



BOARD OF DIRECTORS 2012

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A G E N D A

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

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

WEDNESDAY, APRIL 11, 2012 – 2:00 p.m.

1. Pledge of Allegiance

ACTION

2. Approval of Minutes of Community Relations Committee Meeting of March 14, 2012
3. Recommend Appointment of Citizens Advisory Committee Members:
 - a. Kristopher Adler, Representing Community Riders
 - b. Kathy Gilbert, Representing Community Riders
 - c. Margaret Pye, Representing Community Riders
 - d. Sondra Price, Representing Multimodal Riders

INFORMATIONAL

4. Accessibility Update - Tina DuBost
5. Paratransit Coordinating Council (PCC) Update - Nancy Keegan
6. Citizens Advisory Committee Liaison Report - Peter Ratto
7. Mobility Management Report – Fixed-route Bus Service
8. Multimodal Ridership Report – February 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
MARCH 14, 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. Cassman, T. DuBost, G. Harrington, C. Harvey, R. Haskin, A. Hughes,
M. Martinez, N. McKenna, D. Miller, C. Patton, 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
February 8, 2012**

The committee approved the minutes (Harris/Lloyd); Guilbault abstained.

Accessibility Update

Accessibility Coordinator Tina DuBost said 10 cutaway buses will be replaced. Staff met with the Paratransit Coordinating Council (PCC) Bus Review Committee to get their input on the new buses.

PCC Update

No report

Citizens Advisory Committee (CAC) Liaison Report

CAC Chair Peter Ratto reported on their March 7 meeting:

- The Committee discussed the liaison reports on the monthly CAC agenda. As a result, the committee decided to continue with these reports.
- A total of 15 applications were received for the most recent recruitment that closed on March 2 including applicants from Daly City and LaHonda.

Mobility Management Report – Shuttles

Director of Bus Transportation Chester Patton reported:

- There are 31 Caltrain shuttles operating in three counties serving 19 Caltrain stations and eight routes serving six BART stations.
- Some of the business partners include Genentech, Stanford and Oracle.
- Public partners include the Bay Area Air Quality Management District, City/County Association of Governments (C/CAG), Peninsula Traffic Congestion Relief Alliance (Alliance) and the San Mateo County Transportation Authority (TA).
- Average weekday ridership in January on the BART shuttles was 1,750 and Caltrain shuttles was over 7,000.

- The total Fiscal Year 2012 budget is \$6.6 million.
- Employers fund 61.1 percent of the SamTrans shuttles and 38.5 percent of the Caltrain shuttles. The TA funds 77.6 percent of the Caltrain/San Mateo County Community shuttles.
- The Shuttles Business Practices Task Force is comprised of C/CAG, Alliance, SamTrans and the TA and works to identify areas of possible shuttle opportunities.
- The shuttle Call for Projects (CFP) is a joint two-year call with C/CAG and the TA for a total of \$7 million available.
 - The CFP opened on March 9 and applications are due April 16.
 - General requirements for applicants are they are located in San Mateo County, improve local mobility, meet operating benchmarks, are Americans with Disabilities Act compliant, are a public agency or jurisdiction and can provide the minimum funding match of 25 percent of the project cost.
- Current highlights of the shuttle program include:
 - The transportation provider for the shuttle contract expires September 30, 2012.
 - Staff is exploring a shuttle contract extension and coordination with Alliance for contract alignment.
 - Staff is exploring a Lifeline Transportation Program supported shuttle partnership with City of Daly City.

Director Karyl Matsumoto asked if the TA and C/CAG are going to do their own judging on the CFP applications. Also, what differentiates between the two projects for cities and organizations applying? Executive Officer Planning and Development Aidan Hughes said there will be a single evaluation and the single list will go to the TA Board to fund \$6 million in allocations and to the C/CAG Board for the \$1 million.

Director Matsumoto said the TA is Measure A money and the Clean Air Act money comes under C/CAG so where does the SamTrans and Caltrain shuttles funding come under. Mr. Hughes said for the shuttle CFP, the TA is the funding agency and SamTrans and the Peninsula Corridor Joint Powers Board have to apply to the TA for funding for the shuttles.

Director Matsumoto asked if the draft guidelines will be available for applicants. Mr. Hughes said it is available on the websites of the various agencies, including the SamTrans website.

General Manager/CEO Michael Scanlon said it is very critical that applicants attend the workshop that will be held here at SamTrans headquarters on March 21 at 1:30 where everything will be made clear and all questions can be answered.

Director Zoe Kersteen-Tucker said she sees a strategic use for shuttles, particularly in moving forward with the SamTrans Service Plan (SSP), and asked if staff could clarify how the two would dovetail. Mr. Hughes said as part of the SSP, staff will be addressing the role of shuttles to look at alternative services and not just fixed-route service routes. Once the SSP recommendations have been implemented, SamTrans will potentially be in a position to apply for TA funding to support some of the routes.

Mr. Scanlon said it is called alternative service delivery modes and the SamTrans of the future could be a model that has more shuttles than it has now.

Committee Chair Guilbault asked if there is a time span for the new shuttles. Mr. Hughes said the existing and new shuttle applications will all be considered during this CFP and there will be two years of funding available.

Director Shirley Harris asked if the shuttles will be re-evaluated. Mr. Hughes said the existing shuttles will be re-evaluated and will look to see that they meet certain benchmarks in terms of use of funds and ridership to continue to improve the competitiveness of the program.

Public Comment

Jerry Grace, San Lorenzo, asked if any of the staff or board ride shuttles or buses. Executive Officer Customer Service and Marketing Rita Haskin said all employees in her division must ride the train and buses five times each year.

Multimodal Ridership Report – January 2012

- Bus ridership was 40,520, a decrease of 8.4 percent.
- Paratransit ridership was 1,010, a decrease of 1.7 percent.
- Caltrain ridership was 41,370, an increase of 10.8 percent.
- Caltrain shuttle ridership was 7,241, an increase of 34.7 percent.
- BART shuttle ridership was 1,839, a decrease of 7.1 percent.

Deputy CEO Chuck Harvey said the reason for the delay in the ridership report was this was the full month using Clipper data and comparing it to the farebox data. In doing this an error was discovered in the methodology in calculating average weekday ridership over the last two years. Staff had to go back and correct the Fiscal Year 2011 ridership as it was being overstated by almost 2,000 per day based on the way inputs were going into the calculating spreadsheet.

Mr. Harvey said year-to-date bus ridership was 42,070, a decrease of 0.1 percent.

Mr. Harvey said as staff goes through the SamTrans Service Plan process they will be looking at the ridership on each of the routes to make the system more cost effective and attract ridership.

Director Matsumoto said the PCC minutes state there are approximately 4,000 taxi rides per month. Is this number incorporated in the paratransit ridership? Mr. Harvey said yes and taxis are very cost effective for paratransit.

Adjourned: 2:32 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **ACCESSIBILITY REPORT**

ACTION

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

SIGNIFICANCE

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

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

The minutes from the February 14 PCC meeting are attached. The minutes from the January 19 SAAC meeting are also attached.

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

650-508-6475
650-508-6247

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL**

February 14, 2012—1:30-3:30 p.m.

MEETING MINUTES

ATTENDANCE

Members Present: Nancy Keegan, Chair; Mike Levinson, AL-Com Chair; Maureen Dunn, Senior Focus; Aki Eejima, Consumer; Judy Garcia, Consumer; Diane Griffith, Consumer; Stephanie Hill, Consumer; Barbara Kalt, Rosener House; Benjamin McMullan, CID; Dan Mensing, Consumer; Sammi Riley, Consumer; Michal Settles, Coastsides Marie Violet, Sequoia Hospital; Bill Welch, SamTrans.

Absentees: James Asche, OES; May Nichols, Vice Chair; Dale Edwards, Consumer; Myria Barnes-Jackson, DOR.

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

(Total Attendance: 23) Quorum--Yes

WELCOME/INTRODUCTION

Nancy Keegan, Chair welcomed all to the February PCC meeting.

APPROVAL OF JANUARY PCC MINUTES

Nancy asked for a vote of approval for the January minutes. Mike moved to approve the minutes and Barbara seconded the motion. Minutes were approved with Nancy, Maureen, and Bill abstaining.

COMMITTEE REPORTS

A. ADVOCATE LEGISLATIVE COMMITTEE (AL-COM)

There was no meeting this month. Mike shared that the BART extension from Fremont to San Jose, supported by the Federal Transportation Administration (FTA), is to proceed, according to recent broadcast of the news. Next meeting will be on April 3, 2012.

B. GRANT/BUDGET REVIEW

Barbara had no update to report.

C. EDUCATION COMMITTEE

Maureen reported the next meeting will be on March 13, following the PCC meeting. The agenda will be a continuation of the same topics from the last meeting. She will give her report in April's PCC meeting.

D. EXECUTIVE COMMITTEE

The Committee had a conference call meeting in January. Nancy talked about the carryover funds and ideas on how some of the funds will be spent. Suggestions include wallet ID cards for outreach give-away, hosting a regional meeting, and ways to increase consumer awareness of the PCC.

Nancy also talked about the Eligibility Appeals panel schedule for the Executive Committee volunteers serving on the panel. Nancy thanked everyone in advance for their time and will distribute the schedule when it is completed.

Nancy asked for thoughts and prayers for May Nichols who is out ill.

Rose read a letter from a consumer about Redi-Wheels excellent service and her “love” for Redi-Wheels. The letter was sent to the *Daily Journal* and will be published in the next PCC newsletter.

Barbara asked if the address of the Eligibility office for riders receiving their on-site evaluation could be flagged on the driver’s manifest to indicate the fare is free. John said he will remind his drivers not to collect fares for the evaluation trips.

Nancy mentioned that she was notified by County Aging and Adult Services that they will no longer be able to administer the contract for PCC consulting services next fiscal year due to significant funding cuts creating more pressure on their staff. Nancy is exploring options to find another agency to fill this role. The County would like a decision by the start of a new fiscal year, but extensions until first quarter may be necessary. Bill is also exploring some of the legal implications for other options.

PCC Membership

The Executive Committee unanimously approved Allan Newlands’ application. Allan shared that he is a former Redi-Wheels user, serves on the Commission on Disabilities, and advocates for people with disabilities. Maureen moved to approve Allan’s membership and Mike seconded the motion; the “yes” vote was unanimous. Bill commented that he has worked with Allan for many years and knows he will make a wonderful addition to the PCC. Everyone welcomed Allan as a new PCC member.

Consumer Corps Report

Linda presented a new format for the Consumer Corps report covering October 2011 through December 2011. There are a total of 210 evaluation forms for the three month period. Mike commented the percentages should be calculated to exclude those riders that did not answer the questions. Barbara thinks the new Consumer Corps Report format displays the information in a useful manner that is helpful and should go to the Board “as is”. A cover letter will be included to give context to the report explaining what the Consumer Corps is and that responses are intended to reflect “average” trips.

SAM TRANS/REDI-WHEELS REPORT

A. Operational Report

Bill explained that there was a shuttle service this morning for the residents of Burlingame Long Term Care riding to the Westin Hotel where the hearing on the future of the facility took place. Paul explained he witnessed first-hand the 59 riders being efficiently transported from Burlingame to Millbrae, with 2 supervisors and drivers. There were many compliments. Thanks to John, Bill and MV for a very smooth operation and doing a wonderful job.

Bill reported on the newest vehicles in the Redi-Wheels fleet and the differences from the vehicles being retired. Bill thanked the Bus Review Committee for their suggestions and welcomes feedback on the new vehicles. Sammi said she enjoyed riding in the new vehicle and said it is more comfortable for wheelchairs in the front; Diane appreciates the lack of the stool to make room for guide dogs. Nancy pointed out that our PCC is one of the only groups in California that provides input on vehicles. She thanked everyone who participated in the process and to Bill for this open process.

On the Interactive Voice Response System (IVR), Bill noted the goal of SamTrans and the PCC is to have a system that works well 95% of the time before launching the system. SamTrans is continuing working closely with the contractor and going forward will not occur until the system is in excellent working order. A new version of the software that operates with Trapeze will be launched to increase accuracy of calls before pick-up. Ten testers are being added and SamTrans hopes to add more over time.

Judy commented that IVR is a wonderful service and helps her get ready for the vehicle when it shows up. Diane gave names of potential testers.

Eligibility office's manager, Annie Earle, is a local resident and manages the certification packages in San Mateo County. Bill said the Call Center is relocating locally and having Annie who is familiar with our county will be an advantage.

B. Performance Summary

Tina reported ridership is down with 21,020 rides in December; average weekly ridership is down 3%; on-time performance has decreased; productivity is 1.76 passengers per hour which is positive; complaints per 1,000 trips are up but are still better than the standard.

C. Customer Comments

Elly reported that total monthly comments have increased—both consumer reports and comment cards. Under Comments by Category, both policy-related and service-related are up; compliments have decreased. The average response time is still under the 7-day turnaround time limit, thanks to Lynn and Sophie. Comments by type— comments have decreased; late vehicles and customer errors have gone up. In investigating, most late trips are caused by drivers running behind in schedules and weather conditions.

Diane shared that many customers she has spoken with are still unfamiliar with comment cards. Linda thanked Elly for the comment codes and suggested it may be able to collapse some of the categories or use generic titles. Tina will accept suggestions through email.

D. Safety Report

John reported January was not a good month with 7 accidents, 3 chargeable accidents that could have been prevented—drivers backing up and hitting items.

On a positive note, John shared that a labor settlement agreement was reached with the drivers. He thanks the drivers for their sacrifice and efforts.

LIAISON REPORTS

A. MTC REPORT

No report.

B. AGENCY

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

C. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Michal reported the committee met on January 18 and was glad to see Tina at the meeting. She also explained there were good discussions and agreement on the RediCoast statistics; she will send the quarterly report to the PCC. Santos gave information on negotiations.

Next meeting is on April 18, 2012 at HOPE Services, 625 Miramontes, 101B. Michal thanked Stephanie for alerting her to the meeting in San Francisco.

D. EFFICIENCY REVIEW COMMITTEE (ERC)

Mike said most of the items from the last meeting have been discussed previously, including IVR update and the Eligibility Center. Late cancels have gone up slightly and a need for more education and explanations of the process was mentioned.

Next meeting will be on Tuesday, March 6, 2012.

E. COMMISSION ON AGING (COA) REPORT

Barbara attended the COA meeting and reported a lot of time was spent discussing the Burlingame Long Term Care Center situation. The County is trying to do the right thing and will work closely with residents and families in relocating residents.

F. COMMISSION ON DISABILITY (COD) REPORT

Allan reported the Compliant Committee has developed a new tool for accessible accountability—ensuring all county buildings are compliant and people have access to them.

G. OFFICE OF EMERGENCY SERVICES (OES) REPORT

No report.

H. CENTER FOR INDEPENDENCE OF THE DISABLED (CID)

Ben attended the Burlingame Long Term Care hearing also. He thanked and complimented SamTrans and MV for coordinating the transportation and a job well-done.

Ben has been talking with legislators on funding issues and many have taken part on rallies around the state about funding cuts. Information has been disbursed through email.

There has been a national push for accessible taxicabs; he is seeking stories about accessible taxi services to provide information to the National Council for Independent Living (NICL). Tina will provide information on the accessible traveler's database from Easter Seals.

OTHER BUSINESS

Diane said the members from the agencies she communicates with were excited to learn of the PCC newsletter and to read it. Suggestion was to incorporate different aspects of the *San Mateo County Paratransit Riders' Guide* in each issue.

Paul Lee announced that there will be a strike at Seton Hospital in Daly City tomorrow, and MV and SamTrans are prepared with a back-up plan in the event detours are required.

The Bus Committee will be meeting at 12 noon at the Breezeway on March 13 to check out the new vehicle. A reminder will be sent to the members.

MEETING ADJOURNED: 3:35 PM.

SAMTRANS ACCESSIBILITY ADVISORY COMMITTEE

MEETING SUMMARY – January 19, 2012

PRESENT: Cam Acker, Alec Karp (Chair), Tom Collette, Jim Engvall, Alice McGrath (by phone), Ben McMullan

ABSENT: Doris Maez

GUEST: Frank Welty

SAMTRANS STAFF: Tina Dubost, Richard Lesser, Bill Welch

I. Introductions

II. Agenda

III. Approval of Minutes

Minutes approved.

IV. Committee Business

A. Election of a Vice-Chair

Cam Acker was voted onto the committee and elected Vice-Chair.

V. Fixed Route Bus and Caltrain

A. Caltrain Map Project by Frank Welte of Lighthouse for the Blind

Braille tactile maps are part of an ongoing effort to make Bay Area transit more accessible to blind and visually impaired travelers.

A tactile map of the Trans Bay Terminal was perused by the Committee.

Also shown was a more advanced audio-tactile map on durable Thermoform (a type of plastic), produced by the Washington D.C. Metro system. It has barcodes that can be read by a “smart pen” - a barcode reader that gives detailed auditory descriptions of the location, adding an overlay of information. With more funding, Lighthouse could also produce maps of this quality.

The “Strip Map” is not a representation of the physical layout, but a list in order of the stops on a train or bus route. It includes information for each stop such as whether there is a shelter, if the stop is on the near or far side of a street, on a pedestrian island or in a Transit Center such as at Redwood City, and what transfers can be made. The Strip Map also includes a simple tactile diagram of the route. The map is portable to allow detailed planning to be followed *en route*.

In addition to Caltrain, Mr. Welty is also working on making Strip Maps for five to ten essential SamTrans routes, and will be coordinating with SamTrans staff and consumers to gather data.

Using online maps, Mr. Welty is able to produce tactile maps, called “T-maps”, of any location in the U.S. upon request, and is involved in efforts to produce a smartphone app.

B. SamTrans Monthly Passes Now on Clipper

As of January, SamTrans Monthly Passes are available only on Clipper cards. The Eligible Discount Monthly Pass for seniors and people with disabilities can be loaded onto the RTC (Regional Transit Discount) Card. Seniors over the age of 65 can alternatively load their pass onto the Senior Clipper Card. Both those discount cards are available at Bay Area transit agencies, including SamTrans. Once a consumer has the card, it can be loaded by phone, online, at the agency, or at participating retailers including many Walgreens stores listed on the Clippercard.com website.

C. Clipper Pass for Attendants

In order for passengers with disabilities to access Eligible Discount fares for their attendants using Clipper, there is now an RTC card for attendants, issued to the disabled passenger, which can be loaded with cash or fare media. The card will have the disabled RTC card-holders name and photo on it, and can only be used by the attendant when traveling with the cardholder. Compliance with these rules will be monitored.

In answer to Alec Karp’s question, Redi-Wheels cardholders with the “PCA-Yes” notation for attendants will continue to have their attendants ride free on SamTrans by showing their Redi-Wheels I.D. On Caltrain, Redi-Wheels cards are not accepted as proof for Eligible Discount, so an RTC card would be needed to pay the discount fare.

Jim Engvall brought up the question of how a passenger who is unable to manipulate the RTC card to tag the Clipper device would go about boarding. Richard Lesser responded that conductors on Caltrain will allow the customer to ride. On SamTrans buses, the Bus Operator may assist the passenger in tagging or just let them ride. The passenger may send in their fare(s) at a later time.

D. Day Pass Now Available

One of the benefits of SamTrans’ new farebox is that it can issue a Day Pass, good for unlimited rides all day, for six dollars – or three dollars with Eligible Discount. Since SamTrans does not issue transfers, the day pass can offer significant savings for a passenger who takes several buses in a day.

VI. Paratransit Update

Tina Dubost described progress of the “IVR” project, which will give Redi-Wheels passengers reminder calls the day before and shortly before their scheduled rides. Call clarity is improving. More volunteers are needed for testing. Cam Acker volunteered.

VII. Citizens Advisory Committee Update

Tom Collette reported that the CAC had a presentation regarding Clipper Card given by Rita Haskin, SamTrans Marketing Manager.

Candidates for Chair and Vice Chair were nominated. Sandra Price will be Vice-Chair and Peter Lorenger will be Chair.

Issues of concern regarding service were brought up, Bill Welch suggested that customers bring to theirs to the attention of SamTrans Customer Service by calling in a report to 1-800-660-4287.

VIII. Announcements and Other Business

Alice McGrath noted that SamTrans Operators seem to be more consistently helpful in accurately indicating open seating to visually impaired passengers when they board.

VIII. Set Date for Next Meeting

The date for the next meeting was set for March 15th, 2012.

**CRC ITEM # 7
APRIL 11, 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: **MOBILITY MANAGEMENT REPORT: FIXED-ROUTE BUS SERVICE**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff will report on ridership, on-time performance, token usage, and other developments.

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

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

650-508-6329

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: MULTIMODAL RIDERSHIP REPORT - FEBRUARY 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. Chart "A" shows AWR year-to-date comparisons of FY2010, FY2011 and FY2012.

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

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

All Modes – AWR of 96,223, an increase of 7.4 percent.

Bus – AWR of 42,620, a decrease of 3.2 percent.

Paratransit - AWR of 1,031, a decrease of 2.2 percent.

Caltrain - AWR of 42,960, an increase of 15.9 percent.

Caltrain Shuttles - AWR of 7,871, an increase of 45.1 percent.

BART Shuttles - AWR of 1,741, a decrease of 13.9 percent.

SamTrans Promotions – February 2012

Partnerships – SamTrans Marketing staff works with a number of event organizers to co-promote events that will generate train ridership and also provide added value for current SamTrans customers. Partnerships in February included Disney on Ice Presents Toy Story 3, and Bay Area Travel & Adventure Show. The events are generally promoted in the *Transit Fun Guide* brochure, Facebook, Twitter, Google+ and news releases. Many of the promoters also include SamTrans in their promotional materials, such as Disney on Ice including Caltrain in its television commercials.

Prepared by:

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

650-508-6248

Ted Yurek, Senior Planner

650-508-6471

Table A
Average Weekday Ridership

February 2012				FY2011/FY2012
Mode	FY2010	FY2011	FY2012	%Change
Bus *	45,090	44,050	42,620	-3.2%
Paratransit	1,097	1,054	1,031	-2.2%
Caltrain	35,040	37,070	42,960	15.9%
Caltrain Shuttle	5,459	5,425	7,871	45.1%
BART Shuttle	1,853	2,022	1,741	-13.9%
Total	88,539	89,621	96,223	7.4%
BART (Extension Only)	34,300	36,588	40,948	11.9%
Grand Total	122,839	126,209	137,171	8.7%

Year to Date				FY2011/FY2012
Mode	FY2010^#	FY2011	FY2012	%Change
Bus *	47,020	42,370	42,140	-0.5%
Paratransit	1,105	1,073	1,054	-1.8%
Caltrain	37,450	39,210	42,790	9.1%
Caltrain Shuttle	5,459	5,277	7,002	32.7%
BART Shuttle	1,928	1,987	1,796	-9.6%
Total	92,961	89,917	94,782	5.4%
BART (Extension Only)	35,844	38,025	41,800	9.9%
Grand Total	128,805	127,942	136,582	6.8%

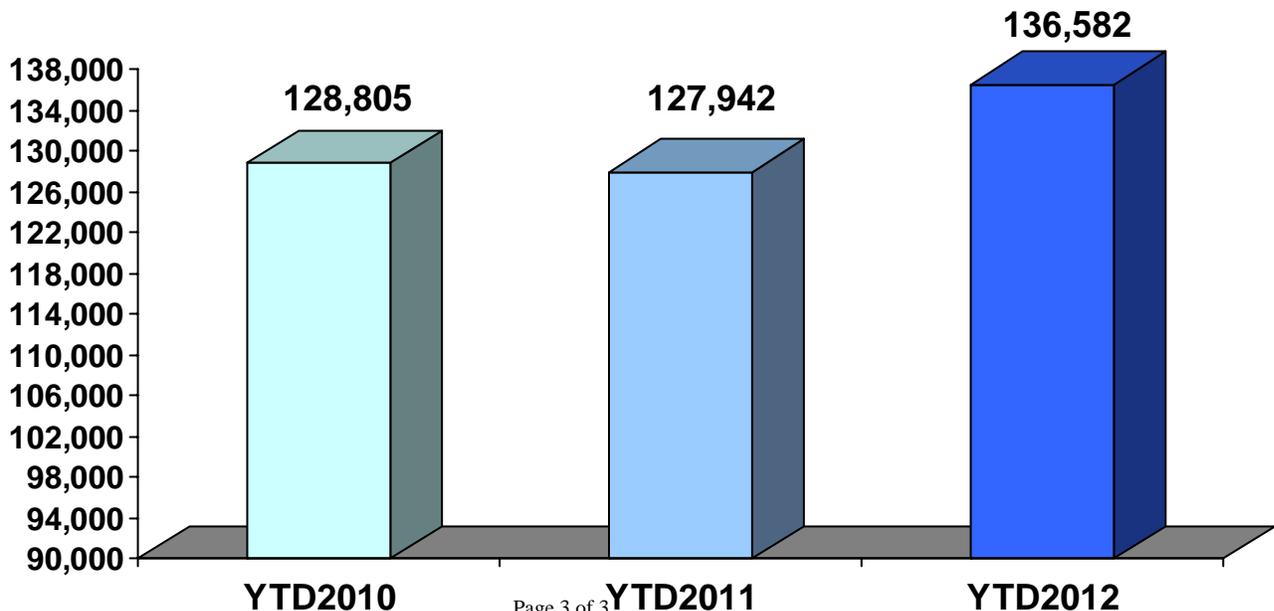
Table A Footnotes:

^ Bus service reductions December 20, 2009.

Fare increase February 1, 2010.

* February and Year to Date FY2011 Bus AWR adjusted.

Chart A
Average Weekday Ridership





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WEDNESDAY, APRIL 11, 2012 – 2:20 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of March 14, 2012
2. Acceptance of Statement of Revenues and Expenses for February 2012
3. Authorize the Filing of Applications for State Proposition 1B Transit Security Grant Program Funds
4. Authorize Acceptance of Proposition 1B Public Transportation Modernization Improvement and Service Enhancement Account Funds in a Total Amount of \$2,272,697
5. Authorize Reaffirmation of the Investment Policies and Annual Reauthorization to Invest Monies with the Local Agency Investment Fund
6. Authorize Approval of Resolution of Intention to Approve an Amendment to the District's California Public Employees' Retirement System Contract to Provide Two Percent at 60 Modified Formula to Future Employees

CONTRACTS

7. Authorize Award of Contract to T & J Lewis, Inc. dba Classic Graphics for Autobody Repair and Repainting Services for a Total Estimated Cost of \$1,274,310 for a Five-year Term
8. Authorize Award of Contract to Transit Resource Center to Provide Contracted Urban Bus Inspection Services for an Estimated Amount of \$91,350 for a Three-year Base Term

INFORMATIONAL

9. Assessment of the Fiscal Year 2012 Fuel Hedging Program

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
MARCH 14, 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. Cassman, C. Cavitt, G. Harrington, C. Harvey, R. Haskin, A. Hughes, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Committee Chair Jeff Gee called the meeting to order at 2:32 p.m.

Approval of Minutes of Finance Committee Meeting of February 8, 2011

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

Approval of Revenues and Expenses for January 2012

Deputy CEO Gigi Harrington said fare revenue is slightly over budget and there is almost \$5 million in savings on the expense side. Last week fuel was \$3.39 per gallon and year-to-date it is averaging \$3.10 per gallon. The fuel hedge returned \$21,000 in February and year-to-date has returned about \$71,000. Staff will be back to the Board next month to initiate the process for next year's fuel hedge program.

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

Authorize Setting Promotional Price for Youth Passes During Summer on Clipper to \$22

Executive Officer Customer Service and Marketing Rita Haskin said staff is asking the Committee to recommend the Board temporarily reduce the cost of the youth monthly pass on Clipper cards for June, July and August from \$36 to \$22. Staff would also like to provide this same price to the limited number of paper passes handled through institutional programs, including schools that purchase the tickets and distribute them to the children through the County's Human Services Agency and a few non-profits.

Director Karyl Matsumoto said school ridership is about one-third of the total ridership and asked what it is during the summer. Ms. Haskin said it drops dramatically.

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

Authorize Disposition of Four Surplus Vehicles

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

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

Director of Contracts and Procurement Cheryl Cavitt said staff is asking the Committee to recommend the Board authorize the General Manager/CEO to exercise an option to purchase 10 new 22-foot cutaway paratransit buses and dispose of 10 old cutaways.

Director Matsumoto asked if the new buses will be fuel efficient. General Manager/CEO Michael Scanlon said yes.

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

Adjourned: 2:37 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 FEBRUARY 29, 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 February 2012 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 13) are \$236,952 or 0.2 percent *worse* than revised budget. *Passenger Fares* (page 1, line 1) are *better* than budget by \$138,272 or 1.2 percent, *Measure A & AB434 Funds* (page 1, line 4) is *better* than budget by \$73,576 or 1.2 percent, *Investment Interest* (page 1, line 8) is *worse* than budget by \$530,590 or 32.1 percent and *Other Interest, Rent & Other Income* (page 1, line 10) are *worse* than budget by \$81,790 or 2.7 percent.

Expenses: *Total Expenses* (page 4, line 73) are \$6,180,963 or 7.1 percent *better* than revised budget. Within *Total Expenses*, *Total Motor Bus* (page 3, line 46) is *better* than budget by \$5,534,143 or 8.3 percent, *Total ADA Programs* (page 4, line 55) are *better* than budget by \$678,586 or 7.2 percent and *Total Multimodal* (page 4, line 71) is *worse* than budget by \$31,765 or 0.3 percent.

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

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

650-508-7752
650-508-6259

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

% OF YEAR ELAPSED: **66.7%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
SOURCES OF FUNDS								
Operating Revenues								
1 Passenger Fares	1,532,578	11,344,729	11,767,139	11,628,867	101.2	17,443,300	17,443,300	67.5
2 Local TDA and STA Funds	3,920,730	29,835,175	35,622,157	35,622,157	100.0	33,000,814	35,665,456	99.9
3 State/Federal Operating Grants	14,317	999,259	409,244	409,244	100.0	10,202,857	10,614,136	3.9
4 Measure A and AB434 Funds	654,173	5,868,495	6,170,103	6,096,527	101.2	8,996,335	9,109,335	67.7
5 Subtotal - Operating Revenues	6,121,797	48,047,658	53,968,643	53,756,794	100.4	69,643,306	72,832,227	74.1
Other Revenue Sources								
7 District 1/2 Cent Sales Tax	4,363,605	39,977,534	42,403,806	42,403,806	100.0	61,500,000	63,000,000	67.3
8 Investment Interest	(374,886) *	2,680,147	1,124,869	1,655,459	67.9	2,150,620	2,162,219	52.0
9 Pass through to Other Agencies	0	650,195	181,790	181,790	100.0	281,790	281,790	64.5
10 Other Interest, Rent & Other Income	393,947	3,698,719	3,158,433	3,076,643	102.7	5,972,275	5,971,355	52.9
11 Other Sources	159,573	0	4,070,379	4,070,379	100.0	5,700,000	4,733,000	86.0
12 Subtotal - Other Revenues	4,542,239	47,006,595	50,939,276	51,388,077	99.1	75,604,685	76,148,364	66.9
13 Total Revenues	10,664,036	95,054,253	104,907,919	105,144,871	99.8	145,247,991	148,980,591	70.4
14 Capital Assistance	392,803	3,013,987	1,470,858	1,470,858	100.0	14,194,614	25,982,954 A	5.7
15 Reserves Programmed for Capital	752,798	2,293,297	5,319,164	5,319,164	100.0	0	13,559,868 A	0.0
16 Total Revenues - All Sources	11,809,637	100,361,537	111,697,941	111,934,893	99.8	159,442,605	188,523,413	59.2
USES OF FUNDS								
Operations								
20 Motor Bus	7,352,769	59,122,762	61,539,373	67,073,516	91.7	99,414,897	100,034,745	61.5
21 A. D. A. Programs	1,106,575	8,275,564	8,700,935	9,379,521	92.8	14,069,346	14,069,346	61.8
22 Caltrain	714,897	10,485,663	7,760,414	7,760,414	100.0	10,620,000	10,620,000	73.1
23 Other Multimodal Programs	349,918	2,984,118	2,693,416	2,661,651	101.2	3,967,226	3,967,226	67.9
24 Subtotal - Operating Costs	9,524,158	80,868,107	80,694,138	86,875,101	92.9	128,071,469	128,691,317	62.7
Other Uses of Funds								
26 Pass through to Other Agencies	0	650,195	181,790	181,790	100.0	281,790	281,790	64.5
27 Transfer Out to Debt Service	2,037,499	16,301,424	16,299,992	16,299,992	100.0	24,477,279	24,477,279	66.6
28 Fiscal Agent Fees	0	9,818	12,738	12,860	99.0	25,080	29,600	43.0
29 Land Transfer Interest Expense	0	3,878	0	0	0.0	70,000	70,000	0.0
30 Subtotal - Other Uses	2,037,499	16,965,315	16,494,520	16,494,642	100.0	24,854,149	24,858,669	66.4
31 Capital Programs	1,281,818	5,841,645	7,505,324	7,505,324	100.0	19,180,994	46,424,202 A	16.2
32 Total Uses of Funds	12,843,475	103,675,067	104,693,981	110,875,067	94.4	172,106,612	199,974,188	52.4
33 NET SURPLUS / (DEFICIT)	(1,033,838)	(3,313,530)	7,003,960	1,059,826	660.9	(12,664,007)	(11,450,775)	(61.2)

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

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

* \$10M maturity in Feb. '12 on CUSIP 31359M5H2R. Premium of \$551,600 paid at time of purchase. District's 'no amortization' policy means the premium amount shows as a Capital Loss in the month of maturity.

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

% OF YEAR ELAPSED: 66.7%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
OPERATING REVENUES - MOTOR BUS								
1 TOTAL MOTOR BUS FARES	1,467,225	10,843,611	11,245,929	11,072,667	101.6	16,609,000	16,609,000	67.7
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	3,920,730	23,503,880	30,569,366	30,569,366	100.0	26,648,636	30,569,366	100.0
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	0	4,483,131	2,939,325	2,939,325	100.0	4,444,973	2,982,624	98.5
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	14,317	889,422	409,244	409,244	100.0	8,813,584	9,224,863	4.4
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Asst.	1,614,207	16,336,270	13,672,529	19,378,247	70.6	39,193,611	36,671,275	37.3
10 Accessibility Fixed Route	91,384	700,926	731,434	720,220	101.6	659,919	1,012,759	72.2
11 TOTAL 1/2 CENT SALES TAX	1,705,591	17,037,196	14,403,963	20,098,467	71.7	39,853,530	37,684,034	38.2
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	16,425	97,014	53,092	59,710	88.9	163,570	84,174	63.1
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	75	1,027	384	660	58.1	1,580	660	58.1
16 Rental Income	87,937	694,130	702,735	709,480	99.0	1,064,230	1,064,230	66.0
17 Advertising Income	53,750	803,057	519,528	600,000	86.6	900,000	900,000	57.7
18 Other Income	86,718	770,295	695,808	614,598	113.2	915,794	915,794	76.0
19 TOTAL OTHER REVENUES	228,480	2,268,508	1,918,454	1,924,738	99.7	2,881,604	2,880,684	66.6
20								
21 TOTAL MOTOR BUS	7,352,768	59,122,762	61,539,373	67,073,516	91.7	99,414,897	100,034,745	61.5
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	65,353	501,118	521,211	556,200	93.7	834,300	834,300	62.5
25 Local TDA 4.5 Redi-Wheels	0	1,237,046	1,608,821	1,608,821	100.0	1,402,560	1,608,821	100.0
26 Local STA - Paratransit	0	611,118	504,645	504,645	100.0	504,645	504,645	100.0
27 Operating Grants	0	0	0	0	0.0	1,389,273	1,389,273	0.0
28 Sales Tax - District ADA Programs	718,887	3,304,712	3,202,598	3,953,458	81.0	4,786,142	4,262,103	75.1
29 Sales Tax - Paratransit Suppl. Coastside	118,196	737,906	892,583	868,940	102.7	1,156,636	1,254,490	71.2
30 Interest Income - Paratransit Fund	30,848	284,576	272,226	267,189	101.9	135,790	355,714	76.5
31 Measure A Redi-Wheels	173,291	1,599,087	1,698,851	1,620,268	104.9	2,460,000	2,460,000	69.1
32 Measure M Paratransit	0	0	0	0	0.0	1,400,000	1,400,000	0.0
33 TOTAL ADA PROGRAMS	1,106,575	8,275,564	8,700,935	9,379,521	92.8	14,069,346	14,069,346	61.8
34								
35 MULTIMODAL TRANSIT PROGRAMS:								
36 Sales Tax - Caltrain	208,743	7,287,488	292,333	292,333	100.0	0	847,000	34.5
37 Other Sources - Caltrain	159,573	0	4,070,379	4,070,379	100.0	5,700,000	4,733,000	86.0
38 Transfer from TA for Caltrain	346,582	3,198,175	3,397,702	3,397,702	100.0	4,920,000	5,040,000	67.4
39 TA Funded SM/Caltrain Shuttles	90,383	713,899	722,216	721,890	100.0	1,081,335	1,081,335	66.8
40 Employer Share SM/Caltrain Shuttles	26,017	330,436	207,901	207,514	100.2	311,271	311,271	66.8
41 AB434 Funds - SamTrans Shuttle	43,917	357,333	351,333	356,667	98.5	535,000	528,000	66.5
42 Employer SamTrans Shuttle Funds	139,450	1,099,775	1,032,077	944,391	109.3	1,379,400	1,379,400	74.8
43 Sales Tax - SamTrans Shuttle Program	29,794	210,460	215,155	219,035	98.2	341,990	348,990	61.7
44 Operating Grants	0	109,837	0	0	0.0	0	0	0.0
45 Sales Tax - Gen. Operating Asst.	20,356	162,378	164,733	212,153	77.6	318,230	318,230	51.8
46								
47 TOTAL MULTIMODAL	1,064,815	13,469,781	10,453,830	10,422,065	100.3	14,587,226	14,587,226	71.7
48								
49 TOTAL REVENUES	9,524,158	80,868,107	80,694,138	86,875,101	92.9	128,071,469	128,691,317	62.7

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

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

% OF YEAR ELAPSED: **66.7%**

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	3,652,201	33,109,061	33,013,079	35,605,521	92.7	53,344,734	52,818,293	62.5
2								
3 Services:								
4 Board of Directors	4,138	29,711	33,319	39,467	84.4	53,100	53,100	62.7
5 Contracted Vehicle Maintenance	41,205	457,756	523,972	589,218	88.9	785,250	785,250	66.7
6 Property Maintenance	116,340	681,601	788,424	849,500	92.8	1,278,500	1,278,500	61.7
7 Professional Services	291,163	1,378,665	2,089,722	3,088,312	67.7	4,299,827	4,794,525	43.6
8 Technical Services	351,519	2,294,050	2,621,527	2,751,923	95.3	4,008,902	4,252,232	61.7
9 Other Services	65,676	185,963	237,797	373,638	63.6	490,500	490,500	48.5
10								
11 Materials & Supply:								
12 Fuel & Lubricants	454,883	2,710,714	3,648,428	3,757,571	97.1	5,636,357	5,636,357	64.7
13 Bus Parts & Materials	111,368	941,046	951,836	1,200,867	79.3	1,765,700	1,765,700	53.9
14 Uniforms & Driver Expense	149,440	242,356	243,775	320,790	76.0	391,130	403,130	60.5
15 Timetables & Tickets	3,858	97,938	67,987	102,067	66.6	153,100	153,100	44.4
16 Office Supplies / Printing	17,755	171,346	141,500	249,157	56.8	334,874	366,474	38.6
17 Other Materials & Supply	20,476	80,476	87,922	111,250	79.0	166,250	166,250	52.9
18								
19 Utilities:								
20 Telephone	31,164	225,058	204,868	320,333	64.0	480,500	480,500	42.6
21 Other Utilities	71,269	618,782	665,876	654,400	101.8	981,600	981,600	67.8
22 Insurance Costs	207,912	1,660,906	1,662,649	1,662,812	100.0	2,493,500	2,493,500	66.7
23 Workers' Compensation	256,085	2,117,096	2,081,633	2,082,264	100.0	3,183,888	3,183,888	65.4
24 Taxes & License Fees	36,427	280,542	320,309	330,867	96.8	496,300	496,300	64.5
25 Fixed Route Accessibility	91,384	700,926	731,434	720,220	101.6	659,919	1,012,759	72.2
26 Leases & Rentals	8,335	70,020	71,354	77,486	92.1	116,229	116,229	61.4
27 Promotional & Legal Advertising	4,273	74,445	52,766	154,467	34.2	230,700	209,100	25.2
28 Training & Business Travel	8,757	69,205	84,139	127,419	66.0	181,085	181,085	46.5
29 Dues & Membership	5,495	56,104	56,246	60,245	93.4	83,785	83,785	67.1
30 Postage & Other	8,901	49,392	38,692	206,531	18.7	346,646	380,067	10.2
31								
32 Total District Operated Buses	6,010,023	48,303,158	50,419,257	55,436,324	90.9	81,962,376	82,582,224	61.1
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,171,831	9,468,764	9,738,508	10,240,592	95.1	15,360,895	15,360,895	63.4
36 Other Related Costs	24,640	230,985	219,230	220,755	99.3	339,820	339,820	64.5
37 Insurance Costs	53,744	436,332	432,919	436,648	99.1	655,000	655,000	66.1
38 Coastside Services	52,388	399,948	427,222	428,416	99.7	630,630	630,630	67.7
39 Redi Coast Non-ADA	23,988	152,595	149,268	158,808	94.0	238,216	238,216	62.7
40 Other Related Costs	2,460	5,441	17,746	27,680	64.1	41,520	41,520	42.7
41 La Honda - Pescadero	2,950	25,000	34,975	35,000	99.9	52,500	52,500	66.6
42 SamCoast - Pescadero	8,872	95,269	90,666	80,000	113.3	120,000	120,000	75.6
43 Other Related Cost - SamCoast	1,872	5,271	9,582	9,293	103.1	13,940	13,940	68.7
44 Total Contracted Bus Service	1,342,745	10,819,604	11,120,116	11,637,192	95.6	17,452,521	17,452,521	63.7
45								
46 TOTAL MOTOR BUS	7,352,769	59,122,762	61,539,373	67,073,516	91.7	99,414,897	100,034,745	61.5

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

% OF YEAR ELAPSED: **66.7%**

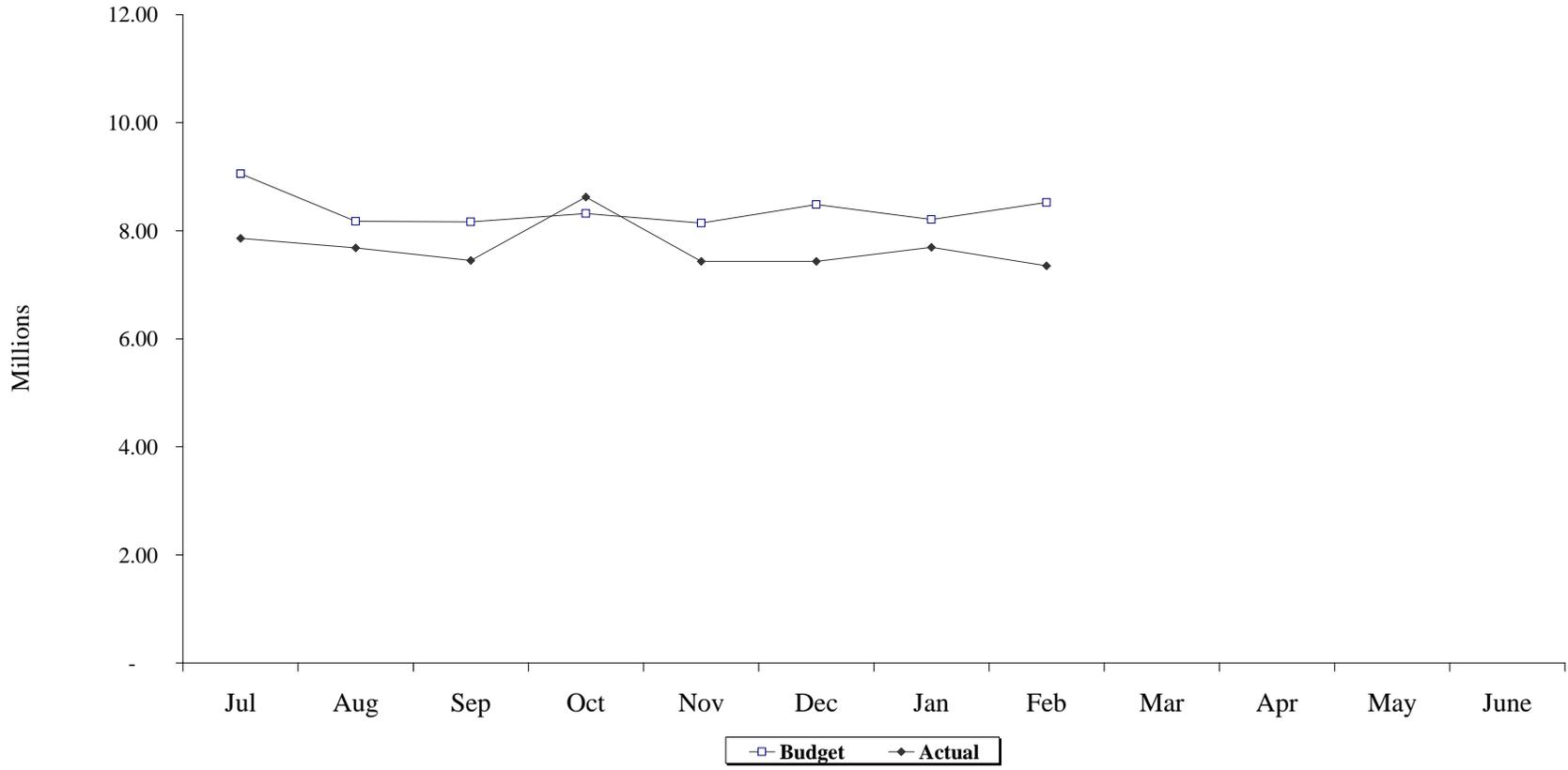
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	424,018	3,646,401	3,407,723	3,916,827	87.0	6,916,605	6,222,376	54.8
Other Related Costs	196,776	1,345,304	1,416,352	1,813,997	78.1	2,721,005	2,721,005	52.1
Sedan Service	237,683	1,741,152	1,941,508	1,759,036	110.4	1,744,010	2,340,385	83.0
ADA Accessibility Support	63,063	462,378	501,516	677,393	74.0	1,016,090	1,016,090	49.4
Coastside ADA Support	118,196	737,906	892,583	868,939	102.7	1,156,636	1,254,490	71.2
Insurance Costs	66,840	342,423	541,253	343,328	157.6	515,000	515,000	105.1
TOTAL ADA PROGRAMS	1,106,575	8,275,564	8,700,935	9,379,521	92.8	14,069,346	14,069,346	61.8
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	714,897	10,485,663	7,760,414	7,760,414	100.0	10,620,000	10,620,000	73.1
Total Caltrain Service	714,897	10,485,663	7,760,414	7,760,414	100.0	10,620,000	10,620,000	73.1
Dumbarton Express Service	10,847	83,275	83,022	84,087	98.7	126,130	126,130	65.8
SamTrans Shuttle Service	213,161	1,667,568	1,598,566	1,520,093	105.2	2,256,390	2,256,390	70.8
SM/Caltrain Shuttles	116,401	1,154,173	930,117	929,404	100.1	1,392,606	1,392,606	66.8
Maintenance Multimodal Facilities	9,510	79,103	81,712	128,067	63.8	192,100	192,100	42.5
Total Other Support	349,918	2,984,118	2,693,416	2,661,651	101.2	3,967,226	3,967,226	67.9
TOTAL MULTI-MODAL PROGRAMS	1,064,815	13,469,781	10,453,830	10,422,065	100.3	14,587,226	14,587,226	71.7
TOTAL EXPENSES	9,524,158	80,868,107	80,694,138	86,875,101	92.9	128,071,469	128,691,317	62.7

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

SAN MATEO COUNTY TRANSIT DISTRICT

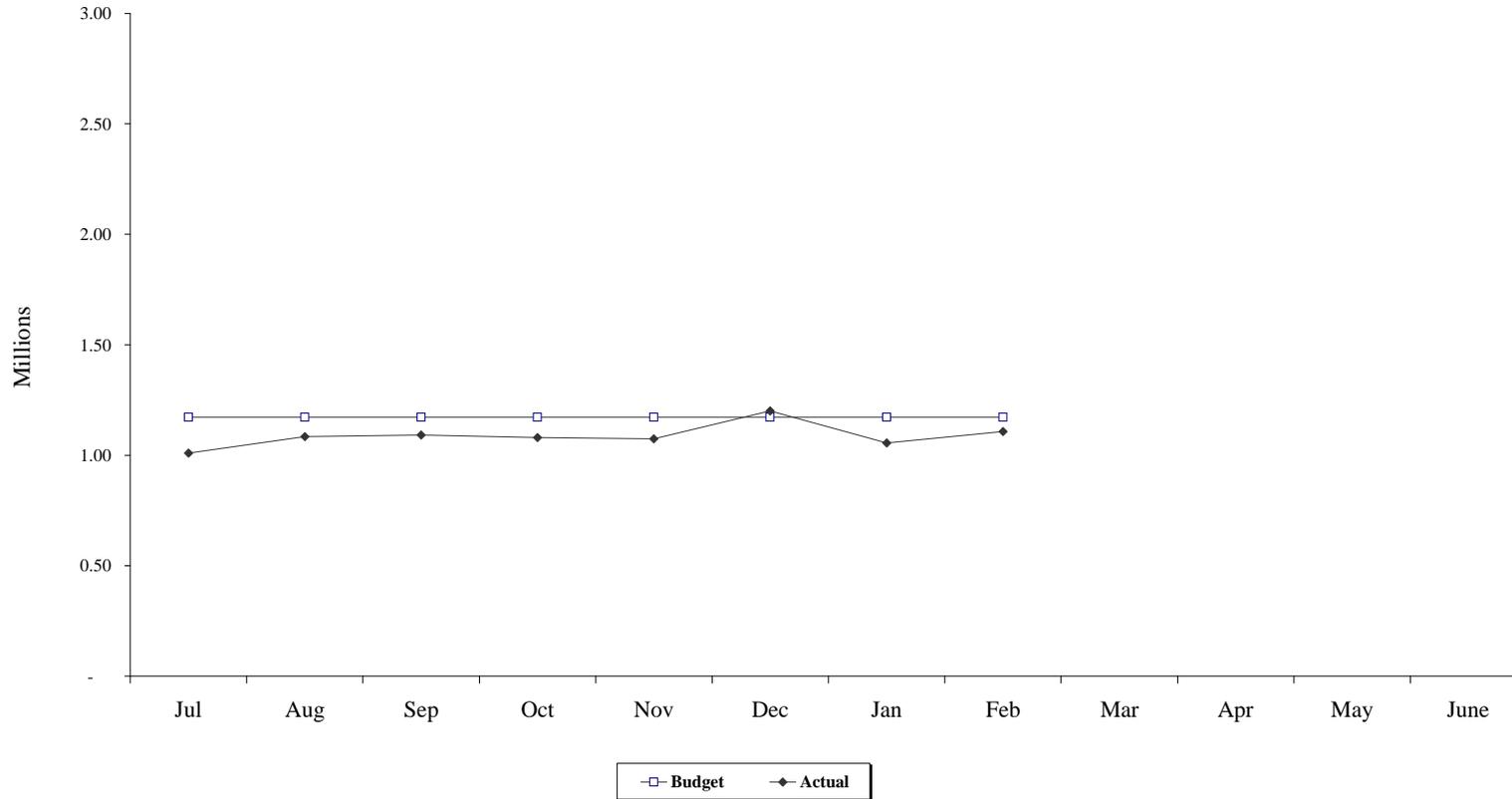
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2012



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	9,056,867	8,173,381	8,165,523	8,319,077	8,141,293	8,484,744	8,210,653	8,521,978					
Actual	7,861,175	7,685,322	7,451,351	8,624,165	7,435,134	7,434,679	7,694,778	7,352,769					
CUMULATIVE EXPENSES													
Budget	9,056,867	17,230,248	25,395,771	33,714,848	41,856,141	50,340,885	58,551,538	67,073,516					
Actual	7,861,175	15,546,497	22,997,848	31,622,012	39,057,146	46,491,826	54,186,604	61,539,373					
Variance - F(U)	1,195,692	1,683,751	2,397,923	2,092,836	2,798,995	3,849,059	4,364,934	5,534,143					
Variance %	13.20%	9.77%	9.44%	6.21%	6.69%	7.65%	7.45%	8.25%					

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

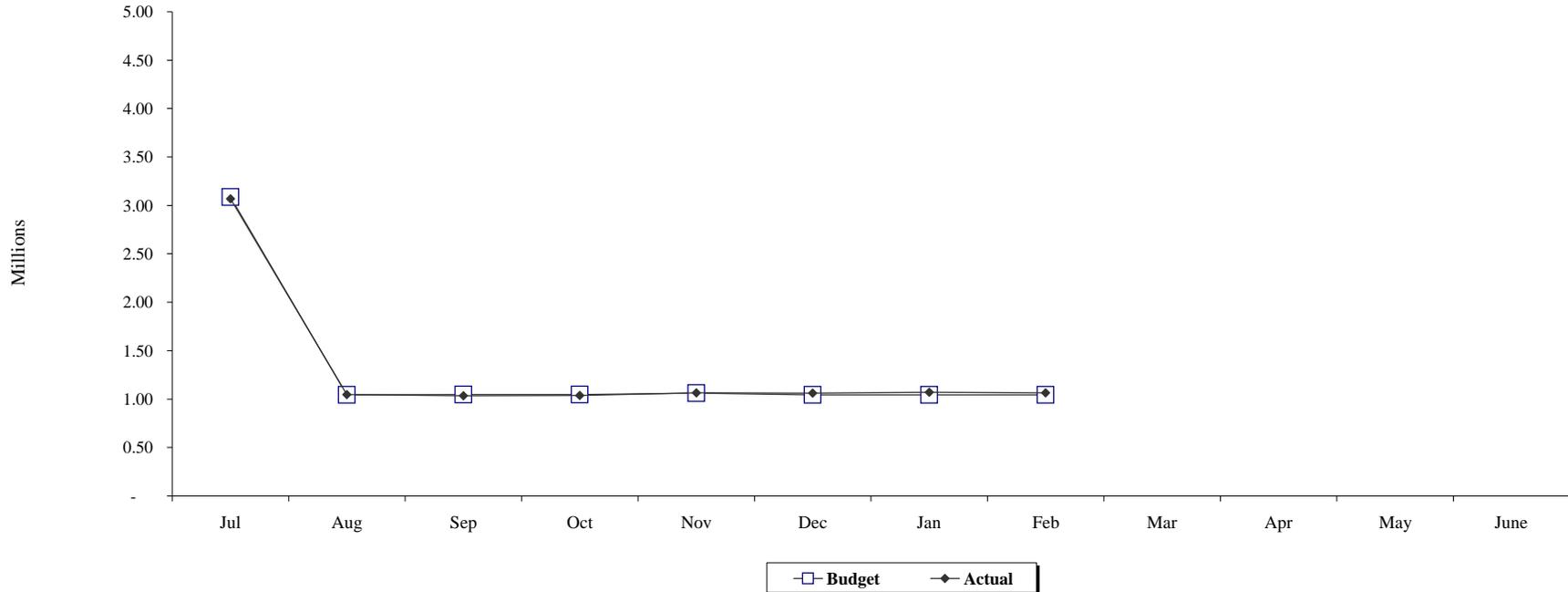


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,172,441	1,172,441	1,172,441	1,172,441	1,172,441	1,172,441	1,172,433	1,172,441				
Actual	1,009,971	1,083,991	1,091,019	1,080,128	1,073,695	1,200,466	1,055,090	1,106,575				
CUMULATIVE EXPENSES												
Budget	1,172,441	2,344,882	3,517,323	4,689,764	5,862,206	7,034,647	8,207,080	9,379,521				
Actual	1,009,971	2,093,962	3,184,981	4,265,110	5,338,805	6,539,271	7,594,360	8,700,935				
Variance - F(U)	162,470	250,920	332,342	424,655	523,401	495,376	612,720	678,586				
Variance %	13.86%	10.70%	9.45%	9.05%	8.93%	7.04%	7.47%	7.23%				

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2012



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	3,086,529	1,045,291	1,046,191	1,046,891	1,061,291	1,045,291	1,045,291	1,045,291				
Actual	3,068,088	1,047,363	1,035,517	1,038,003	1,065,369	1,062,822	1,071,853	1,064,815				
CUMULATIVE EXPENSES												
Budget	3,086,529	4,131,820	5,178,010	6,224,901	7,286,192	8,331,483	9,376,774	10,422,065				
Actual	3,068,088	4,115,451	5,150,969	6,188,972	7,254,341	8,317,162	9,389,015	10,453,830				
Variance - F(U)	18,441	16,368	27,042	35,929	31,851	14,320	(12,241)	(31,766)				
Variance %	0.60%	0.40%	0.52%	0.58%	0.44%	0.17%	-0.13%	-0.30%				

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

BUDGET AMENDMENTS

	Amount	Line Item	Description
Feb-12			No Budget Amendments in February 2012
	\$ -	Total	\$ - Total

BUDGET REVISIONS

	Amount	Line Item	Description
Feb-12			No Budget Revisions in February 2012.
	\$ -	Total	\$ - Total

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

3/30/12 11:56 AM

Approved Budget		Receipts		Over/(Under)	Current																														
Date	Amount	Date	Amount	Budget/Projection	Projection																														
FY2011:																																			
1st Quarter	15,224,400	1st Quarter	15,365,997	141,597	15,365,997																														
2nd Quarter	15,910,800	2nd Quarter	16,917,979	1,007,179	16,917,979																														
3rd Quarter	13,855,400	3rd Quarter	14,737,296	881,896	14,737,296																														
4th Quarter	15,009,400	4th Quarter	16,492,475	1,227,200	16,492,475 (1)																														
FY2011 Total	60,000,000	FY2011 Total	63,513,748	3,257,873	63,513,748																														
FY2012																																			
Jul. 11	4,225,700	Sep. 11	4,224,900	(800)	4,224,900																														
Aug. 11	4,225,700	Oct. 11	4,533,800	308,100	4,533,800																														
Sep. 11	5,634,300	Nov. 11	5,633,200	(1,100)	5,633,200																														
1st Qtr. Adjustment	1,594,300	Dec. 11	2,649,302	1,055,002	2,649,302																														
3 Months Total	15,680,000		17,041,202	1,361,202	17,041,202																														
Oct. 11	4,463,600	Dec. 11	4,855,100	391,500	4,855,100																														
Nov. 11	4,463,600	Jan. 12	5,108,800	645,200	5,108,800																														
Dec. 11	6,034,400	Feb. 12	6,473,400	439,000	6,473,400																														
2nd Qtr. Adjustment	1,653,700	Mar. 12		(952,951)	700,749 (1)																														
6 Months Total	32,295,300		33,478,502	1,883,951	34,179,251																														
Jan. 12	3,927,700	Mar. 12		0	3,927,700 (1)																														
Feb. 12	3,927,700	Apr. 12		0	3,927,700 (1)																														
Mar. 12	5,354,800	May 12		0	5,354,800																														
3rd Qtr. Adjustment	1,455,100	Jun. 12		(935,391)	519,709 (1)																														
9 Months Total	46,960,600		33,478,502	948,560	47,909,160																														
Apr. 12	4,328,300	Jun. 12		0	4,328,300																														
May 12	4,328,300	Jul. 12		0	4,328,300																														
Jun. 12	5,778,900	Aug. 12		0	5,778,900																														
4th Qtr. Adjustment	1,603,900	Sep. 12		(948,560)	655,340																														
FY2012 Total	63,000,000	FY2012 Total	33,478,502	(0)	63,000,000																														
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="width: 15%;">17,041,202</td> <td style="width: 15%;">1st Quarter</td> <td colspan="3"></td> </tr> <tr> <td></td> <td>17,138,049</td> <td>2nd Quarter</td> <td colspan="3"></td> </tr> <tr> <td></td> <td>8,224,555</td> <td>3rd Quarter</td> <td colspan="3"></td> </tr> <tr> <td></td> <td></td> <td>4th Quarter</td> <td colspan="3"></td> </tr> <tr> <td></td> <td><u>42,403,806</u></td> <td>YTD Actual Per Statement of Revenues & Expenses</td> <td colspan="3"></td> </tr> </table>							17,041,202	1st Quarter					17,138,049	2nd Quarter					8,224,555	3rd Quarter						4th Quarter					<u>42,403,806</u>	YTD Actual Per Statement of Revenues & Expenses			
	17,041,202	1st Quarter																																	
	17,138,049	2nd Quarter																																	
	8,224,555	3rd Quarter																																	
		4th Quarter																																	
	<u>42,403,806</u>	YTD Actual Per Statement of Revenues & Expenses																																	

(1) Accrued

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZING THE FILING OF APPLICATIONS FOR STATE
PROPOSITION 1B TRANSIT SECURITY GRANT PROGRAM FUNDS**

ACTION

Staff proposes that the Committee recommend the Board authorize the General Manager/CEO, or his designee, to submit grant applications, with concurrent Letter of No Prejudice (LONP) requests, to the State of California Emergency Management Agency (CalEMA) and to file and execute certifications, assurances and other documentation as required to receive \$1,106,406 in Fiscal Year 2012 Proposition 1B California Transit Security Grant Program (CTSGP) funds from the State for transportation security projects.

SIGNIFICANCE

CalEMA requires eligible recipients of Proposition 1B CTSGP funds to submit resolutions approved by their governing bodies that authorize the designated agency officer(s) to execute any action necessary for the processing of applications associated with the programming and receipt of funds. Approval of this item will meet CalEMA's CTSGP funding requirement.

Due to the ongoing State fiscal crisis, the State Controller has not been able to sell a sufficient amount of bonds to fully fund all Proposition 1B capital projects around the State. Should funding not be available at the time the District files its funding applications, the LONP would enable the District to proceed with work utilizing its own funds, and be reimbursed once bond proceeds become available.

BUDGET IMPACT

There is no budget impact related to this action. Projects proposed to be funded with Proposition 1B CTSGP funds will include the integrated security center and access control improvements at SamTrans facilities. These projects are proposed to be included in upcoming Fiscal Year 2013 Capital Budget development cycle. Staff expects to fund these projects with 100% Proposition 1B CTSGP funds since these grant funds require no local match.

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, otherwise known as Proposition 1B, was approved by California voters on November 7, 2006. Proposition 1B includes a funding program specifically for transit safety and security projects. The State Controller develops a list of eligible transit operators and the amount of funds that each operator is eligible to receive on an annual basis. Funding allocations are contingent on bond sales, which have been delayed due to the State's fiscal crisis.

Board authorization for the filing of applications by the agency's appointed agent is a CalEMA requirement and to allow greater flexibility, it does not require applicants to list each project on its governing body resolution. The certified resolution will be filed with CalEMA after adoption by the Board.

Prepared by: Peter Skinner, Senior Grants Analyst

650-622-7818

RESOLUTION NO. 2012 -

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

* * *

**AUTHORIZING THE FILING OF APPLICATIONS FOR STATE PROPOSITION 1B
TRANSIT SECURITY GRANT PROGRAM FUNDS**

WHEREAS, the California Transit Security Grant Program (CTSGP) is a program for capital security and safety projects that is part of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, otherwise known as Proposition 1B, which was approved by California voters on November 7, 2006; and

WHEREAS, the CTSGP is administered by the California Emergency Management Agency (CalEMA); and

WHEREAS, the State Controller develops an annual list of eligible transit operators with the amounts that each eligible operator is programmed to receive; and

WHEREAS, the San Mateo County Transit District (District) is on a list of eligible recipients for CTSGP funds; and

WHEREAS, CalEMA requires all eligible recipients of CTSGP funds to submit resolutions, approved by their governing bodies, authorizing appointed agents to take any actions necessary for the processing of applications; and

WHEREAS, due to a lack of available bond funding for new projects, the State Controller's Office may be unable to allocate CTSGP funds in a timely manner; and

WHEREAS, AB 672, signed by the Governor on October 11, 2009, authorizes approval of a Letter of No Prejudice (LONP), which allows an eligible applicant to expend its own funds

to proceed with work on CTSGP-eligible projects and to be reimbursed once CTSGP funds are available; and

WHEREAS, staff recommends the Board authorize the General Manager/CEO, or his designee, to submit applications for Fiscal Year (FY) 2012 CTSGP funds, with concurrent LONPs, and to file and execute certifications, assurances, and any other documentation required by CalEMA.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby:

1. Authorizes the General Manger/CEO, or his designee, to file applications and concurrent LONPs with CalEMA for FY2012 Proposition 1B CTSGP funds; and
2. Authorizes the General Manger/CEO, or his designee, to take such actions as may be necessary to give effect to this resolution, including executing any agreements, certifications, assurances, or other documentation that may be required to receive the funds.

Regularly passed and adopted this 11th day of April 2012, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

**SUBJECT: AUTHORIZING RECEIPT OF \$2,272,697 PROPOSITION 1B PUBLIC
TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND
SERVICE ENHANCEMENT ACCOUNT FUNDS THROUGH THE
LIFELINE TRANSPORTATION PROGRAM**

ACTION

Staff proposes that the Committee recommend the Board authorize the General Manager/CEO, or his designee, to accept a recommended award of funding under the Lifeline Transportation Program (LTP), and file an allocation request to receive Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds with the State of California Department of Transportation, in a total amount of \$2,272,697, to help underwrite the replacement of the 1998 Gillig bus fleet.

SIGNIFICANCE

Staff is proposing to accept a recommended award of \$2,272,697 in funding through the LTP and take actions necessary to receive the funds to help fund the replacement of the 62-1998 Gillig 40-foot diesel bus fleet, which is at the end of its useful life. This activity is consistent with the LTP as the District's fixed route ridership includes a significant number of people with low incomes. The District's LTP is as follows:

<u>Capital Project</u>	<u>Requested Funds</u>	<u>Projected Cost</u>
Replacement of the 1998 Gillig Bus Fleet	\$2,272,697	\$30,569,993

BUDGET IMPACT

The total project cost of the replacement of the 1998 Gillig bus fleet is \$30,569,993, which is proposed to be fully funded, in part with the \$2,272,697 of LTP PTMISEA funds, as well as other programmed State and Federal funds, at no cost to the District. The replacement of the 1998 Gillig bus fleet will be proposed for inclusion as part of the FY2013 Capital Budget deliberations.

BACKGROUND

The LTP was established by the Metropolitan Transportation Commission to fund both operating and capital projects that result in improved mobility for low-income residents in the San Francisco Bay Area. The program is administered by the congestion management agencies (CMAs) in each county. In San Mateo County, the program is administered by the City/County Association of Governments (C/CAG).

Although the guidelines state that projects are to be selected through an open, competitive process, CMAs may award their share of PTMISEA funds to transit operators directly due to the limited eligibility and uses of this fund source, as long as they are consistent with the intent of the LTP. C/CAG has concurred with the District's proposed use of PTMISEA funds for the replacement of its 1998 Gillig bus fleet.

A call for projects for competitive LTP funding is currently underway. Should the District be awarded additional projects through this process, District staff will request Board authorization at a future Board meeting.

Prepared by: Rebecca Arthur, Senior Grants Analyst

650-508-6368

RESOLUTION NO. 2012 –

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

**AUTHORIZING RECEIPT OF \$2,272,697 OF PROPOSITION 1B PUBLIC
TRANSPORTATION MODERNIZATION, IMPROVEMENT THROUGH THE
LIFELINE TRANSPORTATION PROGRAM FUNDS**

WHEREAS, the Lifeline Transportation Program (LTP) was established by the Metropolitan Transportation Commission (MTC) to fund operating and capital projects that result in improved mobility for low income residents in the San Francisco Bay Area; and

WHEREAS, the MTC has programmed Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds to the LTP, to improve mobility for people with lower incomes; and

WHEREAS, the City/County Association of Governments (C/CAG) is responsible for the administration of the LTP in San Mateo County; and

WHEREAS, C/CAG awarded \$2,272,697 PTMISEA funds in the LTP directly to the San Mateo County Transit District to help underwrite the replacement of the 1998 Gillig bus fleet.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO, or his designee, to take the following actions under the LTP:

1. To accept a recommended award of funding and file an allocation request to receive PTMISEA funds with the State of California Department of Transportation, in a total amount of \$2,272,697, to help underwrite the replacement of the 1998 Gillig bus fleet.

2. To take further actions as may be necessary to give effect to this Resolution.

Regularly passed and adopted this 11th day of April 2012, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AMENDING THE DISTRICT INVESTMENT POLICY,
REAFFIRMING THE PARATRANSIT TRUST FUND
INVESTMENT POLICY, AND REAUTHORIZING INVESTMENT
OF MONIES WITH THE LOCAL AGENCY INVESTMENT FUND**

ACTION

Staff proposes that the Committee recommend Board adoption of the attached resolutions, the first of which amends the San Mateo County Transit District (District) Statement of Investment Policy to clarify an allowable investment provision and to update one citation, and affirms the Paratransit Trust Fund (Paratransit) Statement of Investment Policy (Investment Policies). These Investment Policies provide guidelines for the investment of District and Paratransit funds and include delegations of authority to invest such funds. The second resolution reauthorizes the investment of District monies in the Local Agency Investment Fund (LAIF).

SIGNIFICANCE

The District's General Manager/CEO or his designee serves as the District's trustee for purposes of placing investments pursuant to the Investment Policies. The Board of Directors, in accordance with *California Government Code Section 53646(a)*, may review the Investment Policies and also reauthorize the included delegations of authority on an annual basis at a public meeting.

Staff, in conjunction with Legal Counsel, has reviewed the attached Investment Policies and recommends minor changes to the current District Statement of Investment Policy to clarify an allowable investment provision and to update one citation (page 3, Section 2 and page 6, Section 6, item j). No changes are recommended to the current Paratransit Fund Statement of Investment Policy.

BUDGET IMPACT

Neither the amendment of the District Statement of Investment Policy nor the reaffirmation of the Paratransit Trust Fund Statement of Investment Policy will have an impact on the District's Capital or Operating Budgets.

BACKGROUND

The District originally adopted its Statement of Investment Policy in October 1985 and has, from time to time, amended this policy. Most recently, in April 2011, the District amended the policy in two ways.

(1) Requires the District's appointed investment advisor, at its sole discretion, to solicit three independent bids from SEC licensed brokerage institutions as defined in *California Government Code Section 53601.5* or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank, prior to the execution of each transaction, with final selection made based on the best interests of the District or Paratransit. The Investment advisors may also incur realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time subject, however, to the prior approval of the General Manager/CEO or his designee. The amendment to the Investment Policies also grants the authority to continue current District and Paratransit practices already in place, and reflects standard and prudent investment principles.

(2) The name of the bond index used as a benchmark in the Investment Policies' has been updated to reflect a merger in the market. Staff has incorporated the new index name, the BofA Merrill Lynch Index, into the Investment Policies.

In addition, the District adopted a separate Statement of Investment Policy for the Paratransit Trust Fund in March 2009. This Policy was adopted to manage funds transferred to the District from the San Mateo County Transportation Authority after the expiration of the original Measure A.

The Board of Directors, in compliance with LAIF requirements, must adopt a separate resolution authorizing monies to be invested in LAIF.

Prepared By: Lori Snow, Treasury Manager

650-508-6425

RESOLUTION NO. 2012 –

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

**AMENDING THE STATEMENT OF INVESTMENT POLICY
FOR THE SAN MATEO COUNTY TRANSIT DISTRICT AND AFFIRMING THE
STATEMENT OF INVESTMENT POLICY FOR THE PARATRANSIT TRUST FUND**

WHEREAS, in accordance with applicable State law, the San Mateo County Transit District (District) is required to adopt an investment policy; and

WHEREAS, in October 1985, pursuant to Resolution No. 1985-67, the District adopted a Statement of Investment Policy for the San Mateo County Transit District; and

WHEREAS, in April 2011, pursuant to Resolution No. 2011-15, the District amended the Statement of Investment Policy for the San Mateo County Transit District adding specific requirements for investment advisors executing portfolio transactions on behalf of the District and Paratransit and reflecting the name change of the benchmark due to Bank of America Corporation's acquisition of Merrill Lynch; and

WHEREAS, in March 2009, the District adopted a Statement of Investment Policy for the Paratransit Trust Fund to manage funds transferred to the District from the San Mateo County Transportation Authority after the expiration of the original Measure A; and

WHEREAS, the General Manager/CEO has presented the Statement of Investment Policies for the investment of District funds and the Paratransit Trust Fund to the Board of Directors for approval; and

WHEREAS, the District may annually render a statement of said investment policies to the Board of Directors for review and approval pursuant to Section 53646 of the State of California Government Code; and

WHEREAS, staff recommends the amendment of the aforementioned Statement of Investment Policy for the San Mateo County Transit District to clarify an allowable investment provision and to update one citation, affirmation of the Statement of Investment Policy for the Paratransit Trust Fund, and the appointment of the General Manager/CEO (or his designee) as trustee for purposes of placing investments pursuant to the aforementioned policies.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District approves and adopts the Statement of Investment Policies attached hereto as EXHIBITS A and B, incorporated by this reference, and hereby appoints its General Manager/CEO (or his designee) as the trustee for purposes of placing investments pursuant to said policies.

Regularly passed and adopted this 11th day of April 2012 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

EXHIBIT A

October, 1985
Revised October, 1986
Revised October, 1987
Revised October, 1988
Revised October, 1989
Reaffirmed October, 1990
Revised October, 1991
Reaffirmed October, 1992

Revised October, 1993
Revised November, 1994
Reaffirmed October, 1995
Revised March, 1996
Revised September, 1997
Reaffirmed October, 1998
Reaffirmed October, 1999
Reaffirmed October, 2000

Reaffirmed October, 2001
Reaffirmed December, 2002
Revised December, 2003
Reaffirmed December, 2004
Reaffirmed October, 2005
Reaffirmed November, 2006
Amended November 2007
Reaffirmed December 2008

Amended March 2009
Reaffirmed March 2010
Amended April 2011

SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF INVESTMENT POLICY

PURPOSE

This Statement of Investment Policy (Investment Policy) provides guidelines for the prudent investment and cash management of the San Mateo County Transit District's (District) funds.

OBJECTIVE

The District's cash management system is designed to monitor and forecast accurately, expenditures and revenues, thus enabling the District to invest funds to the fullest extent possible. Idle funds of the District shall be invested in accordance with sound treasury management and in accordance with the provisions of *California Government Code Section 53600 et seq.* and this Policy.

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived. The standard of prudence to be used by investment officials shall be applied in the context of managing an overall portfolio. District officials shall act in accordance with written procedures and the Investment Policy and should report deviations from expectations in a timely fashion and take appropriate action to control adverse developments.

The District's primary objective with respect to its invested funds is to safeguard the principal of the funds; the second objective is to meet the liquidity needs of the District; and the third objective is to achieve a return on its invested funds. In evaluating the market rate of return, the specific goal is to out perform the following composite benchmark:

- 40 percent BofA Merrill Lynch 1 - 3 year Treasury Index
- 10 percent BofA Merrill Lynch 1 - 3 year High Grade Corporate Bond Index
- 40 percent BofA Merrill Lynch 3 - 5 year Treasury Index
- 10 percent BofA Merrill Lynch 3 - 5 year High Grade Corporate Bond Index

POLICY

At all times, the District shall invest its funds in accordance with the rules and restrictions established by the law of the State of California (*Government Code Section 53600 et seq.*). In addition, the District shall conduct its investments under the "prudent investor standard": "When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency." (*California Government Code Section 53600.3*).

The General Manager/ CEO or his designee of the District shall serve as the District's trustee for purposes of placing investments pursuant to this Investment Policy. The Board of Directors may review and specifically reauthorize this delegation of authority on an annual basis. The Investment Policy may be reviewed annually by the District's Board of Directors at a public meeting. (*California Government Code Section 53646(a)*).

1. **Criteria for Selecting Investments.** Criteria for selecting investments and the order of priority are:
 - a. **Safety.** The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. The District shall operate only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section 2, Diversification, Section 6, Allowable Investment Instruments and Section 7, Local Agency Investment Fund, are deemed to constitute safe investments within the meaning of this Investment Policy.
 - b. **Liquidity.** An adequate percentage of the portfolio, in the approximate amount of six months operating expenses, should be maintained in liquid short-term investments which can convert to cash if necessary to meet disbursement requirements. For purposes of this Investment Policy, fixed income securities maturing in one year or more are considered investment term and fixed income securities maturing in less than one year are considered short-term cash equivalents. All funds available for investment shall be directed to the managers of the District's investment portfolio.
 - c. **Return on Investment.** The District's investment portfolio shall be designed with the objective of attaining the safety and liquidity objectives first, and then attaining a market rate of return throughout the budgetary and economic cycles, consistent with the portfolio's benchmark as

described in the section entitled “Objective” (see above). This benchmark takes into account the District's investment risk constraints and the cash flow characteristics of the portfolio.

2. **Diversification.** The District will limit its investments to the safest types of securities which include those backed by the U.S. Government or its agencies, those which have federal insurance on principal by the Federal Deposit Insurance Corporation (FDIC), or those having collateral backing of the invested principal as defined by this Investment Policy and/or the California Codes, and medium term notes as defined by *California Government Code Section 53601(k)*. Only first mortgages or government securities may be used for collateral on District deposits.

Collateral is defined in this Policy to mean property (as securities) pledged by a borrower to protect the interest of the lender. For purposes of this Investment Policy, the following investments are considered to have collateral backing: Certificates of Deposit protected by either the FDIC or pledged securities in conformance with California Codes and this Investment Policy; Bankers' Acceptances (protected by an irrevocable time draft or bill of exchange) whereby the accepting bank incurs an irrevocable primary obligation thus guaranteeing payment on the draft or bill. A secondary obligation rests with the issuing company; Commercial Paper (protected by an unsecured promissory note from the issuer who must be rated A-1/P-1/F-1 or better) thereby guaranteeing that the earning power and/or liquidity had been established to fulfill the obligation to pay; and, asset backed securities which are rated AAA by both Moody's Investor Service and Standard & Poor's.

The portfolio should consist of a mix of various types of securities, issuers, and durations from among the allowable investment instruments described in Sections 5, 6, 7 and 8.

3. **Safekeeping and Custody.** All security transactions, including collateral for repurchase agreements, will be executed on a Delivery versus Pay Basis (DVP). The assets of the District shall be held in safekeeping by the District's safekeeping agent, or secured through third party custody and safekeeping procedures. A due bill or other substitutions will not be acceptable.
4. **Maturity of Investments.** The remaining maturity of a callable security shall be determined by its actual final stated maturity. The maturity of asset backed securities shall be considered the estimated maturity date of the tranche. Investments may be made in securities exceeding 5 years but with a remaining life of no more than 11 years, no more than 25 percent of the portfolio shall be invested in securities with a remaining life of 5 to 11 years, and the weighted average maturity of the portfolio shall not exceed 5 years. The policy of maintaining a maximum dollar weighted maturity of 5 years leaves open the

flexibility to take advantage of interest rate fluctuations as well as yield curve differences to maximize the return on investment as well as coinciding with the expected use of the funds. The imposed maximum dollar weighted 5 year average maturity also limits the market risk to levels comparable to an intermediate income fund.

5. **Deposit of Funds.** As far as possible, all money belonging to or in the custody of the District including money paid to the District to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, credit unions or federally insured industrial loan companies in California (as defined by *California Government Code Section 53630*). Pursuant to *California Government Code Sections 53635, 53637 and 53638*, the money shall be deposited in any authorized depository with the objective of realizing maximum return, consistent with prudent financial management.

The District's funds may also be invested in the instruments set forth below and in Sections 6, 7 and 8 of this Investment Policy:

- a. **Time Deposits with Banks.** The District may invest in time deposits. In so doing, the following rules will be followed subject to the applicable statutory requirements:
- (1) No more than 5 percent of the total portfolio will be placed in any one financial institution.
 - (2) The issuing bank must carry a short term rating of at least A-1/P-1/F-I whose long-term rating is A or better by two of the three nationally recognized rating services (Standard & Poor's, Moody's Investor Service and Fitch's Ratings).
 - (3) Prior to placing each deposit, the General Manager/CEO or his designee will survey the market in order to determine which stable financial institution offers the highest rate of interest.
- b. **U.S. Treasury Obligations.** The investment of District funds in U.S. Treasury obligations may be undertaken in lieu of time deposits. Guaranteed by the U.S. Government, treasury obligations are considered one of the safest instruments, but the yield generally is lower than that of time deposits.
6. **Allowable Investment Instruments.** The District may also invest in any investment instrument as authorized by the *California Government Code*, as it may be amended from time to time, and subject to any conditions set forth in the

California Government Code (with particular attention to the restrictions described in section 53601). These investment instruments may include:

- a. United States Treasury notes, bonds, bills or certificates of indebtedness, or those for which the faith and credit of the United States Government are pledged for the timely payment of principal and interest.
- b. Obligations issued by banks for cooperatives, federal land banks, federal intermediate credit banks, federal home loan banks or obligations, participations or other instruments of or issued by, a federal agency or a United States government-sponsored enterprise.
- c. Bills of exchange or time drafts drawn on and accepted by a commercial bank, otherwise known as banker's acceptances, which are eligible for purchase by the Federal Reserve System.
- d. Commercial paper of "prime" quality of the highest ranking or of the highest letter and numerical rating as provided for by Moody's Investors Service, Standard & Poor's, or Fitch's Ratings.
- e. Negotiable certificates of deposits issued by a nationally or state-chartered bank or a state or federal association (as defined by *California Financial Code Section 5102*) or by a state-licensed branch of a foreign bank.
- f. Investments in repurchase agreements or reverse repurchase agreements of any securities authorized by this section.
- g. Medium-term notes/corporate bonds of a maximum of five years' maturity issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.
- h. Shares of beneficial interest issued by diversified management companies investing in the securities and obligations as authorized by subdivisions (a) to (g), inclusive, of this section.
- i. Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass-through certificate or consumer receivable-backed bond of a maximum of five years maturity.
- j. Other securities having first mortgages or government securities as collateral backing of the invested principal as defined by this Policy and/or the California Government Code,.

7. **Local Agency Investment Fund.** The Board of Directors also authorizes the District to invest in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code Section 16429.1*.
8. **Investment Trust of California.** The Board of Directors also authorizes the District to invest in the Investment Trust of California (*CalTRUST*).
9. **Portfolio Transactions.** The District's investment advisors are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Investment advisors are to obtain three independent bids from SEC licensed brokerage institutions, licensed by the state as a broker-dealer, as defined in *California Government Code Section 53601.05*, or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank, prior to the execution of each portfolio transaction. The investment advisors, at their sole discretion and authority, will choose which broker dealers or brokerage firms from which to solicit bids and final selection is to be made based on the best interests of the District. Investment advisors may incur realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time subject, however, to the prior approval of the General Manager/CEO or his designee.
10. **Prohibited Investments.** The District shall not invest any funds in inverse floaters, range notes or mortgage derived interest-only strips. The District shall not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the District may hold this prohibited instrument until its maturity date. The limitation does not apply to investments in shares of beneficial interest issued by diversified management companies as set forth in *California Government Code Section 53601.6*.

REPORTING

On a monthly basis the Investment Manager shall submit an investment report which provides a market review, the Manager's outlook for the market and strategy for investing District funds. The report will also compare the portfolio against the benchmark established by this policy in terms of duration and yield.

Quarterly, the General Manager/CEO shall submit an investment report to the Board of Directors within 30 days of the end of the quarter. The report shall 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 District;

2. Description of any of the District's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the District or under management by any outside party that is not a local agency, the State of California Local Agency Investment Funds or the Investment Trust of California, a current market value as of the date of the report and the source of this valuation;
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 District 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.

If the District places all of its investments in the LAIF, FDIC-insured accounts in a bank or savings and loan association or county investment pool (or any combination of these three), the General Manager/CEO can simply submit, on at least a quarterly basis, the most recent statements from these institutions to meet the requirements of items 1-3 above, with a supplemental report addressing items 4 and 5 above. (*California Government Code Section 53646(b)-(e)*).

March 2009
Reaffirmed March 2010
Amended April 2011

EXHIBIT B

SAN MATEO COUNTY TRANSIT DISTRICT

Statement of Investment Policy for the Investment of the Paratransit Trust Fund

I. PURPOSE

This Policy sets forth the investment guidelines for the prudent management of the Paratransit Trust Fund of the San Mateo County Transit District, ("District"). It is the goal of this Policy to establish investment objectives in accordance with the provisions of the *California Government Code, Section 53600 et seq.* (hereafter "*Code*"), and investment guidelines, to ensure that the funds under its purview are prudently invested to preserve capital, provide necessary liquidity, and to achieve a market-average rate of return over an economic cycle consistent with the District's goals of preserving principal and minimizing the risk of diminishing the principal.

Investments may only be made as authorized by this Investment Policy, and subsequent revisions. This Statement of Investment Policy may be reviewed annually by the District's Board of Directors at a public meeting. Irrespective of these policy provisions, should the provisions of the *Code* be, or become, more restrictive than those contained herein, then such provisions will be considered immediately incorporated into this Statement of Investment Policy.

II. OBJECTIVES

The District shall invest the Paratransit Trust Fund while striving to limit undue risk. When assessing potential risk, both the assets and liabilities of the District shall be taken into consideration. These funds shall be invested in accordance with sound treasury management practices and in accordance with the *Code* and this Policy.

When investing, reinvesting, purchasing, acquiring, selling, and managing the District's Paratransit Trust Fund:

1. The primary objective shall be to safeguard the principal of the funds under its control. The District shall invest only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section VI, Investment Guidelines, are deemed to constitute safe investments within the meaning of this policy.

2. The secondary objective shall be to meet the liquidity needs of the Paratransit Trust Fund. It is important that the portfolio contain investments for which there is an active secondary market, and which offer the flexibility to be easily sold at any time with minimal risk of loss of either the principal or interest based upon then prevailing rates.
3. The third objective shall be to achieve a return on the Paratransit Trust Fund portfolio. The District's investment portfolio shall be designed with the objective of attaining the safety and liquidity of principal first, and then attaining a market average rate of return over an economic cycle consistent with the portfolio's benchmark, as described in Section V.

III. PRUDENCE

Members of the Board of Directors of the District, the General Manager/CEO or his designee, as well as any other person authorized to make investment decisions on behalf of the District, are Trustees and therefore fiduciaries, subject to the Prudent Investor Standard. When investing, reinvesting, purchasing, acquiring, selling, and managing the District's funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, such that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal, minimize the risk of diminishing the funding increment, and to maintain the liquidity needs of the District. (*California Government Code, Section 53600.3*) The Prudent Investor Standard shall be applied in the context of managing the Paratransit Trust Fund.

IV. DELEGATION OF AUTHORITY

Authorization to manage the District's investment program is derived from the Board of Directors. Management's responsibility for the investments of the Paratransit Trust Fund is hereby delegated to the General Manager/CEO or his designee. No person may engage in an investment transaction, except as provided under the terms of this Investment Policy Statement and the procedures established by the General Manager/CEO or his designee. This authorization may be renewed annually.

V. BENCHMARKS

In order to establish a basis for evaluating investment results, the District shall establish the following customized Fixed Income Security Benchmark for its Paratransit Trust Fund:

50% BofA Merrill Lynch 3 - 5 Year Treasury Index
30% BofA Merrill Lynch 5 - 7 Year Treasury Index
20% BofA Merrill Lynch 7 - 10 Year Treasury Index

This benchmark takes into consideration the primary objectives of: capital preservation and liquidity; the requirements of the *Code*; the term structure of the District's stipulated Paratransit funding obligations as prescribed by Measure "A" passed in 1988; and the

reinvestment rate risks associated with shorter benchmarks, to allow the District to invest its Paratransit Trust Fund to the fullest extent possible. The benchmark may be reviewed annually.

VI. INVESTMENT GUIDELINES

A. Investments are to be made only in high quality securities or instruments, as permitted by the *Code* and subject to the limitations of this Investment Policy.

B. Eligible securities for investment shall be limited to:

1. U.S. Treasury Securities and Obligations of U.S. Agencies or government sponsored enterprises:

Definition: **U.S. Treasury Securities:**

United States Treasury notes, bonds, strips, bills or certificates of indebtedness, or obligations for which the full faith and credit of the United States Government are pledged, for the timely payment of principal and interest.

Obligations Of U.S. Agencies or government sponsored enterprises:

Debt instruments issued by a federal agency carrying a high credit rating because it is government sponsored.

2. Or the District may invest all or a portion of its investments as described in Section II.2 of this Policy, up to the state mandated maximum in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code, Section 16429.1*.

C. The District shall not invest any funds in any securities not specifically authorized by this policy, or in inverse floaters, range notes or interest only strips that are derived from a pool of mortgages. Additionally, no funds may be invested in any security that could result in zero rate of return if held to maturity.

D. Portfolio Transactions:
Managers of the District's investment portfolio are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Managers may incur realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time subject, however, to the prior approval of the General Manager/CEO or his designee

E. Diversification and Maturity Guidelines:

<u>Type of Investment</u>	<u>Maximum % of Portfolio</u>	<u>Maximum % of One Issuer</u>	<u>Maximum Maturity</u>
U. S. Securities	100	100	15 Years
Obligations of U. S. Agencies or government sponsored enterprises	100	100	15 Years
Local Agency Investment Fund(LAIF)	Up to the Current Limit		

E. Interest earned on the District’s investments for the Paratransit Trust Fund are to be placed in the District’s general bank account or pool of investments with LAIF and become governed by the District’s investment policy for the Investment of General Funds.

VII. REPORTING

At least on a quarterly basis, the General Manager/ CEO shall render a report to the Board of Directors. The report shall include the following information:

1. A portfolio appraisal including the type of investment, issuer, date of maturity, par and dollar amount invested on all securities, investments, and moneys held by the District, and shall additionally include a description of the District’s funds, investments, or program, including lending programs, that are under management of any outside parties.
2. The current market value, as of the date of the report, of all investments, as well as the source of this same valuation.
3. A statement of compliance of the portfolio to this investment policy statement, or the manner in which the portfolio is not in compliance.

For investments in LAIF, a bank, or a savings and loan association, the most recent statement(s) received by the District from these institutions may suffice in lieu of the requirements above.

VIII. SAFEKEEPING AND DELIVERY OF SECURITIES

All transactions shall be executed on a Deliver versus Payment basis, (DVP). Free deliveries, a due bill or other substitution will not be acceptable.

To protect against potential fraud or embezzlement, the assets of the District shall be held in safekeeping, or secured through third-party custody pursuant to the limitations set forth in the *Government code, Section 53608*. These procedures will be annually reviewed by an external auditor. All investments are to be held in the name of the District.

IX. DEFINITION OF TERMS

Investment Instruments:

- **U.S. Treasuries** - Obligations of the U.S. Government including: Treasury Bills – 3 month, 6 month, and 1 year securities issued and traded at a discount; Treasury Notes and Bonds – interest-bearing instruments issued with maturities of 2 to 30 years; Treasury Strips – U.S. Treasury securities that have been separated into their component parts of principal and interest payments, and recorded as such in the federal Reserve book-entry record-keeping system.
- **Obligations of U.S. Agencies** - Obligations of U.S. Agencies are debt instruments issued by a federal agency carrying a high credit rating because it is government sponsored.
- **Broker** – A broker brings buyers and sellers together for a commission paid by the initiator of the transaction, or by both sides; he does not position. In the money market, brokers are active in markets in which banks buy and sell money, and in inter-dealer markets.
- **Collateral** – Securities, evidence of deposit or other property which a borrower pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposits of public moneys.
- **Coupon** – (A) The annual rate of interest that a bond's issuer promises to pay the bondholder on the bond's face value; (B) a certificate attached to a bond evidencing interest due on a payment date.
- **Dealer** – A dealer, as opposed to a broker, acts as a principal in all transactions, buying and selling for his own account.
- **Debenture** – A bond secured only by the general credit of the issuer.
- **Delivery versus Payment (DVP)** – There are two methods of delivery of securities; delivery versus payment and delivery versus receipt (also called free). Delivery versus payment is delivery of securities with an exchange of money for the securities. Delivery versus receipt is delivery of securities with an exchange of a signed receipt for the securities.
- **Discount** – The difference between the cost price of a security, and its value at maturity when quoted at lower than face value. A security selling below original offering price shortly after sale also is considered to be at a discount.
- **Discount Securities** – Non-interest bearing money market instruments that are issued at a discount and redeemed at maturity for full face value, e.g., U.S. Treasury Bills.
- **Diversification** – Dividing investment funds among a variety of securities offering independent returns.

- **Local Agency Investment Fund (LAIF)** – The aggregate of all funds from political subdivisions of the State of California, that are placed in the custody of the State Treasurer for investment and reinvestment.
- **Market Value** – The price at which a security is trading and could presumably be purchased or sold.
- **Maturity** – The date upon which the principal or stated value of an investment becomes due and payable.
- **Portfolio** – Collection of securities held by an investor.
- **Prudent Person Rule** – An investment standard. In some states, the law requires that a fiduciary, such as a trustee, may invest money only in a list of securities selected by the state, the so-called legal list. In other states, the trustee may invest in a security if it is one, which would be bought by a prudent person of discretion and intelligence who is seeking a reasonable income and preservation of capital.
- **Primary Dealer** – A group of government securities dealers that submit daily reports of market activity, positions, and monthly financial statements of the Federal Reserve Bank of New York, and are subject to its informal oversight. Primary Dealers include Securities and Exchange Commission (SEC) registered securities broker-dealers, banks, and a few unregulated firms.
- **Qualified Public Depositories** – A financial institution which does not claim exemption from the payment of any sales or compensating use, or ad valorem taxes under the laws of this state, which has segregated for the benefit of the Commission eligible collateral having a value of not less than its maximum liability, and which has been approved by the Public Deposit protection Commission to hold public deposits.
- **Rate of Return** – The yield obtainable on a security, based on its purchase price or its current market price. This may be the amortized yield to maturity on a bond, or the current income.
- **Safekeeping** – A service to customers rendered by banks for a fee, whereby securities and valuables of all types and descriptions are held in the bank's vaults for protection.
- **Secondary Market** – A market made for the purchase and sale of outstanding issues following the initial distribution.
- **Securities & Exchange Commission** – Agency created by Congress to protect investors in securities transactions by administering securities legislation.
- **Uniform Net Capital Rule** – Securities and Exchange Commission requires that member firms as well as non-member broker-dealers in securities maintain a maximum ratio of indebtedness to liquid capital of 15 to 1; also called Net Capital Rule and Net Capital Ratio. Indebtedness covers all money owed to a firm, including margin loans, and commitments to purchase securities, which is one reason new public issues are spread among members of underwriting syndicates. Liquid Capital includes cash and assets easily converted into cash.

- **Yield** – The rate of annual income return on an investment, expressed as a percentage.
(A) Income Yield is obtained by dividing the current dollar income by the current market price for the security. (B) Net Yield or Yield to Maturity is the current income yield minus any premium above par, or plus any discount from par in purchase price, with the adjustment spread over the period from the date of purchase to the date of maturity of the bond.

RESOLUTION NO. 2012 –

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

**AUTHORIZING INVESTMENT OF SAN MATEO COUNTY TRANSIT MONIES IN
LOCAL AGENCY INVESTMENT FUND**

WHEREAS, pursuant to Government Code Section 16429.1, a Local Agency Investment Fund was created in the State Treasury for the deposit of local agency monies for purposes of investment by the State Treasurer; and

WHEREAS, staff hereby recommends that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Government Code Section 16429.1 for the purposes of investment as stated therein is in the best interests of the San Mateo County Transit District.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District does hereby authorize the deposit and withdrawal of San Mateo County Transit District monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Government code Section 16429.1 for the purpose of investment as stated therein; and

BE IT FURTHER RESOLVED that the General Manager/CEO (or his designee) shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund.

Regularly passed and adopted this 11th day of April 2012 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE APPROVAL OF RESOLUTION OF INTENTION TO
APPROVE AN AMENDMENT TO CALPERS CONTRACT TO
PROVIDE 2% @60 MODIFIED FORMULA TO FUTURE EMPLOYEES**

ACTION

Staff proposes that the Committee recommend approval of a resolution of intention to approve an amendment to the District's CalPERS Retirement Contract providing a second tier benefit of 2% @60 Modified formula for all future employees. Future employees are employees hired after the effective date of the amendment.

SIGNIFICANCE

This is the first step of a two-step process of amending the District's CalPERS Retirement Contract to provide a second tier benefit of 2% @60 for employees hired after the date the amendment is approved. This first step is a resolution of intention to approve an amendment to the District's CalPERS Retirement Contract.

The second step is the adoption of the amendment to the District's CalPERS Retirement Contract which has been scheduled for the May 2012 board meeting.

BUDGET IMPACT

There will be an anticipated decrease in the employer rate as employees are hired into the second tier. No adjustment to the budget is required.

BACKGROUND

As part of the District's continuing efforts to reduce spending, obtain budget efficiencies, and enhance its fiscal sustainability, the District sought and obtained a second tier formula (2% @60) through collective bargaining with the employee groups represented by the Amalgamated Transit Union and the International Brotherhood of Teamsters. The same second tier formula (2% @60) will be applied to the administrative employees.

**RESOLUTION OF INTENTION
TO APPROVE AN AMENDMENT TO CONTRACT
BETWEEN THE
BOARD OF ADMINISTRATION
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM
AND THE
BOARD OF DIRECTORS
SAN MATEO COUNTY TRANSIT DISTRICT**

WHEREAS, the Public Employees' Retirement Law permits the participation of public agencies and their employees in the Public Employees' Retirement System by the execution of a contract, and sets forth the procedure by which said public agencies may elect to subject themselves and their employees to amendments to said Law; and

WHEREAS, one of the steps in the procedures to amend this contract is the adoption by the governing body of the public agency of a resolution giving notice of its intention to approve an amendment to said contract, which resolution shall contain a summary of the change proposed in said contract; and

WHEREAS, the following is a statement of the proposed change:

To provide Section 20475 (Different Level of Benefits).
Section 21353 (2% @ 60 Modified formula) is applicable to local miscellaneous members entering membership for the first time in the miscellaneous classification after the effective date of this amendment to contract.

NOW, THEREFORE, BE IT RESOLVED that the governing body of the above agency does hereby give notice of intention to approve an amendment to the contract between said public agency and the Board of Administration of the Public Employees' Retirement System, a copy of said amendment being attached hereto, as an "Exhibit" and by this reference made a part hereof.

By: _____
Presiding Officer

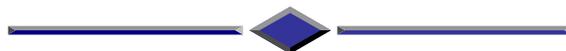
Title

Date adopted and approved



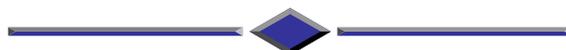
EXHIBIT

California
Public Employees' Retirement System



AMENDMENT TO CONTRACT

Between the
Board of Administration
California Public Employees' Retirement System
and the
Board of Directors
San Mateo County Transit District



The Board of Administration, California Public Employees' Retirement System, hereinafter referred to as Board, and the governing body of the above public agency, hereinafter referred to as Public Agency, having entered into a contract effective July 20, 1977, and witnessed July 20, 1977, and as amended effective April 8, 1979, April 18, 1979 and December 29, 2002 which provides for participation of Public Agency in said System, Board and Public Agency hereby agree as follows:

- A. Paragraphs 1 through 11 are hereby stricken from said contract as executed effective December 29, 2002, and hereby replaced by the following paragraphs numbered 1 through 13 inclusive:
 1. All words and terms used herein which are defined in the Public Employees' Retirement Law shall have the meaning as defined therein unless otherwise specifically provided. "Normal retirement age" shall mean age 55 for local miscellaneous members entering membership in the miscellaneous classification on or prior to the effective date of this amendment to contract and age 60 for local miscellaneous members entering membership for the first time in the miscellaneous classification after the effective date of this amendment to contract.

2. Public Agency shall participate in the Public Employees' Retirement System from and after July 20, 1977 making its employees as hereinafter provided, members of said System subject to all provisions of the Public Employees' Retirement Law except such as apply only on election of a contracting agency and are not provided for herein and to all amendments to said Law hereafter enacted except those, which by express provisions thereof, apply only on the election of a contracting agency.
3. Public Agency agrees to indemnify, defend and hold harmless the California Public Employees' Retirement System (CalPERS) and its trustees, agents and employees, the CalPERS Board of Administration, and the California Public Employees' Retirement Fund from any claims, demands, actions, losses, liabilities, damages, judgments, expenses and costs, including but not limited to interest, penalties and attorneys fees that may arise as a result of any of the following:
 - (a) Public Agency's election to provide retirement benefits, provisions or formulas under this Contract that are different than the retirement benefits, provisions or formulas provided under the Public Agency's prior non-CalPERS retirement program.
 - (b) Public Agency's election to amend this Contract to provide retirement benefits, provisions or formulas that are different than existing retirement benefits, provisions or formulas.
 - (c) Public Agency's agreement with a third party other than CalPERS to provide retirement benefits, provisions, or formulas that are different than the retirement benefits, provisions or formulas provided under this Contract and provided for under the California Public Employees' Retirement Law.
 - (d) Public Agency's election to file for bankruptcy under Chapter 9 (commencing with section 901) of Title 11 of the United States Bankruptcy Code and/or Public Agency's election to reject this Contract with the CalPERS Board of Administration pursuant to section 365, of Title 11, of the United States Bankruptcy Code or any similar provision of law.
 - (e) Public Agency's election to assign this Contract without the prior written consent of the CalPERS' Board of Administration.

- (f) The termination of this Contract either voluntarily by request of Public Agency or involuntarily pursuant to the Public Employees' Retirement Law.
 - (g) Changes sponsored by Public Agency in existing retirement benefits, provisions or formulas made as a result of amendments, additions or deletions to California statute or to the California Constitution.
4. Employees of Public Agency in the following classes shall become members of said Retirement System except such in each such class as are excluded by law or this agreement:
- a. Employees other than local safety members (herein referred to as local miscellaneous members).
5. In addition to the classes of employees excluded from membership by said Retirement Law, the following classes of employees shall not become members of said Retirement System:

NO ADDITIONAL EXCLUSIONS

6. The percentage of final compensation to be provided for each year of credited prior and current service for local miscellaneous members entering membership in the miscellaneous classification on or prior to the effective date of this amendment to contract shall be determined in accordance with Section 21354 of said Retirement Law, subject to the reduction provided therein for service on and after July 23, 1977, the effective date of Social Security coverage, for members whose service has been included in Federal Social Security (2% at age 55 Full and Modified).
7. The percentage of final compensation to be provided for each year of credited current service for local miscellaneous members entering membership for the first time in the miscellaneous classification after the effective date of this amendment to contract shall be determined in accordance with Section 21353 of said Retirement Law, subject to the reduction provided therein for Federal Social Security (2% at age 60 Full and Modified).

8. Public Agency elected and elects to be subject to the following optional provisions:
 - a. Section 21548 (Pre-Retirement Option 2W Death Benefit).
 - b. Section 20475 (Different Level of Benefits). Section 21353 (2% @ 60 Modified formula) is applicable to local miscellaneous members entering membership for the first time in the miscellaneous classification after the effective date of this amendment to contract.
9. Public Agency, in accordance with Government Code Section 20834, shall not be considered an "employer" for purposes of the Public Employees' Retirement Law. Contributions of the Public Agency shall be fixed and determined as provided in Government Code Section 20834, and such contributions hereafter made shall be held by the Board as provided in Government Code Section 20834.
10. Public Agency shall contribute to said Retirement System the contributions determined by actuarial valuations of prior and future service liability with respect to local miscellaneous members of said Retirement System.
11. Public Agency shall also contribute to said Retirement System as follows:
 - a. A reasonable amount, as fixed by the Board, payable in one installment within 60 days of date of contract to cover the costs of administering said System as it affects the employees of Public Agency, not including the costs of special valuations or of the periodic investigation and valuations required by law.
 - b. A reasonable amount, as fixed by the Board, payable in one installment as the occasions arise, to cover the costs of special valuations on account of employees of Public Agency, and costs of the periodic investigation and valuations required by law.
12. Contributions required of Public Agency and its employees shall be subject to adjustment by Board on account of amendments to the Public Employees' Retirement Law, and on account of the experience under the Retirement System as determined by the periodic investigation and valuation required by said Retirement Law.

13. Contributions required of Public Agency and its employees shall be paid by Public Agency to the Retirement System within fifteen days after the end of the period to which said contributions refer or as may be prescribed by Board regulation. If more or less than the correct amount of contributions is paid for any period, proper adjustment shall be made in connection with subsequent remittances. Adjustments on account of errors in contributions required of any employee may be made by direct payments between the employee and the Board.

B. This amendment shall be effective on the _____ day of _____, _____.

BOARD OF ADMINISTRATION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BOARD OF DIRECTORS
SAN MATEO COUNTY TRANSIT
DISTRICT

BY _____
KAREN DE FRANK, CHIEF
CUSTOMER ACCOUNT SERVICES DIVISION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BY _____
PRESIDING OFFICER

Witness Date

Attest:

Clerk

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

C.H. (Chuck) Harvey
Deputy CEO

**SUBJECT: AUTHORIZING AWARD OF CONTRACT FOR AUTOBODY REPAIR
AND REPAINTING SERVICES**

ACTION

Staff proposes that the Committee recommend that the Board:

1. Award a contract to T & J Lewis, Inc. dba Classic Graphics (Classic Graphics) for Autobody Repair and Repainting Services at a total estimated cost of \$1,274,310 for a five-year term.
2. Authorize the General Manager/CEO, or his designee, to execute a contract with Classic Graphics in full conformity with the terms and conditions of the bid specification documents.

SIGNIFICANCE

Approval of the above actions will provide the District with a fully-qualified contractor to provide autobody repair and repainting services for District revenue and non-revenue service vehicles and equipment.

BUDGET IMPACT

Funds to support the award of this contract are included in the adopted Fiscal Year 2012 District Operating Budget.

BACKGROUND

Staff advertised the solicitation via the District's website and a newspaper of general circulation. Standard language setting forth the District's policy regarding Disadvantaged Business Enterprises (DBEs) was included in the solicitation documents. Solicitation notices also were sent to interested bidders, Small Business Enterprises (SBEs) and DBEs. The District received two bids both of which are not a SBE or DBE:

<i>Project Manager's Estimate</i>	<i>\$1,358,978</i>
Classic Graphics, Newark, CA	\$1,274,310
American Bus Repair, Alameda, CA	\$1,630,350

District staff and legal counsel reviewed the two bids and determined that Classic Graphics is the lowest responsive and responsible bidder. Staff also conducted reference checks, and found Classic Graphics is in good standing with its customers and is sufficiently qualified and capable of providing the services required under this contract. Based on a price analysis, staff has found Classic Graphic's bid to be fair and reasonable.

Classic Graphics is the incumbent contractor. Its performance under that contract has been deemed to be acceptable. The current contract expires June 30, 2012. Its price is \$1,798,359.

A survey to determine why the planholders and pre-bid meeting attendees did not submit bids yielded the following responses: one firm felt its prices would not have been competitive; another firm did not have the requisite facilities to provide painting of buses; and the last firm surveyed has experience sandblasting and powder coating of metal surfaces and vehicles, including cable cars, however, it is not able to provide autobody repair and repainting of buses.

Contract Officer: Luis F. Velásquez	650-622-8099
Project Manager: Detra Dillon, Bus Maintenance, Contract Administrator	650-508-6418

RESOLUTION NO. 2012 -

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

* * *

**AUTHORIZING AWARD OF CONTRACT TO
T & J LEWIS, INC. DBA CLASSIC GRAPHICS FOR
AUTOBODY REPAIR AND REPAINTING SERVICES
FOR A FIVE-YEAR ESTIMATED TOTAL COST OF \$1,274,310**

WHEREAS, the San Mateo County Transit District (District) solicited competitive bids for Autobody Repair and Repainting Services for revenue and non-revenue service support vehicles and equipment for a five-year term; and

WHEREAS, in response to the District's advertisement, two firms submitted bids; and

WHEREAS, staff and legal counsel have reviewed the bid results and determined that T & J Lewis, Inc. dba Classic Graphics (Classic Graphics) of Newark, California is the lowest responsive and responsible bidder; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that a contract be awarded to Classic Graphics whose bid meets all requirements of the solicitation documents.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District awards a contract to T & J Lewis, Inc. dba Classic Graphics of Newark, California for Autobody Repair and Repainting Services for revenue and non-revenue service support vehicles and equipment for a five-year term at an estimated total cost of \$1,274,310 based upon the estimated requirements of the District during this term and at the unit prices submitted, 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 Classic Graphics in full conformity with all of the terms and conditions of the solicitation documents.

Regularly passed and adopted this day 11th of April 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 Chuck Harvey
Deputy CEO Deputy CEO

SUBJECT: **AWARD OF CONTRACT TO PROVIDE CONTRACTED URBAN BUS
INSPECTION SERVICES**

ACTION

Staff proposes that the Committee recommend that the Board:

1. Award a contract to Transit Resource Center (TRC) to perform bus inspection services for the Contracted Urban Bus (CUB) fleet for an estimated amount of \$91,350 for a three-year base term.
2. Authorize the General Manager/CEO or his designee to execute a contract with TRC in full conformity with the terms and conditions of the solicitation and negotiated agreement.
3. Authorize the General Manager/CEO or his designee to exercise up to two additional one-year option terms at estimated amounts of \$30,450 each; and an optional fleet turnover audit report at an estimated amount of \$22,736, 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 perform quarterly bus inspections of the District-owned CUB Service vehicles currently operated by MV Transportation, Inc. (MV). These detailed inspections will monitor the maintenance practices of MV and ensure that necessary repair work and maintenance are performed in a manner that meets the District's standards. In the event of a change in CUB Service operators, TRC will conduct the optional fleet turnover audit and report.

BUDGET IMPACT

Funds needed to support this contract are included annually in the District's Operating Budget.

BACKGROUND

The District's CUB Service operator, MV, provides transportation services on 14 established routes. MV currently operates a fleet of 59 District-owned vehicles on these routes and is responsible for maintaining and repairing them. A random sample of buses is selected quarterly for inspection by the Contractor to ensure that maintenance and repairs are being performed in a satisfactory manner.

A Request for Proposals (RFP) to provide CUB inspection services was issued detailing the District's scope of services. The solicitation was advertised in a newspaper of general circulation and on the District's website. Solicitation notices also were sent to small and disadvantaged business enterprises (DBEs) registered on the District's website. Staff received proposals from two firms (none from DBEs).

An Evaluation Committee (Committee) comprised of qualified staff reviewed and ranked proposals according to the following weighted criteria set forth in the RFP:

- Approach to Scope of Services 0 - 10 points
- Qualifications and Experience of Firm 0 - 35 points
- Qualifications and Experience of Key Personnel 0 - 30 points
- Cost Proposal 0 - 25 points

After review, evaluation, and initial scoring of proposals, the Committee invited both firms for interviews because both fell within the competitive range. Following interviews, the Committee completed the final evaluation and consensus ranking. The firms are listed below in order of their final consensus ranking.

- Transit Resource Center, Winter Springs, FL
- Vehicle Technical Consultants, Inc., Lake Elsinore, CA

As part of the evaluation process, staff contacted eight agencies for which TRC is providing similar services and received positive references. Additionally, based on a survey of transit agencies for which TRC provides comparable services, the Committee determined that TRC's per vehicle inspection costs are fair and reasonable.

TRC is a leader in the transit vehicle engineering support services and in-plant quality assurance inspections industry. It has successfully partnered with regional and national transportation agencies for more than 21 years delivering vehicle engineering and maintenance consulting services. This background demonstrates that the firm possesses the depth of experience and required qualifications to successfully perform the scope of services defined in the solicitation documents. TRC intends to engage a DBE firm to support this contract.

The District's current contract is with Transit Resource Center at an estimated amount of \$180,774 for a five-year term; the proposed contract is for a total estimated amount of \$174,986.

Contract Officer: Adwoa Oni
Project Manager: Paul Lee, Manager, Bus Contracts

650-508-6411
650-508-6433

RESOLUTION NO. 2012 -

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

* * *

**AUTHORIZING AWARD OF A CONTRACT TO
TRANSIT RESOURCE CENTER FOR
CONTRACTED URBAN BUS INSPECTION SERVICES
FOR AN ESTIMATED AMOUNT OF \$174,986**

WHEREAS, the San Mateo County Transit District (District) has solicited competitive proposals for the provision of Contracted Urban Bus inspection services; and

WHEREAS, in response to the District's advertisement, two proposals were received; and

WHEREAS, an evaluation committee reviewed and ranked the proposals according to the evaluation criteria set forth in the Request for Proposals and conducted interviews with the two firms; and

WHEREAS, upon completion of the evaluation and selection process, Transit Resource Center received the highest consensus ranking; and

WHEREAS, legal counsel has reviewed the Transit Resource Center proposal and has determined that it complies with the requirements of the solicitation documents; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that a contract be awarded to Transit Resource Center for a three-year base term for an estimated amount of \$91,350.00, with options to (1) extend the contract for two additional years at an estimated amount of \$30,450.00 for each option year, and (2) have a fleet turnover audit and report prepared for \$22,736.00, for a total estimated amount of \$174,896.00.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the District hereby awards a contract to Transit Resource Center of Winter Springs, Florida, for the provision of Contracted Urban Bus inspection services for a three-year base term at an estimated amount of \$91,350.00; and

BE IT FURTHER RESOLVED that the Board authorizes the General Manager/CEO, or his designee, to execute a contract on behalf of the District with Transit Resource Center in full conformity with all the terms and conditions of the solicitation documents and negotiated Agreement in a form approved by legal counsel; and

BE IT FURTHER RESOLVED that the General Manager/CEO or his designee is authorized to exercise (1) up to two additional one-year option terms at an estimated amount of \$30,450.00 for each option year; and (2) an option for a fleet turnover audit and report for \$22,736.00, if in the best interest of the District.

Regularly passed and adopted this 11th day of April, 2012, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

**SUBJECT: ASSESSMENT OF THE FISCAL YEAR 2012 FUEL HEDGING
PROGRAM**

ACTION

This item is presented for informational purposes only.

SIGNIFICANCE

A fuel hedging program was instituted for Fiscal Year (FY) 2012 to cover 50 percent of the San Mateo County Transit District's (District) projected diesel fuel usage, which was approximately 0.9 million gallons.

The fuel hedging program allowed the District both to reduce uncertainty in the fuel budget for FY2012 and to take advantage of the relatively low market prices at the time it executed the fuel hedging transaction.

Consistent with its Fuel Hedging Policy adopted on April 13, 2011, the District purchased a price cap of \$2.90 per gallon based on the Gulf Coast Ultra Low Sulfur Diesel (ULSD) index. The estimated budget savings from the diesel fuel price cap was about \$350K over the fuel cost the District otherwise would have needed to assume for its fuel budget.

The counterparty on the FY2012 transaction was Deutsche Bank (DB). Because in all but one month of the fiscal year to date the average price of the Gulf Coast ULSD index has exceeded the \$2.90 cap price, the District has so far received payment of \$70,823 from DB. The District also realized the primary purpose of the cap, which was to provide budget certainty. The cost of the cap was \$216,900, which was paid by the District as an upfront premium. The following table summarizes the results of the FY2012 Program to date.

	Gulf Coast ULSD Avg Price	SamTrans Avg Price Before Fee*	Variance of ULSD Price & JPB's Cap Price	Variance of ULSD Price & Cap Price	Payment from DB	
July	\$3.1158	\$3.1398	(\$0.0240)	\$2.90	\$0.2158	\$16,185.00
August	\$2.9705	\$2.9819	(\$0.0114)	\$2.90	\$0.0705	\$5,287.50
September	\$2.9371	\$3.1020	(\$0.1649)	\$2.90	\$0.0371	\$2,782.50
October	\$2.9562	\$3.0826	(\$0.1264)	\$2.90	\$0.0562	\$4,215.00
November	\$3.0527	\$3.1644	(\$0.1117)	\$2.90	\$0.1527	\$11,452.50
December	\$2.8772	\$2.9667	(\$0.0895)	\$2.90	(\$0.0228)	\$0.00
January	\$3.0314	\$3.0779	(\$0.0465)	\$2.90	\$0.1314	\$9,855.00
February	\$3.1806	\$3.2252	(\$0.0446)	\$2.90	\$0.2806	\$21,045.00
YTD						\$70,822.50

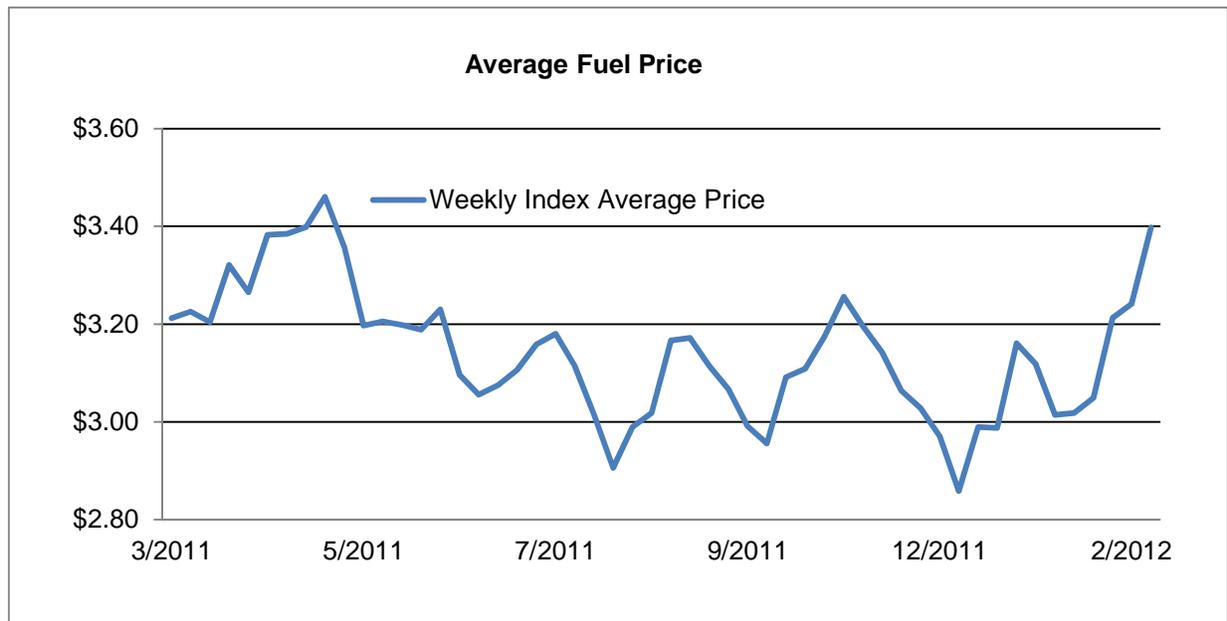
* A \$0.0074 ultra low sulfur diesel fee is added to the District price per gallon.

BUDGET IMPACT

There is no impact to the Budget.

BACKGROUND

The District currently purchases fuel from Pinnacle Petroleum based on the average weekly spot price for Oil Price Information Service (OPIS) index, exposing the District to market price fluctuation. During the past 12-month period from March 1, 2011 to February 29, 2012, the price of OPIS has ranged from a high of \$3.46 per gallon in the last week of April 2011 to a low of \$2.86 in the third week of December 2011.



Prepared by: Christina Tang, Senior Budget Analyst

650-508-6376



BOARD OF DIRECTORS 2012

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

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

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

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

WEDNESDAY APRIL 11, 2012 – 2:40 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of March 14, 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
MARCH 14, 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. Ackemann, J. Cassman, G. Harrington, C. Harvey, R. Haskin, A. Hughes, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Committee Chair Shirley Harris called the meeting to order at 2:37 p.m.

Approval of Minutes of Legislative Committee Meeting of February 8, 2012

The committee approved the minutes (Tissier/Gee).

Update on the State Legislative Program

State

Government Affairs Officer Jayme Ackemann said last week there was a hearing on the cap and trade revenues issue to determine how much of that money could potentially go towards public transit. The California Transit Association is advocating that 40 percent of the funding go towards public transportation expenses.

Federal

Ms. Ackemann said staff was very supportive of the Senate Transportation Authorization bill that passed the Senate and that a large lobbying effort was successful in advocating against the House version that included eliminating transit funding from the Mass Transit Fund. The House will be looking at the Senate bill, but staff thinks it is very unlikely it will pass. What is more likely is the House will move forth some type of extension of the existing reauthorization and the Senate will press them to move forward with something new before the end of the month. Staff continues to advocate for the reinstatement of commuter tax benefits as part of any bill that comes out of Congress and to ensure the Mass Transit Fund is protected.

Adjourned: 2:42 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

Cap-and-Trade Revenues

Staff is participating in the California Transit Association (CTA) effort to propose recommendations for the allocation of revenue collected through implementation of the Global Warming Solutions Act of 2006 (AB 32).

Revenue estimates for the program range between \$650 million and \$3 billion for 2012-13, and the Governor's Budget requests a \$1 billion appropriation that would include funding for public transportation.

Recommendations will be delivered to legislative leadership and the Department of Finance to help inform the 2012-13 budget process.

FEDERAL

Reauthorization

On March 29, Congress passed a 90-day extension of surface transportation programs, guaranteeing that funding will be maintained through the end of June. During that time, Congress will continue to negotiate a path forward for a long-term surface transportation reauthorization.

The Senate passed a bipartisan, two-year surface transportation reauthorization bill that would preserve funding for transit and transportation programs through 2013.

House Republicans plan to craft a bill that includes expanded offshore oil drilling but it is unclear what the duration of the proposal will be. Senate leadership and House Democrats have called on the House to pass the Senate version instead of proposing a new bill. A House bill (H.R. 14) that is identical to the Senate version has been introduced and has over 100 coauthors.

Appropriations

The House is considering a Budget resolution that would guide the Fiscal Year (FY) 2013 Appropriations. The resolution calls for cuts to Federal discretionary programs, including transportation programs that go deeper than the agreed upon funding levels in the bipartisan Budget Control Act of 2011. Meanwhile, Senate Budget Committee leadership is proposing a resolution that maintains funding levels specified in last year's agreement.

NEPA Reform

The U.S. Department of Transportation and the Federal Transit Administration are proposing changes to National Environmental Policy Act (NEPA) regulations that would streamline project delivery and shorten the Federal environmental review and approval process.

Specifically, the changes would allow certain types of transit projects that clearly do not have a significant impact on the local environment to potentially undergo a less intensive NEPA evaluation.

Staff is reviewing the proposal to determine whether to comment on the changes.

Bond Sale

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

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

Prepared By: Seamus Murphy, Government Affairs Manager

650.508.6388

San Mateo County Transit District State Legislative Matrix 4/3/2012

Bill ID/Topic	Location	Summary	Position
<p>AB 57 Beall D</p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE T. & H. 3/5/2012 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and one member appointed by the San Francisco Bay Conservation and Development Commission, and establishes a 4-year term of office for members of the commission.</p> <p>This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. Last Amended on 3/5/2012</p>	
<p>AB 441 Monning D</p> <p>State planning.</p>	<p>SENATE T. & H. 2/16/2012 - Referred to Com. on T. & H.</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 that the commission, by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans. Last Amended on 1/23/2012</p>	
<p>AB 492 Galgiani D</p> <p>High-Speed Rail Authority.</p>	<p>SENATE RLS. 6/27/2011 - From committee chair, with author's amendments.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains . The bill would require the authority to appoint a small business enterprise advisory committee. Last Amended on 6/27/2011</p>	

**San Mateo County Transit District
State Legislative Matrix 4/3/2012**

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

**San Mateo County Transit District
State Legislative Matrix 4/3/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1191</u> <u>Huber D</u></p> <p>Local government finance.</p>	<p>SENATE G. & F. 2/16/2012 - Referred to Com. on GOV. & F.</p>	<p>Existing law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also reduces the amounts of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education.</p> <p>This bill would, for the 2012-13 fiscal year and for each fiscal year thereafter, if there is not enough ad valorem property tax revenue that is otherwise required to be allocated to a county Educational Revenue Augmentation Fund for the county auditor to complete the decreases required during the fiscal adjustment period, require the county auditor to calculate an amount, as specified, and to submit a claim to the Controller for that amount. This bill would require the Controller, upon appropriation by the Legislature, to deposit the amount of the claim into the Sales and Use Tax Compensation Fund, and would require the county auditor to allocate that amount among the county and to each city in the county. Last Amended on 1/23/2012</p>	
<p><u>AB 1444</u> <u>Feuer D</u></p> <p>Environmental quality: record of proceedings.</p>	<p>ASSEMBLY NAT. RES. 3/29/2012 - From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant and the agreement of the project applicant to bear the costs incurred by the lead agency, to, among other things, prepare a record of proceedings concurrently with the preparation, and adoption or certification, of an environmental document. 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. In an action or proceeding filed challenging the lead agency's action pursuant to CEQA, the bill would require the court to schedule a hearing within 30 days of the filing of the statement of issues regarding the record of proceedings. Last Amended on 3/29/2012</p>	

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Bill ID/Topic	Location	Summary	Position
AB 1448 Furutani D Home-to-school transportation: funding.	ASSEMBLY ED. 3/20/2012 - Re-referred to Com. on ED.	<p>Existing law authorizes school district governing boards to provide for the transportation of pupils to and from school whenever, in the judgment of the governing board, the transportation is advisable and reasons exist therefor. Existing law also authorizes school district governing boards to purchase or rent and provide for the upkeep, care, and operation of vehicles, or contract and pay for the transportation of pupils to and from school by common carrier or municipally owned transit system, or contract with and pay responsible private parties for the transportation.</p> <p>This bill would, commencing with the 2012-13 fiscal year and each fiscal year thereafter, prohibit the Legislature from reducing funding for home-to-school transportation below the amount established in the Budget Act of 2011. The bill would also express legislative findings and declarations relating to the provision of home-to-school transportation by school districts, and would express legislative intent to fund home-to-school transportation at the level approved in the Budget Act of 2011. Last Amended on 3/19/2012</p>	
AB 1455 Harkey R High-speed rail.	ASSEMBLY TRANS. 2/13/2012 - Re-referred to Com. on TRANS.	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted.</p> <p>This bill would reduce the amount of general obligation debt authorized for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2013. Last Amended on 2/9/2012</p>	
AB 1523 Perea D Preapprenticeship training program: high-speed rail.	ASSEMBLY TRANS. 1/26/2012 - Referred to Coms. on TRANS. and L. & E.	<p>Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would appropriate \$2,000,000 from the High-Speed Passenger Train Bond Fund to the authority for the purposes of funding a 3-year pilot project in the Central Valley to train unemployed workers for high-speed rail construction jobs. The bill would require the authority to work with various labor organizations to train a total of 400 clients in pre-apprenticeship programs that will lead to direct referrals to building trades unions, as specified.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1532 John A. Pérez D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>ASSEMBLY NAT. RES. 2/2/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act.</p> <p>This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the California Global Warming Solutions Act of 2006. The bill would require the state board to award those moneys to measures and programs that meet specified criteria.</p>	
<p>AB 1535 Halderman R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY APPR. 3/20/2012 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar.</p>	<p>Existing law directs the Department of Transportation and certain local authorities to erect and maintain signage along state and county highways that designate certain traffic lanes as high-occupancy vehicle (HOV) lanes and specify conditions for their use.</p> <p>This bill would require the department or a local authority, when replacing signs designating HOV lane use in an area that permits motorcycles to use those lanes, to include language on the new sign stating that motorcycles are permitted in the HOV lanes. Last Amended on 3/14/2012</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1549</u> <u>Gatto D</u></p> <p>Development: expedited permit review.</p>	<p>ASSEMBLY NAT. RES. 3/27/2012 - Re-referred to Com. on NAT. RES.</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. Last Amended on 3/26/2012</p>	
<p><u>AB 1570</u> <u>Perea D</u></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY NAT. RES. 2/9/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation and certification of an EIR. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1572 Fletcher I</p> <p>Service authorities for freeway emergencies: San Diego County.</p>	<p>ASSEMBLY TRANS. 2/17/2012 - Referred to Com. on TRANS.</p>	<p>Existing law authorizes a service authority for freeway emergencies to be established in any county for the purpose of funding the installation of call boxes along freeways and expressways to enable motorists in need of aid to obtain assistance. Existing law provides that a service authority may impose an annual fee of \$1 on vehicles registered in the county for this and other related purposes, which fee is collected by the Department of Motor Vehicles.</p> <p>This bill, with respect to the service authority created in the County of San Diego, would provide that the \$1 fee may not be imposed or collected effective with the operative date of this bill until January 1, 2016. The bill would limit the reserves that may be held by the authority to \$4,000,000, and would require the authority to distribute any reserves in excess of that amount to cities in the County of San Diego, and to the county with respect to the unincorporated area of the county, in proportion to fees paid for purposes of the service authority in the 2010-11 fiscal year by residents of each city and the unincorporated area. The bill would require the excess reserves to be distributed by the service authority by January 1, 2013, and would require these revenues to be used for public safety programs by the recipient jurisdictions. The bill would require the service authority to develop a plan relative to its long-term existence by January 1, 2016, to be submitted to the San Diego County City Selection Committee for approval. If the committee rejects the plan, the bill would provide for the authority to be dissolved and for the San Diego Association of Governments (SANDAG) to become the successor authority and to assume remaining responsibility for maintaining call boxes. The bill would also require the service authority to cease marketing activities for the 511 program, and to contract with SANDAG in that regard, until a plan is approved. The bill would also limit the reserves that may be held by the authority or SANDAG as the successor authority on and after January 1, 2016, to \$4,000,000, and would require distribution of excess reserves to cities and the county for public safety purposes. The bill would authorize the authority or SANDAG to adjust this amount for inflation.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1574 Galgiani D</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/9/2012 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority with 9 members to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to that act, specifies the powers and duties of the authority, which include entering into contracts with private and public entities for the design, construction, and operation of high-speed trains, the acquisition of rights-of-way through purchase or eminent domain, and the relocation of highways and utilities, among other things. Existing law requires the authority to adopt and submit to the Legislature, every 2 years, a business plan. Existing law authorizes the authority to appoint an executive director, and authorizes the Governor to appoint up to 6 additional persons exempt from civil service. Existing law provides for the authority to establish an independent peer review group. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would repeal all of the provisions of the California High-Speed Rail Act. The bill would enact a new California High-Speed Rail Act. The bill would continue the High-Speed Rail Authority in existence with limited responsibilities and would place the authority within the Business, Transportation and Housing Agency. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but existing members could continue to serve the remainder of their terms. The bill would authorize the authority to appoint an executive director, and would provide for the Governor to appoint up to 6 additional individuals exempt from civil service as authority staff. The bill would require the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, establish a peer review group, select alignments for the routes of the high-speed train system established by law, adopt criteria for the award of franchises, and set fares or establish guidelines for the setting of fares.</p>	
<p>AB 1606 Perea D</p> <p>Local public employee organizations: impasse procedures.</p>	<p>ASSEMBLY APPR. 3/28/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (March 28). Re-referred to Com. on APPR.</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations.</p> <p>This bill would instead authorize the employee organization, if the parties are unable to effect settlement of the controversy within 30 days after the appointment of a mediator, or if the dispute was not submitted to mediation within 30 days after the date that either party provided the other with written notice of a declaration of impasse, to request that the parties' differences be submitted to a fact-finding panel. The bill would also specify that its provisions are intended to be technical and clarifying of existing law.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1627</u> <u>Dickinson</u> D</p> <p>Environmental quality: building standards: vehicle miles traveled.</p>	<p>ASSEMBLY B.,P. & C.P. 2/23/2012 - Referred to Coms. on B., P. & C.P. and NAT. RES.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to prescribe, by regulation, building design and construction standards and energy and water conservation design standards for new residential and nonresidential buildings. Existing law requires the Energy Commission to certify, within 180 days of the approval of the standards by the State Building Standards Commission, an energy conservation manual for use by designers, builders, and contractors of residential and nonresidential buildings.</p> <p>The bill would prohibit a local building department from issuing a building permit for a residential or nonresidential building unless the department confirms that the building plan complies with those standards.</p>	
<p><u>AB 1645</u> <u>Norby</u> R</p> <p>State highways: naming and designation by the Legislature.</p>	<p>ASSEMBLY TRANS. 2/23/2012 - Referred to Com. on TRANS.</p>	<p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law, when the Legislature, by concurrent resolution, has designated names for certain districts and state highway bridges and requested the placement of name plaques, authorizes the department to expend reasonable sums on those plaques.</p> <p>This bill would transfer the authority for naming highways, bridges, pathways, and other transportation infrastructure from the Legislature to the California Transportation Commission.</p>	
<p><u>AB 1665</u> <u>Galgiani</u> D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>ASSEMBLY NAT. RES. 3/27/2012 - Set, first hearing. Hearing cancelled at the request of author.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would specify instead that the exemption for a railroad grade separation project is for the elimination of an existing at-grade crossing.</p>	
<p><u>AB 1671</u> <u>Huffman</u> D</p> <p>Department of Transportation: retention proceeds.</p>	<p>ASSEMBLY B.,P. & C.P. 2/23/2012 - Referred to Com. on B., P. & C.P.</p>	<p>Existing law prohibits the Department of Transportation, until January 1, 2014, from withholding retention proceeds when making progress payments for work performed by a contractor.</p> <p>This bill would make these provisions operative until January 1, 2020. The bill would also make a statement of legislative findings.</p>	

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 1778 Williams D</p> <p>Local transportation funds.</p>	<p>ASSEMBLY TRANS. 3/29/2012 - Re-referred to Com. on TRANS.</p>	<p>Existing law requires that revenues from 1/4% of the local sales and use tax rate be transferred to the local transportation fund of each county for allocation, as directed by the transportation planning agency, to various transportation purposes, under what is commonly known as the Transportation Development Act. Existing law specifies the allowable uses for local transportation funds, and generally requires, after certain deductions, that the funds attributed to the area of apportionment of each transit operator be used solely for transit purposes in counties with a population of 500,000 or more as of the 1970 census. However, in counties with a population under 500,000 as of the 1970 census and in certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes. Existing law, effective July 1, 2014, generally requires a county with a population under 500,000 as of the 1970 census that has a population of 500,000 or more as of the 2000 census or a future census to use funds attributable to the urbanized area of the county solely for transit purposes, except that a city with a population of 100,000 or fewer in an urbanized area in that county would not be so restricted. Existing law provides that the July 1, 2014, requirements and exemptions do not apply to Ventura County, and instead generally requires all local transportation funds in that county to be used for transit purposes as of that date unless a specified report is submitted by the Ventura County Transportation Commission to the transportation committees of the Legislature by December 31, 2011, and a recommended legislative proposal in that report relative to reorganization of transit services and expenditure of these funds is enacted by the end of the 2011-12 legislative session.</p> <p>This bill would provide that local transportation funds in Ventura County would be available solely for transit purposes beginning July 1, 2013, rather than July 1, 2014, unless the legislative proposal described above is enacted by the specified date.</p> <p>Last Amended on 3/28/2012</p>	

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Bill ID/Topic	Location	Summary	Position
<p><u>AB 1780</u> <u>Bonilla D</u></p> <p>Department of Transportation: project studies reports.</p>	<p>ASSEMBLY TRANS. 3/29/2012 - From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.</p>	<p>Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review and approve project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991.</p> <p>This bill would revise these provisions to authorize the department to prepare project study reports or equivalent planning documents for any projects on the state highway system, limited by the resources available to the department. The bill would require the department to pay for the costs of its review and approval of project study reports or equivalent planning documents that are prepared by other entities for projects that are in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program. In other cases, the bill would require the cost of the department's review and approval to be paid by the entity preparing the project study report or equivalent planning document. The bill would delete the provisions relating to the guidelines adopted by the California Transportation Commission and would instead require open and continuous communications between the parties during the development of project study reports or equivalent planning documents.</p> <p>Last Amended on 3/29/2012</p>	
<p><u>AB 1783</u> <u>Perea D</u></p> <p>Public contracts: small business preferences.</p>	<p>ASSEMBLY J., E.D. & E. 3/5/2012 - Referred to Com. on J., E.D. & E.</p>	<p>Existing law requires state agencies to give small businesses a 5% preference in contracts for construction, the procurement of goods, or the delivery of services and establishes a procedure by which a business can be certified as a small business by the Department of General Services for the purposes of these preferences.</p> <p>This bill would provide that a small business shall be certified as a small business, for purposes of those preferences, without the submission of supporting documentation and would require the certified small business to produce that documentation upon request of the Department of General Services or the awarding state agency.</p>	
<p><u>AB 1804</u> <u>Valadao R</u></p> <p>Public contracts: public entities: project labor agreements.</p>	<p>ASSEMBLY L. GOV. 3/1/2012 - Referred to Coms. on L. GOV. and B., P. & C.P.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project, if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, then state funding or financial assistance may not be used to support that project, as specified.</p> <p>This bill would repeal the above-described provisions relating to charter cities and the use of project labor agreements.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1890 Solorio D</p> <p>Vehicles: toll highways: motorcycles.</p>	<p>ASSEMBLY TRANS. 3/29/2012 - Re-referred to Com. on TRANS.</p>	<p>Existing law prohibits any person, except as specified, from driving any motor vehicle with any object or material placed, displayed, installed, affixed, or applied in or upon the vehicle that obstructs or reduces the driver's clear view through the windshield or side windows. Existing law makes it unlawful for any person to refuse to pay tolls or other charges on any vehicular crossing or toll highway and requires, among other things, that if a transponder or other electronic toll payment device is used to pay tolls or other charges due, the device be located in or on the vehicle in a location so as to be visible for the purpose of enforcement at all times when the vehicle is located on the vehicular crossing or toll highway. A violation of these provisions is an infraction.</p> <p>This bill would require a motorcyclist to instead use any one of 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. Last Amended on 3/28/2012</p>	
<p>AB 1916 Buchanan D</p> <p>State parks: operating agreements: Mt. Diablo State Park.</p>	<p>ASSEMBLY W.,P. & W. 3/29/2012 - Referred to Com. on W., P. & W. From committee chair, with author's amendments.</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 an operating agreement with Save Mount Diablo (SMD), a nonprofit organization, for the restoration of the beacon on top of the Summit Building in Mount Diablo State Park, and would require that the agreement comply with specified requirements. Last Amended on 3/29/2012</p>	
<p>AB 1924 Buchanan D</p> <p>CEQA: environmental impact reports.</p>	<p>ASSEMBLY PRINT 2/23/2012 - From printer. May be heard in committee March 24.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prescribes certain requirements for the review of draft EIRs, as specified.</p> <p>This bill would make various technical, non-substantive changes in those provisions relating to the requirements for the review of draft EIRs.</p>	

**San Mateo County Transit District
State Legislative Matrix 4/3/2012**

Bill ID/Topic	Location	Summary	Position
<p>AB 1960 Dickinson D</p> <p>State contracts: reports: lesbian, gay, bisexual, and transgender businesses.</p>	<p>ASSEMBLY B.,P. & C.P. 3/28/2012 - Re-referred to Com. on B., P. & C.P.</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. Last Amended on 3/27/2012</p>	
<p>AB 2052 Buchanan D</p> <p>Environmental quality: CEQA.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant impact on the environment or to adopt a negative declaration if it finds that the project will not have that impact. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR.</p> <p>This bill would make a technical, non-substantive change to these provisions.</p>	
<p>AB 2053 Allen D</p> <p>Postemployment health benefits: the San Francisco Bay Area Rapid Transit District.</p>	<p>ASSEMBLY P.E.,R. & S.S. 3/15/2012 - Referred to Com. on P.E., R. & S.S.</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>	

**San Mateo County Transit District
State Legislative Matrix 4/3/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 2163</u> <u>Knight R</u></p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>ASSEMBLY NAT. RES. 3/19/2012 - Referred to Coms. on NAT. RES. and JUD.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would extend indefinitely the use of the alternative method for the preparation of the record of proceedings and the alternative judicial review procedures. The bill would expand projects that would be eligible for those alternative processes to include, among others, commercial development projects exceeding 125,000 square feet, residential development projects exceeding 50 units, and projects with over 20 acres of cultivated development. The bill would repeal the requirements that the project will result in a minimum investment of \$100,000,000, be located in an infill site, and be certified by the Governor. The bill would instead require a residential, retail, commercial, sports, cultural, entertainment, or recreation use project that qualifies for these alternative processes to be designed to meet or exceed the standards for the CalGreen Tier 1 building as provided in the California Green Building Standard. Because this bill would expand the use of the alternative method for preparing the record of proceedings, this bill would impose a state-mandated local program.</p>	
<p><u>AB 2173</u> <u>Skinner D</u></p> <p>Metropolitan Transportation Commission: regional gasoline tax.</p>	<p>ASSEMBLY TRANS. 3/8/2012 - Referred to Com. on TRANS.</p>	<p>Existing law creates the Metropolitan Transportation Commission with specified powers and duties relative to transportation planning and programming for the 9-county Bay Area region comprising the commission's jurisdiction. Existing law authorizes the commission to impose a regional tax on gasoline used by motor vehicles not to exceed \$0.10 per gallon for up to 20 years within the region, subject to 2/3 voter approval.</p> <p>This bill would modify these provisions by providing for the commission to submit the proposed ballot measure to voters of one or more counties within the 9-county region rather than to all counties. The bill would delete the requirement for an independent audit of the State Board of Equalization relative to reimbursement of the board for its actual administrative costs associated with the regional gasoline tax, and would make various other changes.</p>	
<p><u>AB 2200</u> <u>Ma D</u></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 3/29/2012 - From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.</p>	<p>Existing law authorizes the Department of Transportation and local agencies, with respect to highways under their respective jurisdictions, to designate certain lanes for preferential or exclusive use by high-occupancy vehicles.</p> <p>This bill would, consistent with the state implementation plan for the San Francisco Bay area adopted pursuant to the federal Clean Air Act and other federal requirements, permit a vehicle with 2 or more occupants to utilize highway lanes designated for high-occupancy vehicles in the Interstate 80 corridor under the Metropolitan Transportation Commission's jurisdiction. 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. Last Amended on 3/29/2012</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2245 Smvth R</p> <p>Environmental quality: California Environmental Quality Act: exemption: bikeways.</p>	<p>ASSEMBLY NAT. RES. 3/19/2012 - Re-referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally exempt a Class II bikeway project, as defined for purposes of the Streets and Highways Code, undertaken by a city, county, or a city and county within an existing road right-of-way. Last Amended on 3/15/2012</p>	
<p>AB 2247 Lowenthal, Bonnie D</p> <p>Public transportation: offenses.</p>	<p>ASSEMBLY PUB. S. 3/28/2012 - Re-referred to Com. on PUB. S.</p>	<p>Under existing law it is an infraction to sell or peddle any goods, merchandise, property, or services on any property, facility, or vehicle owned by the San Francisco Bay Area Rapid Transit District or the Southern California Rapid Transit District without the express written consent of the governing board of those respective entities.</p> <p>This bill would repeal those provisions. Last Amended on 3/27/2012</p>	
<p>AB 2298 Ma D</p> <p>Junk dealers and recyclers.</p>	<p>ASSEMBLY B.,P. & C.P. 3/29/2012 - From committee chair, with author's amendments: Amend, and re-refer to Com. on B., P. & C.P. Read second time and amended.</p>	<p>Existing law requires junk dealers and recyclers, as defined, to keep written records of all sales and purchases made in the course of their business. Existing law requires a junk dealer or recycler to allow for periodic inspection by specified persons, including persons authorized by the county sheriff or the head of a city police department, of any premises maintained for purposes of determining compliance with the recordkeeping requirements, and, upon inspection, requires the junk dealer or recycler to produce sales and purchase records.</p> <p>This bill would, in addition, authorize persons appointed by the head of a county agricultural commission to carry out the periodic inspection of the premises of junk dealers and recyclers. Last Amended on 3/29/2012</p>	
<p>AB 2360 Solorio D</p> <p>Public contracts: public works: leasebacks.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers' compensation for public works projects. Existing law requires prevailing wages to be paid for construction work done under private contract when specified conditions exist.</p> <p>This bill would make a technical, non-substantive change to those provisions.</p>	

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State Legislative Matrix 4/3/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 2375</u> <u>Knight R</u></p> <p>Vehicles: public transit buses: illuminated signs.</p>	<p>ASSEMBLY TRANS. 3/15/2012 - Referred to Com. on TRANS.</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2018, a pilot program that would allow up to 25 buses operated by the Antelope Valley Transit Authority's publicly owned transit system for the first 2 years of the pilot program, and up to 30 buses thereafter, to be equipped with illuminated signs that display advertising subject to certain conditions, including a display area of not greater than 4,464 square inches. The bill would require the authority to submit a specified report to the Legislature and the Department of the California Highway Patrol by July 1, 2017, on the incidence of adverse impacts, if any. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 2382</u> <u>Gordon D</u></p> <p>Department of Transportation: Innovation District Demonstration Project.</p>	<p>ASSEMBLY TRANS. 3/15/2012 - Referred to Com. on TRANS.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara.</p> <p>This bill would, by July 1, 2014, require the department, working in partnership with the Santa Clara Valley Transportation Authority, to establish the Innovation District Demonstration Project, designed to provide a new and innovative business model delivering transportation projects and services in the County of Santa Clara in a more responsive, cost-effective, and efficient manner and to serve as a mechanism for trying out new approaches for project delivery, local assistance, and transportation operations through streamlined processes, improved management techniques, and advanced technologies, with the goal of expediting project delivery and increasing the efficiency of the department. The bill would require the department and the authority to evaluate the effectiveness of the demonstration project and to report to the Legislature by January 1, 2018, on specified matters. By requiring the authority to participate in this demonstration project, the bill would impose a state-mandated local program.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2404 Fuentes D</p> <p>California Global Warming Solutions Act of 2006: Local Emission Reduction Fund.</p>	<p>ASSEMBLY NAT. RES. 3/22/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions and authorizes the state board to use market-based compliance mechanisms to achieve these ends. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee to be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act.</p> <p>This bill would create the Local Emission Reduction Fund and would require specified moneys collected under the market-based compliance mechanisms be deposited in that fund. The bill would provide that the moneys in that fund be available, upon appropriation by the Legislature, for award to specified local governmental entities for specified purposes by the state board. The bill would require the state board, in coordination with other state agencies, as appropriate, to develop standards and guidelines to ensure the funded projects maximize the funds appropriated, provide environmental and economic benefits, and do not conflict with the act.</p>	
<p>AB 2405 Blumenfield D</p> <p>Vehicles: high-occupancy toll lanes.</p>	<p>ASSEMBLY TRANS. 3/15/2012 - Referred to Com. on TRANS.</p>	<p>Existing law provides that a vehicle that meets California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard is not exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls, as specified.</p> <p>This bill would instead exempt a vehicle that meets California's enhanced AT PZEV standard from toll charges imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law, and would make non-substantive changes to the provisions.</p>	
<p>AB 2412 Swanson D</p> <p>Air Quality Improvement Program.</p>	<p>ASSEMBLY TRANS. 3/29/2012 - From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.</p>	<p>Existing law establishes the Air Quality Improvement Program, administered by the State Air Resources Board, to fund, upon appropriation by the Legislature, air quality improvement projects related to fuel and vehicle technologies. Existing law, beginning January 1, 2011, requires the state board to submit to the Legislature a biennial report to evaluate the implementation of the program, as specified.</p> <p>This bill would instead require the state board to submit to the appropriate committees of the Legislature an annual report to evaluate the implementation of the program, as specified.</p> <p>Last Amended on 3/29/2012</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2498 Gordon D</p> <p>Department of Transportation: Construction Manager/General Contractor project method.</p>	<p>ASSEMBLY TRANS. 3/15/2012 - Referred to Com. on TRANS.</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.</p>	
<p>AB 2581 Conway R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane. The Department of Motor Vehicles is required to make available for issuance distinctive decals, labels, and other identifiers that clearly distinguish those vehicles.</p> <p>This bill would make technical non-substantive changes to those provisions.</p>	
<p>AB 2669 Committee on Natural Resources</p> <p>Environmental quality: California Environmental Quality Act.</p>	<p>ASSEMBLY NAT. RES. 3/22/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would repeal obsolete and duplicative provisions from CEQA.</p>	
<p>AB 2679 Committee on Transportation</p> <p>Transportation: omnibus bill.</p>	<p>ASSEMBLY TRANS. 3/28/2012 - Re-referred to Com. on TRANS.</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. Last Amended on 3/27/2012</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ACA 23 Perea D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	
<p>SB 46 Correa D</p> <p>Public officials: compensation disclosure.</p>	<p>ASSEMBLY DESK 8/22/2011 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection.</p> <p>This bill would, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. Last Amended on 6/2/2011</p>	
<p>SB 52 Steinberg D</p> <p>Environmental quality: jobs and economic improvement.</p>	<p>ASSEMBLY DESK 2/1/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require instead that a project result in a minimum investment of \$100,000,000 spent on planning, design, and construction of the project. The bill, in order to maximize public health, environmental, and employment benefits, would require a lead agency to place the highest priority on feasible measures that will reduce greenhouse gas emissions on the project site and in the neighboring communities of the project site. Last Amended on 1/31/2012</p>	
<p>SB 95 Committee on Budget and Fiscal Review</p> <p>State cash</p>	<p>SENATE CHAPTERED 2/3/2012 - Chaptered by the Secretary of State, Chapter Number 1,</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. Last Amended on 1/30/2012</p>	

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Bill ID/Topic	Location	Summary	Position
resources.	Statutes of 2012		
<u>SB 749</u> <u>Steinberg D</u> California Transportation Commission: guidelines.	ASSEMBLY DESK 1/23/2012 - In Assembly. Read first time. Held at Desk.	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. Last Amended on 1/4/2012</p>	
<u>SB 783</u> <u>Dutton R</u> Special access: liability.	SENATE 9/10/2011 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).	<p>Under existing law, a person, firm, or corporation that interferes with the access rights of a disabled individual is liable for the actual damages of each offense and any amount determined by a judge or jury of up to 3 times the amount of the actual damages, but in no case less than \$1,000. Existing law requires the State Architect to develop and submit for approval and adoption building standards for making buildings, structures, sidewalks, curbs, and related facilities accessible to, and usable by, persons with disabilities, as specified.</p> <p>This bill would establish notice requirements for an alleged aggrieved party to follow before bringing an action against a business for an alleged violation of the above-described provisions. The bill would require that party to provide specified notice to the owner of the property, agent, or other responsible party where the alleged violation occurred. The bill would require that owner, agent, or other responsible party to respond within 30 days with a description of the improvements to be made or with a rebuttal to the allegations, as specified. If that owner, agent, or other responsible party elects to fix the alleged violation, the bill would provide 120 days to do so. The bill would provide that its provisions do not apply to claims for recovery of special damages for an injury in fact, and would authorize the court to consider previous or pending actual damage awards received or prayed for by the alleged aggrieved party for the same or similar injury. The bill would further state the intent of the Legislature to institute certain educational programs related to special access laws. Last Amended on 6/6/2011</p>	
<u>SB 829</u> <u>Rubio D</u> Public contracts: public entities: project labor agreements.	ASSEMBLY THIRD READING 3/29/2012 - Read second time. Ordered to third reading.	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project, if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, then state funding or financial assistance may not be used to support that project, as specified.</p> <p>This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support</p>	

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Bill ID/Topic	Location	Summary	Position
		any construction projects awarded by the city, as specified. Last Amended on 3/14/2012	
<p><u>SB 878</u> <u>DeSaulnier D</u></p> <p>Regional planning: Bay Area.</p>	<p>ASSEMBLY DESK 1/26/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county Bay Area with comprehensive regional transportation planning and other related responsibilities, including development of a regional transportation plan with a sustainable communities strategy. Existing law requires a joint policy committee of the commission, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission to coordinate the development and drafting of major planning documents prepared by the 4 agencies.</p> <p>This bill would require the joint policy committee to submit a report to the Legislature by January 31, 2013, on, among other things, methods and strategies for developing and implementing a multiagency set of policies and guidelines relative to the Bay Area region's sustainable communities strategy, including recommendations on organizational reforms for the regional agencies. The bill would require preparation of a work plan for a regional economic development strategy to be submitted to the Legislature on that date. The bill would also require the member agencies to report on public outreach efforts that they individually or jointly perform. The bill would require public meetings in each of the region's 9 counties and creation of advisory committees, as specified. By imposing new duties on local agencies, the bill would impose a state-mandated local program. Last Amended on 6/9/2011</p>	
<p><u>SB 984</u> <u>Simitian D</u></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>SENATE APPR. 3/20/2012 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0. Page 2968.) (March 19). Re- referred to Com. on APPR.</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, 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. Last Amended on 3/12/2012</p>	

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State Legislative Matrix 4/3/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 985 La Malfa R</p> <p>Transportation bonds.</p>	<p>SENATE T. & H. 3/13/2012 - Set for hearing April 10.</p>	<p>Article XVI of the California Constitution requires a general obligation bond act to specify the single object or work to be funded by the bonds, and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and by a majority of the voters. Article XVI authorizes the Legislature, at any time after the approval of a general obligation bond act by the voters, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail and related rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. The bill would amend the bond act to authorize redirection of the net proceeds received from outstanding bonds issued and sold prior to the effective date of this act, upon appropriation by the Legislature, from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds.</p>	
<p>SB 997 Strickland R</p> <p>Environmental quality: environmental leadership development project.</p>	<p>SENATE RLS. 2/16/2012 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make technical, non-substantive changes to that provision.</p>	

**San Mateo County Transit District
State Legislative Matrix 4/3/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1076</u> <u>Emmerson R</u></p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation.</p>	<p>SENATE E.Q. 3/28/2012 - Set for hearing April 16.</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 tires if those tires are determined to be unsafe, as defined . The bill, until January 1, 2018, would require the state board to adopt regulations on tire age and safety if the National Highway Traffic Safety Administration adopts regulations establishing a correlation between tire age and safety. Last Amended on 3/19/2012</p>	
<p><u>SB 1102</u> <u>DeSaulnier D</u></p> <p>State transportation improvement program.</p>	<p>SENATE APPR. 3/28/2012 - From committee: Do pass and re-refer to Com. on T. & H. (Ayes 7. Noes 0.) (March 27). Re-referred to Com. on APPR.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work.</p> <p>This bill would require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transit District
State Legislative Matrix 4/3/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1117</u> <u>DeSaulnier D</u></p> <p>Statewide passenger rail transportation plan.</p>	<p>SENATE T. & H. 3/29/2012 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</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. 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. 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 prepare a statewide passenger rail transportation plan relative to conventional and high-speed intercity passenger rail, commuter rail, and urban rail transit containing various elements. The bill would require the commission to adopt the plan by September 2014, and update the plan every 4 years thereafter. The bill would require the plan to contain goals for integrated passenger rail services and facilities, and to adopt policies and guidelines to be used by the department, the authority, and regional transportation agencies in the development of their plans, and would prohibit those agencies from taking inconsistent actions. The bill would require regional transportation planning agencies to submit their plans for commuter rail and urban rail transit to the commission by December 31, 2013. This bill contains other related provisions. Last Amended on 3/29/2012</p>	
<p><u>SB 1149</u> <u>DeSaulnier D</u></p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE T. & H. 3/1/2012 - Referred to Com. on T. & H.</p>	<p>Existing law creates the Metropolitan Transportation Commission, a local transportation planning agency.</p> <p>This bill would delete these obsolete provisions. This bill contains other existing laws.</p>	

**San Mateo County Transit District
State Legislative Matrix 4/3/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1189</u> <u>Hancock</u> D</p> <p>The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.</p>	<p>SENATE T. & H. 3/29/2012 - Re-referred to Com. on T. & H.</p>	<p>Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed train capital projects and other associated purposes. Existing law makes \$950 million of the proceeds of those bonds available for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system, as specified, or that provide capacity enhancements and safety improvements. Existing law requires the California Transportation Commission to allocate those funds to eligible recipients, as defined, and to develop guidelines to implement those provisions.</p> <p>This bill would appropriate \$523,400,000 from the High-Speed Passenger Train Bond Fund to the Department of Transportation for allocation by the California Transportation Commission as provided for in specified guidelines adopted by the commission.</p> <p>Last Amended on 3/26/2012</p>	
<p><u>SB 1214</u> <u>Cannella</u> R</p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>SENATE E.Q. 3/28/2012 - Set for hearing April 16.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require a judicial proceeding challenging a project, except for a high-speed rail project, located in a distressed county, as defined, to be filed with the Court of Appeal with geographic jurisdiction over the project. This bill contains other existing laws.</p>	
<p><u>SB 1221</u> <u>Lieu</u> D</p> <p>Mammals: use of dogs to pursue bears and bobcats.</p>	<p>SENATE N.R. & W. 3/29/2012 - Re-referred to Com. on N.R. & W.</p>	<p>Existing law prohibits a person from permitting a dog to pursue any big game mammal, as defined, during the closed season, or any fully protected, rare, or endangered mammal at any time. Employees of the Department of Fish and Game are authorized to capture any dog not under the reasonable control of its owner or handler, that is in violation of that provision, or that is inflicting, or immediately threatening to inflict, injury in violation of this provision. Under existing law, certain violations of the Fish and Game Code are misdemeanors. Existing law prohibits a person from using dogs to hunt, pursue, or molest bears, except under certain conditions.</p> <p>This bill would prohibit a person from permitting a dog to pursue a bear or bobcat at any time. This bill would exempt from that prohibition the use of dogs by federal, state, or local law enforcement officers, or their agents or employees, when carrying out official duties as required by law. Last Amended on 3/26/2012</p>	

**San Mateo County Transit District
State Legislative Matrix 4/3/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1225</u> <u>Padilla D</u></p> <p>Intercity rail agreements.</p>	<p>SENATE T. & H. 3/23/2012 - Set for hearing April 17.</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.</p> <p>This bill, until December 31, 2013, would authorize the department and a joint powers board established for the purpose of assuming responsibility for the Pacific Surfliner intercity rail corridor to enter into an agreement under similar terms and conditions.</p>	
<p><u>SB 1257</u> <u>Hernandez D</u></p> <p>Taxation: utility user tax: public transit vehicles.</p>	<p>SENATE G. & F. 3/22/2012 - Set for hearing April 25.</p>	<p>Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, electricity, in the unincorporated area of the county.</p> <p>This bill would provide that no utility user tax shall be imposed under these provisions upon electricity consumed from an in-route fast charger, within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus.</p>	
<p><u>SB 1269</u> <u>Fuller R</u></p> <p>Income taxes: credit: highway maintenance and enhancement.</p>	<p>SENATE G. & F. 3/28/2012 - Set for hearing May 9.</p>	<p>Existing law authorizes the Department of Transportation to enter into an agreement to accept funds, materials, equipment, or services from any person for maintenance or roadside enhancement of a section of a state highway.</p> <p>This bill would authorize a credit against those taxes for each taxable year beginning on or after January 1, 2013, and before January 1, 2017, in an amount equal to 50% of the value of materials, equipment, or, in the case of individuals, services donated, as defined, by the taxpayer during the taxable year for maintenance or roadside enhancement of a section of a state highway pursuant to existing provisions of the Streets and Highways Code. This bill contains other related provisions and other existing laws.</p>	
<p><u>SB 1339</u> <u>Yee D</u></p> <p>Commute benefit policies.</p>	<p>SENATE T. & H. 3/13/2012 - Set for hearing April 10.</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 commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.</p>	

**San Mateo County Transit District
State Legislative Matrix 4/3/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1417</u> <u>Hancock</u> D</p> <p>Local government.</p>	<p>SENATE RLS. 3/22/2012 - Referred to Com. on RLS.</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district.</p> <p>This bill would make technical, non-substantive changes to these provisions.</p>	
<p><u>SB 1499</u> <u>Anderson</u> R</p> <p>California Transportation Commission: review of expenditures.</p>	<p>SENATE T. & H. 3/22/2012 - Referred to Com. on T. & H.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work.</p> <p>This bill would require the commission to allocate funds for construction support costs for a project in the state transportation improvement program at the time of allocation of funds for construction capital costs. The bill would require a supplemental project allocation request to be made for all state transportation improvement program projects that experience construction support costs equal to or more than 120% of the amount originally allocated. The bill would also require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction support costs at project close for each state transportation improvement program project completed during the previous fiscal year.</p>	
<p><u>SB 1512</u> <u>Cannella</u> R</p> <p>Environmental quality: California Environmental Quality Act: litigation.</p>	<p>SENATE RLS. 3/22/2012 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make technical, non-substantive changes to that provision. This bill contains other existing laws.</p>	

**San Mateo County Transit District
State Legislative Matrix 4/3/2012**

Bill ID/Topic	Location	Summary	Position
<p>SB 1533 Padilla D</p> <p>Electricity: energy crisis litigation.</p>	<p>SENATE RLS. 3/27/2012 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.</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 delete the repeal of the above-described requirements. Last Amended on 3/27/2012</p>	
<p>SB 1545 DeSaulnier D</p> <p>Bay Area toll bridges.</p>	<p>SENATE APPR. 3/28/2012 - From committee: Do pass and re-refer to Com. on T. & H. (Ayes 8. Noes 0.) (March 27). Re-referred to Com. on APPR.</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.</p> <p>This bill would prohibit public money from being used on the development or improvement of an office building at 390 Main Street, San Francisco, until after the State Auditor has completed a specified audit relating to the move of the headquarters of the Metropolitan Transportation Commission. Upon completion of the audit, the bill would require the issues raised in the audit to be addressed and a report in that regard to be submitted to the Legislature prior to future expenditure of public money on the headquarters project. These provisions would apply to the Bay Area Toll Authority, the Metropolitan Transportation Commission, and the Bay Area Headquarters Authority. The bill would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transit District
State Legislative Matrix 4/3/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1549</u> <u>Vargas D</u></p> <p>Transportation projects: construction Manager/General Contractor project method.</p>	<p>SENATE T. & H. 3/29/2012 - Hearing postponed by committee. (Refers to 3/29/2012 hearing)</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for projects, as specified, and for local agencies for public works contracts, as specified.</p> <p>This bill would, upon authorization by the California Transportation Commission, allow a consolidated San Diego regional transportation entity, as specified, or the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for up to 20 total projects for either local street or road, bridge, tunnel, or public transit projects within the jurisdiction of the local transportation entity or state highway, bridge, or tunnel projects by the Department of Transportation. The bill would require a transportation entity, as defined, to pay fees related to prevailing wage monitoring and enforcement into the State Public Works Enforcement Fund, a continuously appropriated fund, except as specified, and, thus, would make an appropriation. The bill would also require a progress report to be submitted by the transportation agency to the commission every year following the award of a contract under these provisions, and would require the commission to submit an annual report to the Legislature that includes the information in the report submitted by the transportation agency, as specified. This bill would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable.</p>	
<p><u>SB 1566</u> <u>Negrete</u> <u>McLeod D</u></p> <p>Vehicle license fees: allocation.</p>	<p>SENATE G. & F. 3/28/2012 - Set for hearing April 18.</p>	<p>Existing law requires that a specified amount of motor vehicle license fees deposited to the credit of the Motor Vehicle License Fee Account in the Transportation Tax Fund be allocated by the Controller, as specified, to the Local Law Enforcement Services Account in the Local Revenue Fund 2011, for allocation to cities, counties, and cities and counties.</p> <p>This bill would instead require, on and after July 1, 2012, that those revenues be distributed first to each city that was incorporated from an unincorporated territory after August 5, 2004, in an amount determined pursuant to a specified formula and second to each city that was incorporated before August 5, 2004, in an amount determined pursuant to a specified formula. By authorizing within the Motor Vehicle License Fee Account in the Transportation Tax Fund, a continuously appropriated fund, to be used for a new purpose, the bill would make an appropriation. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transit District
State Legislative Matrix 4/3/2012**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 1572</u> <u>Pavley D</u></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>SENATE E.Q. 3/28/2012 - Set for hearing April 16.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act.</p> <p>This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the California Global Warming Solutions Act of 2006. The bill would declare the intent of the Legislature to enact legislation that would establish criteria for the development and implementation of an expenditure plan, as specified, for moneys appropriated from the Greenhouse Gas Reduction Account.</p>	
<p><u>SCA 7</u> <u>Yee D</u></p> <p>Public bodies: meetings.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/25/2011 - Set, second hearing. Held in committee and under submission.</p>	<p>The California Constitution requires meetings of public bodies to be open to public scrutiny.</p> <p>This measure would also include in the California Constitution the requirement that each public body provide public notice of its meetings and disclose any action taken. Last Amended on 4/13/2011</p>	



BOARD OF DIRECTORS 2012

JERRY DEAL, CHAIR
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GENERAL MANAGER/CEO

A G E N D A

PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, APRIL 11, 2012– 3:00 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of March 14, 2012

INFORMATIONAL

2. Accessing the Golden Gate National Recreation Area by Transit

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
MARCH 14, 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. Cassman, A. Chan, C. Goodrich, G. Harrington, C. Harvey, R. Haskin, A. Hughes, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Committee Chair Art Lloyd called the meeting to order at 2:42 p.m.

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

Chair Jerry Deal would like his comment on the first page of the minutes removed as he doesn't know what he meant to say.

The Committee approved the revised minutes (Tissier/Gee).

Update on SamTrans Service Plan (SSP)

Executive Officer Planning and Development Aidan Hughes said the last time the Board had an update on the SSP was September 2011 and since then staff has been meeting with the Advisory Committee.

He reported:

- Public outreach was held in late fall/winter 2011.
- Features of the Draft Plan include:
 - Improve services along El Camino Real.
 - Enhance bus network in core markets.
 - Streamline services.
 - Modify or discontinue some services.
 - Modify San Francisco services.
 - Opportunity for alternative service options.
 - Ongoing monitoring.
- Staff is testing the Draft Plan against the Guiding Principles: Service, customer focus, service markets, financial stability and coordinated planning.
 - Does the Draft Plan satisfy the Guiding Principles?
 - Does it provide a sustainable platform for growth?
 - Can it be delivered within current resources and current financial context?

- The platform for growth provides a pathway for future investment and achieving a broader vision of increased ridership and revenue.
- Due to the District's financial constraints and challenges, project considerations will have to balance investing in service against the cost of meeting regulatory obligations and commitment to the broader transit needs of the community.
- Options for the plan include proposals that call for cost increases, are cost neutral and or that contain cost savings.
- Staff's proposed approach is to take the cost-neutral approach as a first step. It meets the spirit of the Guiding Principles, provides a platform for growth and delivers within current resources. The contingency plan is a parallel exercise to plan for an uncertain outcome.
- If this approach is adopted, staff can create a more efficient system while still providing opportunities for investment. It provides a platform for growth towards a long-term sustainable future and recognizes the reality of the structural deficit and positions the District to be more nimble in responding to changing circumstances.
- Staff will do extensive outreach before a public hearing is held.

Director Jeff Gee asked if the SSP is it still on schedule. Mr. Hughes said the schedule is being delayed a month or two as a result of the financial tensions.

Director Gee said he wants to make sure staff takes enough time to do this right. General Manager/CEO Michael Scanlon said at the end there will be a contingency plan to deal with the potential reality that there may be a need to make major reductions in service.

Public Comment

Jerry Grace, San Lorenzo said AC Transit tried to do a Bus Rapid Transit (BRT). Mr. Scanlon said the BRT could be merely to skip some stops or a bus only right-of-way. Staff may introduce it and layer on the El Camino Real service.

Update on Countywide Transportation Plan for Low-Income Populations Update on San Bruno/South San Francisco Community Based Transportation Plan

Manager of Strategic Development Corrine Goodrich said both these planning efforts involved a great deal of participation by cities, agencies and non-profits.

Project Manager Jean Higaki from City/County Association of Governments (C/CAG) said both of these plans are outreach intensive and serve as a tool to assess the transportation needs of low-income communities. The hope is that some of these strategies can be implemented through the Metropolitan Transportation Commission (MTC) Lifeline Program. San Bruno/South San Francisco Community Based Transportation Plan is a planning effort that was delegated to C/CAG from the MTC through its Community Based Transportation Planning Program. In accordance with the guidelines, C/CAG is presenting the Plan to SamTrans for incorporation into the Short-Range Transit Plan or other service plans as appropriate.

Ms. Goodrich reported:

- The San Bruno/South San Francisco Plan covers an area of about 5.4 square miles and 27,600 people. At the request of San Bruno the area was extended south to San Juan Avenue to include a larger portion of downtown San Bruno.
- The focus of both of these Plans is to increase the number of transportation options, accessibility and affordability of transportation with the goal of influencing future planning and funding decisions.
- The Countywide Plan has broader strategies.
- For both of the Plans there were Project Oversight, Stakeholder and Internal Advisory committees.
- The community outreach took place last spring and summer.
 - Surveys were distributed to all households in the service area in both English and Spanish
 - Transportation solutions workshops were held. There were 50 participants at the San Bruno and South San Francisco workshops and 84 participants at the four workshops held in Redwood City, San Mateo, Daly City and Half Moon Bay.
- Ranked the highest areas of need heard were information, cost of transportation, improvements to SamTrans service and pedestrian amenities.
- Issues raised included:
 - Improvements to transit stops.
 - Increased public understanding of how to use transit.
 - Free or discounted fares for low-income transit users.
 - Improved SamTrans connections and service.
 - Improved pedestrian safety and amenities.
 - Improved bicycle safety and amenities.
 - Free/discounted bicycles to low-income persons.
- A San Bruno/South San Francisco Plan issue was improved access to the South San Francisco Caltrain Station.
- A Countywide Plan issue was expanding existing programs and creating new programs to support mobility.

Director Karyl Matsumoto asked if there is grant money for insurance for the volunteer drivers. Ms. Goodrich said public agencies don't do these types of programs because of the liability issues.

Public Comment

Jerry Grace, San Lorenzo, congratulated staff on the presentation but there was no information in the presentation on Clipper.

Director Matsumoto thanked staff for having bilingual translators at the Clipper outreach in South San Francisco.

Director Adrienne Tissier asked why San Bruno and South San Francisco were picked and are there any other cities being looked at. Ms. Goodrich said there were four areas that MTC identified for these plans. Staff already looked at East Palo Alto, North Central San Mateo and Bayshore.

Director Tissier asked if the four areas are going to be taken and overlaid with the Senior Mobility Action Plan or any other blending of the plans. Ms. Goodrich said yes.

Director Tissier congratulated Ms. Goodrich and her staff for all the work they have done.

Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2012

Director of Budgets and Grants April Chan said this is an informational item only reporting on active capital projects.

Adjourned: 3:22 p.m.



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, APRIL 11, 2012 – 3:00 p.m.
or immediately following Committee meetings

- 1. CALL TO ORDER/ROLL CALL**
- 2. CONSENT CALENDAR**
MOTION
 - a. Approval of Minutes of Board of Directors Meeting of March 14, 2012
 - b. Acceptance of Statement of Revenues and Expenses for February 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*)
MOTION
 - a. Appointment of Citizen Advisory Committee Members
 - i) Kristopher Adler, Representing Community Riders
 - ii) Kathy Gilbert, Representing Community Riders
 - iii) Margaret Pye, Representing Community Riders
 - iv) Sondra Price, Representing Multimodal Riders

SUBJECTS DISCUSSED

- b. Accessibility Update
- c. Paratransit Coordinating Council (PCC) Update
- d. Citizens Advisory Committee Liaison Report
- e. Mobility Management – Fixed-route Bus Service
- f. Multimodal Ridership Report – February 2012

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

7. FINANCE COMMITTEE

RESOLUTIONS

- a. Authorize the Filing of Applications for State Proposition 1B Transit Security Grant Program Funds
- b. Authorize Acceptance of Proposition 1B Public Transportation Modernization Improvement and Service Enhancement Account Funds in a Total Amount of \$2,272,697
- c. Authorize Reaffirmation of the Investment Policies and Annual Reauthorization to Invest Monies with the Local Agency Investment Fund
- d. Authorize Approval of Resolution of Intention to Approve an Amendment to the District's California Public Employees' Retirement System Contract to Provide Two Percent at 60 Modified Formula to Future Employees
- e. Authorize Award of Contract to T & J Lewis, Inc. dba Classic Graphics for Autobody Repair and Repainting Services for a Total Estimated Cost of \$1,274,310 for a Five-year Term
- f. Authorize Award of Contract to Transit Resource Center to Provide Contracted Urban Bus Inspection Services for an Estimated Amount of \$91,350 for a Three-year Base Term

INFORMATIONAL

- g. Assessment of the Fiscal Year 2012 Fuel Hedging Program

8. LEGISLATIVE COMMITTEE

SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

9. PLANNING, DEVELOPMENT & SUSTAINABILITY

SUBJECTS DISCUSSED

- a. Accessing the Golden Gate National Recreation Area by Transit

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 – May 9, 2012 at 2 p.m, San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

14. ADJOURNMENT

INFORMATION TO THE PUBLIC

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans Website at www.samtrans.com.

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

Draft

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

**MINUTES OF BOARD OF DIRECTORS MEETING
MARCH 14, 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. Cassman, G. Harrington, C. Harvey, R. Haskin, A. Hughes, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Chair Jerry Deal called the meeting to order at 3:22 p.m.

CONSENT CALENDAR

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

- a. Approval of Minutes of Board of Directors Meeting of February 8, 2012
- b. Acceptance of Statement of Revenues and Expenses for January 2012

PUBLIC COMMENT

Jerry Grace, San Lorenzo, said his birthday is on March 19 and he will be 46 years old.

REPORT OF THE CHAIR

Chair Deal said he attended the American Public Transportation Association (APTA) Legislative Conference in Washington, D.C. Manager of Government Affairs Seamus Murphy, District Secretary Martha Martinez and he met with staff from the offices of U.S. Senators Barbara Boxer and Dianne Feinstein and Congresswomen Anna Eshoo and Jackie Speier.

REPORT OF THE GENERAL MANAGER/CEO

General Manager/CEO Michael Scanlon reported:

- Thanked Chair Deal and Ms. Martinez for travelling to Washington, D.C. and advocating for investment in public transit.
- APTA was recognized as one of the top 15 brands in the beltway by the *National Journal*.

Maintenance and Operator Employees of the Year Awards

Mr. Scanlon recognized Operator of the Year Victor Ferguson. Mr. Ferguson drives Route 391. Chair Deal and Vice Chair Carole Groom presented Mr. Ferguson with his award.

Mr. Ferguson thanked everyone in operations, maintenance, and training.

Mr. Scanlon recognized Maintenance Employee of the Year Seth Thomas. Chair Deal and Vice Chair Groom presented Mr. Thomas with his award.

Mr. Thomas thanked the Board and all the employees he works with. He is happy to be a SamTrans employee and works hard at his job. He looks forward to being a long-term employee and retiring from SamTrans.

Annual Operations and Maintenance Base Safety Awards

Mr. Scanlon said collectively last year the operators drove more than six million miles and almost 96,000 between preventable accidents. The maintenance team collectively worked over 186,000 hours with only two loss time injuries. The staff in bus transportation and maintenance was commended for their efforts.

The operations team at South Base averaged over 98,000 miles between preventable accidents and was awarded the annual Operations Safety Award. Superintendent Bus Transportation Ed Proctor said on behalf of the operators at South Base he thanked the Board for this award.

Mr. Scanlon said South Base Maintenance worked 64,000 hours last year with a zero loss time injuries. North Base worked 122,000 hours last year and had only two loss time injuries.

South Base Assistant Superintendent Bus Maintenance Al Camilleri accepted the annual Maintenance Safety Award. Mr. Camilleri thanked the Board, Mr. Scanlon and the Executive Team for their commitment and support.

Mr. Scanlon continued:

- The Metropolitan Transportation Commission (MTC) recently completed a triennial audit and no exceptions were found. They did recommend a systematic approach to a continuous improvement in the area of preventable accident reduction.
- On Valentine's Day Redi-Wheels staff provided service to 29 residents, including 22 in wheelchairs, from the Burlingame long-term care facility who wanted to attend a public hearing regarding the closing of the facility.
- In February fixed-routes averaged 24,706 miles between service calls and Redi-Wheels averaged 36,205 miles between service calls. This is well above the 20,000 mile goal. Year-to-date fixed-route service is averaging 26,833 miles between service calls and Redi-Wheels is averaging 23,737 miles.
- Staff is working on improving weekend service on El Camino Real in the August runbook.
- There is meeting on March 15 on the Transit Sustainability Project. The largest seven transit properties in the Bay Area have recently collaborated on a letter back to MTC commenting on its proposal to make transit in the Bay Area much more sustainable.
- There was an important meeting on High Speed Rail (HSR) in Mountain View on March 13. It was a very heavily attended with meaningful dialogue between the senators and HSR Chair Dan Richard and Board member Jim Hartnett. There was considerable public participation. It does seem the conversation is changing from the initial HSR four-track elevated system to what is now under consideration, a blended system that the Caltrain Board is supportive of and advanced by Congresswoman Eshoo, Senator Joe Simitian and Assemblyman Rich Gordon.

Director Jeff Gee left at 3:48 p.m.

- Assemblyman Jerry Hill held a press conference on March 13 in support of electrification and the blended system.
- The reading file includes the latest issue of *SamTimes*.

COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Citizens Advisory Committee Liaison Report
- c. Mobility Management Report – Shuttles
- d. Multimodal Ridership Report – January 2012

FINANCE COMMITTEE

RESOLUTIONS

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

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

LEGISLATIVE COMMITTEE

SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE

SUBJECTS DISCUSSED

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

WRITTEN COMMUNICATIONS

In reading file

BOARD MEMBER REQUESTS

Director Rose Guilbault asked with the new model for Caltrain and HSR, would it effectively solve Caltrain's financial issues. Mr. Scanlon said no, but it would probably cut it in half.

Director Zoe Kersteen-Tucker said she would like to request the National Parks Service make a presentation on the many trails and resources on the coastside and the possible transit connections to them at an upcoming meeting.

GENERAL COUNSEL PROPOSAL

No Report

DATE AND TIME OF NEXT MEETING – April 11, 2012 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

The meeting adjourned at 3:56 p.m.