



BOARD OF DIRECTORS 2011

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GENERAL MANAGER/CEO

A G E N D A

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

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

WEDNESDAY, MARCH 9, 2011 – 2:00 p.m.

1. Pledge of Allegiance

ACTION

2. Approval of Minutes of Community Relations Committee Meeting of February 9, 2011

INFORMATIONAL

3. Accessibility Update – Tina DuBost
4. Paratransit Coordinating Council (PCC) Update – Nancy Keegan
5. Citizens Advisory Committee Liaison Report – Peter Ratto
6. Performance Report – Caltrain
7. Multimodal Ridership Report – January 2011

Committee Members: Rose Guilbault, Carole Groom, Shirley Harris

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING
COMMITTEE OF THE WHOLE
FEBRUARY 9, 2011**

Committee Members Present: S. Harris (Committee Chair), O. Ahmad, J. Deal

Other Board Members Present, Constituting Committee of the Whole: C. Groom, R. Guilbault, Z. Kersteen-Tucker, A. Lloyd, K. Matsumoto, A. Tissier

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

Swearing in of Officers

Directors Jerry Deal (Central), Carole Groom (Board of Supervisors) and Karyl Matsumoto (Northern) were sworn in.

Committee Chair Shirley Harris called the meeting to order at 2:05 p.m.

**Approval of Minutes of Community Relations Committee (CRC) Meeting of
January 12, 2011**

The committee approved the minutes (Ahmad/Lloyd).

Accessibility Update

Accessibility Coordinator Tina DuBost said Accessibility Manager Bill Welch attended the Paratransit Technical Advisory Committee to the Metropolitan Transportation Commission's Transit Sustainability Project. Staff is looking at this as an opportunity to learn more about best practices from other transit agencies and to share ways to improve service efficiencies. Ms. DuBost said staff is using 5310 funding to purchase two new vehicles that will replace two Redi-Wheels sedans. This purchase will improve productivity and save money.

Ms. DuBost showed a video that the marketing department produced for the American Public Transportation Association "Telling Our Story" campaign that showcases the importance of Redi-Wheels in the lives of SamTrans customers.

Paratransit Coordinating Council (PCC) Update

PCC Chair Nancy Keegan said the PCC has been working collaboratively with staff on the Interactive Voice Response System. Ms. Keegan said the PCC is pleased to learn that SamTrans will be submitting a 5310 grant application for Redi-Wheels vehicles. She said San Mateo County PCC member, May Nichols, was selected as an inductee for the San Mateo County Hall of Fame.

Citizens Advisory Committee (CAC) Liaison Report

CAC Chair Peter Ratto reported on the February meeting:

- New member recruitment began this past Monday for eight vacancies.
- A presentation was given on Greenhouse Gas Emissions Inventory.
- This is going to be a very busy year for the CAC with staff presentations scheduled through July.

Director Harris reiterated the CAC is recruiting for four bus riders, three community riders and one multimodal rider. The recruitment closes on March 4 and applications are on the website.

Performance Report – Paratransit/Senior Mobility Initiatives

Director of Bus Transportation Chester Patton provided the following information:

- Average weekday ridership trended down in December and this is attributable to the wet weather.
- Trip denials remain at zero.
- On-time performance remains above 90 percent goal.
- Service complaints are one-half per 1,000 trips.
- Average telephone hold time is one minute.
- No-shows and late cancels average 1.5 percent.
- Redi-Coast average weekday ridership was 80 trips per day in December.
- Redi-Coast on-time performance is 100 percent.
- There are currently 6,600 registrants, down from last year's all-time high of 7,200.
- The average trip cost is \$40.20.
- Efficiency measures include:
 - Installation of the IVR system.
 - The Trapeze scheduling software fine-tunes schedules as conditions change.
 - Two sedans will be replaced with two new buses. This is an upgrade and not an expansion.
 - The result of these efficiencies is more passengers per hour.
- Components of the Senior Mobility Program include:
 - Mobility Ambassadors
 - Peninsula fleet share
 - Volunteer drivers
 - Accessible information

Director Adrienne Tissier thanked Manager, Strategic Development Corinne Goodrich for her work on senior mobility and getting the volunteer driver program up and running.

Public Comment

Jerry Grace, San Lorenzo, asked when the fare increase was. Mr. Patton said July.

Multimodal Ridership Report – December 2010

- Bus ridership was 39,390, a decrease of 8.8 percent.
- Paratransit ridership was 939, a decrease of 7.3 percent.
- Caltrain ridership was 34,860, an increase of 6.9 percent.
- Caltrain shuttle ridership was 4,188, an increase of 1.6 percent.
- BART shuttle ridership was 1,879, an increase of 10.7 percent.
- Overall ridership was 81,246, a decrease of 1.8 percent.

Year-to-date

- Bus ridership was 43,860, a decrease of 8.4 percent.
- Paratransit ridership was 1,084, a decrease of 3 percent.
- Caltrain ridership was 39,880, an increase of 4.5 percent.
- Caltrain shuttle ridership was 4,509, a decrease of 15.8 percent.
- BART shuttle ridership was 1,982, an increase of 2.9 percent.
- Overall ridership was 91,315, a decrease of 3.3 percent.

Adjourned: 2:31 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **ACCESSIBILITY REPORT**

ACTION

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

SIGNIFICANCE

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

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

The minutes from the January 4 AL-Com and January 11 PCC meeting are attached. The minutes from the most recent SAAC meeting are not yet available.

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

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL
Advocate /Legislative (AL-Com) Committee Meeting
January 4, 2011**

MEETING MINUTES

ATTENDANCE

Members Present: Mike Levinson, AL-Com Chair; Dale Edwards, PCC Vice Chair; Bill Welch, SamTrans; Diane Griffith, Consumer; Stephanie Hill, Consumer; Dan Mensing, Consumer.

Guests: Elly Colwell, SamTrans; Tina Dubost, SamTrans; Maria Kozak, Consumer; Jim Rusconi, SamTrans; Enrique Henry Silvas, SamTrans; Lynn Spicer, MV Transportation; Rose Berta, PCC Staff.

(Total Attendance: 13)

WELCOME/INTRODUCTION

Mike welcomed everyone at the AL-Com meeting. Bill Welch introduced Jim Rusconi, new staff Customer Relations Specialist for SamTrans.

LEGISLATIVE UPDATE

There is presently no state budget or legislation to discuss.

LOCAL ADVOCACY ISSUES—OPEN DISCUSSION

Bill gave an update on the SFO signage and pickup location issues. Bill and Henry met with SFO personnel two weeks ago and brought the SamTrans paratransit 12"x18" sign that shows the Redi-Wheels and RediCoast names and logo. Bill wanted SFO personnel to see the actual identifier signs to be used. The request for better directional signage within the airport did not get a positive reception; consistency for all signs is required and not all signs have enough room for the paratransit text and symbols. Bill and Henry will pursue this request. Stephanie brought up the fact that paratransit riders are also from other counties.

The two pickup sites being considered are Courtyard G (north location near United Airlines), and Courtyard A (south location near Southwest Airlines). Bill and Henry said they are happy with the locations. The sites are convenient and include a waiting area with windows, seats, and are "customer friendly." Mike asked when to expect completion of the requests to take place, to which Bill replied "in two months". Bill said they are making good progress with SFO and will continue with the meetings.

COMPLAINT REVIEW COMMITTEE—OPEN DISCUSSION

There was a discussion on late pickup times and the process for informing consumers when to expect the vehicle. Concern was expressed that sometimes consumers are told that the vehicle will arrive in a few minutes and it actually does not arrive until an hour or so later. Lynn will ask the dispatchers to use the GPS to determine exact location of the vehicle. The GPS gives a two-

minute refresh update and will be more accurate than the system software; this should eliminate inaccurate time expectations for consumers.

Guest, Maria Kozak, asked for an update on the issue of weekend dispatchers not having access to telephone recordings which can be used to solve problems. Lynn said that the weekend dispatcher now has access to telephone recordings.

Stephanie and Maria spoke about experiencing longer hold times when making reservations. Lynn said that between 3:00 - 4:00 pm are the busiest times for reservationists and on-hold times can be longer. It was brought up that some callers hang up before they are connected to a reservationist and Tina will check on the numbers of “abandoned” calls. Mike discussed the Consumer Corps statistics for on-hold times. He explained that the report should reflect the same method used by SamTrans to determine on-hold times. Tina will check on the minimum number of seconds the system records for calls recorded as “0” or no-hold time with the Consumer Corps.

Consumers asked if there was a way that drivers could wear name badges on their reflector vests to see their numbers or name. Lynn said that the badges do not stay on the vests and that the drivers have their identification cards for riders to view. Maria Kozak complimented Redi-Wheels for providing excellent service and would like to personally thank drivers, reservationists, and dispatchers.

OTHER BUSINESS

Diane asked if there was an update on the ambassador/companion/escort program for Redi-Wheels riders who require assistance with their ride experience, as well as other consumers who would like to use Redi-Wheels services but would like guidance on the process of becoming a rider and services offered. The need for moral support for these consumers was emphasized by Diane. Bill suggested that the PCC and SamTrans can work together to come up with a plan or “pilot project”. Mike said he would contact the Executive Committee members to discuss the request. Diane volunteered to be an escort. Bill suggested a newsletter article on the project and asking for volunteers to contact PCC.

Maria commented that the *Rider’s Guide* is excellent and thanked SamTrans and the PCC for providing it to consumers. Mike mentioned that PCC members helped with the formation of the *Riders’ Guide* and it has proven to be a great resource for everyone.

Mike mentioned the scientific advances occurring from the manufacturing of electric vehicles to provide accident-prevention for visually and physically impaired individuals. There is pending legislation that requires car manufacturers to include a device/s that will stop or slow down a vehicle, and warn pedestrians of on-coming cars; curb detection and sound occurrence are examples of safeguards.

Everyone received the new PCC winter newsletter.

MEETING ADJOURNED: 2:30 PM

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL
January 11, 2011
MEETING MINUTES**

ATTENDANCE

Members Present: Dale Edwards, Vice Chair; Mike Levinson, AL-Com Chair; James Asche, OES; Myria Barnes-Jackson, DOR; Pat Dixon, COD; Maureen Dunn, Senior Focus; Aki Eejima, Consumer; Judy Garcia, Consumer; Diane Griffith & Joey, Consumer; Stephanie Hill, Consumer; Barbara Kalt, Rosener House; Dan Mensing, Consumer; May Nichols, COA; Sammi Riley, Consumer; Michal Settles, Coastsides; Marie Violet, Sequoia Hospital.

Absentees: Nancy Keegan, Chair; Craig McCulloh, Aging & Adult Services; Benjamin McMullan, CID; Joe Monsor, Caregiver; Bill Welch, SamTrans.

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

(Total Attendance: 25) Quorum--Yes

WELCOME/INTRODUCTION

In Nancy Keegan's absence, Vice Chair Dale Edwards welcomed all to the January PCC meeting. Tina introduced newly hired Jim Rusconi as the Customer Relations Specialist for SamTrans.

APPROVAL OF DECEMBER PCC MINUTES

Dale asked for a vote of approval for the December minutes. Tina, for Bill Welch, moved to accept the minutes and Dan seconded the motion. The minutes were unanimously approved with Maureen, Stephanie, May, Diane, and Myria abstaining.

COMMITTEE REPORTS

A. AL-COM REPORT

Mike shared that the discussions at the meeting on January 4 included:

- Riders' wait time for their pickups—some riders claim they are given incorrect wait time for their pickup ride. GPS software will be the best way to track the location of the vehicles to determine the arrival time.
- Suggestion for an ambassador/companion program to help first-time riders become oriented to the system. It was decided to move this item to the Executive Committee to discuss logistics and feasibility of the program.
- How average "on-hold" time is calculated for the Consumer Corps report versus SamTrans' method of calculation.

Tina will research the average time on hold. Judy said she likes the new system that tells a person how many people are before you.

- SFO pickup locations will be at Courtyard A and Courtyard G. There are no signs inside the airport at this time, and modification of SamTrans, Redi-Wheels/RediCoast signs are in the works.

B. GRANT/BUDGET REVIEW

Barbara reported Caltrans will be accepting 5310 grant applications for 2010-2011 fiscal year, and are due on March 4. Barbara asked Tina to let Linda and Rose know if SamTrans will be submitting an application in order to set up a Review Committee.

C. EDUCATION COMMITTEE

Maureen announced that the next meeting will be on February 8, following the PCC meeting. They will review articles for the newsletter and plan for outreach fairs for 2011. Tina will check with Bill on the status of SamTrans Marketing Representative attending the next Education meeting to discuss newsletters on vehicles. Winter newsletters were distributed to the committee. Aki noted reservation pads were observed on buses; no one knew how they got there. Diane and Stephanie mentioned that several members noted that pickup times were changed without notifying riders. John said he will check into it. Dale introduced Lynn Spicer, MV operations manager, to the members.

D. EXECUTIVE COMMITTEE

Linda reported for Nancy. The next meeting will be at the end of January or beginning of February. Suggested dates for the conference call meeting will be sent to the Executive Committee members.

SAM TRANS/REDI-WHEELS REPORT

A. Operational Report

Tina represented Bill. There was nothing to add on the SFO report. The paratransit sign for the airport shows the international accessibility symbol and lists both Redi-Wheels and RediCoast.

B. Performance Summary

Tina reported that late cancels have increased; no shows are about the same as last month; average weekday ridership is down by 5%. On time performance is very good, and the productivity is excellent at 1.7.

C. Customer Comments

Committee members thanked Elly for adding descriptive words to help explain the terms. Comment cards have increased; compliments have increased by 53%; complaints are down; overall response time is good, being below the 7-day turn around limit, thanks to Lynn and Sophie.

Members asked who is responsible for making the calls to customers and how are they contacted. Elly replied that MV (Lynn & Sophie) make the calls to consumers responding to their comments. Sophie emails about 10%; no letters are sent; consumers receive phone calls.

D. Safety Report

John reported a great month in December. There were no accidents on RediCoast and only one minor chargeable for Redi-Wheels—a vehicle hit a curb. Dale thanked John for having a safety record that is one of the best in the country.

Judy and Stephanie spoke on the cleanliness of minivans and taxis. John encourages everyone to fill out comment cards for compliments or complaints. This is the way he is made aware of what is happening and can act on the comments.

John said he and his staff and Bill enjoyed the seven performances of caroling at the agencies during the holidays. He thanked Dale for participating in all the performances. The agencies thank John, Dale, Bill and all involved for the fun time enjoyed by all.

LIAISON REPORTS

A. MTC REPORT

Marshall said MTC is continuing planning efforts to reduce greenhouse gases and achieve targets. He mentioned that American Disabilities Act (ADA) regulations are under review and comments are accepted until January 24. Department of Justice had all day hearings in San Francisco yesterday on proposed rule changes for ADA. One of the standards that will be set is Web Accessibility.

Marshall commented on the rewarding and revealing positive attitude of PCC members; he is impressed with the care taken and interaction between the PCC and SamTrans.

B. AGENCY

Barbara said she is setting up a meeting with MV, agencies and SamTrans to discuss the Interactive Voice Response (IVR) system; how will it work for agency customers which will be different from individual rides.

C. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Michal gave her greetings from the Coastsides and announced their new meeting schedule. The meetings will take place on the third Thursday of the quarterly month. The next meeting will be on January 20, 9:30-11:00 am. Michal reminds us that she represents three agencies on the coast—Hope Services of Half Moon Bay, Senior Coastsiders, and Coastsides Adult Day Health Center.

Dale created and distributed a New Year's puzzle of Optimism. Michal will share this puzzle with the CTC. Everyone thanked Dale for the great puzzle that challenges everyone to find all names of PCC members and resource people.

Michal would like to get involved next year with the holiday caroling at the Coastsides agencies.

Jim Asche will be the guest speaker on the 20th of January. Michal gives an open invitation to join the CTC meeting.

D. EFFICIENCY REVIEW COMMITTEE (ERC)

Mike Levinson gave an update on the Late Cancellation policy and other policy changes. IVR was discussed and the process of producing the final letter to be sent to the customers. Testing will be initiated soon; anyone interested in being part of the test group should let Tina know. Tina said the testing period will be as long as necessary to make sure IVR works well. Linda and Maureen suggested that there should be a formalized testing and evaluation. The next ERC meeting will be on February 1 at 11:00 am.

E. COMMISSION ON AGING (COA) REPORT

May Nichols said the COA met yesterday. They are seeking another youth representative on their COA to fulfill their goal for an intergenerational committee.

There will be a meeting on February 25 from 9:00-11:00 am on the reauthorization of the Older Americans Act. The meeting is open to all interested parties. An update of the Older American's Act of 1960 is needed.

The Lytton Gardens Senior Community in Palo Alto has an opening for the first time in years. It provides subsidized Section 8 housing.

Marsha Wong announced that May will be honored as "Woman of the Year"! Everyone congratulated May on a well-deserved honor.

May announced that the COA will be moving sites for meetings to senior centers for at least two meetings this year.

COMMISSION ON DISABILITY (COD) REPORT

Pat announced that COD meets on the 4th Thursday of every month. There was no meeting in December; January will be the next meeting month.

OTHER BUSINESS

Michal would like to add to the monthly agenda an item about the state budget; if not monthly, then periodic updates. Dale reminded everyone that AL-Com has representatives that speak about the state budget, and perhaps they could also attend the PCC meetings. Tina said she will confer with Bill.

Jim Asche said there was a 2-alarm fire in Belmont this morning that displaced 30 residents of the apartment complex. He thanked SamTrans for transporting people to the nearby Senior Center.

Jim announced that San Mateo and San Francisco counties will host a functional assessment service team training in downtown San Francisco. The purpose is to have an emergency team to assist shelters that serve people with mobility issues. He distributed flyers. He is hoping to get 20 people from San Mateo County to participate in the 2-day training on February 22 and 23.

Linda announced that the PCC will have its bi-annual retreat on May 10 from 10:00 am-3:00 pm. Please mark your calendars; details will follow.

Dale thanked everyone for attending the meeting and contributing in making the meeting enjoyable. He wishes everyone an “optimistic” New Year!

MEETING ADJOURNED: 3:15 pm

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **CALTRAIN PERFORMANCE REPORT**

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. 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 Caltrain service.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: MULTIMODAL RIDERSHIP REPORT - JANUARY 2011

ACTION

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

SIGNIFICANCE

Table “A” summarizes the average weekday ridership (AWR) statistics for all modes of transportation for which SamTrans is responsible. Chart “A” compares AWR for Fiscal Year 2009, FY2010, FY2011 and year-to-date comparisons of FY2010 vs. FY2011.

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

**MONTHLY RIDERSHIP HIGHLIGHTS—JANUARY 2011 COMPARED TO
JANUARY 2010**

All Modes – AWR of 93,188, an increase of 5.4 percent.

Bus – AWR of 46,250, an increase of 5.8 percent.

January 2011 figures contain Clipper AWR of 576. Future AWR will include Clipper ridership.

Heavy rain impacts ridership. January 2011 is unusually dry with 0.94 inches, 3.51 inches below normal. January 2010 was very wet, with 5.97 inches of rain, 1.52 inches above normal. Thirteen days had rain of 0.01 inches or more.

Paratransit - AWR of 1,027, a decrease of 0.5 percent.

Caltrain - AWR of 37,380, an increase of 5.1 percent.

Caltrain Shuttles - AWR of 6,551, an increase of 7.4 percent.

BART Shuttles - AWR of 1,980, a decrease of 1.6 percent.

SamTrans Activities and Promotions:

The SamTrans Marketing Department continues to implement a number of programs and activities to attract customers. The activities for the month included:

- **Employees of the Month** – An ad runs in a local newspaper each month congratulating the latest SamTrans Operator and Maintenance Employees of the Month. To provide a bit more exposure for these outstanding employees, a page was created on the SamTrans website to announce the winners.
- **Disney on Ice** – SamTrans partnered with Disney on Ice to promote service to its “Let’s Celebrate” event, which offers a discount to SamTrans customers. SamTrans promoted the event with a posting on its website; Disney on Ice promoted the event and partnership with onboard adcards and a television commercial.
- **ClipperSM** – SamTrans customers began using Clipper onboard buses in late December and have continued to adopt the new fare payment system in increasing numbers. Information about Clipper was provided to customers through the current issue of *Rider’s Digest*, onboard brochures and the Customer Service Center. In addition to SamTrans, Clipper can be used on AC Transit, BART, Caltrain, Golden Gate Transit & Ferry, and Muni. Paper SamTrans Monthly passes will be eliminated after December 2011.
- **Art Takes a Bus Ride** – SamTrans, in partnership with the San Mateo County Board of Education, launched its annual art contest through the schools. Students in first through sixth grades are encouraged to submit a drawing with the theme of “Postcards from SamTrans” depicting where they can go on the bus. The winning entries will be unveiled at the May SamTrans Board of Directors meeting, and the winner artwork will be used to wrap a bus. The current wrapped art bus was on display at recent county Board of Education meeting.
- **Transit Fun Guide** – The winter issue of the SamTrans *Transit Fun Guide* came out just in time to provide information on fun destinations to beat the winter doldrums. The guide lists entertaining locations along the Peninsula and Coastsides, with instructions on how to get there using SamTrans. Destinations include events, concerts, theaters, farmers’ markets, festivals, and museums. The guide is available on buses, online and at dozens of locations throughout the community.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650-508-6248
James De Hart, Senior Planner 650-508-6227

Table A
Average Weekday Ridership

January 2011				<u>FY2010/FY2011</u>
<u>Mode</u>	<u>FY2009</u>	<u>FY2010^</u>	<u>FY2011</u>	<u>%Change</u>
Bus +	49,010	43,700	46,250	5.8%
Paratransit	1,101	1,032	1,027	-0.5%
Caltrain # +	37,520	35,580	37,380	5.1%
Caltrain Shuttle # **	5,713	6,098	6,551	7.4%
BART Shuttle**	1,896	2,012	1,980	-1.6%
Total	95,240	88,422	93,188	5.4%
BART (Extension Only)*	34,495	33,160	35,766	7.9%
Grand Total	129,735	121,582	128,954	6.1%

Year to Date				<u>FY2010/FY2011</u>
<u>Mode</u>	<u>FY2009</u>	<u>FY2010^</u>	<u>FY2011</u>	<u>%Change</u>
Bus +	47,620	47,300	44,200	-6.6%
Paratransit	1,105	1,106	1,076	-2.7%
Caltrain # +	36,760	37,790	39,520	4.6%
Caltrain Shuttle # **	5,079	5,459	5,291	-3.1%
BART Shuttle**	1,977	1,939	1,982	2.2%
Total	92,541	93,594	92,069	-1.6%
BART (Extension Only)*	33,219	36,065	38,230	6.0%
Grand Total	125,760	129,659	130,299	0.5%

System

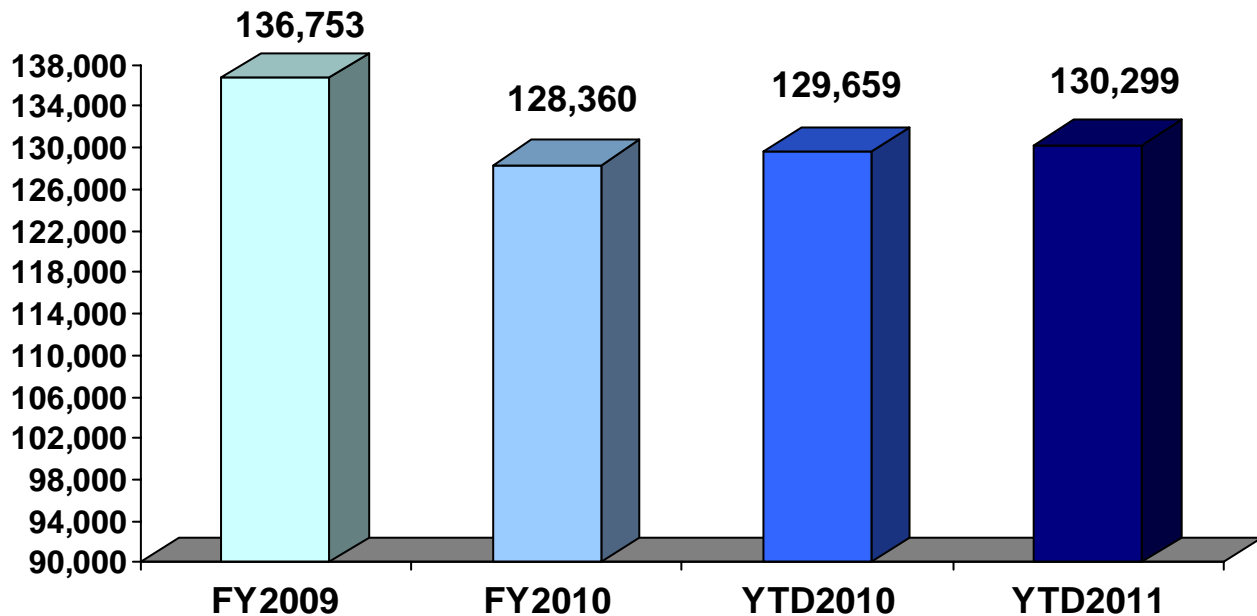
* Extension Only (No Daly City)

+ Rounded to nearest tens

^ Service cuts/reduced (12/09)

** FY10 shuttle figures have been adjusted to reflect corrected number of days operated per month

Chart A
Average Weekday Ridership





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1250 San Carlos Ave., San Carlos, CA

WEDNESDAY, MARCH 9, 2011 – 2:20p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of February 9, 2011
2. Approval of Statement of Revenues and Expenses for January 2011
3. Authorize Execution of Cooperative Agreements with the City/County Association of Governments (C/CAG) for Transportation Funds for Clean Air Funds for the SamTrans Shuttle Bus Program
4. Authorize the Filing of Applications for State Proposition 1B Transit Security Program Funds
5. Authorize Amending the Fiscal Year 2011 Capital Budget by \$3,797,000 from \$8,624,325 to \$12,421,325 for the PeopleSoft Integration and Real-Time Transit Information Projects
6. Authorize a Pilot Residential Pass Program Through 2013

CONTRACTS

7. Authorize Award of Contract to Aramark Uniform Services for Rental, Purchase and Laundering of Work Clothing, Shop Towels and Related Items for a Total Estimated Cost of \$269,186 for a Five Year Term
8. Authorize Award of Contract to Bayshore Truck Equipment for Remanufacturing Heavy Duty Differentials for a Total Estimated Cost of \$287,010

Committee Members: Omar Ahmad, Jerry Deal, Adrienne Tissier

NOTE:

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

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
FEBRUARY 9, 2011**

Committee Members Present: S. Harris, A. Lloyd

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

Staff Present: J. Cassman, G. Harrington, R. Haskin, R. Lake, M. Lee, N. McKenna, D. Miller, M. Scanlon, M. Simon, J. Slavit

Director Art Lloyd called the meeting to order at 2:31 p.m.

Approval of Minutes of Finance Committee Meeting of January 12, 2011

The Committee approved the minutes (Harris/Ahmad).

Approval of Revenues and Expenses for December 2010

Deputy CEO Gigi Harrington said revenues are on budget and there are savings on the expense side. Ms. Harrington said year-to-date fuel is \$2.36 per gallon. The fuel hedge was tripped in January and a check was received in the amount of \$30,000.

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

Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 30, 2010

Bill Osher, CSI Capital Management, Inc. said there is better news on the economy and it is being seen in higher interest rates. He said unemployment has improved, but there still is not substantial job growth. Mr. Osher said economists around the country have raised their expectations for economic growth this year to around 2.5 percent, due in part to fiscal and monetary stimulus. Mr. Osher said as a bond manager caution is required because when interest rates rise bond prices fall. The portfolio is protected against falling prices. On the plus side, the portfolio will re-price itself very shortly and that will allow for capturing the higher interest rates in a very short period of time.

Public Comment

Jerry Grace, San Lorenzo, said this isn't very good news and people are still losing their jobs.

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

Authorize Execution of the Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) Certifications and Assurances

Manager of Grants and Fund Programming Joel Slavit said staff is proposing the Committee recommend the Board authorize staff to execute the certifications and assurances to be eligible to receive Proposition 1B PTMISEA funds. He said starting this year Caltrans is requiring agencies that receive PTMISEA funds to execute certifications and assurances on a one-time basis prior to receiving funding allocation. He said there is no budget impact from this action; SamTrans has historically used these funds to help support capital projects.

Director Omar Ahmad asked what projects this money funded. Mr. Slavit said it helped replace the Gillig bus fleet and the new farebox collection system.

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

Fiscal Year 2010 Comprehensive Annual Financial Report

Ms. Harrington said there were no findings by the new auditors this year.

Director Karyl Matsumoto congratulated staff on a job well done on the report

Adjourned: 2:39 p.m.

SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD
ENDING JANUARY 31, 2011 AND SUPPLEMENTAL INFORMATION**

ACTION

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

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 13) are \$50,812 or 0.1 percent better than revised budget. *Passenger Fares* (page 1, line 1) are **better** than budget by \$34,523 or 0.3 percent, *Operating Grants* (page 1, line 3) are worse than budget by \$456,145 or 33.1 percent offset by *Investment Interest* (page 1, line 8) which is **better** than budget by \$197,371 or 8.8 percent and *Other Interest, Rent & Other Income* (page 1, line 10) is **better** than budget by \$287,995 or 9.3 percent.

Expenses: *Total Expenses* (page 4, line 74) are \$6,466,132 or 8.3 percent **better** than revised budget. Within *Total Expenses*, *Total Motor Bus* (page 3, line 47) is **better** than budget by \$5,664,435 or 9.8 percent, *Total ADA Programs* (page 4, line 56) are **better** than budget by \$857,727 or 10.5 percent and *Total Multi-Modal Programs* (page 4, line 72) are **worse** than budget by \$56,031 or 0.5 percent.

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

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

% OF YEAR ELAPSED: **58.3%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET*	REVISED BUDGET**	% REV BUDGET
SOURCES OF FUNDS								
Operating Revenues								
1 Passenger Fares	1,518,700	9,807,546	10,043,006	10,008,483	100.3	17,157,400	17,157,400	58.5
2 TDA and STA Funds	141,190	17,566,416	29,835,175	29,835,175	100.0	30,860,639	29,835,175	100.0
3 Operating Grants	676,501	318,598	921,738	1,377,883	66.9	10,577,283	11,388,870	8.1
4 Measure A Contribution and AB434 Funds	644,716	5,216,737	5,246,974	5,259,905	99.8	8,834,888	8,834,888	59.4
5 Subtotal - Operating Revenues	2,981,108	32,909,297	46,046,893	46,481,446	99.1	67,430,210	67,216,333	68.5
Other Revenue Sources								
7 District 1/2 Cent Sales Tax	4,259,667	34,958,431	35,883,867	35,883,867	100.0	60,000,000	60,000,000	59.8
8 Investment Interest	250,751	3,747,792	2,430,523	2,233,152	108.8	4,170,010	3,471,758	70.0
9 Pass through to Other Agencies	81,274	56,778	568,921	568,921	100.0	975,293	1,250,896	45.5
10 Other Interest, Rent & Other Income	393,992	3,366,934	3,370,612	3,082,617	109.3	5,082,780	5,193,677	64.9
11 Other Sources	0	0	0	0	-	2,811,073	2,811,073	0.0
12 Subtotal - Other Revenues	4,985,684	42,129,935	42,253,923	41,768,557	101.2	73,039,156	72,727,404	58.1
13 Total Revenues	7,966,792	75,039,232	88,300,816	88,250,004	100.1	140,469,366	139,943,737	63.1
14 Capital Assistance	168,407	26,352,144	2,569,724	2,569,724	100.0	4,447,354	20,171,195 A	12.7
15 Reserves Programmed for Capital	337,945	4,180,023	2,016,617	2,016,617	100.0	0	15,472,058 A	0.0
16 Total Revenues - All Sources	8,473,144	105,571,399	92,887,157	92,836,345	100.1	144,916,720	175,586,990	52.9
USES OF FUNDS								
Operations								
20 District Motor Bus	7,192,138	53,986,081	51,968,755	57,633,190	90.2	98,189,247	98,990,997	52.5
21 A. D. A. Programs	1,025,650	7,604,935	7,303,300	8,161,027	89.5	13,773,430	13,773,430	53.0
22 Caltrain	1,055,553	10,322,775	9,430,110	9,430,110	100.0	14,707,875	14,707,875	64.1
23 Other Multimodal Programs	386,855	2,396,136	2,671,352	2,615,321	102.1	4,084,620	4,205,354	63.5
24 Subtotal - Operating Costs	9,660,195	74,309,927	71,373,516	77,839,648	91.7	130,755,172	131,677,656	54.2
Other Uses of Funds								
26 Pass through to Other Agencies	81,274	56,778	568,921	568,921	100.0	975,293	1,250,896	45.5
27 Transfer Out to Debt Service	2,037,678	14,262,702	14,263,746	14,263,746	100.0	24,451,963	24,451,963	58.3
28 Fiscal Agent Fees	375	6,625	5,430	20,025	27.1	27,400	27,400	19.8
29 Land Transfer Interest Expense	0	0	0	0	-	80,000	80,000	0.0
30 Subtotal - Other Uses	2,119,327	14,326,105	14,838,097	14,852,692	99.9	25,534,656	25,810,259	57.5
31 Capital Programs	639,742	31,218,227	4,992,385	4,992,385	100.0	8,624,325	39,820,224 A	12.5
32 Total Uses of Funds	12,419,264	119,854,259	91,203,998	97,684,725	93.4	164,914,153	197,308,139	46.2
34 SURPLUS/(DEFICIT) FOR PERIOD	(3,946,121)	(14,282,860)	1,683,159	(4,848,380)	(34.7)	(19,997,433)	(21,721,149)	(7.7)

% 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.

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF REVENUES
FISCAL YEAR 2011
JANUARY 2011**

% OF YEAR ELAPSED: 58.3%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET*	REVISED BUDGET**	% REV BUDGET
OPERATING REVENUES - MOTOR BUS								
TOTAL MOTOR BUS FARES	1,458,763	9,409,710	9,600,372	9,542,167	100.6	16,358,000	16,358,000	58.7
LOCAL (TDA) TRANSIT FUND:								
General Operating Assistance	0	16,611,644	23,503,880	23,503,880	100.0	23,503,880	23,503,880	100.0
STATE TRANSIT ASSISTANCE:								
Local STA Operating Assistance	141,190	45,252	4,483,131	4,483,131	100.0	5,511,071	4,483,131	100.0
OPERATING GRANTS								
Planning Assistance Grant	676,501	281,369	811,901	811,901	100.0	9,382,536	10,184,286	8.0
DISTRICT 1/2 CENT SALES TAX:								
General Operating Asst.	4,632,295	24,504,054	10,789,084	16,830,090	64.1	39,275,037	40,266,197	26.8
Accessibility Fixed Route	84,421	572,079	619,523	429,182	144.3	684,635	684,635	90.5
TOTAL 1/2 CENT SALES TAX	4,716,716	25,076,133	11,408,607	17,259,273	66.1	39,959,672	40,950,832	27.9
INVESTMENT INTEREST INCOME:								
Investment Interest Income	18,045	253,043	80,817	61,328	131.8	86,830	123,610	65.4
OTHER REVENUE SOURCES:								
Overnight Deposits Interest Income	158	1,550	941	1,540	61.1	2,640	2,640	35.7
Rental Income	86,808	602,525	607,322	611,300	99.3	1,047,940	1,047,940	58.0
Advertising Income	75,549	891,433	786,098	828,333	94.9	1,420,000	1,420,000	55.4
Other Income	18,408	813,422	685,687	530,338	129.3	916,678	916,678	74.8
TOTAL OTHER REVENUES	180,923	2,308,930	2,080,047	1,971,511	105.5	3,387,258	3,387,258	61.4
TOTAL MOTOR BUS	7,192,138	53,986,081	51,968,755	57,633,191	90.2	98,189,247	98,990,997	52.5
AMERICAN DISABILITIES ACT:								
Passenger Fares Redi-Wheels	59,938	397,836	442,634	466,317	94.9	799,400	799,400	55.4
Local TDA 4.5 Redi-Wheels	0	874,300	1,237,046	1,237,046	100.0	1,237,046	1,237,046	100.0
Local STA - Paratransit	0	35,220	611,118	611,118	100.0	608,642	611,118	0.0
Operating Grants	0	0	0	456,146	0.0	1,094,747	1,094,747	0.0
Sales Tax - District ADA Programs	671,870	3,974,932	2,674,134	2,968,628	90.1	5,855,529	5,896,882	45.3
Sales Tax - Paratransit Suppl. Coastside	89,402	674,083	652,021	742,343	87.8	1,300,726	1,300,726	0.0
Interest Income - Paratransit Fund	34,082	234,581	251,010	265,910	94.4	477,340	433,511	57.9
Measure A Redi-Wheels	170,358	1,413,983	1,435,337	1,413,520	101.5	2,400,000	2,400,000	59.8
TOTAL ADA PROGRAMS	1,025,650	7,604,935	7,303,300	8,161,027	89.5	13,773,430	13,773,430	53.0
MULTIMODAL TRANSIT PROGRAMS:								
Sales Tax - Caltrain	714,836	7,494,808	6,559,435	6,603,070	99.3	9,907,875	9,907,875	66.2
Transfer from TA for Caltrain	340,716	2,827,967	2,870,675	2,827,040	101.5	4,800,000	4,800,000	59.8
TA Funded SM/Caltrain Shuttles	88,975	642,287	628,295	706,678	88.9	1,098,888	1,098,888	57.2
Employer Share SM/Caltrain Shuttles	25,628	222,490	305,740	306,456	99.8	316,122	427,019	71.6
AB434 Funds - SamTrans Shuttles	44,667	332,500	312,667	312,667	100.0	536,000	536,000	58.3
Employer Share SamTrans Shuttles	187,441	835,514	984,825	804,650	122.4	1,379,400	1,379,400	71.4
Sales Tax - SamTrans Shuttle Program	22,565	165,273	185,190	195,207	94.9	335,960	335,960	55.1
Operating Grants	0	37,229	109,837	109,837	100.0	100,000	109,837	0.0
Sales Tax - Gen. Operating Asst.	17,580	160,843	144,799	179,826	80.5	318,250	318,250	45.5
TOTAL MULTIMODAL	1,442,408	12,718,911	12,101,462	12,045,431	100.5	18,792,495	18,913,229	64.0
TOTAL REVENUES	9,660,196	74,309,927	71,373,517	77,839,649	91.7	130,755,172	131,677,656	54.2

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

% OF YEAR ELAPSED: 58.3%

<u>EXPENSES</u>	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET*	REVISED BUDGET**	% REV BUDGET
DISTRICT OPERATED BUSES								
Wages & Benefits	3,799,187	31,015,385	29,157,977	31,882,094	91.5	54,414,983	54,380,750	53.6
Services:								
Board of Directors	3,243	34,284	26,111	31,058	84.1	53,100	53,100	49.2
Contracted Vehicle Maintenance	27,442	218,005	411,315	605,350	67.9	930,600	930,600	44.2
Property Maintenance	93,809	551,361	586,557	742,917	79.0	1,282,500	1,282,500	45.7
Professional Services	199,914	1,075,687	1,264,878	1,768,266	71.5	2,955,181	3,630,733	34.8
Technical Services	267,742	2,153,645	2,025,479	2,288,718	88.5	3,907,744	4,073,775	49.7
Other Services	25,366	198,854	163,038	212,492	76.7	362,924	362,924	44.9
Materials & Supply:								
Fuel & Lubricants	351,082	2,439,243	2,391,802	3,256,292	73.5	5,582,214	5,582,214	42.8
Bus Parts & Materials	281,751	1,155,476	803,309	1,023,817	78.5	1,750,972	1,738,972	46.2
Uniforms & Driver Expense	20,258	224,532	79,869	283,844	28.1	379,098	376,694	21.2
Timetables & Tickets	1,932	90,072	91,224	123,112	74.1	213,800	212,200	43.0
Office Supplies / Printing	19,964	110,193	150,223	209,923	71.6	332,130	350,036	42.9
Other Materials & Supply	13,581	75,002	69,960	102,500	68.3	175,000	175,000	40.0
Utilities:								
Telephone	27,474	222,572	198,467	280,350	70.8	480,500	480,500	41.3
Other Utilities	72,027	567,942	547,677	561,167	97.6	1,001,000	962,000	56.9
Insurance Costs	220,403	1,310,236	1,453,228	1,453,650	100.0	2,492,000	2,492,000	58.3
Workers' Compensation	258,965	1,841,568	1,839,901	1,879,535	97.9	3,222,060	3,222,060	57.1
Taxes & License Fees	41,836	240,369	246,595	285,273	86.4	489,039	489,039	50.4
Fixed Route Accessibility	84,421	572,079	619,523	429,182	144.3	684,635	684,635	90.5
Leases & Rental	8,486	61,635	60,824	66,269	91.8	111,718	111,718	54.4
Promotional & Legal Advertising	8,062	124,064	69,427	160,324	43.3	279,840	259,840	26.7
Training & Business Travel	11,661	61,413	63,171	129,772	48.7	195,710	207,710	30.4
Dues & Membership	5,175	21,738	48,015	54,380	88.3	84,045	84,543	56.8
Postage & Other	4,349	28,640	41,806	160,913	26.0	313,564	313,564	13.3
Total District Operated Buses	5,848,131	44,393,995	42,410,376	47,991,197	88.4	81,694,357	82,457,107	51.4
CONTRACTED BUS SERVICES								
Contracted Urban Bus Service	1,203,774	8,463,339	8,365,739	8,451,452	99.0	14,488,202	14,488,202	57.7
Other Related Costs	28,332	202,006	206,464	201,290	102.6	310,800	349,800	59.0
Insurance Costs	25,928	353,294	381,188	382,067	99.8	655,000	655,000	58.2
Coastside Services	51,921	345,425	352,010	331,483	106.2	568,256	568,256	61.9
Redi Coast Non-ADA	19,183	110,003	135,098	130,002	103.9	222,860	222,860	60.6
Other Related Costs	705	8,451	5,425	24,302	22.3	41,660	41,660	13.0
La Honda - Pescadero	2,000	30,463	23,000	30,625	75.1	52,500	52,500	43.8
SamCoast - Pescadero	11,459	76,941	84,269	82,636	102.0	141,662	141,662	59.5
Other Related Cost - SamCoast	705	2,164	5,185	8,138	63.7	13,950	13,950	37.2
Total Contracted Bus Service	1,344,007	9,592,086	9,558,379	9,641,993	99.1	16,494,890	16,533,890	57.8
TOTAL MOTOR BUS	7,192,138	53,986,081	51,968,755	57,633,190	90.2	98,189,247	98,990,997	52.5

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

% OF YEAR ELAPSED: **58.3%**

<u>EXPENSES</u>	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET*	REVISED BUDGET**	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	448,236	3,334,488	3,223,864	4,089,478	78.8	6,769,180	6,769,180	47.6
Other Related Costs	202,390	1,327,525	1,187,146	1,476,388	80.4	2,527,380	2,527,380	47.0
ADA Sedan Service	182,788	1,533,725	1,540,006	1,038,931	148.2	1,781,024	1,781,024	86.5
ADA Accessibility Support	58,726	435,882	400,435	513,473	78.0	880,120	880,120	45.5
Coastside ADA Support	89,402	674,083	652,021	742,343	87.8	1,300,726	1,300,726	50.1
Insurance Costs	44,108	299,232	299,829	300,414	99.8	515,000	515,000	58.2
TOTAL ADA PROGRAMS	1,025,650	7,604,935	7,303,300	8,161,027	89.5	13,773,430	13,773,430	53.0
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	1,055,553	10,322,775	9,430,110	9,430,110	100.0	14,707,875	14,707,875	64.1
Total Caltrain Service	1,055,553	10,322,775	9,430,110	9,430,110	100.0	14,707,875	14,707,875	64.1
OTHER SUPPORT								
Dumbarton Express Service	10,695	73,539	73,234	73,588	99.5	126,150	126,150	58.1
SamTrans Shuttle Service	254,672	1,333,287	1,482,681	1,312,524	113.0	2,251,360	2,251,360	65.9
SM/Caltrain Shuttles	114,603	902,007	1,043,872	1,122,971	93.0	1,515,010	1,635,744	63.8
Maintenance Multimodal Facilities	6,884	87,303	71,565	106,239	67.4	192,100	192,100	37.3
Total Other Support	386,855	2,396,136	2,671,352	2,615,321	102.1	4,084,620	4,205,354	63.5
TOTAL MULTI-MODAL PROGRAMS	1,442,408	12,718,911	12,101,462	12,045,431	100.5	18,792,495	18,913,229	64.0
TOTAL EXPENSES	9,660,195	74,309,927	71,373,516	77,839,648	91.7	130,755,172	131,677,656	54.2

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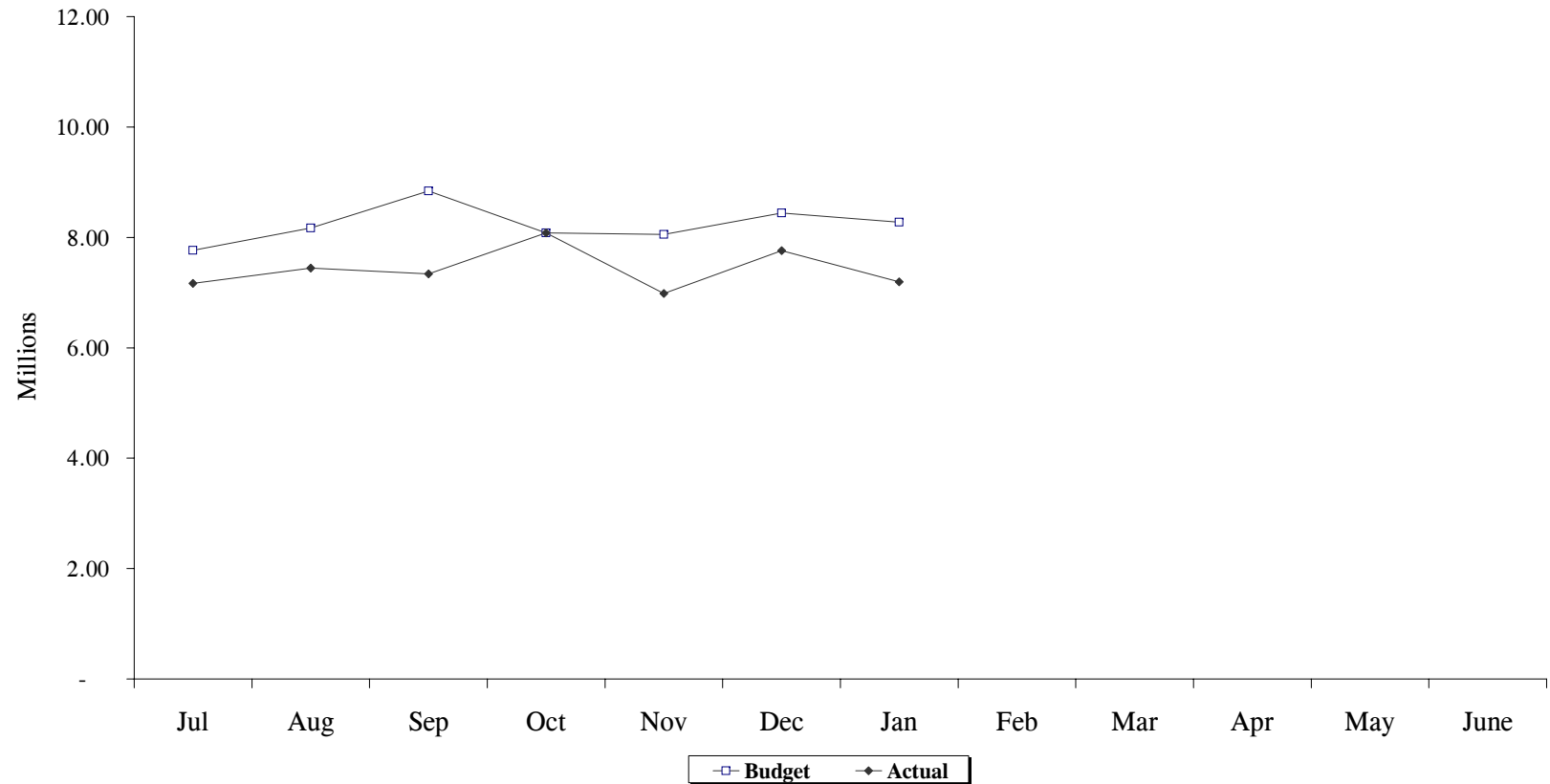
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SAN MATEO COUNTY TRANSIT DISTRICT

MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2011

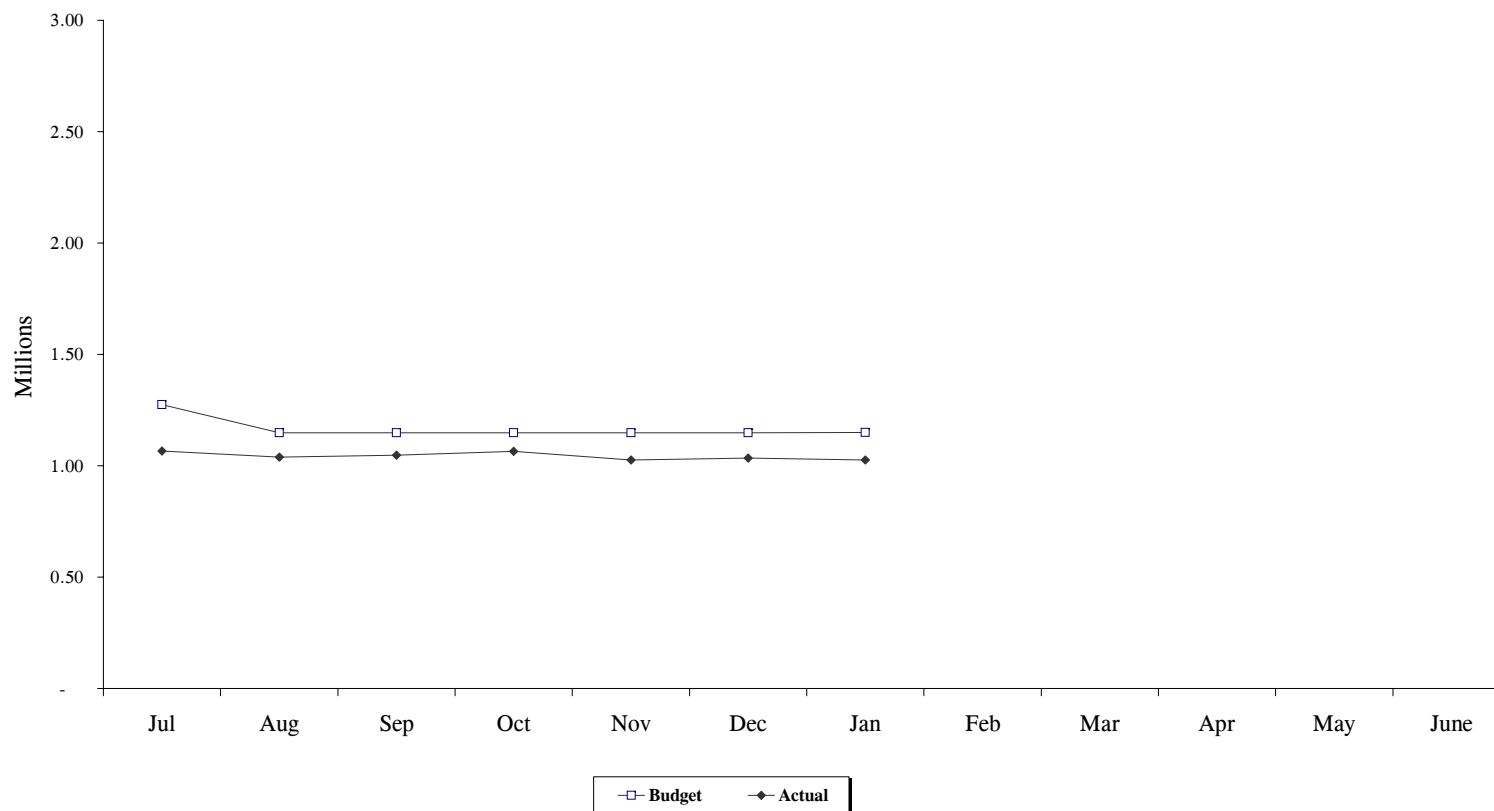


	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	7,766,610	8,170,634	8,842,573	8,082,252	8,055,171	8,440,075	8,275,876						
Actual	7,166,097	7,443,503	7,340,348	8,083,999	6,981,605	7,761,065	7,192,138						
CUMULATIVE EXPENSES													
Budget	7,766,610	15,937,243	24,779,816	32,862,068	40,917,239	49,357,314	57,633,190						
Actual	7,166,097	14,609,599	21,949,948	30,033,947	37,015,552	44,776,617	51,968,755						
Variance - F(U)	600,513	1,327,644	2,829,869	2,828,121	3,901,687	4,580,697	5,664,436						
Variance %	7.73%	8.33%	11.42%	8.61%	9.54%	9.28%	9.83%						

SAN MATEO COUNTY TRANSIT DISTRICT

ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2011

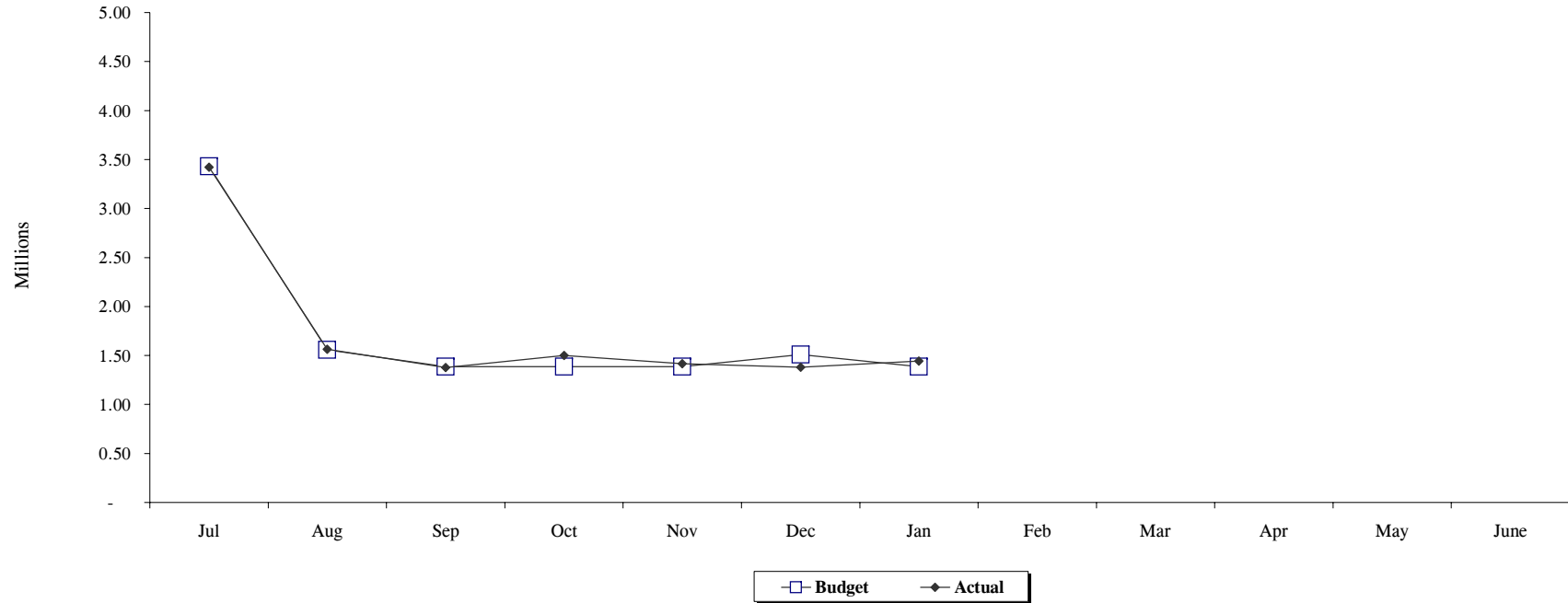


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	1,274,897	1,147,355	1,147,355	1,147,355	1,147,355	1,147,355	1,149,355						
Actual	1,065,703	1,039,441	1,047,366	1,064,705	1,025,377	1,035,058	1,025,650						
CUMULATIVE EXPENSES													
Budget	1,274,897	2,422,252	3,569,607	4,716,962	5,864,317	7,011,672	8,161,027						
Actual	1,065,703	2,105,144	3,152,510	4,217,215	5,242,592	6,277,650	7,303,300						
Variance - F(U)	209,194	317,108	417,097	499,747	621,725	734,022	857,727						
Variance %	16.41%	13.09%	11.68%	10.59%	10.60%	10.47%	10.51%						

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2011



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	3,431,492	1,556,014	1,387,439	1,387,438	1,387,438	1,508,172	1,387,438						
Actual	3,421,682	1,563,465	1,377,708	1,499,612	1,416,979	1,379,609	1,442,408						
CUMULATIVE EXPENSES													
Budget	3,431,492	4,987,506	6,374,945	7,762,383	9,149,821	10,657,993	12,045,431						
Actual	3,421,682	4,985,147	6,362,855	7,862,467	9,279,445	10,659,054	12,101,462						
Variance - F(U)	9,810	2,359	12,089	(100,085)	(129,625)	(1,062)	(56,032)						
Variance %	0.29%	0.05%	0.19%	-1.29%	-1.42%	-0.01%	-0.47%						

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

3/4/11 9:37 AM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2010:					
1st Quarter	15,555,000	1st Quarter	14,554,695	(1,000,305)	14,554,695
2nd Quarter	16,492,000	2nd Quarter	15,240,785	(1,251,215)	15,240,785
3rd Quarter	12,306,440	3rd Quarter	13,646,042	1,339,602	13,646,042
4th Quarter	15,646,560	4th Quarter	15,046,028	(600,532)	15,046,028
FY2010 Total	60,000,000	FY2010 Total	58,487,550	(1,512,450)	58,487,550
FY2011					
Jul. 10	4,110,600	Sep. 10	4,008,500	(102,100)	4,008,500
Aug. 10	4,110,600	Oct. 10	4,233,000	122,400	4,233,000
Sep. 10	5,480,800	Nov. 10	5,344,700	(136,100)	5,344,700
1st Qtr. Adjustment	1,522,400	Dec. 10	1,779,797	257,397	1,779,797
3 Months Total	15,224,400		15,365,997	141,597	15,365,997
Oct. 10	4,295,900	Dec. 10	4,473,500	177,600	4,473,500
Nov. 10	4,295,900	Jan. 11	4,722,500	426,600	4,722,500
Dec. 10	5,727,900	Feb. 11		236,700	5,964,600 (1)
2nd Qtr. Adjustment	1,591,100	Mar. 11		(327,497)	1,263,603 (1)
6 Months Total	31,135,200		24,561,997	655,000	31,790,200
Jan. 11	3,741,000	Mar. 11		0	3,741,000 (1)
Feb. 11	3,741,000	Apr. 11		0	3,741,000
Mar. 11	4,987,900	May 11		0	4,987,900
3rd Qtr. Adjustment	1,385,500	Jun. 11		(327,500)	1,058,000 (1) Jan
9 Months Total	44,990,600		24,561,997	327,500	45,318,100 Portion
Apr. 11	4,052,500	Jun. 11		0	4,052,500
May 11	4,052,500	Jul. 11		0	4,052,500
Jun. 11	5,403,400	Aug. 11		0	5,403,400
4th Qtr. Adjustment	1,501,000	Sep. 11		(327,500)	1,173,500
FY2011 Total	60,000,000	FY2011 Total	24,561,997	0	60,000,000
<div> <div>15,365,997 1st Quarter</div> <div>16,424,203 2nd Quarter</div> <div>4,093,667 3rd Quarter</div> <div>4th Quarter</div> <div>35,883,867 YTD Actual Per Statement of Revenues & Expenses</div> </div>					
(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: **EXECUTION OF COOPERATIVE AGREEMENTS WITH C/CAG TO
RECEIVE TRANSPORTATION FUND FOR CLEAN AIR FUNDS FOR
THE SAMTRANS SHUTTLE BUS PROGRAM**

ACTION

Staff proposes that the Committee recommend Board authorization for the General Manager/CEO or his designee to execute cooperative agreements with the City/County Association of Governments (C/CAG) for Transportation Fund for Clean Air (TFCA) funds to support the SamTrans Shuttle Bus Program.

SIGNIFICANCE

The San Mateo County Transit District (District) annually receives TFCA financial assistance from C/CAG to help support the SamTrans Shuttle Bus Program, which links BART stations and key employment sites in the northern portion of San Mateo County. Historically, the District has adopted annual resolutions providing the authority to file applications with and receive funding from C/CAG on an annual basis. However, C/CAG staff has informed the District that the Board resolution is not a requirement of the funding program. Therefore, rather than recommending authorization solely for Fiscal Year 2012 and consistent with District procedures, approval of this item will authorize the General Manager/CEO, or his designee, to execute cooperative agreements with C/CAG so that the District can continue to receive financial assistance in Fiscal Year 2012 and beyond for this shuttle program.

BUDGET IMPACT

Funding for the SamTrans Shuttle Bus Program is annually approved by the Board as part of the adoption of the District's annual Operating Budget.

BACKGROUND

The SamTrans Shuttle Bus Program is funded with financial assistance from a combination of District sales tax revenues, local employer contributions and TFCA funds. The District has historically successfully been able to maximize the leveraging of outside funding sources, with TFCA funds comprising approximately 25 percent and employer contributions comprising over 50 percent of shuttle program costs, thereby conserving local sales tax dollars.

The TFCA Program funds cost-effective transportation projects and programs to reduce motor vehicle travel and vehicle emissions. TFCA projects are funded through a \$4 per vehicle surcharge on motor vehicles that are registered in the Bay Area. Sixty percent of the TFCA revenues are allocated by the Bay Area Air Quality Management District (BAAQMD) through a separate competitive grant process. The remaining forty percent is distributed by BAAQMD to designated Program Managers throughout the Bay Area. C/CAG is the designated Program Manager for San Mateo County.

Prepared by: Joel Slavit, Manager, Grants and Fund Programming 650-508-6476
Project Manager: Richard Cook, Associate Operations Contract Administrator 650-508-7979

RESOLUTION NO. 2011 -

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

*** * ***

**AUTHORIZING THE EXECUTION OF COOPERATIVE AGREEMENTS
WITH THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG)
TO RECEIVE TRANSPORTATION FUND FOR CLEAN AIR PROGRAM FUNDS
FOR THE SAMTRANS SHUTTLE BUS PROGRAM**

WHEREAS, pursuant to California Health and Safety Code Sections 44241 and 44242, the Bay Area Air Quality Management District (BAAQMD) administers the Transportation Fund for Clean Air Program (TFCA) which provides funding to public agencies for the implementation of projects that reduce air pollution from motor vehicles; and

WHEREAS, BAAQMD is required to fund eligible projects from counties where a program manager has been designated and an acceptable work plan for the projects recommended by the program manager has been received; and

WHEREAS, C/CAG has been designated as the overall program manager for San Mateo County, and allocates funding for transportation projects that are proven to decrease emissions from motor vehicles; and

WHEREAS, C/CAG annually allocates TFCA funding to the San Mateo County Transit District to help fund the ongoing SamTrans Shuttle Bus Program; and

WHEREAS, staff recommends the Board authorize the execution of cooperative agreements with C/CAG to receive annual allocations of TFCA funding.

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

1. Authorizes the General Manager or his designee to execute cooperative agreements with C/CAG and any other necessary documents to receive annual allocations of TFCA funds.

1. Authorizes the Executive Director or his designee to take further actions as may be necessary to give effect to this resolution, such as executing amendments to shuttle bus service administration agreements with existing employer participants, and shuttle bus service administration agreements for new shuttle bus service.

Regularly passed and adopted this 9th day of March 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

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

ACTION

Staff recommends the Board authorize the General Manager/CEO, or his designee, to submit grant applications, with concurrent Letters of No Prejudice (LONP), to the State of California Emergency Management Agency (CalEMA) and to file and execute certifications, assurances and other documentation as required to receive Fiscal Year 2010 and 2011 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 appointed agents to execute any action necessary for the processing of applications associated with current and prior year unobligated programmed funds. Approval of this item will meet CalEMA's CTSGP funding requirement.

Due to the 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. Should funding not be available at the time the San Mateo County Transit District (District) files its funding applications, the LONPs 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 that are included in the District's annual applications with CalEMA are approved by the Board as part of the adoption and/or amendments to the annual capital budgets.

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.

Historically, the District has adopted new project-specific resolutions providing this authority every year. CalEMA has informed District staff that it only requires Board authority to designate the appointed agent to execute any actions necessary for each application and, to allow greater flexibility, it does not require applicants to list each project on its governing body resolution. After adoption by the Board, the certified resolution will be filed with CalEMA.

Prepared by: Joel Slavit, Manager, Grants and Fund Programming

650-508-6476

RESOLUTION NO. 2011 –

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

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

WHEREAS, the California Transit Security Grant Program (CTSGP) is funding 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, CalEMA requires all eligible recipients of CTSGP funds to submit resolutions approved by their governing bodies that authorize appointed agents to execute any action necessary for the processing of applications associated with current and prior year unobligated programmed funds; and

WHEREAS, the San Mateo County Transit District (District) is on a list of eligible applicants for CTSGP funds that has been developed by the State Controller's Office for Fiscal Year (FY) 2010, per grant identification number 6261-0002, and for FY2011, per grant identification number 6361-0002; and

WHEREAS, due to the 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, AB672, signed by the Governor on October 11, 2009, authorizes approval of a Letter of No Prejudice (LONP) for projects that would otherwise be allocated funding from Proposition 1B programs; and

WHEREAS, an LONP allows the District to expend its own funds to proceed with work on eligible projects and be reimbursed once CTSGP funds are available to allocate to the District; and

WHEREAS, staff recommends that the Board authorize the General Manager/CEO, or his designee, to submit applications for FY2010 and FY2011 CTSGP funds, with concurrent LONPs, and to file and execute certifications and assurances and any other documentation required by CalEMA.

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

1. Authorizes the General Manager/CEO, or his designee, to file applications and concurrent LONPs with CalEMA for FY2010 Proposition 1B 6261-0002 and FY2011 Proposition 1B 6361-0002 CTSGP funds; and
2. Authorizes the General Manager/CEO, or his designee, to take such actions as may be necessary to give effect to this resolution, including executing any agreements, certifications and assurances or other documentation required to receive the funds.

Regularly passed and adopted this 9th day of March 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZATION TO INCREASE THE FY2011 CAPITAL BUDGET BY
\$3,797,000 FOR THE PEOPLESOFT SYSTEM INTEGRATION AND
REAL-TIME TRANSIT INFORMATION PROJECTS**

ACTION

Staff proposes the Committee recommend the Board amend and increase the Fiscal Year 2011 Capital Budget by \$3,797,000, as presented in Attachment A, for the following two projects:

1. Increase the budget by \$2,250,000 for the first two phases of the PeopleSoft System Integration Project; and
2. Increase the budget by \$1,547,000 for the Real-Time Transit Information Project.

SIGNIFICANCE

In January, the Board approved the District's contract with Wipro, Inc. covering plan, design and prototype demonstration of the PeopleSoft applications and deployment of core finance modules. Funds were included in prior year capital budgets to cover the contract amount for the first two phases. The additional funds will pay for staff and project management charges on the project during these two phases.

The Real-Time Transit Information (PADS) project will expand SamTrans' advanced communication system to allow for the predicted arrival/departure information system to be installed on all buses and electronic signs at key transit hubs. The project will also coordinate bus and train predicted arrival and departure information between Caltrain and SamTrans, and share it with Metropolitan Transportation Commission's (MTC) 511 Traveler Information System.

The funds for the PADS project were originally budgeted through the Peninsula Corridor Joint Powers Board (JPB) since MTC awarded the funds for SamTrans and JPB through one entity for ease of administration; SamTrans' project costs would be reimbursed by the JPB. Inclusion of the budgeted costs and revenue in the SamTrans Capital Budget would now allow SamTrans to properly record the related assets in accordance with District accounting guidelines.

BUDGET IMPACT

The funds for the PeopleSoft System Integration project increase will come from the JPB and Transportation Authority (TA). The project benefits all three agencies by re-engineering business processes and providing an expanded and integrated financial system. The costs of the project will be shared proportionally, based on benefit, by all three agencies.

The funds for the PADS project are coming from an MTC Regional Measure 2 grant and previously programmed sales tax funds.

BACKGROUND

The District approved the FY2011 Capital Budget on June 9, 2010 under Resolution No. 2010-44, in the amount of \$8,624,325. The proposed amendment as discussed above would increase the Capital Budget by \$3,797,000 to an authorized total of \$12,421,325.

Prepared by: Éva Goode, Manager, Budgets

650-508-7914

San Mateo County Transit District
Amended Fiscal Year 2011 Capital Budget

#	PROJECT TITLE	PROJECT DESCRIPTION	Total Estimated Project Cost	Previously Budgeted	Adopted FY2011 Budget	Amended Budget	Total Amended FY2011 Budget	Remaining	FUNDING SOURCES			
									FEDERAL	STATE	OTHER	DIS. SALES TAX
1 REVENUE VEHICLES REPLACEMENT												
1.1	Replacement (10) Paratransit Vans	Replace 10 2007 El Dorado Amerivans at the end of their useful lives.	\$ 603,500		\$ 603,500	\$ 603,500	\$ -	\$ 403,930	\$ 99,785	\$ -	\$ 99,785	
	Subtotal				\$ 603,500	\$ -	\$ 603,500	\$ -	\$ 403,930	\$ 99,785	\$ -	\$ 99,785
2 REVENUE VEHICLE SUPPORT												
2.1	Parking Meters @ Millbrae Transit Center	Amortized annual capital cost for the installation of Parking Meters at the Millbrae Transit Center. This project was amortized over an 8-year period.	\$ 1,594,883	\$ 1,350,000	\$ 244,883	\$ 244,883	\$ -	\$ -	\$ -	\$ -	\$ 244,883	
2.2	Major Bus Components	Annual funding for procurement of bus parts.	\$ 665,740		\$ 665,740	\$ 665,740	\$ -	\$ -	\$ -	\$ -	\$ 665,740	
2.3	Maintenance Equipment	Replacement of maintenance support equipment at the end of their useful lives.	\$ 21,000		\$ 21,000	\$ 21,000	\$ -	\$ -	\$ -	\$ -	\$ 21,000	
2.4	Non-Revenue Service Support Vehicles	Replace 7 non-revenue service support vehicles that have reached their useful lives.	\$ 187,893		\$ 187,893	\$ 187,893	\$ -	\$ -	\$ 93,947	\$ -	\$ 93,947	
2.5	South Base Bus Washer	Replacement of South Base bus washer, equipment has reached the end of its useful life.	\$ 670,000	\$ 470,000	\$ 200,000	\$ 200,000		\$ -	\$ 200,000	\$ -	\$ -	
2.6	Radio Backbone (RF Communications) Upgrade Study	Replacing the radio hardware, in accordance with Federal Communications Commission (FCC) regulations, the current system will not be supported by Orbital due to FCC changes.	\$ 123,200		\$ 123,200	\$ 123,200	\$ -	\$ -		\$ -	\$ 123,200	
2.7	Transit Fleet Vehicle 2010 CARB Regulation	Retrofit up to 32 Transit Fleet Vehicles with Diesel Emissions Control System, or particulate matter (PM) traps in compliance with California Air Resources Board (CARB) regulations.	\$ 800,000		\$ 800,000	\$ 800,000	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ -	
2.8	Real-Time Transit Information Project (PADS)	Develop predicted arrival/departure system for all buses and install signs at key hubs.	\$ 1,547,000			\$ 1,547,000				\$ 1,547,000		
	Subtotal				\$ 2,242,716	\$ 1,547,000	\$ 3,789,716	\$ -	\$ -	\$ 693,947	\$ 1,947,000	\$ 1,148,770
3 INFORMATION TECHNOLOGY												
3.1	Technology Replacement & Upgrade Program	Replace and upgrade Dell servers and out of warranty printers, copiers, fax machines and scanners. Warranty is expiring in FY2011.	\$ 728,000		\$ 728,000	\$ 728,000	\$ -	\$ -	\$ -	\$ -	\$ 728,000	
3.2	Phone System Replacement	Replace the telephone infrastructure at the District that will be entering an end-of-life status for maintenance support.	\$ 636,000	\$ 38,000	\$ 598,000	\$ 598,000	\$ -	\$ -	\$ -	\$ -	\$ 598,000	
3.3	PeopleSoft Project Upgrade	Phases 1 & 2 of the PeopleSoft System Integration project including plan, design & prototype demon and deployment of core finance functionality	\$ 10,480,000	\$ 5,493,800	\$ 1,000,000	\$ 2,250,000	\$ 3,250,000	\$ 1,736,200	\$ -	\$ -	\$ 3,250,000	\$ -
	Subtotal				\$ 2,326,000	\$ 2,250,000	\$ 4,576,000	\$ 1,736,200	\$ -	\$ -	\$ 3,250,000	\$ 1,326,000
4 DEVELOPMENT												
4.1	Comprehensive Operational Analysis	Evaluate and restructure SamTrans services and operations to more efficiently and effectively serve the county's transit needs and meet regional transportation goals, within the constraints of the current financial and operating environment.	\$ 1,150,000	\$ 606,600	\$ 400,000	\$ 400,000	\$ 143,400	\$ -	\$ -	\$ -	\$ 400,000	
4.2	Capital Program and Project Development	Capitalized funds for annual program development including but not limited to plans, budgets, programs, funding strategies, and preliminary engineering.	\$ 250,000		\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	

San Mateo County Transit District
Amended Fiscal Year 2011 Capital Budget

#	PROJECT TITLE	PROJECT DESCRIPTION	Total Estimated Project Cost	Previously Budgeted	Adopted FY2011 Budget	Amended Budget	Total Amended FY2011 Budget	Remaining	FUNDING SOURCES			
									FEDERAL	STATE	OTHER	DIS. SALES TAX
4.3	Capital Program Management	Capitalized funds for program and project controls support, including monitoring project performance and delivery.	\$ 350,000		\$ 350,000	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000
	Subtotal				\$ 1,000,000	\$ -	\$ 1,000,000	\$ 143,400	\$ -	\$ -	\$ -	\$ 1,000,000
						\$ -	\$ -					
5	FACILITIES/CONSTRUCTION					\$ -	\$ -					
5.1	Maintenance & Operating Facility Pavement Rehab: NB & SB Concrete Rehab	Rehab pavement at North and South Bases to bring the pavement to a state of good repair.	\$ 153,200		\$ 153,200	\$ 153,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,200
						\$ -	\$ -					
5.2	Fire Alarm System Upgrades at Central, North Base and South Base	Project will maintain and improve the District's infrastructure by replacing obsolete fire alarm systems with reliable equipment at Central, North Base and South Base. The alarm systems are at the end of their useful life.	\$ 1,100,000	\$ 997,175	\$ 102,825	\$ 102,825	\$ -	\$ -	\$ 102,825	\$ -	\$ -	\$ -
						\$ -	\$ -					
5.3	Sustainable Program Development	Project will identify proposed actions to reduce the District's carbon footprint.	\$ 150,000		\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
						\$ -	\$ -					
5.4	Bus Stop Improvement Program	Project will upgrade and replace bus stop amenities and enhance bus stop site infrastrucutres in areas indentified as Communities of Concern.	\$ 246,084		\$ 246,084	\$ 246,084	\$ -	\$ -	\$ 196,867	\$ -	\$ -	\$ 49,217
	Subtotal				\$ 652,109	\$ -	\$ 652,109	\$ -	\$ -	\$ 299,692	\$ -	\$ 352,417
						\$ -	\$ -					
6	Other					\$ -	\$ -					
6.1	Contingency	Annual set-aside for unforeseen and emergency capital expenditures.	\$ 250,000		\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
						\$ -	\$ -					
6.2	Third Party Payments	To provide budget authority for 3rd party projects.			\$ 1,550,000	\$ 1,550,000	\$ -	\$ -	\$ -	\$ 1,550,000	\$ -	\$ -
	Subtotal				\$ 1,800,000	\$ -	\$ 1,800,000	\$ -	\$ -	\$ -	\$ 1,550,000	\$ 250,000
	GRAND TOTAL FOR SAMTRANS				\$ 8,624,325	\$ 3,797,000	\$ 12,421,325	\$ 1,879,600	\$ 403,930	\$ 1,093,424	\$ 6,747,000	\$ 4,176,971
	NOTES:											
	A) Funding will come from prior year grant savings											

RESOLUTION NO. 2011 –
BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA

**AMENDING FISCAL YEAR 2011 CAPITAL BUDGET IN THE AMOUNT OF
\$3,797,000 FOR A TOTAL AMENDED BUDGET OF \$12,421,325**

WHEREAS, Section 103141(b) of the California Public Utilities Code requires the Board of Directors to adopt an annual budget for the San Mateo County Transit District (District); and

WHEREAS, the Board adopted the FY2011 Capital Budget on June 9, 2010, in the amount of \$8,624,325; and

WHEREAS, in January, the Board approved the District's contract with Wipro, Inc. to begin work on the PeopleSoft System Integration Project; and

WHEREAS, the PeopleSoft System Integration Project budget needs to be increased to cover the full staff and project management costs associated with the implementation of Phases 1 and 2 of the Project in the amount of \$2,250,000; and

WHEREAS, the funding for the increased budget is coming from the Peninsula Corridor Joint Powers Board (JPB) and the Transportation Authority (TA); and

WHEREAS, the Real-Time Transit Information Project (PADS) is being undertaken to develop predicted arrival/departure information for all SamTrans buses, electronic signs at key transit hubs and integration with the Metropolitan Transportation Commission's (MTC) 511 Traveler Information System; and

WHEREAS, the PADS Project budget of \$1,547,000 needs to be incorporated into the FY2011 Capital Budget; and

WHEREAS, the funding for the PADS Project will come from MTC's Regional Measure 2 funds and previously programmed sales tax funds.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transit District hereby amends the Capital Budget in the amount of \$3,797,000 for a total Fiscal Year 2011 Capital Budget of \$12,421,325.

Regularly passed and adopted this 9th day of March 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **RESIDENTIAL PASS PILOT PROGRAM - PHASE TWO**

ACTION

Staff proposes that the Committee recommend that the Board:

1. Authorize a pilot Residential Pass program through 2013.
2. Set the per participant price at \$104 per year, with a minimum residential development participation rate of \$5,200 per year.

SIGNIFICANCE

Approval of this item would allow SamTrans to undertake a second phase in its pilot Residential Pass program to determine its effectiveness. The first phase took place from 2007 to 2010; however, only one residential development participated and declined to continue after 2009. Evaluating a program with just one participating residential development made it hard to determine the program's effectiveness.

BUDGET IMPACT

The pilot program is expected to be revenue neutral. Participating complexes would pay \$104 per eligible resident, with all residents five years old and older eligible to participate. The minimum residential development participation rate is \$5,200 per year.

BACKGROUND

A number of residential developments have contacted SamTrans about participating in a residential pass program. The program allows all residents five years old and older complimentary rides on all regular SamTrans routes. Residents would be issued a photo identification card with a validation sticker associated with it. As a condition of participating in the program, residents will be required to complete an annual transit use survey. The effectiveness of the program will be analyzed using survey results and ridership data.

Under the initial pilot program, only one residential development, First Community Housing's Villa Montgomery development in Redwood City, participated. Survey results show that 67 residents of the 135 eligible actively participated in the program. The development discontinued the program due to fiscal constraints.

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

RESOLUTION NO. 2011-
SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA

* * *

**AUTHORIZING A SECOND PILOT RESIDENTIAL PASS PROGRAM FROM MARCH
9, 2011 THROUGH DECEMBER 31, 2013**

WHEREAS, the Board approved a pilot program entitled the "Residential Pass" in 2007 (Resolution 2007-59), that was a pass paid for by First Community Housing, and that allowed its residents at Villa Montgomery in Redwood City to use SamTrans intra-county and inter-county local routes and Route KX services through 2008; and

WHEREAS, the Board approved an extension to the pilot program in 2008 to run through 2010 (Resolution 2008-54); and

WHEREAS, the introduction of the Residential Pass has the potential to increase SamTrans ridership by creating a convenient pass for residents who live along a transit corridor; and

WHEREAS, staff has determined that another Residential Pass pilot program should take place through 2013 to determine its effectiveness; and

WHEREAS, during the Residential Pass pilot program, residential complex participants will pay SamTrans \$104 per eligible resident per calendar year, with a minimum participation rate of \$5,200; and

WHEREAS, an eligible resident is anyone five years old and older; and

WHEREAS, the Residential Pass Pilot Program is anticipated to be revenue neutral to SamTrans during the pilot period; and

WHEREAS, the results of the Pilot Program will be analyzed through surveys and data collection in order to determine if the Pilot Program should be added to the District's codified tariff; and

WHEREAS, the General Manager/CEO recommends, and the Committee concurs that SamTrans undertake another Residential Pass pilot program.

NOW, THEREFORE, BE IT RESOLVED that the San Mateo County Transit District Board authorizes a SamTrans Residential Pass pilot program from March 9, 2011 through December 31, 2013.

Regularly adopted this 9th day of March, 2011 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

C.H. (Chuck) Harvey
Deputy CEO

**SUBJECT: AWARD OF A CONTRACT FOR RENTAL, PURCHASE, AND
LAUNDERING OF WORK CLOTHING, SHOP TOWELS, AND
RELATED ITEMS**

ACTION

Staff proposes that the Committee recommend that the Board:

1. Award a contract to Aramark Uniform Services for a five-year term at a total estimated cost of \$269,186.
2. Authorize the General Manager/CEO or designee to execute a contract with Aramark in full conformity with the terms and conditions of the bid documents.

SIGNIFICANCE

The services solicited will provide the District with a fully-qualified supplier for the rental, purchase and laundering of work clothing, shop towels and related items for the District.

BUDGET IMPACT

Funds to support the award of this contract are included in the current and projected Operating budgets.

BACKGROUND

On September 14, 2010, the District received three bids in response to its Invitation for Bids (IFB) for the Purchase, Rental and Laundering of Work Clothing, Shop Towels, and Related Items. The bids received were deemed non-responsive to the solicitation requirements because each contained major irregularities, including a number of written exceptions to the District's standard contract terms, that could not be waived. Based upon staff's recommendation, the Board, at its December 8, 2010 meeting, authorized staff to reject all bids as non-responsive, and to research the open market to identify qualified firms with which to negotiate a contract that meets the needs of the District.

Staff initiated negotiations with the incumbent, Ameripride Uniform Services (Ameripride) of Hayward, CA; Aramark Uniform Services (Aramark) of Burbank, CA; and G & K Services Co. of Hayward, CA. G&K subsequently elected not to submit a quotation.

On January 25, 2011, staff received quotations as follows:

Aramark	\$269,186
Ameripride	\$333,829*

*corrected from \$328,524

Staff reviewed the quotations and discovered irregularities in both quotations; however, staff determined the discrepancies could be waived as minor. Both firms were found responsive to the District's solicitation requirements and Aramark was determined to have submitted the lowest responsive quotation with pricing that is reasonable and consistent with current market prices.

The project manager completed a site visit of Aramark's facilities, conducted reference checks and concluded that Aramark is a responsible firm in good standing with its customers and capable of supplying the services and goods required by the District.

Ameripride is the District's current contractor with a five-year contract for \$370,640. The expiration date of the contract is February 7, 2011; however, there is an unexpended contract capacity of approximately \$189,000 remaining.

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

RESOLUTION NO. 2011 -

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

*** * ***

**AUTHORIZING AWARD OF A CONTRACT TO
ARAMARK UNIFORM SERVICES FOR
RENTAL, PURCHASE AND LAUNDERING OF WORK CLOTHING,
SHOP TOWELS, AND RELATED ITEMS
FOR A FIVE-YEAR ESTIMATED COST OF \$269,186**

WHEREAS, the San Mateo County Transit District (District), solicited competitive bids for Rental, Purchase and Laundering of Work Clothing for a five-year term; and

WHEREAS, in response to the District's solicitation, three firms submitted bids that were found to be non-responsive based on major irregularities, including a number of written exceptions to the District's standard contract terms; and

WHEREAS, at its regular meeting of December 8, 2010, the Board of Directors rejected the three bids and authorized staff to negotiate contract pricing and terms and conditions on the open market for these services; and

WHEREAS, staff obtained quotations from two uniform service firms and has determined that Aramark Uniform Services, (Aramark) of Burbank, California best meets the needs of the District; and

WHEREAS, staff and legal counsel have reviewed Aramark's quotation and determined that Aramark submitted the lowest responsive and responsible quotation; and

WHEREAS, Aramark has agreed to the District's contract terms and conditions and staff has determined the pricing to be fair and reasonable; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that a contract be awarded to Aramark pursuant to all of the requirements of the solicitation documents.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District awards a contract to Aramark Uniform Services, a division of Aramark Uniform & Career Apparel, LLC of Burbank, California for Rental, Purchase, and Laundering of Work Clothing, Shop Towels, and Related Items for a five-year term at an estimated total cost of \$269,186 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 Aramark in full conformity with all of the terms and conditions of the solicitation documents.

Regularly passed and adopted this 9th day of March 2011 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

C. H. (Chuck) Harvey
Deputy CEO

SUBJECT: **AWARD OF CONTRACT FOR REMANUFACTURING HEAVY DUTY
DIFFERENTIALS**

ACTION

Staff proposes that the Committee recommend that the Board:

1. Award a contract to the lowest responsive and responsible bidder, Bayshore Truck Equipment, for remanufacturing heavy-duty bus differentials for a total estimated cost of \$287,010 for a five-year term.
2. Authorize the General Manager/CEO to execute a contract with Bayshore Truck Equipment in full conformity with the terms and conditions of the bid specifications documents.

SIGNIFICANCE

The contract would provide the District with a dedicated supplier whose responsibility would be to remanufacture heavy duty bus differentials and provide consistency in quality of work and warranty tracking.

BUDGET IMPACT

Funds to support the first year of this contract award will come from funding already approved in Fiscal Year 2011 capital budget for major bus components. Funding requirements for the outer years of the contract will be considered as part of the future years' capital budget development process.

BACKGROUND

An Invitation for Bids (IFB) was issued to obtain bids for remanufacturing heavy-duty differentials over a five-year term. Staff advertised the requirements on the District website and in local newspapers. Solicitation notification went out to interested bidders that were registered in the District's vendor database. Notices also were sent to disadvantaged business enterprises (DBEs) in the automotive parts industry but none of the DBEs submitted bids in response to this solicitation. A single bid was received, as follows:

1. Bayshore Truck Equipment, Livermore, CA \$287,010

Staff conducted a cost/price analysis of the single bid submitted by Bayshore Truck Equipment. Staff found that the labor rate and parts pricing included in Bayshore Truck Equipment's bid compares favorably with prices charged to their best commercial and other public entity customers, and are therefore fair and reasonable.

Staff contacted two other registered bidders to ascertain why they did not submit a bid. Only one responded to the inquiry and stated that the reason for not bidding was due to an oversight on their part.

Bayshore Truck Equipment is the District's current contractor. It has a five-year contract for \$78,783 which expires on April 08, 2011. The expiring contract was undervalued compared to the high unforeseen failure rate of differentials on the NABI articulated buses. The independent cost estimate provided by the Project Manager for this procurement was \$280,106. This estimate was based upon the actual cost history for usage of this part and compares favorably to the bid received.

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

RESOLUTION NO. 2011-

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

* * *

**AUTHORIZING CONTRACT AWARD TO BAYSHORE TRUCK EQUIPMENT
COMPANY FOR REMANUFACTURING HEAVY DUTY DIFFERENTIALS
AT A TOTAL ESTIMATED COST OF \$287,010.41**

WHEREAS, the San Mateo County Transit District (District) has solicited competitive bids for the remanufacturing of heavy duty differentials for a five-year term; and

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

WHEREAS, staff and General Counsel have reviewed the bid submitted by Bayshore Truck Equipment Company and determined that it meets the requirements of the solicitation documents; staff has further conducted a cost/price analysis and finds the bid prices to be fair and reasonable; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District (District) awards a contract to Bayshore Truck Equipment Company of Livermore, California, to remanufacture heavy duty differentials for a five-year term at a total estimated cost of \$287,010.41 based upon the estimated requirements of the District during this term and the unit prices bid; and

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

Regularly passed and adopted this 9th day of March, 2011, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2011

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

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

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

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

WEDNESDAY, MARCH 9, 2011 – 2:40 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of February 9, 2011

INFORMATIONAL

2. State and Federal Legislative Update

Committee Members: Zoe Kersteen-Tucker, Omar Ahmad, Rose Guilbault

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
FEBRUARY 9, 2011**

Committee Members Present: Z. Kersteen-Tucker (Committee Chair), O. Ahmad, A. Tissier

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

Staff Present: J. Cassman, G. Harrington, R. Haskin, R. Lake, M. Lee, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 2:39 p.m.

Approval of Minutes of Legislative Committee Meeting of January 12, 2011

The committee approved the minutes (Lloyd/Ahmad).

Update on the State Legislative Program

Government Affairs Manager Seamus Murphy said the governor proposed as part of his budget that the Legislature re-approve the gas tax swap with a two-thirds vote to overcome the impact of Proposition 26. He said the Legislative Analysts Office (LAO) was in agreement that the gas tax swap would need to be re-approved. The LAO also offered some ideas for achieving further General Fund savings that would dilute the State Transit Assistance (STA) program significantly by proposing that increases in revenues from the sales tax on diesel fuel go to the General Fund instead of the STA account. These funds are not protected by Proposition 22. It was also suggested that the Legislature consider eliminating the sales tax on diesel in its entirety and increase the truck weight fees, which would then be used to fund bond debt service and relieve the General Fund. Staff was particularly taken aback by a comment in the analysis that the LAO didn't believe the reduction in the STA program would have any significant impact on transit service statewide. Mr. Murphy said reductions in this program over the years and diversions of over \$2.5 billion in the last several years have had a tremendous negative impact on local transit service and resulted in fare increases and service cuts throughout the State. Staff has spoken to the local delegation and members of key committees at the State level and nobody has any appetite to move forward with any of the proposals that the LAO has suggested and are prepared to approve the gas tax swap with all of the modifications that the transit community is seeking. Staff expects this to happen as part of the overall budget agreement that the legislature will proceed with sometime in early March. Mr. Murphy said the budget cuts will happen at this time too and the revenue measures would be part of the proposals for the June ballot.

Update on Federal Legislative Program

Mr. Murphy said staff has received confirmation that there will be no earmarks in this Congress. The Senate Appropriations Committee confirmed they will comply with the president and the

House. Staff is still waiting to see what happens with the continuing resolution that needs to be approved before March 4. The House budget committee has proposed to reduce overall non-defense spending to 2008 levels, which would trigger about a \$17 billion reduction in transportation funding. The Senate appears poised to oppose reduction of those accounts by such a dramatic amount. Mr. Murphy said there is also talk about rescinding funds that are not obligated and were included in the American Recovery and Reinvestment Act. Some of these funds have gone to the High Speed Rail (HSR) program for the Capital Corridor for the South Terminal Project and to the California High Speed Rail Authority for the Communications Based Overlay Signal System Project. These funds need to be obligated and on track to be spent and under contract as soon as possible to prevent the funds from being rescinded by Congress.

Mr. Murphy said the White House announced it will be releasing a blue print sometime this year on the transportation reauthorization and staff got a preview when the vice president announced there will be a HSR program in the proposal at \$53 million over six years. There was some mention of dividing those funds into three different, distinct corridor types and staff doesn't know which of these types would potentially apply to this corridor yet, but this is the largest amount that has been proposed for any authorization.

Director Omar Ahmad asked if Mr. Murphy could explain some of the various legislative items in more detail, including Proposition 22, Proposition 26 and the gas tax swap.

Mr. Murphy said Proposition 22 is the local government funding protection initiative that was on the ballot last November. He said for transportation it would protect gas tax and excise tax on gasoline funds that typically flow to the Public Transportation Account and then to the STA program.

Mr. Murphy said Proposition 26 requires any fee increase or tax increase be approved by either two-thirds of the State legislature or two-thirds of the voters.

Mr. Murphy said that after the Schwarzenegger administration continually and illegally diverted funds that flowed to the STA to the General Fund, the California Transit Association (CTA) filed a lawsuit claiming the diversion of the funds was illegal and that suit was upheld in court. The Schwarzenegger administration, in response, decided to eliminate the STA program completely by eliminating the funding sources that composed the program. Mr. Murphy said by doing this Schwarzenegger could increase taxes and fees in other areas and achieve General Fund savings. The State Senate actually voted to eliminate the STA program for four years and eventually the State Assembly did not agree and voted down the proposal and it wasn't included in the 2009 budget. Mr. Murphy said the gas tax swap came about after this battle was fought. The gas tax swap was a negotiation between the transportation communities and the Legislature to try and achieve some stable source of funding and expectation of funding moving forward. The net of all of this was a \$400 million appropriation towards the STA program that provided SamTrans with about \$5 million for the current fiscal year budget and moving forward the increase in sales tax on diesel fuel would provide about a \$350 million program that would be indexed for inflation.

Mr. Murphy said Proposition 26 was retroactive because the gas tax swap was not approved by a two-thirds vote of the Legislature. He said unless that piece of legislation is re-approved by a two-thirds vote before November 1, 2011, it would cease to exist. The sales tax on gasoline would not come back, but the increase in the sales tax on diesel fuel and the excise tax on diesel fuel would go away and that would virtually eliminate the STA program.

Director Karyl Matsumoto asked which of these funds can be used for operations. Mr. Murphy said 100 percent.

Director Art Lloyd asked if any STA money goes to Caltrain. Mr. Murphy said Caltrain receives its own STA funding and the STA funds that go to the three member agencies help fill their annual contribution to Caltrain.

Public Comment

Jerry Grace, San Lorenzo, said people need to write letters to Sacramento.

Director Kersteen-Tucker thanked Mr. Murphy for all his work.

Adjourned: 2:52 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

Legislation

Lawmakers introduced over 2,300 bills before the introduction deadline on February 18. The legislative matrix includes a number of transportation-related bills that staff will be reviewing and actively monitoring.

FEDERAL ISSUES

2011 Appropriations

On February 19 the House passed legislation that includes appropriations for the remainder of Fiscal Year (FY) 2011. The bill includes over \$60 billion in cuts to existing programs including an almost \$8 billion reduction in transportation funding and a rescission of \$3.75 billion in unobligated American Recovery and Reinvestment Act funding.

These cuts include the elimination of over \$6 billion in funding for the High Speed Intercity Passenger Rail Program (HSIPR) and \$50 million for the Federal Railroad Administration program that funds Positive Train Control projects.

Instead of approving a version of the House appropriations bill, Senate Majority Leader Harry Reid (D-Nev.) has announced that he will introduce a Continuing Resolution (CR) next week that will extend government funding at FY 2010 levels for 30 days to avoid a government shutdown after the current CR expires on March 4.

House Speaker John Boehner has indicated that House Republicans will oppose any short term extension that does not include cuts that are consistent with the appropriations bill already passed by the House. To reinforce this position, House Republicans plan to pass a two-week extension that includes cuts that are proportional to their FY 2011 appropriation bill.

Even though final FY 2011 appropriations have not yet been determined, the Administration released its FY 2012 budget requests last week. The request would more than double investment in transportation programs compared to FY 2010 levels and includes:

- \$22.4 billion for FTA programs
- \$8 billion for HSIPR program
- \$2 billion for Transportation Investments Generating Economic Recovery (TIGER)
- \$5 billion for a National Infrastructure Bank

Surface Transportation Authorization

The House plans to consider a bill extending authorization for surface transportation programs before the existing extension expires on March 4. The extension would run through the end of the fiscal year on September 30 and would maintain existing authorized spending levels

Embedded within its FY 2012 budget request was the Administration's blueprint for long term surface transportation authorization. The proposal includes:

- \$556 billion over six years, with \$119 billion for FTA programs
- \$53 billion for HSIPR programs
- \$30 billion for a National Infrastructure Bank

More details about this proposal are expected to be released soon by the Department of Transportation.

Prepared By: Seamus Murphy, Government Affairs Manager

650-508-6388

San Mateo County Transit District State Legislative Matrix 2/22/2011

Bill ID/Topic	Location	Summary	Position
<u>AB 16</u> <u>Perea</u> D High-Speed Rail Authority.	ASSEMBLY TRANS. 1/24/2011 - Referred to Com. on TRANS.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. The federal American Recovery and Reinvestment Act of 2009 (ARRA) provides funding for allocation nationally to high-speed rail projects.</p> <p>This bill would require the authority to make every effort to purchase high-speed train rolling stock and related equipment that are manufactured in California, consistent with federal and state laws.</p>	
<u>AB 31</u> <u>Beall</u> D Land use: high-speed rail: local master plan.	ASSEMBLY L. GOV. 2/15/2011 - Re-referred to Com. on L. GOV.	<p>The California High-Speed Rail Act establishes the High-Speed Rail Authority to develop and implement an intercity high-speed rail system in the state, exclusively grants to the authority the responsibility for planning, construction, and operation of that system, and confers upon the authority specified powers and duties relating to that system.</p> <p>This bill would establish the High-Speed Rail Local Master Plan Pilot Program, applicable to specified cities and counties, and would authorize each of those jurisdictions to prepare and adopt, by ordinance, a master plan for development in the areas surrounding the high-speed rail system in each jurisdiction. The bill would authorize the high-speed rail master plan to include incentives for encouraging investment and coherent growth in the areas surrounding the high-speed rail system in each participating jurisdiction. The bill would also authorize the participating jurisdictions to collaborate with the State Air Resources Board to develop incentives to encourage development while concurrently reducing greenhouse gas emissions, consistent with or pursuant to the California Global Warming Solutions Act of 2006 or another specified provision of law requiring the board to provide greenhouse gas emission reduction targets for the preparation of regional sustainable communities strategies. The bill would authorize the master plan to exceed the requirements of the jurisdiction's general plan or the applicable regional sustainable communities strategy with respect to fostering sustainable communities around the high-speed rail system. This bill contains other related provisions and other existing laws. Last Amended on 2/14/2011</p>	
<u>AB 41</u> <u>Hill</u> D Conflicts of interest: disqualification.	ASSEMBLY E. & R. 1/24/2011 - Referred to Com. on E. & R.	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 2/22/2011

<p><u>AB 57</u> <u>Beall</u> D</p> <p>Metropolitan Transportation Commission.</p>	<p>ASSEMBLY TRANS. 2/3/2011 - Re-referred to Com. on TRANS.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission.</p> <p>This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 2/2/2011</p>	
<p><u>AB 58</u> <u>Galgiani</u> D</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 1/27/2011 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Existing law provides for appointment of an executive director by the authority, who is exempt from civil service and serves at the pleasure of the authority.</p> <p>This bill would authorize the Governor to appoint up to 5 deputy directors exempt from civil service who would serve at the pleasure of the executive director. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 76</u> <u>Harkey</u> R</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 1/27/2011 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related 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 pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2012.</p>	

San Mateo County Transit District State Legislative Matrix 2/22/2011

<p><u>AB 145</u> <u>Galgiani</u> D</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/3/2011 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, 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 revise and recast these provisions by repealing and reenacting the California High-Speed Train Act. The bill would continue the High-Speed Rail Authority in existence to make policy decisions relative to implementation of high-speed rail consistent with Proposition 1A. The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency, which would implement those policies. The bill would transfer certain of the existing powers and responsibilities of the authority to the department and would specify additional powers and duties of the authority and department relative to implementation of the high-speed rail project, including the annual submission of a 6-year high-speed train capital improvement program and progress report to the Legislature. The director of the department would be appointed by the Governor, who would serve at the pleasure of the authority, and the Governor would be authorized to appoint up to 10 officers of the department who would be exempt from civil service and serve at the pleasure of the director. The bill would provide for acquisition and disposition by the department of rights-of-way for the high-speed rail project. The bill would enact other related provisions.</p>	
<p><u>AB 147</u> <u>Dickinson</u> D</p> <p>Subdivisions.</p>	<p>ASSEMBLY L. GOV. 2/3/2011 - Referred to Com. on L. GOV.</p>	<p>The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met.</p> <p>This bill would authorize the fee to additionally be used for defraying the actual or estimated cost of other transportation facilities, as described.</p>	
<p><u>AB 277</u> <u>Galgiani</u> D</p> <p>Public Utilities Commission: high- speed rail: power supply.</p>	<p>ASSEMBLY U. & C. 2/18/2011 - Referred to Com. on U. & C.</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, as defined. The Public Utilities Act authorizes the commission to ascertain and fix just and reasonable standards, classifications, regulations, practices, measurements, or service to be furnished, imposed, observed, and followed by specified public utilities, including all electrical corporations.</p> <p>This bill would require the commission to coordinate with the High-Speed Rail Authority to determine the power supply system requirements for high-speed rail operations. This bill contains other existing laws.</p>	
<p><u>AB 296</u> <u>Skinner</u> D</p> <p>Global warming: urban heat island effects pavement.</p>	<p>ASSEMBLY PRINT 2/10/2011 - From printer. May be heard in committee March 12.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to address global warming caused by the emission of greenhouse gases by reducing the emission of those gases to certain specified levels.</p> <p>This bill would state the intent of the Legislature to enact legislation that would regulate the reflectivity (albedo) of pavement to reduce the urban heat island effect.</p>	

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<u>AB 333</u> <u>Grove R</u> California Global Warming Solutions Act of 2006: unemployment.	ASSEMBLY PRINT 2/11/2011 - From printer. May be heard in committee March 13.	<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.</p> <p>This bill would require the state board to exempt from an emission reduction requirement adopted pursuant to the act an emissions source located within a county that on January 1, 2012, has an unemployment rate of 7% or greater, until that county's unemployment rate drops below 7% for 6 consecutive months.</p>	
<u>AB 381</u> <u>Alejo D</u> Department of Transportation.	ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.	<p>Existing law creates the Department of Transportation, within the Business, Transportation and Housing Agency, under the administration of the Director of Transportation, who is required to organize the department, as specified, with the approval of the Governor and the Secretary of the Business, Transportation and Housing Agency.</p> <p>This bill would make a non-substantive, grammatical change to that provision.</p>	
<u>AB 385</u> <u>Harkey R</u> High-speed rail.	ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.	<p>Existing law creates the High-Speed Rail Authority, with various powers and duties relative to development and implementation of high-speed train service.</p> <p>This bill would state the intent of the Legislature to enact legislation relative to the implementation of high-speed rail.</p>	
<u>AB 426</u> <u>Lowenthal, Bonnie D</u> Transit fare evasion.	ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.	<p>Existing law authorizes certain transit operators to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative adjudication procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing.</p> <p>This bill would provide that a person cited under the ordinance shall be afforded an opportunity to complete the administrative process under the circumstances set forth in the ordinance. This bill contains other related provisions and other existing laws.</p>	

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<p><u>AB 427</u> <u>John A. Pérez</u> D</p> <p>Transportation bond funds: transit system safety.</p>	<p>ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.</p>	<p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes. Existing law requires the deposit of \$1 billion of the bond proceeds in the Transit System Safety, Security, and Disaster Response Account to be used, upon appropriation, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing that movement. Existing law requires the allocation of 25% of these funds for capital expenditures to regional public waterborne transit agencies authorized to operate a regional public water transit system, as specified, and requires the California Emergency Management Agency to administer a grant application and award program.</p> <p>This bill would make non-substantive changes to these provisions.</p>	
<p><u>AB 471</u> <u>Lowenthal, Bonnie</u> D</p> <p>High-speed rail: Inspector General.</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p>	<p>Existing law, the California High-Speed Rail 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, 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 provide for an Office of the Inspector General and would require the authority to appoint an inspector general, who would serve at the pleasure of the authority, and would prepare specified reports and audits relating to high-speed rail.</p>	
<p><u>AB 485</u> <u>Ma</u> D</p> <p>Local planning: transit village development districts.</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p>	<p>The Transit Village Development Planning Act of 1994 authorizes a city or county to create a transit village plan for a transit village development district that addresses specified characteristics. Existing law authorizes the legislative body of the city or county to adopt an infrastructure financing plan, create an infrastructure financing district, and issue bonds for which only the district is liable, to finance specified public facilities, upon voter approval.</p> <p>This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit village development district. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit village development districts be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code.</p>	

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<p><u>AB 492</u> <u>Galgiani</u> D</p> <p>High-Speed Rail Authority.</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains, as specified.</p>	
<p><u>AB 508</u> <u>Swanson</u> D</p> <p>Displaced public transit, solid waste handling, and recycling services employees.</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p>	<p>Existing law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain, for a period of at least 90 days, certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Under this law, contractors or subcontractors who agree to retain employees must offer employment to those employees except for reasonable and substantiated cause. Additionally, the law provides that if a successor contractor or subcontractor determines that fewer employees are needed than under the prior contract, qualified employees must be retained by seniority within the job classification. Further, the existing contractor, when required by the awarding authority, must provide employment information relating to wage rates, benefits, dates of hire, and job classifications of employees under the existing service contract to the awarding authority or a successor contractor.</p> <p>This bill would add employees of solid waste handling and recycling contractors and subcontractors to those provisions. By requiring local agencies to give a bidding preference to such contractors and subcontractors, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 516</u> <u>V. Manuel Pérez</u> D</p> <p>Safe routes to school.</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p>	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law requires the department to rate proposals submitted by applicants using specified factors. One of the factors relates to consultation of and support for projects by school-based organizations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other relevant community stakeholders.</p> <p>This bill would delete that factor and instead substitute a factor relating to use of a specified public participation process, with involvement by the public, schools, parents, teachers, local agencies, the business community, key professionals, and others, which process identifies community priorities and ensures those priorities are reflected in the proposal, and secures support for the proposal by relevant community stakeholders. The bill would add another factor relating to benefit of a proposal to a disadvantaged community, as defined.</p>	
<p><u>AB 522</u> <u>Bonilla</u> D</p> <p>Vacation of public streets, highways, and public service</p>	<p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p>	<p>Existing law establishes the processes and procedures necessary for vacation of public streets, highways, and public service easements, and defines "vacation" for these purposes to mean the complete or partial abandonment or termination of the public right to use a public street, highway, or public service easement. Under these provisions, proof of publication of a required notice is made by affidavit.</p> <p>This bill would make a non-substantive change to these provisions.</p>	

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easements.			
<u>AB 535</u> <u>Morrell</u> R Regulations: 5-year review and report.	ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.	<p>The Administrative Procedure Act generally sets forth the requirements for the adoption, publication, review, and implementation of regulations by state agencies. This bill would additionally require a state agency to review and report on regulations that it adopts or amends on and after January 1, 2012, 5 years after adoption, as specified.</p> <p>The bill would require that the review and report include 10 specified factors, including a summary of the written criticisms of the regulation received by the agency within the immediately preceding 5 years and the estimated economic, small business, and consumer impact of the regulation. The bill would require the Office of Administrative Law to make the review and report available on the office's Internet Web site.</p>	
<u>AB 551</u> <u>Campos</u> D Public contracts: prevailing wage requirements: violations.	ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.	<p>Existing law generally requires that not less than the general prevailing rate of per diem wages, as specified, be paid to workers employed on a public work, as defined. Existing law requires a contractor or subcontractor to submit, to the state or political subdivision on whose behalf a public work is being performed, a penalty of not more than \$50 per calendar day, and not less than \$10 per calendar day, as provided and determined by the Labor Commissioner, for violations of these prevailing wage provisions.</p> <p>This bill would increase that maximum penalty to \$100 for each calendar day and would increase the minimum penalty to no less than \$40 for each calendar day. The bill would also increase the penalty assessed to contractors and subcontractors with prior violations from \$20 to \$80, and from \$30 to \$120 for willful violations. This bill contains other related provisions and other existing laws.</p>	
<u>AB 567</u> <u>Valadao</u> R Transportation funds: capital improvement projects.	ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.	<p>Existing law requires specified funds made available for transportation capital improvement projects to be programmed and expended for interregional and regional improvements, as specified.</p> <p>This bill would make non-substantive changes to these provisions.</p>	
<u>AB 570</u> <u>Smyth</u> R Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.	ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012.</p> <p>This bill would make technical and non-substantive changes to the above requirements.</p>	

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<p><u>AB 598</u> <u>Grove R</u></p> <p>Environmental quality: environmental impact report.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</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 these provisions.</p>	
<p><u>AB 605</u> <u>Dickinson D</u></p> <p>Environmental quality: California Environmental Quality Act: transportation impacts.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</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 the Office of Planning and Research, in consultation with specified entities, to prepare and adopt guidelines that would, among other things, establish the percentage reduction in the projected trip generation and vehicle miles traveled for a project as compared to the average for trip generation and vehicle miles traveled for that project type that would assist a region in meeting the greenhouse gas emission reduction targets established by the State Air Resources Board for the automobile and light truck sector for that region, and develop a list of mitigation measures that a project may incorporate to reduce the project's projected trip generation and vehicle miles traveled. The bill would provide that a project meeting or exceeding the percentage reduction in trip generation and vehicle miles traveled or a project that incorporates the listed mitigation measures sufficient to allow the project to meet the percentage reduction would not need to consider the transportation-related impact of the project in environmental documents prepared pursuant to CEQA. Because a lead agency would be required to determine whether a project would meet the percentage reduction established by the guidelines, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 615</u> <u>Lowenthal, Bonnie D</u></p> <p>High-speed rail.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes.</p> <p>This bill would enact similar exceptions, authorizations, and exemptions relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority. This bill contains other related provisions and other existing laws.</p>	

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<p><u>AB 650</u> <u>Blumenfield D</u></p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	<p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p>	<p>Existing law establishes various boards and commissions within state government. Existing law establishes various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. The Institute of Transportation Studies of the University of California studies all aspects of transportation, including technological advances to social and environmental consequences. The Public Transportation Account is designated as a trust fund and funds in the account shall be available only for specified transportation planning and mass transportation purposes.</p> <p>This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 specified members and would require the Senate Committee on Rules and the Speaker of the Assembly to jointly appoint these members, including a chair, by March 31, 2012. The bill would require the task force to prepare a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, in preparing its written report, to consult with appropriate state agencies and departments and would require the Institute of Transportation Studies of the University of California, subject to their agreement, to provide staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the Department of Transportation, as specified, to accomplish the purposes of these provisions.</p>	
<p><u>AB 676</u> <u>Torres D</u></p> <p>Transportation funds.</p>	<p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</p>	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	
<p><u>AB 710</u> <u>Skinner D</u></p> <p>Local planning: infill and transit-oriented development.</p>	<p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</p>	<p>The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions.</p> <p>This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill contains other related provisions and other existing laws.</p>	

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<p><u>AB 845</u> <u>Ma D</u></p> <p>Transportation: bond funds.</p>	<p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes, including \$950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system. Of this amount, 80% is to be allocated to eligible commuter and urban rail recipients based on track miles, vehicle miles, and passenger trips pursuant to guidelines to be adopted by the commission. A dollar-for-dollar match is to be provided by a commuter and urban rail recipient for bond funds received.</p> <p>This bill would require the guidelines adopted by the commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the most current available data in the National Transit Database of the Federal Transit Administration. The bill would require the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds provided by the recipient to be from non-state funds. The bill would define "non-state matching funds" for purposes of these bond fund allocations to mean local, federal, and private funds, as well as state funds available to an eligible recipient that are not subject to allocation by the commission.</p>	
<p><u>AB 892</u> <u>Carter D</u></p> <p>Department of Transportation: environmental review process: federal pilot program.</p>	<p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</p>	<p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2012, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program.</p> <p>This bill would delete this repeal date, thereby extending the operation of these provisions indefinitely.</p>	
<p><u>AB 912</u> <u>Gordon D</u></p> <p>Local government: organization.</p>	<p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</p>	<p>The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires a local agency formation commission, where the commission is considering a change of organization that consists of a dissolution, disincorporation, incorporation, establishment of a subsidiary district, consolidation, or merger, to either order a change of organization subject to confirmation of the voters, as specified, or order the change of organization without an election if the change of organization meets certain requirements.</p> <p>This bill would authorize the commission, where the commission is considering a change of organization that consists of the dissolution of a district with zero sphere of influence, to immediately order the dissolution if the dissolution was initiated by the district board, or to, within 30 days following the approval of the application by the commission, hold at least one noticed public hearing on the proposal, and order the dissolution without an election, unless a majority protest exists, as specified.</p>	

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<p><u>AB 952</u> <u>Jones</u> R</p> <p>High-speed rail.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor. Members of the authority are subject to the Political Reform Act of 1974.</p> <p>This bill would prohibit a member or employee of the authority from being the recipient of any gift, as defined, for purposes of the Political Reform Act. The bill would prohibit a construction company, engineering firm, consultant, legal firm, or any other company, vendor, or business entity with a contract or seeking a contract with the authority, or subcontractor of any of the foregoing, or owner, employee, or any member of their immediate families of any of these companies, firms, vendors, entities, or subcontractors, from making any gift to a member or employee of the authority, or to any member of their immediate families. The bill would allow the authority itself to receive gifts, subject to approval of the Senate. The bill would also allow the authority to transfer the gifts it receives to any person only with the approval of the Senate. This bill contains other related provisions.</p>	
<p><u>AB 953</u> <u>Jones</u> R</p> <p>High-speed rail.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects.</p> <p>This bill would provide that no funds from Proposition 1A shall be available to the High-Speed Rail Authority for construction of the high-speed train system until adequate environmental studies are completed based on a new ridership study that uses an acceptable ridership evaluation methodology. The bill would require the authority to contract with the Institute of Transportation Studies at the University of California at Berkeley to complete a revised ridership study, using the ridership methodology of the institute. The bill would require the authority to use that ridership study as the basis for subsequent environmental studies. The bill would also require the authority to reconsider its adoption of the optimal high-speed rail route based both on the new ridership study and the ridership methodology.</p>	
<p><u>AB 957</u> Committee on Transportation</p> <p>Transportation omnibus bill.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law authorizes the impoundment of a vehicle operating as a taxicab or other passenger vehicle for hire in violation of licensing requirements adopted by a local authority for a period of 30 days or less. Existing law requires an impoundment agency to release to the registered owner or his or her agency a vehicle so impounded prior to the expiration of the impoundment period under specified circumstances.</p> <p>This bill would additionally require the release of an impounded vehicle operating as a taxicab or other passenger vehicle for hire in violation of the licensing requirements if the vehicle is a rental car. Because a violation of this provision is a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

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<p><u>AB 988</u> <u>Grove R</u></p> <p>Prevailing wages.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</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 further requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations as specified, be paid to workers employed on public works projects, and imposes misdemeanor penalties for certain violations of this requirement.</p> <p>This bill would revise the manner in which the director determines the rate of general prevailing wages, including deleting the requirement that he or she consider the applicable wage rates established by collective bargaining agreements and the rates that may have been predetermined for federal public works, and deleting the requirement that the director consider further data from labor organizations and employers or employer associations and concerns where the rates do not constitute the rates actually paid in the locality. The bill would also revise the methodology that the director is required to use in determining the general prevailing rate of per diem wages in the locality in which the public work is to be performed, including deleting certain requirement, and requiring the director to conduct a survey of the wages paid for work performed in each locality in which the public work is to be performed. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 1092</u> <u>Lowenthal, Bonnie D</u></p> <p>High-speed rail.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would require the authority to report biannually to the Legislature beginning March 1, 2012, on the status of the project, including overall progress, the project budget, expenditures to date, a comparison of the current and project work schedule and the baseline schedule contained in the 2009 business plan, project milestones, and other related issues.</p>	
<p><u>AB 1097</u> <u>Skinner D</u></p> <p>Transit projects: domestic content.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects.</p> <p>This bill would require the Secretary of Business, Transportation and Housing to adopt, by regulation, a policy that specifically authorizes providing a preference on a transit project receiving funding from the Federal Transit Administration to a bidder that uses, for the project, a higher percentage of domestic contents in the materials, supplies, and equipment than otherwise required by federal law. The bill would require the secretary to consult with affected local and regional transportation agencies in that regard.</p>	

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<p><u>AB 1126</u> <u>Calderon, Charles</u> D</p> <p>Sales and use taxes.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The State Board of Equalization administers the collection of taxes as imposed under those laws. Existing law requires every seller, certain retailers, and every person storing, using, or otherwise consuming in this state tangible personal property purchased from a retailer to keep any records, receipts, invoices, and other pertinent papers in any form as the board may require.</p> <p>This bill would make various technical, non-substantive changes to this requirement.</p>	
<p><u>AB 1134</u> <u>Bonilla</u> D</p> <p>Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: allocation of funds.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law, implementing the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, requires specified entities receiving an allocation of the proceeds of bonds issued under the act to expend those funds within 3 fiscal years of the fiscal year in which the funds were allocated.</p> <p>This bill would specify that for an allocation of the funds made prior to June 30, 2011, the entity receiving the allocation would be required to expend them within 4 fiscal years of the fiscal year in which the funds were allocated. This bill contains other related provisions.</p>	
<p><u>AB 1164</u> <u>Gordon</u> D</p> <p>High-Speed Rail Authority: appointees: Senate confirmation.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law creates the High-Speed Rail Authority within the state government with various powers and duties relative to development and implementation of a high-speed passenger train system. Existing law provides that 5 of the 9 members comprising the authority shall be appointed by the Governor.</p> <p>This bill would require that those gubernatorial appointments be made with the advice and consent of the Senate.</p>	
<p><u>AB 1206</u> <u>Galgiani</u> D</p> <p>High-speed rail: contracts: small businesses.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects.</p> <p>This bill would require the authority to identify essential components of, and adopt, a small emerging business enterprise program as part of contracts to be awarded by the authority relative to development and construction of the high-speed rail system. The bill would require the authority to provide certain bidding preferences and to establish a goal methodology to determine the appropriate level of involvement of small emerging business enterprises in authority contracts. The bill would require at least one public hearing by the authority before the program is adopted and would require the authority to include a plan for outreach to small emerging business enterprises. The bill would require the authority to report annually to the Legislature in that regard. This bill contains other related provisions and other existing laws.</p>	

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<p><u>AB 1229</u> <u>Feuer D</u></p> <p>California Transportation Financing Authority Fund: subsidies: local agency revenue bonds.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>The California Transportation Financing Authority Act sets forth the duties of the California Transportation Financing Authority in issuing certain transportation financing instruments, or approving their issuance by various local or regional agencies. The authority is authorized to expend moneys in the continuously appropriated California Transportation Financing Authority Fund to secure the issuance of bonds issued by the authority and cover various related costs, among other things.</p> <p>This bill would authorize the authority to direct the Treasurer to utilize unrestricted moneys in the fund to subsidize the payment of interest by those local or regional agencies on revenue bonds issued by those agencies pursuant to these provisions.</p>	
<p><u>AB 1287</u> <u>Buchanan D</u></p> <p>Local government: audits.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Existing law requires school districts to comply with General Accounting Office standards for financial and compliance audits, as specified, and prohibits an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards.</p> <p>This bill would require local agencies, defined to include cities, counties, a city and county, special districts, authorities, or public agencies, to comply with General Accounting Office standards for financial and compliance audits and would prohibit an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards.</p>	
<p><u>AB 1308</u> <u>Miller R</u></p> <p>Highway Users Tax Account: appropriation of funds.</p>	<p>ASSEMBLY PRINT 2/18/2011 - Read first time. To print.</p>	<p>Article XIX of the California Constitution requires revenues from state excise taxes on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the cost of collection and any refunds authorized by law, to be used for various street and highway purposes and for certain mass transit guideway purposes. Existing law requires state excise fuel tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to and deposited monthly in the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for formula apportionment of specified revenues in the Highway Users Tax Account to cities and counties for the transportation purposes authorized by Article XIX of the California Constitution, and requires other portions of those revenues to be transferred to and deposited in the State Highway Account in the State Transportation Fund. Existing law provides that the money in the Highway Users Tax Account is appropriated for the above-described transportation purposes, but also generally provides that the money in the State Highway Account may not be expended until appropriated by the Legislature.</p> <p>This bill, in any year in which the Budget Act has not been enacted by July 1, would provide that all moneys in the Highway Users Tax Account in the Transportation Tax Fund, except as specified, are continuously appropriated and may be encumbered for certain purposes until the Budget Act is enacted. The bill would thereby make an appropriation. The bill would authorize the Controller to make estimates in order to implement these provisions.</p>	

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<u>AB 1332</u> <u>Donnelly R</u> State Air Resources Board: abolishment.	ASSEMBLY PRINT 2/18/2011 - Read first time. To print.	Existing law establishes the State Air Resources Board as the state agency with primary jurisdiction over the regulation of air pollution, including greenhouse gas emissions. Existing law creates the state board within the California Environmental Protection Agency with prescribed membership. This bill would abolish the State Air Resources Board and transfer its authority, duties, powers, purposes, responsibilities, and jurisdiction to the California Environmental Protection Agency.	
<u>AB 1335</u> <u>Lara D</u> Local government: officials: salary increases.	ASSEMBLY PRINT 2/18/2011 - Read first time. To print.	Existing law makes certain findings and declarations relating to the prohibition against the availability of state surplus or state loan funds, in the 1978-79 fiscal year, to any local public agency that provides an increase in salary in that fiscal year to any elected or appointed official, and cost-of-living increase for other individuals. This bill would make technical, non-substantive changes to these findings and declarations.	
<u>AB 1388</u> <u>Wieckowski D</u> California Alternative Energy and Advanced Transportation Financing Authority Act.	ASSEMBLY PRINT 2/18/2011 - Read first time. To print.	Existing law establishes the California Alternative Energy and Advanced Transportation Financing Authority Act, which is intended to provide industry within this state with an alternative method of financing alternative methods and sources of energy in this state. The act includes various legislative findings and declarations relating to the need to develop renewable energy sources and promote energy sources that reduce the degradation of the environment and protect the health, welfare, and safety of the public. This bill would make a technical, clarifying change in those legislative findings and declarations.	
<u>ABX1 8</u> <u>Ma D</u> Transportation bond funds.	ASSEMBLY PRINT 12/7/2010 - From printer.	Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of general obligation bonds for various transportation purposes. Existing law requires that \$1,000,000,000 of those funds be deposited in the Transit System Safety, Security, and Disaster Response Account, administered by the California Emergency Management Agency (Cal EMA), for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems, as specified. Existing law requires 25% of the available funds to be allocated to certain regional public waterborne transit agencies. Existing law requires entities receiving funds from the account to expend those funds within 3 fiscal years of the fiscal year in which the funds were allocated and requires that funds remaining unexpended after those 3 years revert to Cal EMA for reallocation in subsequent fiscal years. This bill would declare that it is to take effect immediately as an urgency statute. This bill contains other existing laws.	
<u>AJR 5</u> <u>Lowenthal, Bonnie D</u> Transportation revenues.	ASSEMBLY PRINT 2/11/2011 - From printer.	This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure.	

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<p><u>SB 22</u> <u>La Malfa</u> R</p> <p>High-speed rail.</p>	<p>SENATE RLS. 1/20/2011 - Referred to Com. on RLS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would state the intent of the Legislature to reexamine the bond funding mechanism of the authority relative to the authority's high-speed rail project.</p>	
<p><u>SB 46</u> <u>Correa</u> D</p> <p>Local government: compensation disclosure.</p>	<p>SENATE G. & F. 1/20/2011 - Referred to Com. on Gov. & F.</p> <p>3/16/2011 9:30 a.m. - John L. Burton Hearing Room (4203) SENATE GOVERNAN CE AND FINANCE, WOLK, Chair</p>	<p>Existing law provides for the compensation of local government officers and employees, as specified. This bill would require filers, as defined, to annually file a compensation disclosure form, as specified.</p> <p>This bill would require the Secretary of State to develop the form, which would provide for the disclosure of, among other things, salaries and stipends, automobile and equipment allowances, and incentive and bonus payments. This bill would also require a county, city, city and county, school district, special district, or joint powers agency that maintains an Internet Web site to post the information contained on the filed form on that Internet Web site, as specified. The bill would authorize a district attorney or any interested person to commence an action by mandamus to enforce the provisions of the bill, as specified. The duties imposed on local departmental agencies by the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><u>SB 50</u> <u>Correa</u> D</p> <p>Conflicts of interest: disqualification.</p>	<p>SENATE PRINT 1/20/2011 - Referred to Com. on E. & C.A.</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>This bill would add members of the High-Speed Rail Authority to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. This bill contains other related provisions and other existing laws.</p>	
<p><u>SB 126</u> <u>Steinberg</u> D</p> <p>California Transportation Commission: guidelines.</p>	<p>SENATE T. & H. 2/10/2011 - Referred to Com. on T. & H.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative</p>	

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		Procedure Act. This bill contains other existing laws.	
<u>SB 241</u> <u>Cannella</u> R Environment: California Environmental Quality Act (CEQA).	SENATE E.Q. 2/17/2011 - Referred to Coms. on E.Q. and JUD.	<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 provides for the judicial review of a lead agency's decision to certify an EIR.</p> <p>The bill would enact the CEQA Litigation Protection Pilot Program of 2011 and would require the Business, Transportation and Housing Agency to select projects that meet specified requirements from specified regions for each calendar year between 2012 and 2016. The bill would exempt from judicial review, pursuant to CEQA, a lead agency's decision to certify the EIR of, or to adopt a mitigated negative declaration based on an initial study for, the selected projects, a lead agency's and responsible agency's approval of the selected project, and the Business, Transportation and Housing Agency's selection of the projects. The bill would require the Business, Transportation and Housing Agency, by December 31 of each year, to submit an annual report to the Governor and to the Legislature summarizing the designation of projects, and the job creation and investment attributable to the designated projects. This bill contains other related provisions.</p>	
<u>SB 310</u> <u>Hancock</u> D Transit villages.	SENATE PRINT 2/15/2011 - From printer. May be acted upon on or after March 17.	<p>Existing law requires cities and counties to implement certain planning and zoning plans for the orderly development of communities.</p> <p>This bill would express the intent of the Legislature to enact legislation that would require cities and counties to adopt permitting procedures for transit village green pathways developments, as specified.</p>	
<u>SB 316</u> <u>Emmerson</u> R Meal periods: exemption: transportation industry.	SENATE PRINT 2/15/2011 - From printer. May be acted upon on or after March 17.	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the order is consistent with the health and welfare of affected employees.</p> <p>This bill would add employees employed in the transportation industry, as defined, to the list of employees exempt from the above provisions. This bill contains other existing laws.</p>	
<u>SB 392</u> <u>Gaines</u> R Transportation: California Transportation Commission.	SENATE PRINT 2/16/2011 - From printer. May be acted upon on or after March 18.	<p>Existing law establishes the California Transportation Commission and authorizes the commission to alter or change the location of any state highway if, in the opinion of the commission, the alteration is for the best interest of the state.</p> <p>This bill would make a non-substantive change to these provisions.</p>	

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<p><u>SB 475</u> <u>Wright</u> D</p> <p>Infrastructure financing.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>Existing law authorizes a governmental agency, as defined, to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and lease to, private entities, for specified types of fee-producing infrastructure projects. Existing law permits these agreements to provide for infrastructure facilities owned by a governmental entity, but constructed by a private entity, to be leased to or owned by that private entity for a period of up to 35 years.</p> <p>This bill would authorize a local governmental agency to enter into an agreement with a private entity for financing for specified types of revenue-generating infrastructure projects. The bill would require an agreement entered into under these provisions to include adequate financial resources to perform the agreement, and would permit the agreements to lease or license to, or provide other permitted uses by, the private entity for a term of up to 50 years, after which time the project would revert to the governmental agency. This bill would also require an unspecified entity to advise and educate local agencies and other interested stakeholders about the role that public-private partnerships can undertake in planning, studying, designing, financing, constructing, operating, maintaining, or managing local infrastructure projects.</p>	
<p><u>SB 517</u> <u>Lowenthal</u> D</p> <p>High-Speed Rail Authority.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>Existing law creates the High-Speed Rail Authority in state government with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor.</p> <p>This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency. The bill would provide for the Secretary of Business, Transportation and Housing to serve on the authority as a nonvoting, ex officio member. The bill would require the secretary to propose an annual budget for the authority upon consultation with the authority. The bill would require the members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. The bill would provide for the members that are appointed to have specified background or experience, as specified. This bill contains other related provisions and other existing laws.</p>	
<p><u>SB 522</u> <u>Walters</u> R</p> <p>Public employees' retirement: additional service credit.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>The Public Employees' Retirement Law calculates service retirement allowances, in part, based on years of credited service. Members of the Public Employees' Retirement System may receive service credit for public service not otherwise subject to credit, upon payment of specified additional contributions. Existing law authorizes specified members of that system, including employees or officers of the state, the university, a school employer, or a contracting agency and certain legislative employees, to elect to make additional contributions and receive up to 5 years of additional retirement service credit, as defined, subject to specified limitations.</p> <p>This bill would repeal that provision.</p>	

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<p><u>SB 523</u> <u>Walters</u> R</p> <p>Public employees' retirement: elected local officials.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>Existing law authorizes the creation of retirement systems for public employees by counties, cities, and districts. Existing law creates the Public Employees' Retirement System and the State Teachers' Retirement System, which provide a defined benefit to their members based on age at retirement, service credit, and final compensation. Existing law establishes the criteria for membership in the various public employee retirement systems and may exclude certain employment classifications from membership. The California Constitution provides for the division of the state into counties and requires that a county have an elected sheriff, elected district attorney, elected assessor, and elected governing body. Existing law provides for the incorporation of cities in various forms and requires that certain city offices be filled pursuant to elections, as prescribed. Existing law provides for the creation of districts, the governing bodies of which may be elected.</p> <p>This bill would prohibit a person who is publicly elected to a local office of any kind, on and after January 1, 2012, from becoming a member of a retirement system by virtue of that service or from acquiring any retirement right or benefit for serving in that elective local office. The bill would also apply these prohibitions to a person who is appointed to fill the term of a person so elected, but would not apply them to a person who obtained membership by virtue of holding an elective local office prior to January 1, 2012, for so long as he or she holds that office or is reelected to that office.</p>	
<p><u>SB 524</u> <u>Walters</u> R</p> <p>Public employees' retirement: reinstatement.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>The Public Employees' Retirement Law (PERL) provides a comprehensive set of rights and benefits based upon age, service credit, and final compensation to members of the Public Employees' Retirement System. Any person who has been retired under the system is generally prohibited from being employed in any capacity unless he or she is first reinstated from retirement, except as authorized. PERL authorizes a person who has been reinstated to thereafter be employed by the state or by a contracting agency in accordance with the laws governing that service, in the same manner as a person who has not been so retired.</p> <p>This bill would prohibit a state member who retires on or after January 1, 2012, from serving without reinstatement or being hired as a contracted employee for the state until the person has been retired for at least 12 months.</p>	
<p><u>SB 545</u> <u>Anderson</u> R</p> <p>Transportation.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>Existing law creates various transportation programs to develop and implement improvements to transportation systems.</p> <p>This bill would state the intent of the Legislature to enact legislation enabling the state to examine efficiency in administering solutions to California's transportation needs.</p>	

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<p><u>SB 582</u> <u>Emmerson</u> R</p> <p>Commute benefit policies.</p>	<p>SENATE PRINT 2/18/2011 - From printer. May be acted upon on or after March 20.</p>	<p>Existing law requires transportation planning agencies to undertake various transportation planning activities, including preparation of a regional transportation plan. Existing law requires transportation planning agencies that are designated under federal law as metropolitan planning organizations to include a sustainable communities strategy as part of the regional transportation plan for their region. Existing law creates air quality management districts with various responsibilities relative to reduction of air pollution.</p> <p>This bill, beginning on January 1, 2013, would authorize a metropolitan planning organization, in partnership with the local air quality management district, to adopt a commute benefit ordinance that requires covered employers operating within the common jurisdiction of the organization and district with 20 or more covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance.</p>	
<p><u>SB 624</u> <u>Harman</u> R</p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012.</p> <p>This bill would make technical, non-substantive changes to the above requirements.</p>	
<p><u>SB 659</u> <u>Hernandez</u> D</p> <p>Toll bridges.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>Existing law authorizes the Transportation Commission to direct the Department of Transportation to build or acquire toll bridges and other transportation facilities related to toll bridges, as specified.</p> <p>This bill would make a non-substantive, grammatical change to those provisions.</p>	

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<p><u>SB 683</u> <u>Correa</u> D</p> <p>Environment: California Environmental Quality Act: noncompliance allegations: public comment.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for a public review period for the public to review a draft EIR, proposed negative declaration, or proposed mitigated negative declaration. CEQA requires a lead agency to evaluate and respond to comments on a draft EIR, proposed negative declaration, or proposed mitigated negative declaration made during the public review period and authorizes a lead agency to evaluate and respond to comments made on a draft EIR when the comments are submitted after the public review period. CEQA requires an action or proceeding alleging noncompliance with its requirements to be based on grounds that were presented to the public agency orally or in writing by any person unless the person objected to the approval of the project orally or in writing, during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the issuance of the notice of determination.</p> <p>This bill instead would prohibit these actions or proceedings unless the oral or written presentation or objection occurs during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the filing, rather than issuance, of the notice of determination.</p>	
<p><u>SB 693</u> <u>Dutton</u> R</p> <p>Public contracts: local agencies.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships for transportation projects under certain conditions. Existing law authorizes the department to delegate to any city or county any part of its powers and jurisdiction, except the power of approval, with respect to any portion of any state highway within the city or county, and to withdraw the delegation.</p> <p>This bill would specify that the delegation authority includes the authority to utilize private-public partnership agreements for transportation projects. The bill would also make findings and declarations related to local agency contracting.</p>	

San Mateo County Transit District State Legislative Matrix 2/22/2011

<p><u>SB 733</u> <u>Price D</u></p> <p>High-speed rail: business plan: contracts: small business participation.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. Under federal law, funding is made available for allocation nationally to high-speed rail and other related projects. Existing law requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements beginning January 1, 2012, and every 2 years thereafter.</p> <p>This bill would require the authority to include in the business plan to be submitted on January 1, 2012, or as an addendum to that plan to be submitted as soon as possible after that date, a strategy for ensuring the participation of small business enterprises in contracts awarded by the authority with state or federal funds during all phases of the project.</p>	
<p><u>SB 749</u> <u>Steinberg D</u></p> <p>High-speed rail.</p>	<p>SENATE PRINT 2/18/2011 - Introduced. Read first time. To Com. on RLS. for assignment. To print.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 9 members, including 5 members appointed by the Governor.</p> <p>This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.</p>	



BOARD OF DIRECTORS 2011

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

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

A G E N D A

PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, MARCH 9, 2011– 2:50 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of February 9, 2011

INFORMATIONAL

2. North San Mateo County-Based Transportation Plan
3. Capital Projects Quarterly Status Report

Committee Members: Carole Groom, Jerry Deal, 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 PLANNING, DEVELOPMENT AND SUSTAINABILITY
COMMITTEE MEETING
COMMITTEE OF THE WHOLE
FEBRUARY 9, 2011**

Committee Members Present: A. Tissier (Committee Chair), J. Deal, A. Lloyd

Other Board Members Present, Constituting Committee of the Whole: O. Ahmad, C. Groom, R. Guilbault, S. Harris, Z. Kersteen-Tucker, K. Matsumoto

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

Committee Chair Adrienne Tissier called the meeting to order at 2:52 p.m.

Approval of Minutes of Planning, Development and Sustainability Committee Meeting of January 12, 2011

The Committee approved the minutes (Lloyd/Ahmad).

Update on Grand Boulevard Economic and Housing Opportunities Assessment Phase 1

Manager, Strategic Development Corinne Goodrich reported:

- The purpose of the assessment was to make the case for transforming the corridor into the Grand Boulevard.
- The analysis included:
 - Estimate potential growth on the corridor.
 - Profile transformational project.
 - Measure the fiscal and other benefits of the transformation.
 - Visualize and study the physical implications of transformation.
- The corridor runs from the San Mateo County line to the Caltrain San Jose Diridon station.
- Visualizing future growth can be achieved at a range of densities if essential support services are well planned.
- Operation and maintenance costs for compact, infill development are generally lower than for low-density “sprawl” development.
- Some of the incremental operation and maintenance costs incurred from new housing and businesses could be offset by the large revenue increases.
- Fiscal benefits of infill development range annually from \$330-\$752 million in local revenues.

Planning, Development and Sustainability Committee
Minutes of Meeting of February 9, 2011

- Other benefits of transformation include revitalization and value enhancement; time and cost savings for households and employees; more stable communities; a wider variety of housing types; access to skilled labor force and sustainability, both financial and environmental.

Director Zoe Kersteen-Tucker asked how staff plans to publicize and use the study. Ms. Goodrich said staff has been working with the cities and different agencies throughout the development of the study.

Director Kersteen-Tucker said there is a benefit with this study and it needs to be publicized more broadly so the support and vision for the Grand Boulevard can expand beyond those directly involved.

General Manager/CEO Michael Scanlon said he will bring this to the next Grand Boulevard task force meeting and discuss how to better publicize more widely.

Director Karyl Matsumoto asked if the San Mateo County Economic Development Association has bought into this plan. Ms. Goodrich said yes.

Adjourned: 3:08 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning & Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Marian Lee
Executive Officer, Planning & Development

**SUBJECT: NORTH CENTRAL SAN MATEO COMMUNITY-BASED
TRANSPORTATION PLAN**

ACTION

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

SIGNIFICANCE

Community-Based transportation plans (CBTPs) are part of the Metropolitan Transportation Commission's (MTC) Community-Based Transportation Planning Program to consider transportation needs in low-income communities throughout the Bay Area. These "Communities of Concern" were selected in 2001 by the MTC based on Census data showing a high concentration of minority or low-income residents.

The City/County Association of Governments of San Mateo County (C/CAG), in its role as the Congestion Management Agency for San Mateo County, is the designated entity to prepare these CBTPs. The District serves as a consultant to C/CAG to conduct the planning process. Previous plans have been developed for East Palo Alto and Daly City/Bayshore.

Recommended transportation service and capital improvements are forwarded to potential implementing agencies for funding advocacy and implementation. The North Central San Mateo CBTP will serve as a concept document that will be essential in seeking funds through the MTC Lifeline program and other funding programs for implementation.

Staff will provide a presentation of the results of the North Central San Mateo Community-Based Transportation Plan at the board meeting. The final plan is posted on the C/CAG website at ccag.ca.gov/plans_reports.html.

BACKGROUND

The North Central San Mateo CBTP project area is located in the northern part of the City of San Mateo, and is bordered to the north by Poplar Avenue and U.S. Highway 101, and to the south by the Caltrain railroad tracks, 1st Avenue, Delaware Street, and 5th Avenue. Included in

the plan is a summary of existing conditions, the results of the community outreach process, a program of ten transportation strategies to address identified transportation needs, and an action plan which outlines suggested next steps for successful implementation of the strategies.

The planning process was a collaborative effort which involved extensive community and stakeholder involvement. A *Technical Advisory Committee* comprised of staff representing the City of San Mateo, the San Mateo County Human Services Agency (HSA), C/CAG, MTC and the District was formed to oversee the process. A *Stakeholder Committee* comprised of North Central San Mateo residents, community-based organizations, and agencies serving the area was selected by the City of San Mateo and provided input throughout the process.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development & Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –
2ND QUARTER FISCAL YEAR 2011**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Kelvin Yu, Manager, Project Controls

650-622-7853

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

http://www.samtrans.com/pdf/quarterly_report/FY11_Q2_SamTrans_Quarterly_Report.pdf

KARYL MATSUMOTO, CHAIR
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ADRIENNE TISSIER

MICHAEL J. SCANLON
GENERAL MANAGER/CEO



REVISED - 3-8-11

A G E N D A

BOARD OF DIRECTORS

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

WEDNESDAY, MARCH 9, 2011 – 3:00 p.m.
or immediately following Committee meetings

1. CALL TO ORDER/ROLL CALL

2. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of Board of Directors Meeting of February 9, 2011
- b. Acceptance of Statement of Revenues and Expenses for ~~December 2010~~ January 2011

3. PUBLIC COMMENT

Public comment by each individual speaker shall be limited to one minute

4. REPORT OF THE CHAIR

- a. Resolution of Appreciation to Outgoing Chair Rose Guilbault

5. REPORT OF THE GENERAL MANAGER/CEO

- a. Thirty Year Safe Driver Award – Jai Prasad
- b. Maintenance and Operator Employees of the Year Awards

6. CALL FOR A PUBLIC HEARING ON ~~MARCH 12~~ APRIL 13, 2011 FOR THE FILING OF A FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 GRANT APPLICATION

7. COMMUNITY RELATIONS COMMITTEE

(Accessibility, Senior Services, and Community Issues)

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Paratransit Coordinating Council (PCC) Update
- c. Citizens Advisory Committee Liaison Report
- d. Performance Report – Caltrain
- e. Multimodal Ridership Report – January 2011

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

8. FINANCE COMMITTEE

RESOLUTION

- a. Authorize Execution of Cooperative Agreements with the City/County Association of Governments (C/CAG) for Transportation Funds for Clean Air Funds for the Sam Trans Shuttle Bus Program
- b. Authorize the Filing of Applications for Proposition 1B Transit Security Program Funds
- c. Authorize Amending the Fiscal Year 2011 Capital Budget by \$3,797,000 from \$8,624,325 to \$12,421,325 for the PeopleSoft Integration and Real-Time Transit Information Projects
- d. Authorize a Pilot Residential Pass Program Through 2013
- e. Authorize Award of Contract to Aramark Uniform Services for Rental, Purchase and Laundering of Work Clothing, Shop Towels and Related Items for a Total Estimated Cost of \$269,186 for a Five Year Term
- f. Authorize Award of Contract to Bayshore Truck Equipment for Remanufacturing Heavy Duty Differentials for a Total Estimated Cost of \$287,010

9. LEGISLATIVE COMMITTEE

SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

10. PLANNING, DEVELOPMENT AND SUSTAINABILITY

SUBJECTS DISCUSSED

- a. North San Mateo County-Based Transportation Plan
- b. Capital Projects Quarterly Status Report

11. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

12. BOARD MEMBER REQUESTS/COMMENTS

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

14. GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Teamsters Union, Local 856 (Bus Transportation Supervisors, Dispatchers and Radio Controllers)
- b. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Amalgamated Transit Union, Local 1574 (Customer Service Center Employees)
- c. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Amalgamated Transit Union, Local 1574 (Bus Operators, Mechanics, Utility Workers and Storeskeeper Employees)

15. ADJOURNMENT

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

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.

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

**MINUTES OF BOARD OF DIRECTORS MEETING
FEBRUARY 9, 2011**

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

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

Chair Rose Guilbault called the meeting to order at 3:08 p.m.

REPORT OF THE NOMINATING COMMITTEE – ELECTION OF 2011 OFFICERS

Director Shirley Harris reported the nominating committee (Director Art Lloyd, Zoe Kersteen-Tucker and herself) met and recommends Director Karyl Matsumoto for chair and Jerry Deal for vice chair for 2011.

Director Matsumoto was elected chair and Director Deal vice chair (Harris/Lloyd).

CONSENT CALENDAR

The Board approved the consent calendar (Guilbault/Harris):

- a. Approval of Minutes of Board of Directors Meeting of January 12, 2011
- b. Acceptance of Statement of Revenues and Expenses for December 2010
- c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 30, 2010

PUBLIC COMMENT

Carlos Babcock, Silicon Valley Bicycle Coalition, said Director Carole Groom has formed a committee for the second annual Streets Alive. He said Streets Alive is a way to get residents of San Mateo County out on the streets and explore their own cities. The event is scheduled for Sunday, May 1, 2011.

Ed DeLanoy, San Carlos, said there is a fuel saving option by running shorter Caltrain trains.

Jerry Grace, San Lorenzo, said the Chinese New Years parade is February 12 in San Francisco.

Adina Levin, Friends of Caltrain, thanked the Board for its leadership during this very difficult economic time and requested a public meeting on the issue of the SamTrans budget and its contribution to the Caltrain operating budget. She said the community is working together to find long-term solutions, but we need to work together for some short-term creative solutions.

Andy Chow, Friends of Caltrain, said the SamTrans Board needs to take a proactive role and responsibility for helping to save Caltrain. He said SamTrans needs to be public about the

financial situation because the public's perception is that Caltrain is in this situation because of SamTrans.

Shirley Ingalls, Mountain View, said Caltrain is her primary mode of transportation. She would be devastated if Caltrain service was cut. Ms. Ingalls asked that the contribution to Caltrain not be slashed.

Yoriko Kishimoto, Friends of Caltrain, said the three county transit agencies need to speak with one voice and ask the Metropolitan Transportation Commission (MTC) to redirect Regional Measure 2 (RM2) money allocated for Dumbarton Rail to Caltrain.

Heyward Robinson, Menlo Park, said the Dumbarton money is available and it is operating money. He encouraged the Board to take a leadership role in the Caltrain situation and find a solution.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said Caltrain has a commitment to provide service for passengers coming from the East Bay. While planning is still going on for Dumbarton Rail, now is the time to have a public hearing at MTC and bring the RM2 money to Caltrain.

Chair Matsumoto said Kelly Fergusson of Menlo Park had to leave but will submit written comments.

REPORT OF CHAIR

Appointment of Karyl Matsumoto as the Representative to the San Mateo County Transportation Authority

Director Rose Guilbault said she is recommending the reappointment of Chair Matsumoto to serve on the San Mateo County Transportation Authority (TA) Board representing SamTrans.

A motion (Lloyd/Harris) to recommend Chair Matsumoto to the TA Board was approved unanimously.

Director Guilbault thanked her colleagues on the Board for their support during this past challenging year. She said staff is tremendous and appreciates all the work they do for this Board. Director Guilbault thanked General Manager/CEO Michael Scanlon for the amount of work, support and leadership that he gives to this county and on a national level.

REPORT OF THE GENERAL MANAGER/CEO

Mr. Scanlon reported:

- Welcomed Director Groom to the Board and congratulated Chair Matsumoto and Director Jerry Deal on their reappointments.
- Thanked Director Guilbault for her past year as chair.
- Congratulated Chair Matsumoto and Director Deal for being elected chair and vice chair, respectively.
- Congratulated Chair Matsumoto for her reappointment to the TA Board.

- Thanked Executive Officer Customer Service and Marketing Rita Haskin, Marketing Manager Pat Boland and Graphic Designer Robert Casumbal for the American Public Transportation Association “Telling Our Story” video.
- Investment in human capital continues with the Department of Motor Vehicles mandated operator training, maintenance training and professional development classes.
- Ten bus operators, who were laid off in December 2009, were recalled and will return on March 11.
- On March 20, the bus stops at Hillsdale Shopping will be relocated to accommodate a redesign of the former Mervyn’s store. The affected routes are Routes 54, 250, 251, 262, 294 and 295.
- Staff has been working with officials and neighbors at Menlo Atherton High School to reduce overcrowding at the bus stop.
- At the February 3 Peninsula Corridor Joint Powers Board meeting, the Board approved staff’s recommendations to conduct two public hearings at the March 3 meeting. The two public hearings are to consider the declaration of a fiscal emergency and hear public comment on Draconian cuts in service that will be required to become effective on July 1 of this year unless additional funding is identified. These cuts will transform Caltrain from what it is today to just a five day a week, peak hour only, commuter railroad. There would be no midday, evening or night service and no service south of San Jose Diridon. Up to seven stations would be closed along the Peninsula north of San Jose Diridon Station. Only 48 weekday trains would be provided, which is about half of what has been provided in recent years. There is widespread concern, interest, support and energy for finding funding both in the short and long term.
- On January 21, the Silicon Valley Leadership Group, headed by Carl Guardino, held a summit and on January 29 the Friends of Caltrain held a summit at the San Mateo County Transit District auditorium. About 800 emails have been received on this issue telling what type of a hardship it would create. Mr. Scanlon said he is heartened and somewhat encouraged that there appears to be a broad base understanding of how critical and serious this issue is.
- The chair of the Santa Clara Valley Transportation Authority wrote to Chair Guilbault and attached a memorandum prepared by their general manager which articulates a number of ideas for possible “short-term solutions.” Staff is in the process of evaluating the recommendations and will continue to work diligently with the partners and MTC.

Mr. Scanlon cautioned everyone that the repayment of the right-of-way funds due SamTrans will not be able to serve any purpose in the short term. Those funds have long been programmed to prevent the collapse of the SamTrans system itself, which everyone knows has been battling its own structural deficit. This Board has had a financial capacity subcommittee for the past five years working diligently on the SamTrans structural problem. He said part of the strategy was to eliminate the non-Transportation Authority portion of SamTrans contribution to Caltrain over a two-year period or roughly \$5.8 million last year and an additional \$5.8 million reduction this year. Last year MTC came through and helped SamTrans, but a capital swap had to be done. SamTrans had to agree to do without the purchase of 10 or 11 buses in order to swap \$4 million in capital funds to bring into the operating side so the entire \$5.8 million hit didn’t have to happen last year. These cuts have been coming for a long time.

In recent years, SamTrans has done service cuts, fuel hedging, layoffs of administrative and hourly personnel, hiring freeze, furloughs and unpaid holidays. The administrative staff's salaries have been frozen since July 2008, the outstanding debt has been refinanced to lower the amount of debt service needed and employer contributions have been frozen to the retiree medical. Despite all of this, there were still deficits in the operating budget in Fiscal Year (FY) 2009 of \$21 million, FY10 of \$16 million, FY11 \$21.7 million and a preliminary number for FY12 of \$15-\$20 million. He said he will never forget, particularly the people from the Coastsides, that came in and how moving it was when Director Guilbault spoke to them in Spanish and the real hard stories that were told and are true.

Mr. Scanlon said he is as much of a fan of Caltrain and as much as he would like to see Caltrain not suffer even in the short term, he can not see himself recommending decimating the bus system, particularly in light of the demographics of the customers who utilize Caltrain versus utilizing the bus system. He has promised to work with the partners and turn over every stone to try and find a solution, but a solution has to be found for Caltrain or SamTrans.

- Mr. Scanlon said it seems that his compensation package detracts from all the hard work of all his co-workers at this agency who are not paid nearly as well as he is and who work very hard. He said it also diverts public attention away from solving the very real problem that this agency faces. Mr. Scanlon said he is prepared to make some sacrifice, along with his fellow employees. There are labor negotiations in July and compensation is something that needs to be looked at. It is not the salary, but the housing allowance and relocation that this Board enabled him and his family to move here that rolls up into the W-2 each year and that is what distorts the salary. If it ever becomes a distraction from what is going on or the Board feels they would be better served by someone else and if the time has come for him to leave so be it. It is important that the work gets done, and that the focus continues to be on the customers and the people who need us.

Director Shirley Harris said Mr. Scanlon was hired because he was the best person for the job and she still feels he is the best person to lead the agency. She said it is unfortunate that the salary articles have taken front page, but hopefully the corrections are seen as well as the erroneously reported information.

Director Omar Ahmad said he hopes that reporters would fact check, but it is pretty clear that isn't happening. He said one of the things that he will not accept is a lesser CEO. Director Ahmad is glad Mr. Scanlon is here and he has the Board's backing and he is very happy with the job he is doing.

Director Tissier said people don't understand the complexity of running three agencies and with Mr. Scanlon at the helm this issue will get resolved. The reason Mr. Scanlon is here and the reason this Board cares for him is he will look for solutions. He has worked throughout the country and knows the hardship is everywhere, but every time there has been an issue, whether it is SamTrans or Caltrain we all come together and try to work through it. This is valuable and there are not a lot of CEOs that can look at the big picture and say "we are going to get there" but we are all going to put our heads together to figure it out. Director Tissier said Mr. Scanlon has always done this under any circumstance and SamTrans has sustained itself longer than most

have been able to do because of his level of creativity and vision. She said we all need to stick with it and we will get through these issues and certainly don't want to see Mr. Scanlon hanging out there.

Director Lloyd said he has been in transportation his entire career and what the media did infuriates him with the accusations. He said things were misquoted and misread.

Director Kersteen-Tucker said she was furious when she read the article. She said this Board is very glad Mr. Scanlon is here and hopes these trivial things don't bring him down.

Director Deal said Mr. Scanlon is not just a CEO, but a valuable leader. The Board can get a CEO anywhere and for less money, but they won't be as valuable as Mr. Scanlon.

Director Guilbault said as a former journalist, not everyone misquotes information. She said there are times when misinformation is misquoted or misreported. Director Guilbault said the Board's role is stewards of the county and this Board takes that role very seriously and that is why we have the leadership of Mr. Scanlon. She said in the past leadership hasn't been as strong and this Board is very fortunate to have someone of Mr. Scanlon's caliber and leadership.

Chair Matsumoto said the buck stops here and it is up to this Board to evaluate Mr. Scanlon's performance and decide his compensation. She said this Board has been very cognizant of watching the people's monies and know what faces this county and the decision is the Board's solely. Chair Matsumoto said the Board knows Mr. Scanlon is the best for this organization.

Mr. Scanlon said he is more worried about the organization than himself.

Public Comment

Jerry Grace, San Lorenzo, said Mr. Scanlon is a good person and doing a great job.

COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Paratransit Coordinating Council (PCC) Update
- c. Citizens Advisory Committee Liaison Report
- d. Performance Report – Paratransit/Senior Mobility Initiatives
- e. Multimodal Ridership Report – December 2010

FINANCE COMMITTEE

RESOLUTIONS

- a. Authorize Execution of the Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) Certifications and Assurances

The motion (Lloyd/Ahmad) to approve the resolution was approved unanimously by roll call.

INFORMATIONAL

- b. Fiscal Year 2010 Comprehensive Annual Financial Report

LEGISLATIVE COMMITTEE

SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE

SUBJECTS DISCUSSED

- a. Update Grand Boulevard Economic and Housing Opportunities Assessment Phase 1

WRITTEN COMMUNICATIONS

In reading file

BOARD MEMBER COMMENTS

Director Kersteen-Tucker said in light of the comments from Friends of Caltrain on the written documents the Board has been receiving, and Caltrain is a line item in the SamTrans budget, she would like to request, at a future meeting, a more focused discussion of the various funding options before this Board to consider. Mr. Scanlon said this is possible, but it couldn't be done by the March meeting. He said staff is very busy putting together the SamTrans budget. Mr. Scanlon said this is not a cash flow problem, but a structural problem. He said the soonest staff will be able to present this information is April.

Director Ahmad requested a Board retreat to discuss strategic issues. He said in San Mateo County the leading area of job growth is in food service. He said when you look at where and who fills these jobs, SamTrans is a critical link for these people to get to work and get home safely. Director Ahmad said SamTrans funding has been at the whim of the State and the State has pretty much said "if it's not nailed down, it's ours." He said with the greatest respect for people he serves with on other boards, there was a quote "It's not a Caltrain problem, it's a SamTrans problem." He said they are wrong. Director Ahmad said long before anyone else talked about saving Caltrain, this agency stepped up, and not only did it once, but year after year after year. He said there is no group more passionate about trying to save Caltrain and doing the right thing for Caltrain riders than this organization, but this organization has its own mandates and its own purposes and we need to stick to what this agency was formed to do.

Mr. Scanlon said staff will work with the chair about a retreat and what is it that everyone hopes to accomplish. Chair Matsumoto asked if the Board members could be polled and see what they would like to see on the agenda, priorities of staff and what staff envisions.

DATE AND TIME OF NEXT MEETING – March 9, 2011 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Teamsters Union, Local 856 (Bus Transportation Supervisors, Dispatchers and Radio Controllers)
- b. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Amalgamated Transit Union, Local 1574 (Customer Service Center Employees)
- c. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Amalgamated Transit Union, Local 1574 (Bus Operators, Mechanics, Utility Workers and Storeskeeper Employees)

Legal Counsel David Miller said there will be a closed session today for an update on pending labor negotiations.

The meeting adjourned to closed session at 4:09 p.m.

Meeting reconvened to open session at 4:21 p.m.

Mr. Miller said the Board met in closed session to hear a report on pending labor negotiations with the units listed on the agenda. He said these discussions continue and staff will keep the Board apprised of developments as they take place. Mr. Miller said there is no action required today.

Adjourned at 4:22 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **REQUEST TO SET A PUBLIC HEARING FOR THE FILING OF A
FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT
APPLICATION**

ACTION

Staff proposes that the Board hold a public hearing at its April 13, 2010 Board meeting for the filing of a Federal Transit Administration (FTA) Section 5310 Transportation for Elderly Person and Persons with Disabilities grant application.

SIGNIFICANCE

Staff is proposing to submit an FTA Section 5310 grant application to purchase two small cutaway buses for the operation of Redi-Wheels. These vehicles would expand the seating capacity of the Redi-Wheels fleet as they will be replacing two sedans currently provided by MV Transportation. The additional seating capacity will reduce the need for SamTrans to rely on taxi service during periods of peak demand, thereby resulting in a cost savings.

SamTrans, the public transit provider in San Mateo County, is required under this federal program to provide 30-days' advance notice of a hearing prior to the filing of a grant application in order to certify that no qualifying non-profit agencies are readily available to provide paratransit services to the elderly and disabled in lieu of Redi-Wheels. Upon Board authorization, the public hearing and request to authorize the filing of the grant application will be scheduled for the April 13, 2011 Board meeting.

BUDGET IMPACT

The setting of a public hearing has no impact on the budget.

BACKGROUND

The FTA Section 5310 Program provides capital grants to assist private non-profit corporations and, under certain conditions, public agencies, to provide safe, efficient, and coordinated transportation services for elderly individuals and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate.

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