Alarm System Upgrade for a Total Amount of \$663,965
- g. Authorize Award of Contract to ACS Transportation Solutions, Inc. to Provide ACS Software and Hardware Maintenance Support Services for an Estimated Amount of \$1,063,860 for a Five-year Term
- h. Authorize Award of Contract to FE Controls Corp. for the Upgrade of the Security Office at the District's Headquarters in San Carlos for a Total Amount of \$154,544

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

**MOTION**

- i. Authorize Discount Pilot Program for an 18-Month Period to Encourage Advance Group Sales and Travel
- j. Authorize Rejection of All Bids to Provide Printing and Delivery of Magnetic Tickets and Authorize Re-Solicitation of Bids

The motions (Gee/Groom) were approved unanimously.

**INFORMATIONAL**

- k. Update on the Execution of the Fuel Hedging Program
- l. Information of Statement of Revenues and Expenses for the Period Ending June 30, 2012

**LEGISLATIVE COMMITTEE – S. Harris**

**SUBJECTS DISCUSSED**

- a. State and Federal Legislative Update

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

**SUBJECTS DISCUSSED**

- a. Update on SamTrans Service Plan

**WRITTEN COMMUNICATIONS**

No discussion

**BOARD MEMBER REQUESTS/COMMENTS**

Director Karyl Matsumoto said at the June San Mateo County Transportation Authority (TA) Board meeting, the TA approved all but three community shuttles that did not qualify at the time and were put on hold. One was the Pacifica shuttle. She said Pacifica worked with SamTrans and their application was approved by the TA in August. She said TA staff is working diligently on the Highway Call for Projects and had more requests for funds than funds available so at the September meeting staff will bring the information to the TA and in October the TA will vote. The TA approved approximately \$11.6 million to the District for the Capital and Operating budgets for Caltrain. She said the TA received a presentation from Executive Director Rich Napier from the City/County Association of Governments (C/CAG) on smart corridors which is a project that has been going through C/CAG and is intended to route traffic out of city streets when there is a major bottleneck on Highway 101.

**GENERAL COUNSEL PROPOSAL**

None

**DATE AND TIME OF NEXT MEETING** – September 12, 2012 at 3 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

The meeting was adjourned at 4:14 p.m.