



BOARD OF DIRECTORS 2009

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BOARD OF DIRECTORS

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

WEDNESDAY, AUGUST 12, 2009 – 2:00 p.m.

- 1. PLEDGE OF ALLEGIANCE**
- 2. CALL TO ORDER**
- 3. ROLL CALL**
- 4. PUBLIC HEARING FOR PROPOSED FIXED-ROUTE SERVICE CHANGES AND REDUCTIONS, CORRESPONDING REDUCED SERVICES AVAILABLE FOR PARATRANSIT, FARE INCREASES AND CODIFIED LANGUAGE CHANGES**
- 5. ADJOURN TO COMMITTEE MEETINGS**

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Michael J. Scanlon
General Manager/CEO

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

**SUBJECT: PUBLIC HEARING FOR FIXED-ROUTE SERVICE CHANGES AND
REDUCTIONS, CORRESPONDING REDUCED SERVICES AVAILABLE
FOR PARATRANSIT, FARE INCREASES, AND CODIFIED TARIFF
LANGUAGE CHANGES**

ACTION

On June 10, 2009 the Board approved a public hearing to be held August 12, 2009 for the consideration of fixed-route service changes and reductions, and corresponding service reductions for Paratransit, fare increases (Attachment A), and Codified Tariff language changes.

SIGNIFICANCE

SamTrans is facing a growing fiscal crisis and a continuing structural deficit. For the last several years, SamTrans has used one-time funding sources and reserves to balance the operating budget. Those sources of funds are no longer available. The State has zeroed out the STA funds traditionally used for public transit and these funds will not be available for the next four years. SamTrans is now grappling with an operating budget deficit of \$28.4 million in FY2010.

The June 10, 2009 Staff Report for the Call for a Public Hearing recommended consideration of fixed-route service reductions of up to approximately 15 percent of bus service and accompanying proportional reductions in administrative costs. With the continuing economic downturn, declining ridership, and actions by other bay area transit agencies, the Board decided to consider increasing the fares as well. Fixed-route service reductions could result in a corresponding reduction in service provided by complementary Paratransit service. Changes to the language in the Codified Tariff will be recommended to be consistent with partner agencies. The language changes will not affect service or the budget.

BUDGET IMPACT

Reducing fixed-route bus services 15 percent equals approximately \$12.5 million in net savings. The cumulative net savings of the service reduction options identified are approximately \$12.9 million annually. Details of the service reduction options will be presented via PowerPoint and a handout will be provided at the meeting. A fare increase could generate roughly \$1.5 million

annually. Service reductions and changing ridership trends could affect the additional revenue from a fare increase. The revenue from elimination of the 15 percent discount on monthly passes when purchased with a SF Muni sticker would generate approximately \$20,000 annually.

BACKGROUND

The preliminary FY2010 operating budget adopted by the Board on June 10, 2009 has a \$28.4 million deficit. Several factors contribute to the shortfall. Since FY2008 more than \$11 million in state funds have been eliminated. The state funds are not expected to be available for the next four years. Sales tax revenues are declining, interest income is lower, and ridership is now declining, which means farebox revenue will decline. SamTrans has taken a number of actions to help offset the revenue losses. A hiring freeze was implemented earlier this year, there was a mid-FY2009 cost reduction budget adjustment, administrative employees were furloughed four days near the end of FY2009, two executive positions have been eliminated, two full-time bus operator positions will be eliminated in August without affecting service, and a fuel price hedging program has been implemented. Based on the services and fare changes adopted by the Board, additional actions will include layoffs of direct operating personnel and reductions in administrative expenses, including staffing levels.

The public outreach program included four community meetings in South San Francisco, San Carlos, Menlo Park and Half Moon Bay, newspaper advertisements, news releases, on-board messages to bus riders, web site information, an e-mail address, U. S. postal address, and phone numbers to receive comments from the public.

Staff will consider public testimony and input from members of the Board of Directors to develop recommendations for board consideration at its September 9, 2009 meeting.

Prepared by: Donald G. Esse, Operations Financial Analyst

650-508-6329

**SAN MATEO COUNTY TRANSIT DISTRICT
PROPOSED FARE INCREASE**

FARE CATEGORY	Current Fares Effective February 1, 2009	Proposed Fares
Adult:		
Adult Local Cash	\$1.75	\$2.00
Adult 391/292/397 - Out of S.F. Cash	\$3.50	\$4.00
Adult Express Cash	\$4.50	\$5.00
Adult Tokens (10)	\$14.00	\$16.00
Adult Monthly Pass	\$56.00	\$64.00
Adult 391/292/397 - Out of S.F. Mo. Pass	\$84.00	\$96.00
Adult Express Monthly Pass	\$144.00	\$165.00
Youth:		
Youth Local Cash	\$1.00	\$1.25
Youth 391/292/397 - Out of S.F. Cash	\$2.00	\$2.50
Youth Express Cash	\$2.00	\$2.50
Youth Tokens (10)	\$8.00	\$10.00
Youth Monthly Pass	\$29.00	\$36.00
"Needy Family" Youth Monthly Pass	\$18.00	\$22.00
Summer Youth Pass	\$35.00	\$44.00
Eligible Discount:		
Eligible Discount Local Cash	\$0.75	\$1.00
Eligible Discount 391/292/397 Out of S.F. Cash	\$1.50	\$2.00
Eligible Discount Express Cash	\$2.00	\$2.50
Eligible Discount Monthly Pass	\$22.00	\$32.00
Special Fixed-route Service:		
Football Service - Round Trip	\$18.00	\$24.00
Football Service - Four-game Pass Book	\$62.50	\$83.00
Football Service - Season Pass	\$108.00	\$144.00
<i>(SamTrans Football Service is suspended)</i>		
Paratransit Service:		
One-way	\$3.00	\$3.75
Lifeline	\$1.50	\$1.75
5311 Coastside On-demand Non-ADA Paratransit Service:		
One-way	\$3.00	\$3.75
Lifeline	\$1.50	\$1.75
Effective July 1, 2009 - Agency-sponsored Trips		
Agency-sponsored Trips - Regular:		
Poplar Recare	\$4.98	\$6.22
Rosener House	\$3.65	\$4.56
San Carlos Adult Day Care	\$4.00	\$5.00
Senior Focus	\$4.79	\$5.98
Senior Day Care	\$4.24	\$5.30
South San Francisco Adult Day Care	\$3.59	\$4.48
Coastside Adult Day Health Care	\$3.60	\$4.50
Seniors Coastsiders	\$3.00	\$3.75
Agency-sponsored Trips - Lifeline:		
Poplar Recare	\$3.48	\$4.35
Rosener House	\$2.15	\$2.68
San Carlos Adult Day Care	\$2.50	\$3.12
Senior Focus	\$3.29	\$4.11
Senior Day Care	\$2.74	\$3.42
South San Francisco Adult Day Care	\$2.09	\$2.61
Coastside Adult Day Health Care	\$2.10	\$2.62



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A G E N D A

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

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

WEDNESDAY, AUGUST 12, 2009 – 2:20 p.m.
or immediately following the Public Hearing

ACTION

1. Approval of Minutes of Community Relations Committee Meeting of July 8, 2009

INFORMATIONAL

2. Accessibility Update – Bill Welch
3. Paratransit Coordinating Council (PCC) Update – Kent Mickelson
4. Citizens Advisory Committee Liaison Report – Wayne Kingsford-Smith
5. Performance Report – End-of-the-Year Performance Report
6. Multimodal Ridership Report – June 2009

Committee Members: Art Lloyd, Mark Church, Jerry Deal

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
JULY 8, 2009**

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

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

Other Board Members Absent, Constituting Committee of the Whole: J. Hartnett

Staff Present: J. Cassman, C. Harvey, R. Haskin, R. Lake, M. Lee, M. Martinez, N. McKenna, D. Miller, T. Reavey, M. Scanlon, M. Simon, B. Welch

Committee Chair Art Lloyd called the meeting to order at 2:08 p.m.

Approval of Minutes of Community Relations Committee Meeting of June 10, 2009

The Committee approved the minutes (Church/Tissier).

Accessibility Update

Accessible Transit Services Manager Bill Welch said the recent SamTrans Accessibility Advisory Committee minutes reference the Electric Personal Assistance Mobility Devices (EPAMD) policy implemented on SamTrans and Caltrain. All SamTrans bus operators have been trained to assist passengers with the devices and the proper means of securing them on the buses. This policy was modeled after the service animal policy.

Paratransit Coordinating Council (PCC) Update

PCC Chair Kent Mickelson said he was appointed chair for an additional year. He said he is glad the Board passed the submission of the Section 5310 grant for the new Redi-Wheels vehicles. Mr. Mickelson said the PCC is doing outreach over the next four months to get the word out on paratransit.

Citizens Advisory Committee (CAC) Liaison Report

Chair Wayne Kingsford-Smith said the CAC did not meet in July (bye month).

Performance Report – Caltrain Performance Report

Deputy CEO Chuck Harvey provided an overview of Caltrain:

- Total ridership for FY2009 is up over FY2008, but recent ridership is tracking down 4-5 percent.
- Average weekday ridership is about 40,000.
- Fare revenue is above FY2008 due to the fare increase.
- On-time performance remains above the 95 percent goal.

- Service highlights include mid-day service reduced to 1-hour headways; parking increased to \$3 per day or \$30 per month and the GO Pass increased to \$140 from \$112.75 per employee.
- System safety programs include new right of way fencing projects; grade crossing improvement at 26 crossings in San Mateo County to be completed within three months and eight crossings in Santa Clara County to begin by year end; staff is continuing the Operation Lifesaver outreach and the High Intensity Safety Enforcement Program.
- Capital projects include the Santa Clara Station/South Terminal; the San Bruno grade separation/station is in final design; the Quint and Jerrold Bridges replacement project is in final design; the San Mateo Bridges project is in final design; staff is in the procurement process for the replacement of the Digicon Control System; the wide spectrum radio ATCS Second Channel is in final design; and on-board bike capacity increase is being completed.
- Project highlights on Caltrain 2015 include electrification design at 35 percent; staff continues to meet with the Federal Railroad Administration, California High Speed Rail Authority and the Metropolitan Transportation Commission (MTC) has been coordinating through the California Division of Rail an application for a very large package of stimulus funds that would help “fast-track” many of the projects on the railroad.
- Caltrain continues to face a fiscal challenge with no dedicated revenue source to support operations.

Committee Chair Lloyd asked the status of positive train control. Mr. Scanlon said staff is ready to pursue this initiative, but this project, like the North Terminal improvements and phase two of the San Bruno grade separation, is subject to securing federal funds.

Director Rose Guilbault asked what Operation Lifesaver is and how does staff measure its effectiveness. Mr. Harvey said it is an outreach program to educate people on safety on the rail system. Success is measured by the number of outreaches and staff has made presentations to over 10,000 people.

Chair Zoe Kersteen-Tucker asked if the suicide rate is maintaining at a steady level or is it increasing. Mr. Harvey said over the decade it has remained the same.

Chair Kersteen-Tucker asked about the increase in bike capacity and how it affects the number of riders on the train. Mr. Harvey said for every bike that is carried it uses the equivalent of two seats.

Multimodal Ridership Report – May 2009

Mr. Harvey said Average Weekday Ridership for the month of May 2009 compared to May 2008 was as follows:

- a. Ridership for all modes was 97,711, a decrease of 4.1 percent.
- b. Bus ridership was 48,530, a decrease of 4.6 percent.
- c. Paratransit ridership was 1,185, a decrease of 3.3 percent.
- d. Caltrain ridership was 40,560, a decrease of 3.2 percent.
- e. Caltrain shuttle ridership was 5,522, a decrease of 6.6 percent.
- f. BART shuttle ridership was 1,914, a decrease of 6.3 percent.

Adjourned: 2:32 p.m.

**CRC ITEM # 2
AUGUST 12, 2009**

**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 now being held on a quarterly basis.

The minutes from the June 9 PCC meeting are attached. The minutes from the June 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
June 9, 2009
MEETING MINUTES**

ATTENDANCE

Members Present: Barbara Kalt, Rosener House; Bill Welch, SamTrans; Dr. Aki Eejima, Consumer; May Nichols, COA; Stephanie Hill, Consumer; Mike Levinson, Consumer; Dr. Michal Settles, Coastside; Maureen Dunn, Senior Focus; Dan Mensing, Consumer; Sammi Riley, Consumer, Judy Garcia, Consumer; Myria Barnes-Jackson, DOR.

Absentees: Kent Mickelson, PCC Chair; Nancy Keegan, Vice Chair; Dale Edwards, AL-Com Chair; Joe Monsor, Caregiver; Paula Kathryn Petropoulos, Consumer; Craig McCulloh, Aging & Adult Services.

Guests: John Murphy, MV Transportation; Paul Lee, SamTrans; Elly Colwell, SamTrans; Tina Dubost, SamTrans; Linda Rhine, PCC Consultant, Nelson\Nygaard; Marshall Loring, EDAC; Rose Berta, PCC Staff.

(Total Attendance: 19) Quorum--Yes

WELCOME/INTRODUCTION

Barbara Kalt, Acting Chair, in PCC Chair, Kent Mickelson's absence, welcomed all to the June PCC meeting.

APPROVAL OF MAY PCC MINUTES

Barbara asked for a vote of approval for the May minutes. Mike moved the minutes be approved and Bill seconded the motion. The minutes were approved by all with May and Myria abstaining from the vote.

COMMITTEE REPORTS

A. AL-COM REPORT

Linda gave the report in Dale's absence. Mike Stallings, Director of Parks & Recreation Department in Daly City, will be the guest speaker for the AL-Com meeting on July 7. He will have a PowerPoint presentation on his travel experience in India including its people, transportation, geography, climate, and other interesting events.

Judy would like to know if there is information available on other paratransit services in other countries. Linda shared that Access International has information that might include paratransit from other countries, and that she will get more information on this subject.

B. GRANT/BUDGET REVIEW

Barbara reported that there was one 5310 applicant. SamTrans applied for two expansion vehicles. Scoring was completed and forwarded to MTC who does an independent scoring before submitting to the State. Barbara and Linda thanked Bill and Tina for the application, and Maureen and Rose for serving on the scoring committee.

C. EDUCATION COMMITTEE

Linda gave highlights of the Education Committee meeting in Nancy's absence. The meeting was held on Tuesday, May 26.

- The summer newsletter will be completed by the end of June; articles are still being accepted, please submit to Linda or Rose.
- Volunteer signup sheets are being circulated for "Day in the Park", for Saturday, September 19, and "Senior Day at the County Fair", on Tuesday, August 18.
- Brochures: combining the two brochures into one, will be completed in July.
- Next meeting is Tuesday, July 28 at 2-3:30 pm, in SamTrans auditorium. Education meetings will be regularized, meeting six times a year on the 4th Tuesday of the month (January, March, May, July, September, and November).
- Regularize the logo and phrase for the PCC in newsletters, brochures, etc. and establish consistency.

Myria asked if there was a change in the normally scheduled 1:30-3 pm meeting time, since 2-3:30 pm was announced for the next meeting. The July 28 meeting is definitely scheduled for 2-3:30 pm. Mike explained that there was a possibility of changing the meeting time permanently, especially since SamTrans auditorium is available for the 2-3:30 pm time slot. Linda will check with Nancy to clarify the exact time. Everyone will be notified by email as a reminder.

Aki said there was also a discussion about the tote bags and suggestions as to other give-aways, such as pens with the tagline phrase.

D. EXECUTIVE COMMITTEE

1. EXE-Com

Linda reported for Kent. The May 5 meeting discussed next year's work plan, ideas for a Regional PCC Conference, officers for next year, and the Education Committee's regularizing their meetings.

E. NOMINATION COMMITTEE

Barbara reported that the committee has chosen Kent for Chair and Nancy for Vice Chair; and since there were no other nominations, Barbara asked for vote by acclamation. Aye's responded and unanimously elected Kent and Nancy for the next year.

SAM TRANS/REDI-WHEELS REPORT

A. Operational Report

Bill offered to write an article about the importance of ridesharing in the newsletter. Customer errors and policy issues can be clarified by understanding that Redi-Wheels is a public service, not a private service, and that everyone must share a ride with other riders. A hand-out listing the rules and guidelines for Redi-Wheels given to all applicants would also help inform people about ridesharing. Elly commented that ridesharing also comes under the heading of ride time.

Bill spoke about the new vehicles Coastside has received. He also shared an article in the *Passenger Transport* publication that showcased SamTrans initiation of improvements to paratransit vehicles. The article mentioned that all SamTrans vehicles include enhancements that

improve the ride quality for passengers, which resulted from the help of the San Mateo County PCC. Maureen recommended including the article in our newsletter. Barbara agreed and said that this is a good way of showing the results of our collaborative efforts, which we are proud of. Dr. Settles suggested having the article available at the proposed Regional Conference.

The Trapeze software is being updated to improve the reservation process. Bill also reported that SamTrans is looking at a 15% cut in services this coming fiscal year due to a significant drop in operating revenues. Bill explained that no specific plans have been made and that an environmental impact analysis is required, and public hearings will be held in advance of final decisions. Aki asked if there will be cuts in routes. Bill and Paul explained that selecting routes that have duplication is one area of consideration for cutbacks.

B. Performance Summary

Tina reported that the April of 2009 same day and late cancels are down compared with April 2008; the no-shows remain at a very low level. The total ridership for April 2009 is very similar to that of April 2008; the average weekday ridership dropped about 4%; on-time performance met the 90% standard, and complaints remain very low.

C. Customer Comments

Elly gave the update on monthly comments. The overall comments have dropped from March to April. Comments by category have decreased as well as policy and service related. The average response time continue to fall below the seven day turn around standard, due to the diligent efforts of Lynn and Sophie at MV. There was little change for comments by type; compliments have gone down as well as late vehicles; and customer error has stayed the same.

D. Safety Report

John reported that there were no chargeable accidents and three non-chargeable accidents. RediCoast had one chargeable accident. John also mentioned that on June 20, agency routes may have some changes. More routes and more trips during the evening hours are being shifted to cabs to try to improve on productivity. Maximizing day service should help improve productivity and help control costs. John assured Aki, Judy, and Stephanie that the intent is to save costs, not negatively impact riders and that the vehicles will be there to meet riders' needs.

LIAISON REPORTS

A. MTC REPORT

Marshall mentioned that Ernie Hills, a long time transit advocate recently passed away. Marshall thanked Tina for her help with the Little House presentation.

Marshall reported that the call for third round of New Freedom Grant applications is now posted on the MTC website, and the due date is August 7. The total allocation for our area is \$1,183,000. The Translink card is getting increasing transit agency acceptance, with Caltrain and BART getting close to being ready for implementation. The 511 program's new feature is a Rideshare announcement on the 511 home page. Aki shared that it's better to go onto the internet than to use the phone system.

Little House is a likely candidate for participating in the Bay Area Pedestrian and Bicycle Count effort. More group support is need. Contact Marshall at cmarsh.L@att.net if interested. The Safe Routes to Transit grant program is receiving applications until August 12. \$4.196 million are available.

Barbara thanked Marshall on always keeping us informed.

B. AGENCY

Barbara reported no meeting recently. Maureen mentioned that her agency, Senior Focus, and Coastside Adult Day Health are facing serious cuts due to Medi-Cal no longer paying for that level of care.

C. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Dr. Settles shared that the Coastside riders are very happy with the new vehicles. She receives many comments and questions. Linda told Dr. Settles that business cards will be printed in the new fiscal year for PCC members who wish to have them.

D. EFFICIENCY REVIEW COMMITTEE (ERC)

Mike gave an update on the ERC. He mentioned that conditional eligibility went down, but is seeing an increase lately. The advance reservation issue, 2-3 days in advance instead of 7 days is still under discussion. The benefits seem to be a reduction in late cancels and no-shows.

Research is underway to learn how other paratransit systems have dealt with this issue including their experiences after implementing a change in the advance reservation period.

E. COMMISSION ON AGING (COA) REPORT

May reported that COA and other agencies have been working on Emergency Preparedness Response (EPR), for the elderly and disabled. The group has been putting kits together. The First Aid kits and other necessities are being distributed by Meals on Wheels, earmarked for people who are homebound.

There will be a training session on June 11 for the elderly and disabled. “Train the Trainers” will have 80 people from non-profits training trainers to help train the elderly and disabled on the new guidelines with the American Red Cross.

OTHER BUSINESS

Barbara thanked everyone for their reports.

MEETING ADJOURNED: 3:10 PM

**CRC ITEM # 5
AUGUST 12, 2009**

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: END-OF-THE-YEAR PERFORMANCE REPORT

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

Prepared by: Donald G. Esse, Operations Financial Analyst 650-508-6329

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: MULTIMODAL RIDERSHIP REPORT—JUNE 2009

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 2007 vs.

FY2008 and year-to-date FY2008 vs. FY2009.

In May 2007 with elimination of BART/SamTrans agreement, Table “A” and Chart “A” includes average weekday ridership for BART SFO Extension.

MONTHLY RIDERSHIP HIGHLIGHTS—JUNE 2009 COMPARED TO JUNE 2008

All Modes – AWR of 92,764, a decrease of 9.7 percent.

Bus – AWR of 44,850, a decrease of 7.9 percent.

Paratransit - AWR of 1,104, a decrease of 1.1 percent.

Caltrain - AWR of 39,980, a decrease of 11.7 percent.

Caltrain Shuttles - AWR of 5,807, a decrease of 11.2 percent. A review of the AWR found 181 of the 730 AWR decrease for June 2009 is attributed to Stanford Marguerite shuttle system. Changes in their passenger counting methods result in higher ridership reported compared to the previous period. Compared to the previous month all other shuttles are down 21.3 percent.

BART Shuttles - AWR of 2,023, a decrease of 10.1 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:

- **Coastside Guide** – An ad appeared in the spring/summer edition of the *Half Moon Bay Review's* Coastside Guide inviting residents of the greater Half Moon Bay area to “catch a ride” on SamTrans. The Coastside Guide features articles about things to do and special events on the coast and contains resource information for area residents.
- **Coastside Promotion** – In an effort to lure new riders to the bus, SamTrans partnered with the Peninsula Traffic Congestion Relief Alliance in a campaign that offered free tickets to Coastside residents who have never taken SamTrans. An insert was placed in the *Pacific Tribune* promoting the Alliance’s ongoing try transit program and which provides complimentary tickets to new riders. As a special incentive, respondents were entered in contest to win an iPod or one of several Starbucks gift cards.
- **Spring Ridership Campaign** - The SamTrans spring campaign carried the message about how convenient, reliable and economical SamTrans service is. A direct mail piece to 32,000 households containing two, one-way tickets that were valid until June 30 was delivered to selected areas in Daly City, Colma, South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Belmont, Redwood City, Menlo Park and East Palo Alto. Print ads ran in local newspapers reinforcing the campaign’s theme and carried a secondary message about the availability and expansion of the federal transit benefits program. Take ones and a dedicated Web button offered more detailed information about the program.
- **Summer Youth Pass** – This year’s Summer Youth Pass continues to be the best travel value around – only \$35 to ride the bus for the whole summer. Last year, sales increased 13 percent from the previous year and the 2009 campaign is intended to grow on that success. For the second year in a row, staff worked with local schools to get out the word paying special attention to the Latino community with ads and flyers in Spanish. The Web site, which proved an effective tool last year, again is being used to reach San Mateo County youth. In addition, the campaign also includes print ads in local newspapers and a radio promotion and contest on Radio Disney. This year’s message focuses on the “green” aspects of riding transit and how we can all make a difference when it comes to controlling greenhouse emissions.
- **Regional Promotion Healthier Planet, Healthier You** - The District's biggest ever joint promotion with neighboring transit agencies continued in June with radio and TV ads covering the greater Bay Area. The TV ad featured an ailing planet earth's visit to the doctor and the subsequent prescription of public transit as a solution to its feverish symptoms. The radio campaign asked listeners to answer the call to prevent global warming by riding public transit. Additional elements of the campaign included bus-side ads, shelter ads and a new Web site – www.healthierplanethealthieryou.com. Partners in the campaign are the Santa Clara Valley Transportation Authority, San Francisco Municipal Transportation Agency and AC Transit.

- **Dump the Pump** - SamTrans once again participated in the American Public Transportation Association's annual National Dump the Pump day. It is the fourth year of the program with the goals of encouraging people to get out of their cars and ride public transportation and raising awareness of the financial benefits of transit. Ads were placed in local papers and featured a photo of a SamTrans bus and Caltrain train side by side. The text carried a "green" message to readers, noting that they can make a difference and that riding public transit means cleaner air.

Prepared by: James De Hart, Senior Planner
Patrick Boland, Marketing Manager

650-508-6227
650-508-6245

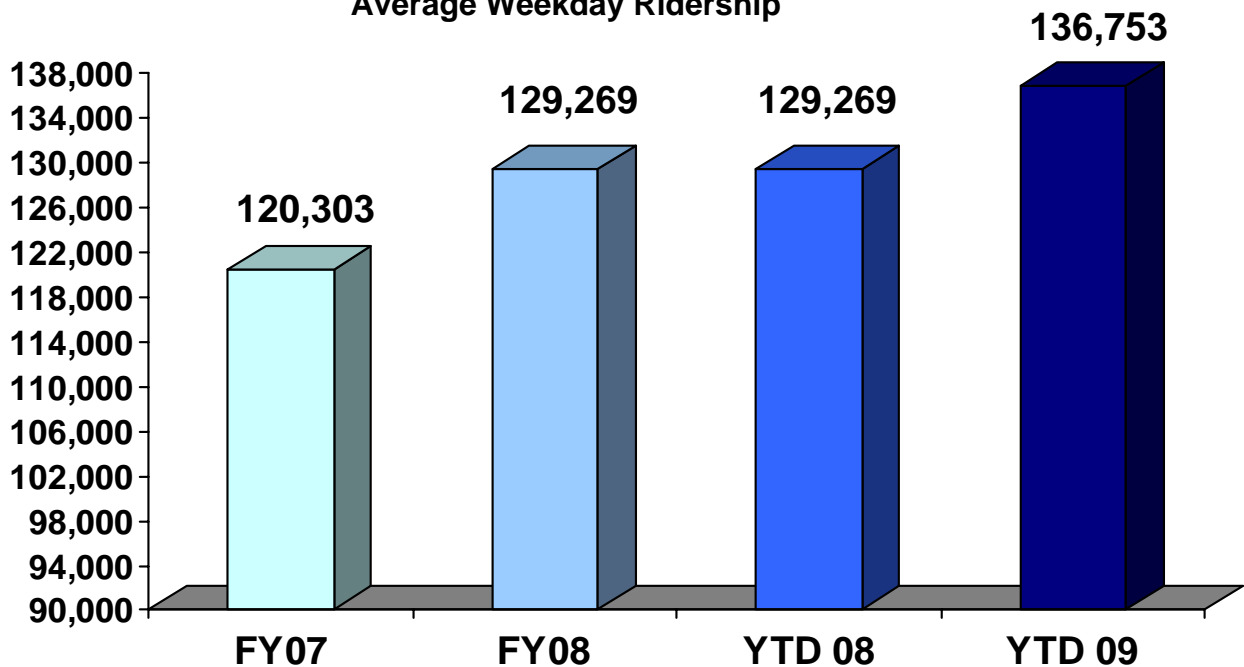
Table A
Average Weekday Ridership

June 2009			
<u>Mode</u>	<u>FY08</u>	<u>FY09</u>	<u>%Change</u>
Bus +	48,710	44,850	-7.9%
Paratransit	1,116	1,104	-1.1%
Caltrain # +	44,140	38,980	-11.7%
Caltrain Shuttle #	6,537	5,807	-11.2%
BART Shuttle	2,250	2,023	-10.1%
Total	102,753	92,764	-9.7%
BART (Extension Only)*	39,127	37,395	-4.4%
Grand Total	141,880	130,159	-8.3%

Year to Date			
<u>Mode</u>	<u>FY08</u>	<u>FY09</u>	<u>%Change</u>
Bus +	48,410	49,950	3.2%
Paratransit	1,120	1,145	2.2%
Caltrain # +	37,850	40,030	5.8%
Caltrain Shuttle #	5,457	6,116	12.1%
BART Shuttle	2,034	2,042	0.4%
Total	94,871	99,283	4.7%
BART (Extension Only)*	34,398	37,470	8.9%
Grand Total	129,269	136,753	5.8%

System
* Extension Only (No Daly City)
+ Rounded to nearest tens

Chart A
Average Weekday Ridership





BOARD OF DIRECTORS 2009

ZOE KERSTEEN-TUCKER, CHAIR
ROSE GUILBAULT, VICE CHAIR
MARK CHURCH
JERRY DEAL
SHIRLEY HARRIS
JIM HARTNETT
ARTHUR L. LLOYD
KARYL MATSUMOTO
ADRIENNE TISSIER

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

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

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

WEDNESDAY, AUGUST 12, 2009- 2:40 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of July 8, 2009
2. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2009

CONTRACTS

3. Authorize Award of Contract to Neopart LLC to Furnish Factory-Remanufactured Wheelchair Lift Assemblies for a Not-to-Exceed Total Estimated Cost of \$346,470
4. Authorize Award of Contract to Clean Innovation, Inc. for Bus Stop Maintenance Services for a Total Amount of \$570,755

INFORMATIONAL

5. Information on Statement of Revenues and Expenses for June 30, 2009
6. Update on the Execution of the Fuel Hedging Program

Committee Members: Karyl Matsumoto, Shirley Harris, Adrienne Tissier

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
JULY 8, 2009**

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

Other Board Members Present, Constituting Committee of the Whole: M. Church, J. Deal, R. Guilbault, Z. Kersteen-Tucker, A. Lloyd

Other Board Members Absent, Constituting Committee of the Whole: J. Hartnett

Staff Present: J. Cassman, C. Cavitt, C. Harvey, R. Haskin, R. Lake, M. Lee, M. Martinez, N. McKenna, D. Miller, T. Reavey, M. Scanlon, M. Simon, J. Slavit

Committee Chair Karyl Matsumoto called the meeting to order at 2:32 p.m.

Approval of Minutes of Finance Committee Meeting of June 10, 2009
The Committee approved the minutes (Guilbault/Harris).

Acceptance of Statement of Revenues and Expenses for May 2009

Director of Finance Trish Reavey said year-to-date farebox revenues are slightly higher than the budget, but sales tax revenues are coming in below budget. Fuel was \$1.87 per gallon last week and is budgeted at \$3.45 per gallon for Fiscal Year 2010. Ms. Reavey said overall expenses are within budget for May.

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

Authorize the Filing of Applications with the Metropolitan Transportation Commission (MTC) to Program Federal Transit Administration (FTA) Section 5307 Funds for SamTrans Capital Projects in the Amount of \$40,608,478

Capital Programs and Grants Manager Joel Slavit said this item is to recommend the Board authorize the General Manager to submit applications to MTC in response to MTC's solicitation for program funds from the FTA to SamTrans for Fiscal Years 2010, 2011 and 2012. If approved, the applications will result in a programming of funds for vehicle replacement and preventative maintenance in support of capital and operating needs that are consistent with the SamTrans Short Range Transit Plan. Mr. Slavit said major bus fleet replacement projects include the final increment of funding for the replacement of the 1993 Gillig fleet and funding for the replacement of the 1998 Gillig bus fleet. The total amount of federal programming over the next three years is approximately \$40.6 million.

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

Authorize Entering into a Funding Agreement with the Metropolitan Transportation Commission (MTC) for New Freedom Funds in the Amount of \$177,857

Mr. Slavit said this item is to authorize the General Manager or his designee to enter into a funding agreement with MTC to receive \$177,857 in New Freedom funds to implement a portion of the Peninsula Rides project. The Peninsula Rides project is designed to provide mobility management services to improve the mobility of seniors and people with disabilities in San Mateo County. The funds from this agreement will be used for recruitment and deployment for the Mobility Ambassador Program, updating and distributing the Senior Mobility Guide and updating the countywide transportation inventory.

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

Authorize the Acceptance of Fiscal Year 2008 Transit Security Grant Program Funding in the Amount of \$463,226 and the Execution of Required Documentation to Receive the Funds

Mr. Slavit said this item is to authorize the General Manager or his designee to accept an award of Federal Transit Security Grant funds for the Integrated Security Center Upgrade project and execute agreements, certifications and assurances and any other required documentation to receive these funds. Mr. Slavit said the U.S. Department of Homeland Security has programmed funds to help SamTrans upgrade its existing security center with state of the art technology that will better integrate the closed-circuit television network and other critical communications systems for both SamTrans and Caltrain's improved security monitoring and response. This project is consistent with the District's Threat and Vulnerability Assessment.

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

Authorize Approval of Bid Documents and Execute a Contract for a Fuel Hedging Program

Ms. Reavey said this item is to approve the bid documents and allow staff to enter into a contract for fuel hedging. The District intends to hedge half the total amount of fuel used by SamTrans annually, about 1.1 million gallons. Ms. Reavey said staff will be using a price cap, which effectively provides an insurance policy on the price the District pays for fuel. The current market for price caps is ranging from \$1.80-\$2.30 per gallon. Ms. Reavey said the current preliminary budget for Fiscal Year 2010 is \$3.45 per gallon. The District is seeking bids only from firms with a AA rating or higher.

Ms. Reavey said two eligible firms, Barclays Bank and Deutsche Bank, have expressed an interest in bidding in the District's programs. Ms. Reavey said staff expects to enter into the documents the week of July 13 and will report back to the Board at the August meeting on the bid process. She said in the spring, staff will report on the progress of the program and make a recommendation for the future of the program.

Director Mark Church asked about the out of pocket cost of \$300,000 to participate in the program. Ms. Reavey said the price will depend on how close you choose to go to market.

Director Church asked about the termination risk and what it entails. Financial Advisor Peter Ross said the termination risk results in a very rare instance from the time the settlement is made to when the contract is entered into.

Public Comment

Ed DeLanoy, San Carlos, said the problem with the oil market is it fluctuates so much and staff should consider only hedging about 5 percent and not 50 percent.

Ms. Reavey said the price cap is the most conservative method of fuel hedging.

Chair Kersteen-Tucker commended staff for taking this very creative approach in these tight budget times.

The Committee (Guilbault/Tissier) unanimously recommended Board acceptance of the motion.

Authorize Approval and Ratification of Fiscal Year 2010 District Insurance Program

Ms. Reavey said this year the coverage has been enhanced by adding flood insurance and reinstating environmental pollution coverage. She said flood insurance was added because it coincides with the reclassification of South Base being in a 100-year flood zone. Ms. Reavey said there are limits on the liability and the District is self-insured for \$1 million retention. The premiums increased 4 percent over Fiscal Year 2009, but well within the Fiscal Year 2010 budget.

The Committee (Tissier/Church) unanimously recommended Board acceptance of the motion.

Authorize Disposition of 23 Surplus Service Support Vehicles

Director of Contracts & Procurement Cheryl Cavitt said staff is requesting Board approval to dispose of 23 non-revenue vehicles that have come to the end of their service life.

Director Church asked if there is any policy that requires the replacement of vehicles with ones that are more fuel efficient since these vehicles are quite old. Deputy CEO Chuck Harvey said due to budget constraints over the past few years the maintenance department extended the life of these vehicles and are now being replaced with Toyota Prius.

The Committee (Church/Harris) unanimously recommended Board acceptance of the motion.

Authorize Rejection of the Lowest Monetary Bid as Non-Responsive and Award of Contract to Cummins West, Inc. to Furnish Allison Re-Tran Factory Remanufactured WTEC III Transmissions for a Total Estimated Cost of \$323,565

Ms. Cavitt said staff is requesting Board approval to reject the low bid from Valley Power Systems, Inc. for remanufactured transmissions as non-responsive and award a contract to Cummins West, the lowest responsive bidder in this procurement.

Director Church asked if two responses are consistent with prior years. Mr. Harvey said there are only a couple of locations where these items can be purchased.

The Committee (Church/Lloyd) unanimously recommended Board acceptance of the motion.

Authorize a Sole Source Purchase to ACS Transportation Management Solutions, Inc. for Equipment and Components for Installation into New Transit Buses for an Estimated Not-to-Exceed Cost of \$200,000

Ms. Cavitt said this is a sole source procurement to ACS Corporation to obtain cabling that will support items that ACS manufacturers. In this type of situation staff has to examine costs to ensure the District is receiving a fair and reasonable deal even though there is only one provider of these cables.

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

Authorize Execution of Purchase Orders for Fiscal Year 2010 for Information Technology Licenses, Services and Maintenance for a Not-to-Exceed Amount of \$850,000

Director of Information Technology Bill Likens said this item authorizes the General Manager or his designee to execute purchase orders over \$50,000 to the developers, product licensors and the maintainers of information technology assets that the District currently owns.

Mr. Likens said the only difference between the action taken last year and now is it also includes purchase orders for provision of sole source professional services necessary to expand or modify previously competitive procured proprietary software when an original provider is the only source of such services.

Committee Chair Matsumoto asked if there is a way these items could be put on consent calendar and if the Board has a question can call staff.

Director Church said this action is to process timely, routine recurring items and promotes the efficiency of the District.

Mr. Scanlon said a quarterly report could be issued on the expenditures on this item.

The Committee (Tissier/Lloyd) unanimously recommended Board acceptance of the motion with the addition of the quarterly report given to the Board.

Authorize Execution of Purchase Orders for Fiscal Year 2010 for Technology Related Products and Services to Vendors Under Cooperative Purchasing Programs for an Aggregate Not-to-Exceed Amount of \$900,000

Mr. Likens said this item refers to issuing purchase orders for procurement of information technology products and services through cooperative agreement programs such as the California Multiple Award Schedule (CMAS); the California Strategic Sourcing Initiative (CSSI), the Western States Contracting Alliance (WSCA) and the California Integrated Information Network 2 (CALNET 2).

Committee Chair Matsumoto requested that a quarterly report be issued on this item also.

The Committee (Tissier/Harris) unanimously recommended Board acceptance of the motion with the addition of the quarterly report given to the Board.

Adjourned: 3:00 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: **QUARTERLY INVESTMENT REPORT AND
FIXED INCOME MARKET REVIEW AND OUTLOOK**

ACTION

Staff proposes that the Finance Committee recommend that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2009.

SIGNIFICANCE

The District Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on July 20, 2009 in order to meet the 30 day requirement.

BUDGET IMPACT

As this reports on the Quarterly Market Review and Outlook, there is no budget impact.

BACKGROUND

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

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;

4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 7 and 8. The schedule separates the investments into three groups: The Investment Portfolio which is managed by Tamalpais Wealth Advisors (TWA); Liquidity funds which are managed by District staff; and Trust funds which are managed by a third party trustee. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds while the bond covenants govern the management and reporting of the Trust funds.

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

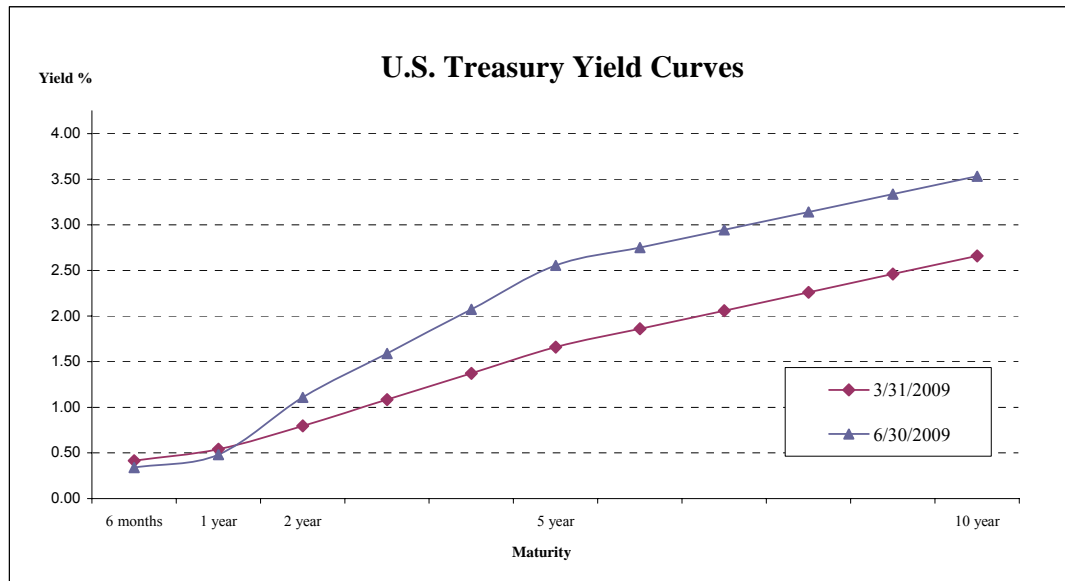
Due to the nature of securities which are bought and sold in a principal market, such as fixed income securities, multiple market values may exist for a given security at any given time. TWA has chosen IDC as an unbiased estimator of these prices based on their leading role as a provider of end of the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

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

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

DISCUSSION

Market Review and Outlook



Data Source: Bloomberg

Interest rates on U.S. Government notes and bonds increased in the second quarter as global financial fears were replaced with hopes for a modest recovery in economic growth by the second half of the year. In contrast, interest rates on other types of bonds, such as corporates and mortgages, ended the quarter lower than where they started. The combination of higher government bond yields and lower corporate and mortgage bond yields is a clear indication that the worst of the economic crisis is behind us.

Looking forward, TWA believes that the investing environment will be more volatile than in previous periods. TWA expects this volatility to persist until global economies sort out the numerous changes ahead of them. Among the more daunting challenges are the re-regulation of financial markets, global warming, declining energy capacity, access to capital, under-saving, geopolitical instability and the need for emerging economies to become less reliant on export driven growth.

In this quarter's outlook TWA focuses on one of the more important long-term challenges for the economy and financial markets, America's dysfunctional relationship with its money. TWA believes it would be foolish to think the economy is likely to return to business as usual.

The financial market crisis that threatened the very existence of our financial system, as well as the stability of the global economy, is rapidly becoming a thing of the past. Having stabilized the patient, we are now moving on to the critical task of restoring health. As the economy starts to grow again, TWA believes there will be some important changes in the behavior of consumers and policymakers. There is no guarantee these changes will succeed, or even prevent us from relapsing into another economic contraction. What is more certain is that these changes

will have a profound impact on investment opportunities across the globe. One of the more critical changes that must take place to avoid reliving our most recent past is for Americans to rethink their approach to money management.

The vast majority of us do not plan on working for the entirety of our lives. This necessitates some level of savings so we may be able to spend throughout our lifetimes. Up until the mid 1980's, the savings rate in this country hovered in the vicinity of 8-10 percent before steadily declining to zero in the middle of last year.

Somewhere along the way we seem to have lost our understanding of the importance of putting actual money away today to get us through our retirement – or we assumed that the ever-rising value of our homes or portfolios would replace needed savings. We also lost our understanding that if saving is a positive, borrowing to spend is a negative. Easy access to credit and a culture that prized consumption above frugality made it all too easy for both individuals and businesses to spend today in exchange for future work. This allowed too many to dig themselves into a hole that became increasingly difficult, if not impossible, to get out of.

It is not just individuals and businesses that have developed a dysfunctional relationship with money – it is governments as well. Perhaps nothing typifies this better than our twin Federal Trade and Budget Deficits. Our politicians have failed to make the distinction between borrowing to fund an investment and borrowing to fund an entitlement that is currently not being supported by taxes or other revenues. The former has the potential to improve our lives while the latter is simply shifting a burden into the future, i.e. trading current consumption for future work. The trade deficit is even more straightforward. It represents the excess of what we consume over what we make.

At the very heart of our current crisis lies an excessive use of credit. Whether it was buying something we hadn't worked for yet, funding an entitlement program with insufficient taxes, importing more than we exported and in the process borrowing the difference, or using cheap credit to fund speculative investments, too much current consumption was exchanged for the promise of future work. If we ever hope to avoid repeating the mistakes of our past we must develop a new relationship with our money. A relationship that values savings as a necessary means to defer consumption and views credit as a promise of future work.

The process of building this new relationship has already begun. In the private sector consumption has declined, savings has increased, our trade deficit has been cut in half and financial leverage has been greatly reduced. In the past, these types of changes have proved temporary and their unwinding led to quick rebounds in economic growth. Most likely, this time will be different. Given the recent record declines in household net worth, increased sensitivity to credit and more restrictive lending standards, it suggests that higher savings rates, reduced levels of consumption and less financial leverage will persist for some time.

Important changes have been witnessed in the public sector as well. The Federal Government has implemented spending and investment programs of unprecedented size. Granted, much of this was designed to break the economy out of a downward spiral and keep the financial system intact. Nevertheless, the legacy of this policy is higher deficits and ultimately higher taxes. State

and local governments, who for the most part cannot run public sector deficits, are being forced to dramatically cut spending and/or raise taxes.

Some critical implications of the changes discussed above on our longer term outlook for the economy are as follows:

- America's new found frugality will result in a slower pace of corporate revenue growth, a subdued improvement in the employment situation and pervasive excess capacity.
- The export driven model of economic growth relied on by such economies as China, Japan and Germany needs to be rethought.
- Restricted access to capital will make it harder to finance innovation.
- Federal budget deficits are raising inflationary concerns, threatening the stability of the dollar and pushing up interest rates.
- State and local government budget cuts are threatening to undo much of the federal stimulus already in the pipeline.
- Taxes at both the federal and state and local government level are destined to rise.

When added up, these issues represent a set of economic headwinds against which our economy must fight to grow. These issues also have the potential to directly affect the financial markets. In particular, the challenges we face will ultimately result in a lower pace of corporate earnings growth, low and stable short-term interest rates, rising long-term interest rates and increased volatility.

For now, TWA believes the economy has begun to return to a modest pace of growth which will result in modestly higher rates by year's end. Despite this, TWA does not feel the Fed will begin to raise rates again for at least several quarters. This will keep the yield curve steep and presents opportunities to own securities that benefit from such a scenario. Longer term, TWA expects the inflationary impact of the recent stimulus efforts to surface. Accordingly, TWA feels it is prudent to limit the interest rate sensitivity of our portfolios by keeping maturities inside five years and the portfolio quality high.

Strategy

Our outlook continues to adjust as market conditions and the factors impacting the economy resolve themselves. U.S. Treasury rates, although off their lows, have fallen to extremely low levels with very little room to move lower. The low rate environment leaves the bond market without much of a yield cushion to avoid negative rates of returns should interest rates begin to rise. Although we believe the bond market will remain in an extremely low rate environment for a while, we will allow the portfolio's average maturity and related sensitivity to interest rates to diminish over time.

During the quarter, the duration of the portfolios was maintained at a level that was less than the benchmark's duration. Given the recent declines in interest rates and the current level of uncertainty in the markets, we are comfortable keeping the portfolio's exposure to a change in

interest rates below that of the benchmark. As of the end of the quarter, the District's consolidated portfolios consisted of approximately 3.5 percent Corporate Bonds, 75.3 percent Agency Securities, 10.6 percent US Treasury Securities, 10.6 percent Mortgage Backed Securities, 0 percent Commercial Paper and 0 percent Cash Equivalents; see Exhibit 5.

Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending June 30, the General Fund portfolio returned 0.79 percent. This compares to the benchmark return of 0.13 percent. For the quarter ending June 30, the Paratransit Fund portfolio returned 0.14 percent. This compares to the benchmark return of -3.28 percent.

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

The consolidated portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the portfolio's yield to maturity was 1.68 percent. The benchmark's yield to maturity was 1.98 percent.

Another method of measuring the consolidated portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the portfolio's rate of return on investments, at cost, was 3.53 percent.

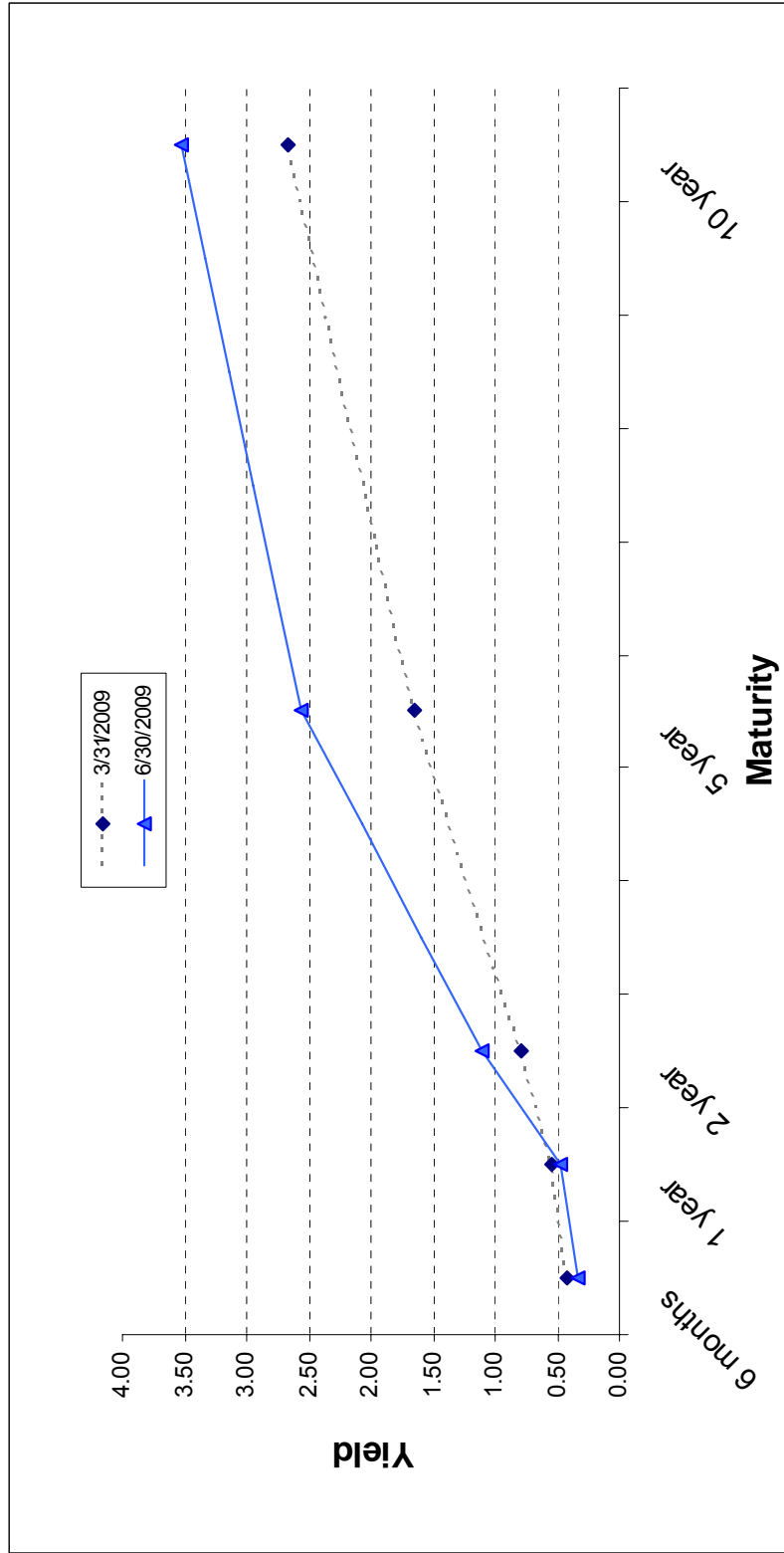
**SAN MATEO COUNTY TRANSIT DISTRICT
REPORT OF INVESTMENTS
FOR QUARTER ENDED JUNE 30, 2009**

	<u>TYPE</u>	<u>DATE OF MATURITY</u>	<u>PAR VALUE</u>	<u>CARRYING AMOUNT</u>	<u>MARKET VALUE</u>	<u>ACCRUED INTEREST</u>	<u>MARKET VALUE +ACCR. INT.</u>
<u>FUNDS MANAGED BY TAMALPAIS WEALTH ADVISORS:</u>							
<u>INVESTMENT PORTFOLIO:</u>							
CORPORATE BONDS							
	Deere & Co.	05-15-10	2,500,000	2,635,290	2,635,290	24,531	2,659,821
	JP Morgan Chase & Co.	06-16-11	3,000,000	3,037,884	3,037,884	5,658	3,043,542
GOVERNMENT BONDS							
	FHLM - Discount Note	08-17-09	5,000,000	4,999,500	4,999,500	0	4,999,500
	FNMA - Discount Note	11-23-09	2,000,000	1,998,200	1,998,200	0	1,998,200
	FNMA	02-10-10	6,000,000	6,103,125	6,103,125	75,833	6,178,958
	FHLB	06-11-10	9,000,000	9,402,188	9,402,188	24,938	9,427,125
	U.S. Treasury Note	08-31-10	3,000,000	3,061,875	3,061,875	20,781	3,082,656
	U.S. Treasury Note	11-30-10	3,500,000	3,526,250	3,526,250	3,791	3,530,041
	FNMA	12-15-10	10,000,000	10,578,125	10,578,125	19,792	10,597,917
	Fed. Farm Credit Bank	08-25-11	10,000,000	10,518,750	10,518,750	134,549	10,653,299
	FNMA	02-16-12	10,000,000	10,850,000	10,850,000	186,111	11,036,111
	FNMA	03-15-12	3,500,000	3,910,156	3,910,156	62,526	3,972,682
	FHLM	03-23-12	15,000,000	15,135,938	15,135,938	92,969	15,228,906
	FHLB	06-08-12	5,000,000	5,493,750	5,493,750	16,424	5,510,174
	FHLB	03-08-13	13,500,000	14,736,094	14,736,094	210,000	14,946,094
	FHLB	11-20-14	5,000,000	5,089,063	5,089,063	28,886	5,117,948
	Fed. Farm Credit Bank	12-29-15	950,000	1,090,125	1,090,125	162	1,090,287
	Housing Urban Devel	08-01-17	2,000,000	2,011,875	2,011,875	65,461	2,077,336
TREASURY INFLATION PROTECTED SECURITIES							
	Treasury Inflation Indexed Note	01-15-10	6,336,650	6,455,462	6,455,462	108,051	6,563,514
MORTGAGE BACKED SECURITIES							
	FHLB-SERIES 00-0582H	10-25-10	11,801,209	12,169,997	12,169,997	8,916	12,178,913
COLLATERALIZED MORTGAGE OBLIGATIONS							
	FHLB SERIES 4S-2012 Class 1	01-25-12	1,673,900	1,736,672	1,736,672	1,310	1,737,982
	FHLB SERIES 00-0606 CLASS Y		738,957	783,110	783,110	233	783,343
	Freddie Mac Remic FHRR R015 AN	02-15-13	2,183,299	2,212,621	2,212,621	13,305	2,225,926
TOTAL INVESTMENT FUNDS PORTFOLIO							
MANAGED BY TAMALPAIS WEALTH ADVISORS			131,684,015	137,536,048	137,536,048	1,104,227	138,640,276

**SAN MATEO COUNTY TRANSIT DISTRICT
REPORT OF INVESTMENTS
FOR QUARTER ENDED JUNE 30, 2009**

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<u>FUNDS MANAGED BY TAMALPAIS WEALTH ADVISORS (continued):</u>						
<u>PARATRANSIT TRUST FUND PORTFOLIO:</u>						
GOVERNMENT BONDS						
FHLM - Discount Note	08-17-09	5,000,000	4,999,500	4,999,500	0	4,999,500
FHLB	01-21-11	5,000,000	5,056,250	5,056,250	32,500	5,088,750
FNMA	01-09-12	5,000,000	5,050,000	5,050,000	41,944	5,091,944
U.S. Treasury Note	02-15-12	4,000,000	3,996,250	3,996,250	18,639	4,014,889
FHLM	01-07-14	5,000,000	4,951,315	4,951,315	52,431	5,003,746
MORTGAGE BACKED SECURITIES						
FHLM-SERIES 00-0582H	10-25-10	462,046	476,485	476,485	205	476,690
TOTAL PARATRANSIT TRUST FUND PORTFOLIO						
MANAGED BY TAMALPAIS WEALTH ADVISORS		24,462,046	24,529,800	24,529,800	145,719	24,675,519
TOTAL SAN MATEO COUNTY TRANSIT DISTRICT PORTFOLIO						
MANAGED BY TAMALPAIS WEALTH ADVISORS		156,146,062	162,065,848	162,065,849	1,249,946	163,315,795
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u>						
BANK OF AMERICA CHECKING LAIF						
			9,684,005	9,684,005	0	9,684,005
			3,002,051	3,002,051	9,023	3,011,073
TOTAL FUNDS MANAGED BY DISTRICT STAFF			12,686,055	12,686,055	9,023	12,695,078
<u>TRUST FUNDS MANAGED BY THIRD PARTY TRUSTEE:</u>						
First American Treas. Oblig. Cl D Corp Tr						
			957,535	957,535	0	957,535
First American Treas. Oblig. Cl D Corp Tr						
			935,541	935,541	0	935,541
First American Treas. Oblig. Cl D Corp Tr						
			26,902	26,902	0	26,902
FHLMC	03-23-12	2,253,000	2,273,412	2,273,412	3,990	2,277,402
TOTAL FUNDS MANAGED BY THIRD PARTY TRUSTEE			4,193,391	4,193,391	3,990	4,197,381
TOTAL AS OF JUNE 30, 2009			158,399,062	178,945,294	1,262,958	180,208,253

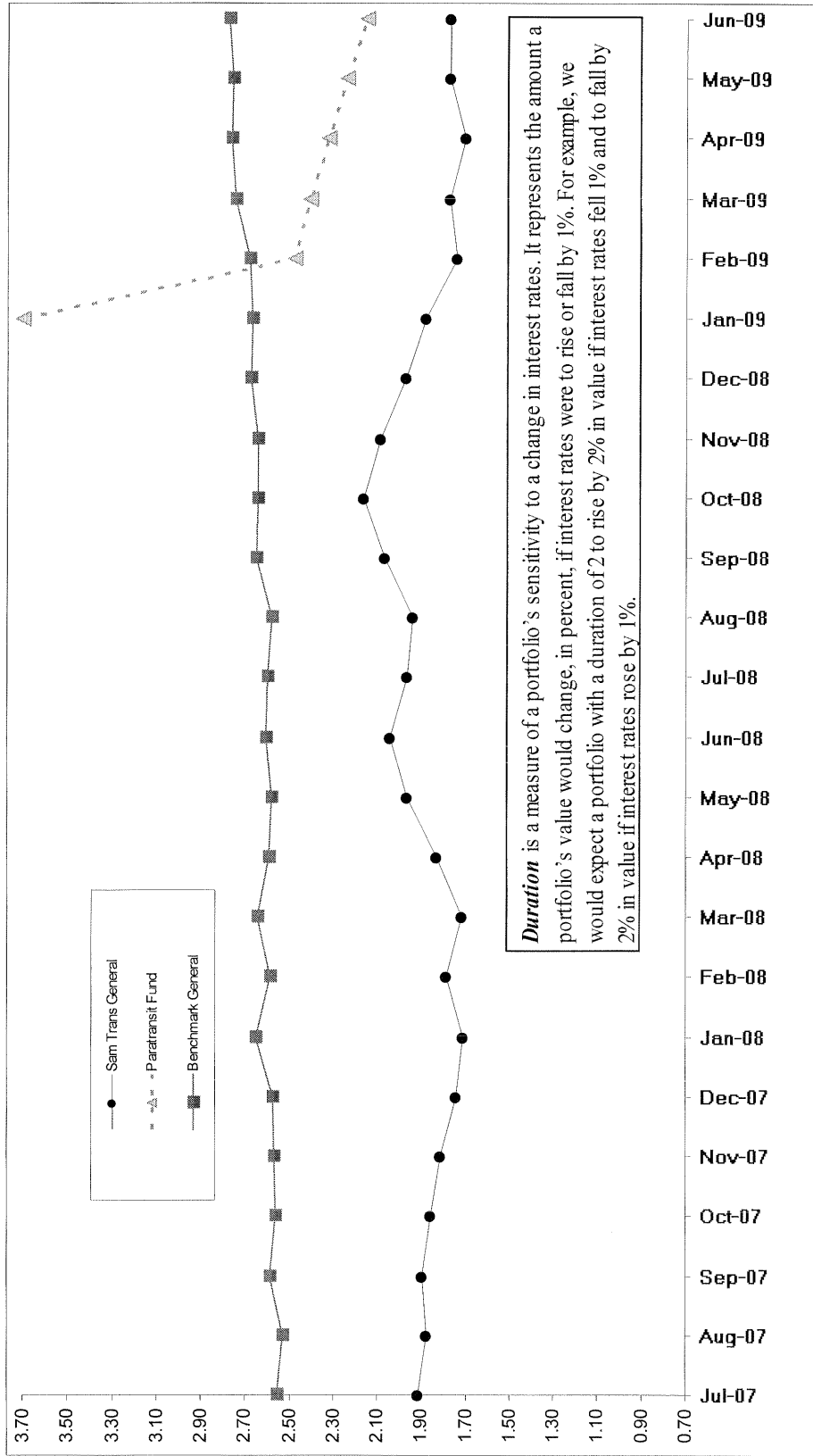
SamTrans Historical Yield Curve



Data Source: Bloomberg

Tamalpais Wealth Advisors

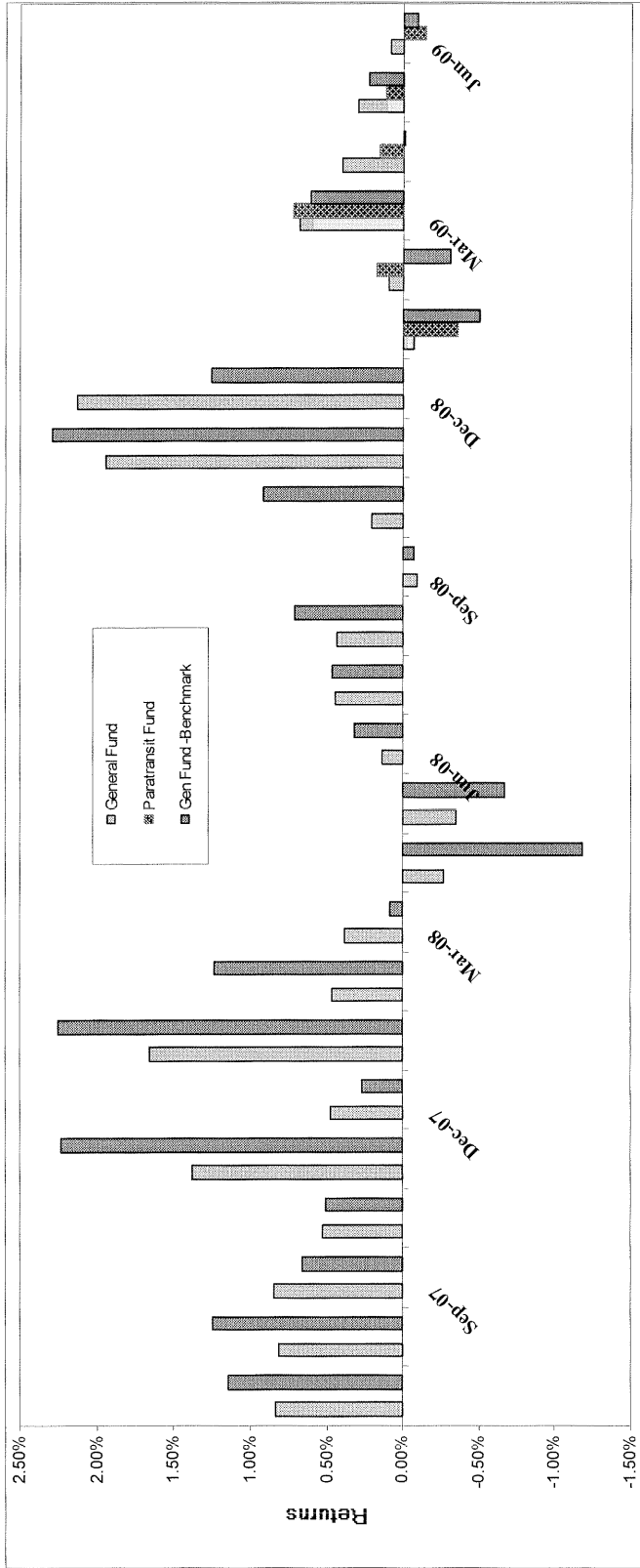
SamTrans
Duration vs. Benchmark



SamTrans

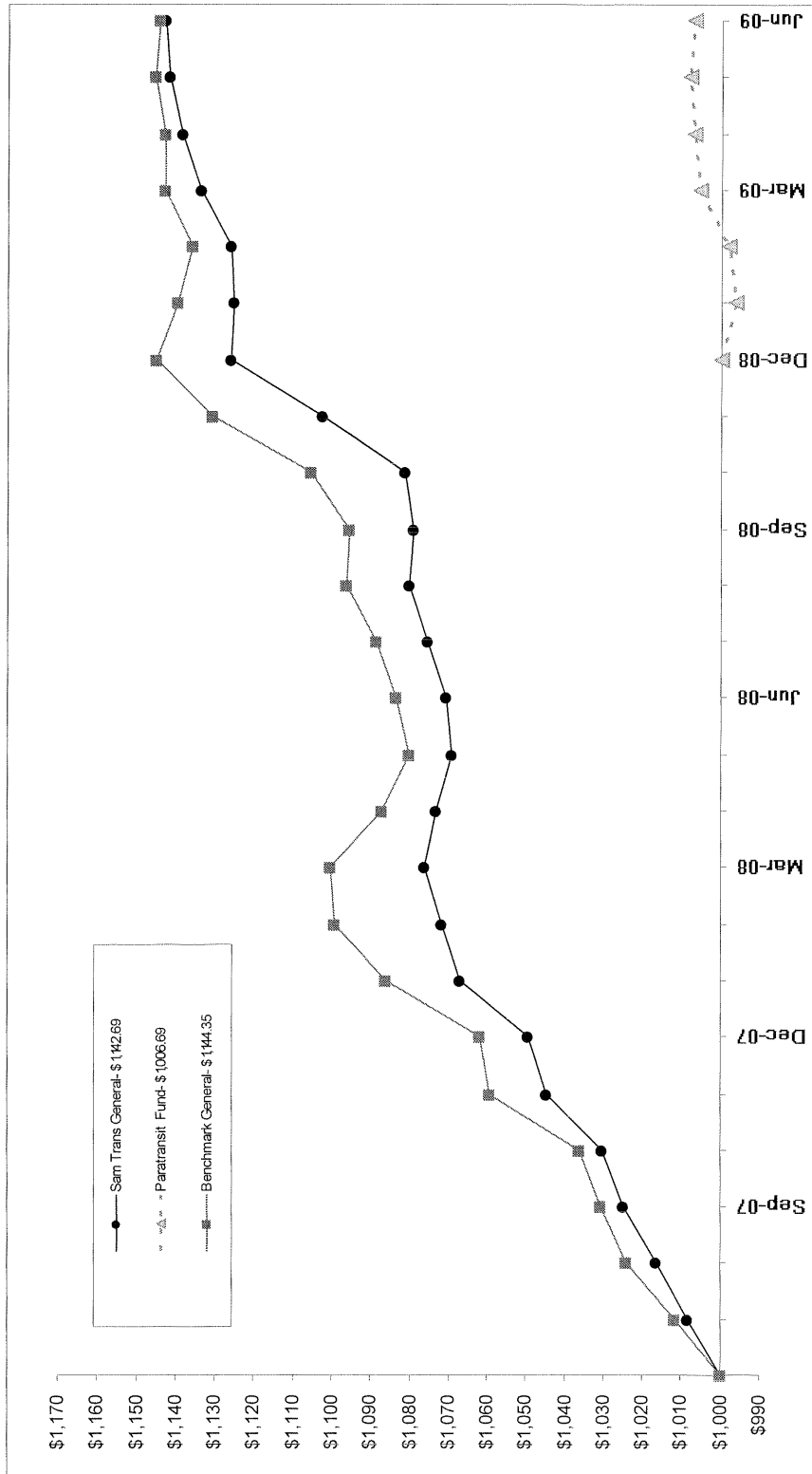
Monthly Review – Account vs. Benchmark

Rolling 24 Months

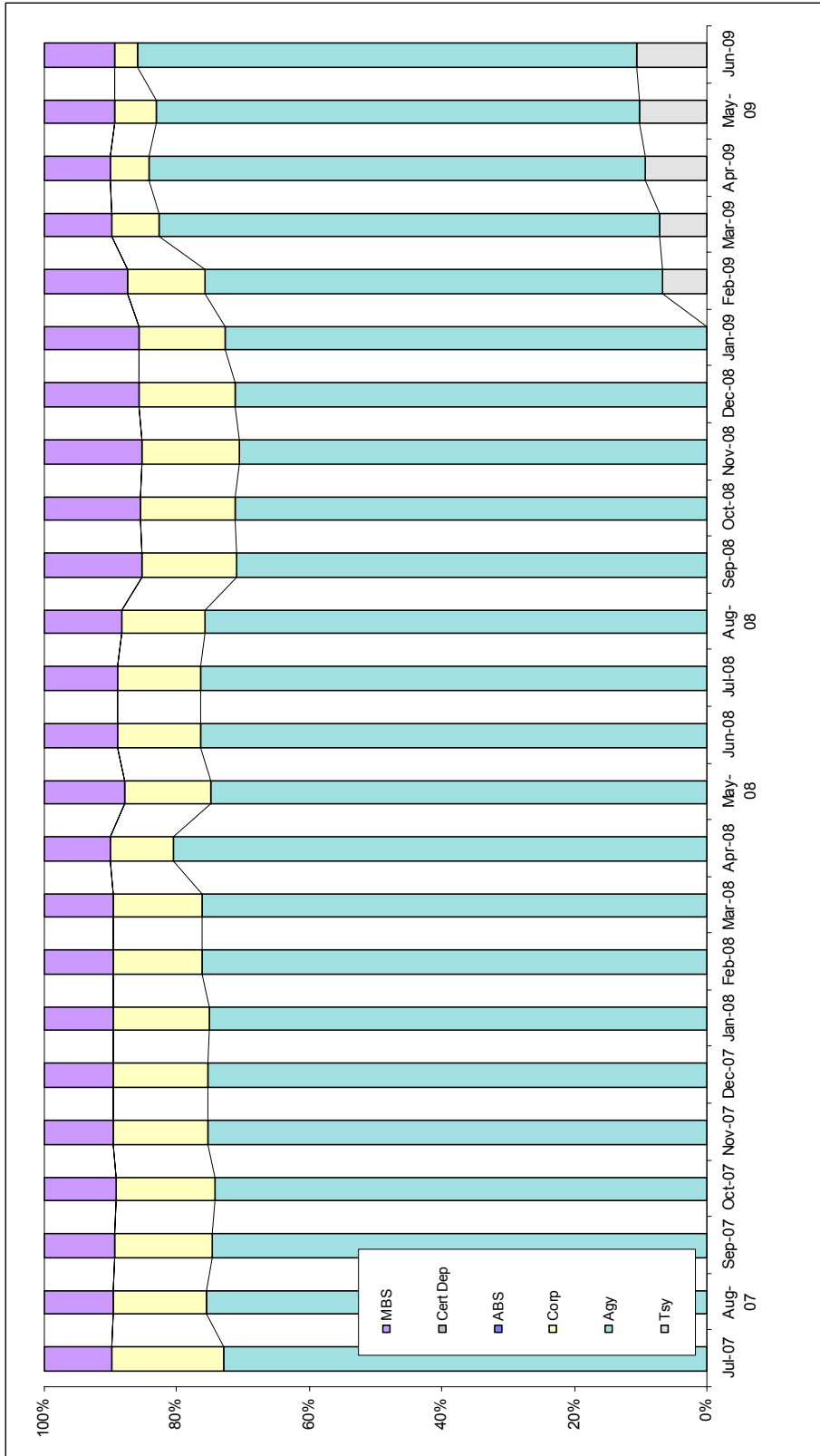


Trailing 12 Months	Jul-08	Aug-08	Sep-08	Oct-08	Nov-08	Dec-08	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09	Trailing 12
MONTHLY PERFORMANCE DATA													
SamTrans - Gen Funds	0.44%	0.43%	-0.09%	0.21%	1.94%	2.13%	-0.07%	0.09%	0.68%	0.40%	0.30%	0.08%	6.71%
SamTrans - Paratran							-0.36%	0.18%	0.72%	0.16%	0.11%	-0.14%	0.67%
Benchmark - Gen Fund	0.46%	0.72%	-0.07%	0.92%	2.29%	1.26%	-0.50%	-0.30%	0.61%	-0.01%	0.23%	-0.09%	5.62%
Benchmark - Paratran							-1.28%	-0.64%	2.24%	-1.61%	-1.11%	-0.59%	-3.00%

SamTrans Growth of a Thousand Dollars *Rolling 24 Months*



SamTrans
 Percent of Assets Held by Type



Tamalpais Wealth Advisors

on the District's Web site and in local newspapers. Notifications went out to interested bidders, including disadvantaged business enterprises (DBEs) that were registered in the procurement database. Five solicitation packages were downloaded via the District's Web site (none were by DBE firms) and two bids were received, as follows:

Company	Bid Amount
1. Neopart, LLC, Honey Brook, PA	\$346,470
2. Gillig, LLC, Hayward, CA	\$835,704

Neopart, LLC provided pricing in conformance with the bid requirements and was identified as the lowest responsive and responsible bidder. The price variance between Neopart and Gillig is due to Gillig not using the Revised Bid Form, which was issued as an addendum and reduced the estimated quantities of wheelchair lift assemblies from 73 to 30. Because Gillig did not use the Revised Bid Form, Gillig's bid was deemed non-responsive.

Due to ever increasing budget constraints, the estimated quantities were reduced during the bidding process by the Project Manager. Contract replacement quantities were adjusted based on the findings of an evaluation and condition testing of the existing wheelchair lifts. Originally, the contract was designed to replace 73 wheelchair lifts on the 1998 Gillig sub-fleet, but following the evaluation and condition testing, the contract was modified to incorporate wheelchair lift unit replacements on an as-needed basis only.

The District's current contractor for wheelchair lifts is Gillig, LLC for 130 wheelchair lift assemblies at a four-year estimated cost of \$1,168,432.

Contract Officer: Brian Geiger 650-508-7973
Project Manager: Greg Moyer, Superintendent Maintenance Technical Services 650-508-7987

RESOLUTION NO. 2009-

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

* * *

**AUTHORIZING AWARD OF A CONTRACT TO NEOPART, LLC
TO FURNISH LIFT-U FACTORY-REMANUFACTURED
LUO-51-12 (SERIES 3516) WHEELCHAIR LIFT ASSEMBLIES
AT A TOTAL ESTIMATED COST OF \$346,470**

WHEREAS, the San Mateo County Transit District (District) has solicited competitive bids to furnish Lift-U brand factory-remanufactured LUO-51-12 (Series 3516) wheelchair lift assemblies; and

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

WHEREAS, staff and General Counsel have reviewed the bids; and

WHEREAS, the General Manager/CEO has recommended and the Finance Committee concurs that a contract be awarded to the lowest responsive, responsible bidder, Neopart, LLC, 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 awards a contract to Neopart, LLC of Honey Brook, Pennsylvania, to furnish up to 30 Lift-U brand factory-remanufactured LUO-51-12 (Series 3516) wheelchair lift assemblies for a total estimated cost of up to \$346,470, for a two-year term, inclusive of all shipping, delivery and other costs and expenses exclusive of taxes, based on 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 is authorized to execute a contract on behalf of the District with Neopart, LLC, for a two-year term in full conformity with the terms and conditions of the bid specification documents; and

BE IT FURTHER RESOLVED that the General Manager/CEO is authorized to exercise one additional, one-year option term with Neopart, LLC provided that it is in the best interest of the District.

Regularly passed and adopted this 12th day of August, 2009, 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 BUS STOP MAINTENANCE SERVICES

ACTION

Staff proposes that the Committee recommend Board:

1. Award the subject contract to the lowest responsive and responsible bidder, Clean Innovation, Inc., of Santa Clara, CA, to provide bus stop maintenance services for a total amount of \$570,755 for a three-year base term
2. Authorize the General Manager/CEO or his designee to execute a contract with Clean Innovation, Inc. in full conformity with the terms and conditions of the solicitation documents.
3. Authorize the General Manager/CEO or his designee to exercise up to two one-year option terms, with an estimated value of \$190,252 per year plus applicable CPI adjustments, if in the best interest of the District.

SIGNIFICANCE

This contract will provide the District with a dedicated contractor for continued bus stop maintenance services. The bus stop maintenance services include maintenance and repair services for shelters, benches, and trash receptacles, pole and sign installation and emergency repair services.

BUDGET IMPACT

Funding for this contract has been included in the current and projected operating budgets.

BACKGROUND

The proposed contract contains several new provisions to cover storage and management of bus stop inventory, purchase of materials, work schedule accountability, improved response time, and better means of control and communication for emergency repairs. The proposed contract is classified as a Public Works contract which necessitated a breakdown of labor hours by category to comply with prevailing wage requirements. Based upon historical usage, service quantities were revised to reflect a reduction in shelter work due to the shelter advertising program that provides some shelter maintenance and potential service cuts.

Invitations for Bids (IFBs) were distributed throughout the construction industry. The solicitation was advertised in local newspapers and on the District’s Web site. Solicitation notices were also sent to potential bidders and disadvantaged business enterprises (DBEs). Twenty-six firms downloaded the plans and specifications from the District’s Web site. Three bids were received (one from a DBE firm) and opened publicly. The three bids are listed below:

Company	Total Bid Amount
<i>Project Manager’s Estimate</i>	\$706,213
Clean Innovation, Inc., Santa Clara, CA	\$570,755 *
Camacho Communications, Sacramento, CA (DBE)	\$685,569
James Cooney Painting, San Carlos, CA	\$878,850 **

* Minor discrepancy

** Non Responsive

The bid submitted by Clean Innovation, Inc. was determined to be the lowest bid and was 19.18 percent lower than the project manager’s estimate. Clean Innovation complied with all of the requirements of the Schedule of Bid Prices with one exception. Clean Innovation designated the wrong wage rates for the Glazier, listing lower rates than required by prevailing wage laws. Staff reviewed the bid documents and recalculated using the labor rate for the Glazier labor category from the minimum prevailing wage requirements. The revised labor rate would have increased the bid amount by only \$426.85, which would not have affected the outcome of bidding as the next lowest bid is approximately \$115,000 over Clean Innovation’s bid amount. Staff and Legal counsel reviewed Clean Innovation’s bid and concluded the listing of the lower prevailing labor rates for the Glazier labor category did not give Clean Innovation an unfair competitive advantage, and constituted a minor discrepancy that could be waived, because the mistake would not have allowed Clean Innovation to withdraw its bid. Staff confirmed with Clean Innovation that it understands the scope of work and contract requirements and will honor the unit prices stated in its bid and comply with all prevailing wage requirements.

The project manager’s estimate was prepared using cost factors typical of bus stop maintenance services in the Bay Area over the past two years. Staff attributes the low bids to the recent change in housing and industrial construction markets which has motivated contractors to competitively seek other types of work.

Staff evaluated Clean Innovation for responsibility and the ability to satisfactorily perform the work of the contract, and determined that they are responsible. Clean Innovation has satisfactorily performed maintenance services for the references provided. Staff analysis concluded that Clean Innovation, Inc. is a responsible bidder that submitted the lowest responsive bid.

Staff examined the firms that downloaded the IFB but did not bid. Most were subcontractors seeking information to submit its sub bids to prime contractors bidding for the District’s contract. Staff attempted to survey bidders who attended the prebid meeting but did not submit bids but no responses were received.

The District’s DBE Office reviewed the Invitation for Bids prior to its release and encouraged bidders to provide subcontracting opportunities to small businesses, including DBEs. Bidders

were required to document their solicitation activities with their subcontractors to ensure that the process was carried out in a non-discriminatory manner. Although there is no DBE participation on this contract, the DBE Office reviewed the bid documents submitted by Clean Innovation, Inc. and determined that the firm was responsive to the bid's DBE requirements.

Contract Officer: Alicia Fraumeni
Project Manager: Theresa Ostello

650-508-6442
650-508-7993

RESOLUTION NO. 2009-

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

*** * ***

**AUTHORIZING AWARD OF A CONTRACT TO
CLEAN INNOVATION, INC.
FOR BUS STOP MAINTENANCE SERVICES
FOR A THREE-YEAR BASE TERM AT A TOTAL COST OF \$570,755**

WHEREAS, the San Mateo County Transit District (District) has solicited competitive bids for Bus Stop Maintenance Services for a three-year term; and

WHEREAS, in response to the District's solicitation, three firms submitted bids; and

WHEREAS, staff and General Counsel have reviewed the bids; and

WHEREAS, the General Manager/CEO has recommended, and the Finance Committee concurs, that a contract be awarded to the lowest responsive, responsible bidder, Clean Innovation, Inc., 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 awards a contract to Clean Innovation, Inc. of Santa Clara, California for Bus Stop Maintenance Services, for a three-year base term at a total cost of \$570,755, inclusive of all taxes, and other costs and expenses; 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 Clean Innovation, Inc., in full conformity with all of the terms and conditions of the solicitation documents; and

BE IT FURTHER RESOLVED that the General Manager/CEO, or his designee, is authorized to exercise up to two additional, one-year option terms in the estimated amount of

\$190,252 plus applicable CPI adjustments per year, provided that such options are in the best interest of the District.

Regularly passed and adopted this 12th day of August, 2009 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**FINANCE ITEM # 5
AUGUST 12, 2009**

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Virginia Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENSES FOR
THE PERIOD ENDING JUNE 30, 2009**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenue and Expense for June at the October 14 meeting of the Board of Directors.

Prepared by: Patricia Reavey, Director of Finance

650-508-6434

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Virginia Harrington
Deputy CEO

SUBJECT: UPDATE ON THE EXECUTION OF THE FUEL HEDGING PROGRAM

ACTION

This item is presented for informational purposes only.

SIGNIFICANCE

On July 8, 2009, the Board approved substantially final diesel fuel price cap purchase agreement documents and authorized the Deputy CEO to execute those documents with the winning financial institution. On July 14, the District's financial advisors requested bids from the two firms, Deutsche Bank and Barclays Capital, with which we had developed mutually agreed upon bid documents for a diesel fuel price cap. Based on the bid prices, the District selected Deutsche Bank as the winning bidder, with a cap of \$2.00 per gallon and a cap cost of \$0.1455 per gallon on a total of 1,008,337 gallons. The average price per gallon of diesel fuel for the week ending July 9 was \$1.65. The final volume represents 50 percent of projected fuel usage by the District for the balance of FY2010. The substantially final documents, on file for the Board on July 8, were executed on July 17. Staff was comfortable with the documents as executed and the price offered by Deutsche Bank.

Staff worked together with the District's financial advisors and legal counsel to develop the bid package for financial institutions interested in bidding on the diesel fuel price cap. Included in that package are the ISDA Master Agreement (Agreement), ISDA Schedule to the Master Agreement (Schedule) and Credit Support Annex (CSA). The documents had been reviewed by and considered acceptable to Orrick, Herrington & Sutcliffe, LLP, special counsel to the District. In addition to the documents listed above, a Confirmation setting forth the pricing terms was executed.

The Agreement provides the terms and conditions governing the District's relationship with the winning bidder. The Agreement is a form document created by International Swaps and Derivatives Association, Inc., and applies to numerous types of hedging transactions, including fuel caps, interest rate swaps and currency transactions. The Agreement standardizes the relationship between contracting parties. The Agreement contains provisions relating to the

obligations of each party, representations, events of default and termination, early termination and other matters. The Schedule modifies the Agreement to conform to the terms of the District's transaction. In particular, the Schedule makes clear that the diesel fuel price cap is to be viewed as a stand-alone transaction.

The CSA accompanies the Agreement and Schedule. The CSA provides protection to the District in the event that the rating of Deutsche Bank falls to or below A3/A-/A- by Moody's, Standard and Poor's or Fitch, as the case may be. In the event of such a downgrade and if diesel fuel prices rise above the cap price, then Deutsche Bank must post collateral to secure its performance under the diesel fuel price cap. Deutsche Bank is currently rated Aa1/AA/AA- by Moody's, Standard and Poor's and Fitch, respectively.

The primary goal for the fuel hedging program is to reduce volatility and uncertainty in the fuel budget for Fiscal Year 2010. The District has hedged 1.0 million gallons, which represents 50 percent of 11 months of estimated fuel consumption. In order to maximize the hedging program's potential for economic efficiency, the District partnered with the Peninsula Corridor Joint Powers Board (JPB), which hedged 2.0 million gallons, also representing approximately 50 percent of 11 months of the JPB's estimated fuel consumption.

Staff will return to the Board next spring with results of the FY2010 fuel hedging program and a recommendation on whether to continue the program in FY2011.

BUDGET IMPACT

The District's FY2010 adopted budget for fuel expenses is \$7.5 million. The estimated savings from the diesel fuel price cap of \$2.00 per gallon is \$1 million, compared with the budget. The estimated savings includes the hedging program fees of \$13,000 for financial advisors, \$50,000 for legal counsel and \$150,000 for the cost of the price cap.

BACKGROUND

The District currently purchases fuel based on the weekly spot price for ultra-low sulfur diesel (ULSD). This method leaves the District open to fluctuation in the market for diesel fuel. Over the past year, the price of ULSD has ranged from a high of \$4.11 per gallon in July 2008 to a low of \$1.14 in February 2009. Implementing a fuel hedging program at this time has allowed the District not only to reduce uncertainty in the fuel budget for FY2010 but also to take advantage of the current, relatively low market prices.

Staff evaluated a number of potential fuel hedging mechanisms including price caps, futures contracts, commodity swaps and physical hedging to meet our primary goal of reducing volatility and uncertainty in the fuel budget for FY2010 in addition to saving the District money over the FY2009 revised budget. The diesel fuel price cap was determined to be the most appropriate hedging methodology for the District. It allows the District to limit its exposure when fuel prices rise, while continuing to receive the benefit when prices fall.

Prepared by: Éva Goode, Manager, Financial Analysis and Projects 650.508.7914



BOARD OF DIRECTORS 2009

ZOE KERSTEEN-TUCKER, CHAIR
ROSE GUILBAULT, VICE CHAIR
MARK CHURCH
JERRY DEAL
SHIRLEY HARRIS
JIM HARTNETT
ARTHUR L. LLOYD
KARYL MATSUMOTO
ADRIENNE TISSIER

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

A G E N D A

LEGISLATIVE COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, AUGUST 12, 2009 – 3:00 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of July 8, 2009

INFORMATIONAL

2. Verbal Update on State Legislative Program
3. Verbal Update on Federal Legislative Program

Committee Members: Mark Church, Rose Guilbault, Jim Hartnett

NOTE:

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

DRAFT

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

**MINUTES OF LEGISLATIVE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
JULY 8, 2009**

Committee Members Present: M. Church (Committee Chair), R. Guilbault

Committee Members Absent: J. Hartnett

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

Staff Present: J. Cassman, C. Harvey, R. Haskin, R. Lake, M. Lee, M. Martinez, N. McKenna, D. Miller, T. Reavey, S. Murphy, M. Scanlon, M. Simon

Committee Chair Mark Church called the meeting to order at 3:00 p.m.

Approval of Minutes of Legislative Committee Meeting of June 10, 2009

The Committee approved the minutes (Lloyd/Guilbault).

Update on the State Legislative Program

Government Affairs Manager Seamus Murphy provided the following report:

- The California Transit Association (CTA) filed a lawsuit against the State for diversion of gas tax money that funds public transit in California. This decision, if upheld, would prevent any future diversions of these funds and require they be spent on mass transportation. Staff doesn't expect any immediate relief or any immediate decision on this matter, but it is an important step in the process.

Update on the Federal Legislative Program

- This is the year the Surface Transportation Reauthorization Bill is to be reauthorized. It expires on September 30 and looks like reauthorization might be delayed. Instead of a new bill the administration is proposing an 18 month extension of the existing bill and this is being done because there is not enough revenue to fund the goals and priorities for a new bill. There is also the issue of trying to shore up the Highway Trust Fund which is about \$20 billion in the red right now and any existing revenue needs to be used to shore it up. Staff is anxious for this bill to be reauthorized because everything is positive for transit and livable communities, like the Grand Boulevard initiative.

Adjourned: 3:03 p.m.

San Mateo County Transit District
Bill Matrix as of July 27, 2009

Bill ID/Topic	Location	Summary	Position
AB 105 Evans (D) 2009-10 Budget.	ASSEMBLY BUDGET 02/26/2009-Referred to Com. on BUDGET.	This bill would make appropriations for support of state government for the 2009-10 fiscal year. This bill contains other related provisions.	
AB 112 Beall (D) Santa Clara Valley Transportation Authority.	ASSEMBLY ENROLLMENT 07/09/2009-In Assembly. To enrollment.	Existing law, the Santa Clara Valley Transportation Authority Act, authorizes the Santa Clara Valley Transportation Authority to acquire and construct transportation facilities necessary or convenient for vehicular and pedestrian transportation, as specified. This bill would also authorize the authority to provide for repair and maintenance of those facilities. The bill would authorize the authority to provide funding, subject to the Department of Transportation's approval, for repair and maintenance of state highways within its boundaries and would prohibit the authority from repairing and maintaining any state highway. Last Amended on 03/25/2009	
AB 116 Beall (D) Transportation authorities and districts: contracts.	SENATE THIRD READING 07/01/2009-Read second time. To third reading.	Existing law establishes bridge and highway districts and various regional transportation authorities and transit districts, including the Santa Clara Valley Transportation Authority, the Alameda-Contra Costa Transit District, and the Golden Gate Bridge, Highway and Transportation District, and prescribes the powers and duties of each, including procedures for awarding contracts and procurement. Existing law, with respect to the purchases of supplies, equipment, and materials by bridge and highway districts that exceed \$20,000, requires the contract to be let to the lowest responsible bidder, and, with respect to purchases by the Santa Clara Valley Transportation Authority and the Alameda-Contra Costa Transit District that exceed \$25,000, requires the contract to be let to the lowest responsible bidder. Existing law requires the Santa Clara Valley Transportation Authority and the Alameda-Contra Costa Transit District to publish a notice requesting bids to be published in a newspaper of general circulation, and requires bridge and highway districts to advertise bids as specified. This bill instead would require contracts of the Santa Clara Valley Transportation Authority, the Alameda-Contra Costa Transit District, and the Golden Gate Bridge, Highway and Transportation District, under which the expenditure for the purchase of supplies, equipment, and materials exceeds \$100,000, to be let to the lowest responsible bidder or to the responsible bidder who submits a proposal that provides the best value, as defined. The bill would revise the notice requirement to require that notice requesting bids be published at least once in a newspaper of general circulation and on the authority's or district's procurement Internet Web site. The bill also would require the authority or district, to the extent practicable, to obtain a minimum of 3 quotations, either written or oral, that permit prices and terms to be compared, whenever the expected expenditure required for the purchase of supplies, equipment, or materials exceeds \$2,500, but does not exceed \$100,000. This bill contains other related provisions and other existing laws. Last Amended on 04/21/2009	Sponsor and Support

San Mateo County Transit District
Bill Matrix as of July 27, 2009

<p><u>AB 153</u> <u>Ma</u> (D)</p> <p>High-Speed Rail Authority.</p>	<p>SENATE T. & H. 07/02/2009- 2 year bill</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 authorizes the authority to prepare a plan for the construction and operation of that system and to enter into contracts, acquire rights-of-way through purchase or eminent domain, and take other actions, subject to specified contingencies. Under existing law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets certain requirements. Existing law generally prohibits a state agency from employing legal counsel other than the Attorney General unless there is a specific statute authorizing that employment. This bill would eliminate those contingencies to the exercise of the authority's authority and would specify that the authority constitutes a "governing body" for the purpose of adopting a resolution of necessity. The bill would authorize the authority to employ its own legal staff or contract with other state agencies for legal services, or both. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 231</u> <u>Huffman</u> (D)</p> <p>California Global Warming Solutions Act of 2006: Climate Protection Trust Fund.</p>	<p>SENATE E.Q. 06/18/2009-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on EQ.</p>	<p>Requires that revenues collected pursuant to the California Global Warming Solutions Act of 2006 be deposited into a Climate Protection Trust Fund, and establishes parameters by which those funds can be distributed for the reduction of GHG and mitigation of climate change impacts.</p> <p>Last Amended on 06/26/2009</p>	
<p><u>AB 266</u> <u>Carter</u> (D)</p> <p>Transportation needs assessment.</p>	<p>SENATE RLS. 06/11/2009-Referred to Com. on RLS.</p>	<p>Requires the California Transportation Commission (CTC) to, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, , as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis. Last Amended on 04/20/2009</p>	Support
<p><u>AB 282</u> Committee on Transportation</p> <p>Transportation.</p>	<p>SENATE APPR. 07/13/2009-Read second time, amended, and re-referred to Com. on APPR.</p>	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of \$19.925 billion in general obligation bonds for various transportation improvements, of which \$2 billion are to be allocated, upon appropriation by the Legislature, to cities and counties for specified street and road improvements. The act requires a city or county to reimburse the state for funds it receives if it fails to comply with certain conditions applicable to the expenditure of the bond funds. This bill would require any interest or other return earned by a city or county from investment of bond funds received under these provisions to be expended or reimbursed under the same conditions as are applicable to the bond funds themselves. This bill contains other related provisions and other existing laws. Last Amended on 07/13/2009</p>	
<p><u>AB 289</u> <u>Galgiani</u> (D)</p> <p>California Environmental Quality Act: exemptions.</p>	<p>SENATE E.Q. 06/04/2009-Referred to Com. on EQ.</p>	<p>Existing law, the California Environmental Quality Act (CEQA), requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, unless the project is exempt from the act. This bill would specifically provide that this exemption includes grade separation projects that are a component of the California high-speed rail system. This bill</p>	

San Mateo County Transit District
Bill Matrix as of July 27, 2009

		contains other existing laws. Last Amended on 04/14/2009	
<u>AB 338</u> <u>Ma</u> (D) Transit village developments: infrastructure financing.	SENATE THIRD READING 07/09/2009-Read second time. To third reading.	Recasts the area included in a transit village plan to include all land within not more than 1/2 mile of the main entrance of a transit station, and eliminates the requirement of voter approval for the formation of an infrastructure financing district, adoption of an infrastructure financing plan, and an issuance of bonds for the purpose of developing and financing a transit facility. Last Amended on 06/25/2009	Support
<u>AB 497</u> <u>Block</u> (D) Vehicles: high-occupancy vehicle lanes: used by physicians.	SENATE T. & H. 06/23/2009-From T. & H.: Failed passage Reconsideration granted.	Existing law authorizes a physician when traveling in response to an emergency call to be exempt from certain speed limit requirements, as specified, if the vehicle being used by the physician displays an insigne approved by the Department of the California Highway Patrol indicating that the vehicle is owned by a licensed physician. This bill would authorize the Department of Transportation and local authorities to also permit exclusive or preferential use of high-occupancy vehicle lanes by a vehicle driven by a physician if the vehicle is driven by a physician in response to an emergency call and the vehicle displays the insignia approved by the Department of the California Highway Patrol. The exemption from certain speed limit requirements would not apply to the use of an HOV lane by a physician under this provision. This bill contains other related provisions and other existing laws. Last Amended on 05/14/2009	
<u>AB 569</u> <u>Emmerson</u> (R) Meal periods: exemptions.	SENATE THIRD READING 07/15/2009-Read second time. To third reading.	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. This bill would exempt from these provisions employees in a construction occupation and commercial drivers in the transportation industry who are covered by a valid collective bargaining agreement containing specified terms, including meal period provisions. It would specify that its provisions do not affect the requirements for meal periods for employees or employers in industries other than those described in the bill. Last Amended on 07/01/2009	
<u>AB 619</u> <u>Blumenfeld</u> (D) Transportation projects: federal funds: delays.	SENATE T. & H. 06/17/2009-In committee: Set, first hearing. Hearing canceled at the request of author.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law provides for allocation of federal transportation funds made available to the state. This bill would require the department to notify the Legislature within 30 days of making a determination that a project, including a project designated in the National Corridor Infrastructure Improvement Program, will be delayed beyond its scheduled completion date due to state cashflow or other funding issues, if the delay places at risk federal funds, including funds earmarked for the project.	

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<p><u>AB 628</u> <u>Block</u> (D)</p> <p>Vehicles: toll evasion violations.</p>	<p>SENATE APPR. 07/16/2009-Withdrawn from committee. Re-referred to Com. on APPR.</p>	<p>Existing law makes it unlawful for any person to refuse to pay tolls or other charges on any vehicular crossing or toll highway and provides that it is prima facie evidence of a violation of this provision for any person to enter upon any vehicular crossing without either lawful money of the United States in the person's immediate possession in an amount sufficient to pay the prescribed tolls or other charges due from that person or a transponder or other electronic toll payment device associated with a valid Automatic Vehicle Identification account with a balance sufficient to pay those tolls. A violation of these provisions is an infraction. This bill would require an issuing agency that permits pay-by-plate toll payment to communicate, as practicable, the pay-by-plate toll amount in the same manner as it communicates other toll payment methods and provide certain publicly available information on how pay-by-plate toll payment works. The bill would additionally provide that, for vehicular crossings and toll highways where the issuing agency permits pay-by-plate toll payment of tolls and other charges in accordance with policies adopted by the issuing agency, it is prima facie evidence of a toll evasion violation for a person to enter the vehicular crossing or toll highway without at least one of the following: (A) lawful money of the United States in the person's immediate possession in an amount sufficient to pay the prescribed tolls or other charges due from that person, or (B) a transponder or other electronic toll payment device associated with a valid Automatic Vehicle Identification account with a balance sufficient to pay those tolls, or (C) valid California vehicle license plates properly affixed to both the front and rear of the vehicle in which that person enters onto the vehicular crossing or toll highway. Where electronic toll collection is the only other method of paying tolls or other charges, the bill would provide that it is prima facie evidence of a toll evasion violation for a person to enter the vehicular crossing or toll highway without either (i) a transponder or other electronic toll payment device associated with a valid Automatic Vehicle Identification account with a balance sufficient to pay those tolls, or (ii) valid California vehicle license plates properly affixed to both the front and rear of the vehicle in which that person enters onto the vehicular crossing or toll highway. This bill contains other related provisions and other existing laws. Last Amended on 07/07/2009</p>	
<p><u>AB 652</u> <u>Skinner</u> (D)</p> <p>Vehicles: vehicle length limitation.</p>	<p>ASSEMBLY CONCURRENCE 06/22/2009-In Assembly.</p>	<p>Revises exemptions to existing law, which imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, to permit a folding device that extends not more than 40 inches from the front body of a bus or trolley when fully deployed and to permit the transportation of a bicycle with handlebars that extend not more than 46 inches from the front of the vehicle.</p> <p>Last Amended on 06/15/2009</p>	
<p><u>AB 672</u> <u>Bass</u> (D)</p> <p>Transportation: bond-funded projects: letter of no prejudice.</p>	<p>SENATE APPR. 07/08/2009-From committee: Do pass, and re-refer to Com. on APPR with recommendation: To Consent Calendar. Re-referred. (Ayes 10. Noes 0.) (July 7).</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 various transportation purposes. Existing law designates the state agency responsible for programming bond funds under the act as the administrative agency for those purposes. This bill would authorize a regional or local agency that is a lead agency for a project or project component for which bond funding has been programmed or otherwise approved by the administrative agency or is otherwise targeted to be available, as specified, to apply to the administrative agency for a letter of no prejudice that would make the regional or local agency eligible to be subsequently reimbursed from bond funds for expenditures of funds under its control for the project or project component under certain conditions,</p>	

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		as specified. This bill contains other related provisions and other existing laws.	
<u>AB 726</u> <u>Nielsen</u> (R) Transportation capital improvement projects.	SENATE T. & H. 06/16/2009-In committee: Set, first hearing. Hearing canceled at the request of author.	Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds.	
<u>AB 729</u> <u>Evans</u> (D) Public contracts: transit design-build contracts.	SENATE THIRD READING 07/15/2009-Read second time. To third reading.	Extends the sunset date for transit operators to enter into design-build contracts to January 1, 2015. Last Amended on 06/30/2009	Support
<u>AB 732</u> <u>Jeffries</u> (R) Transportation projects: design-sequencing contracts.	SENATE APPR. SUSPENSE FILE 06/29/2009-SEN. APPR. Vote - Placed on Appropriations Suspense file.	Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct phase 2 of a pilot project through the utilization of design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, which are selected by the Director of Transportation taking into consideration specified geographical considerations. This bill would extend the operative date of those provisions until July 1, 2010, thereby extending the authority of the department to conduct phase 2 of the pilot project. The bill would instead specify that the pilot project consist of not more than 9 transportation projects. Last Amended on 06/16/2009	
<u>AB 733</u> <u>Galgiani</u> (D) High-Speed Rail Authority.	SENATE APPR. 07/08/2009-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 9. Noes 1.) (July 7).	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. 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.	
<u>AB 744</u> <u>Torrico</u> (D) Transportation: toll lanes: Express Lane Network.	SENATE APPR. 07/16/2009-Joint Rule 62(a), file notice suspended. From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 6. Noes 1.) (July 16).	Authorize development of a comprehensive network of high-occupancy toll — or HOT — lanes on Bay Area freeways, and allows solo drivers to pay a toll to use these lanes. Last Amended on 07/15/2009	
<u>AB 798</u> <u>Nava</u> (D) California Transportation	SENATE APPR. 07/08/2009-From committee: Do pass, and re-refer to Com. on APPR. Re-referred.	Creates the California Transportation Financing Authority to issue bonds to fund transportation projects. Creates the California Transportation Financing Authority Fund, which would be continuously appropriated for these purposes. Last Amended on 06/24/2009	

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Financing Authority: toll facilities.	(Ayes 9. Noes 1.) (July 7).		
<u>AB 810</u> <u>Caballero</u> (D) Circulation and transportation element.	SENATE L. GOV. 06/04/2009-Referred to Com. on L. GOV.	Existing law requires a general plan to include a statement of development policies and, among other elements, a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. This bill would rename the circulation element the circulation and transportation element and make other technical and conforming changes.	
<u>AB 1072</u> <u>Eng</u> (D) Public Transportation Modernization, Improvement, and Service Enhancement Account.	SENATE APPR. 07/08/2009-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 10. Noes 0.) (July 7).	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 transportation purposes, including \$4 billion for allocation to various public transportation purposes. Of this amount, \$3.6 billion is to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) for allocation, upon appropriation, to transit operators and other agencies for transit purposes. Existing law specifies the process for allocating available funds in the PTMISEA for those purposes appropriated in the Budget Act of 2008. Existing law makes these provisions inoperative on July 1, 2009, and repeals them on January 1, 2010. This bill would apply these provisions to funds appropriated for these purposes from the PTMISEA by the Budget Act of 2009 and subsequent fiscal years and would make other conforming changes. The bill would require eligible project sponsors to provide the Department of Transportation with project descriptions for each project they plan to fund with PTMISEA funds yet to be appropriated for the duration of the PTMISEA program , and would require the department to transmit that information to the Department of Finance . The bill would authorize a project sponsor to use an allocation in a subsequent fiscal year in order to complete projects that were approved in a previous fiscal year. The bill would authorize a project sponsor, in a particular fiscal year, to loan its allocation to another project sponsor with an identified eligible project under terms and conditions approved by the department. The bill would delete the inoperative and repeal dates, thereby extending the operation of these provisions indefinitely. This bill contains other related provisions. Last Amended on 06/18/2009	Support
<u>AB 1158</u> <u>Hayashi</u> (D) Transit village plan.	SENATE THIRD READING 07/09/2009-Read second time. To third reading.	Existing law authorizes a city or county to create a transit village plan for a transit village development district. Existing law authorizes a city or county to prepare a transit village plan for a transit village development district that addresses specified characteristics. This bill would add the characteristic of other land uses, including educational facilities, that provide direct linkages for people traveling to and from primary and secondary education schools, community colleges, and universities, to the list of specified characteristics that a transit village plan may address. This bill contains other related provisions. Last Amended on 06/25/2009	
<u>AB 1175</u> <u>Torlakson</u> (D) Toll facilities.	SENATE APPR. 07/14/2009-Do pass as amended, and re-refer to the Committee on Appropriations.	Existing law provides for the Controller to offset, among other things, amounts due to various public agencies from a person or entity, against any amount owing that person or entity from state income, franchise, and sales and use tax refunds and winnings in the California State Lottery. This bill would require the Controller, to the extent feasible, to offset amounts overdue and unpaid for nonpayment of a bridge toll or high-occupancy toll lane fee by a person or entity against state income, franchise, and sales and use tax refunds and winnings in the California State Lottery due to that person or entity, as	

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		specified. To the extent insufficient funds are available to satisfy offset requests from all agencies, the bill would provide that the toll agency shall rank with cities and counties in priority for payment. This bill contains other related provisions and other existing laws. Last Amended on 06/01/2009	
<u>AB 1203</u> <u>Ma</u> (D) Transportation bond funds: transit system safety.	SENATE APPR. 07/08/2009-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 10. Noes 0.) (July 7).	Requires the California Emergency Management Agency (Cal EMA) to annually provide the Controller with a list of projects and the sponsoring agencies eligible to receive an allocation from the Transit System Safety, Security, and Disaster Response Account.	
<u>AB 1364</u> <u>Evans</u> (D) Public contracts: state bonds: grant agreements.	SENATE APPR. 07/08/2009-From committee: Do pass, and re-refer to Com. on APPR with recommendation: To Consent Calendar. Re-referred. (Ayes 11. Noes 0.) (July 8).	Existing law permits the modification of contracts by state agencies in specified instances. This bill would provide that, notwithstanding any other provision of law, any state agency that has entered into a grant agreement for the expenditure of state bond funds where the state agency or grant recipient has or may be unable to comply with the terms of that agreement because of the suspension of programs by the Pooled Money Investment Board as described in California Department of Finance Budget Letter 08-33 shall , with the consent of the grant recipient, have the authority to either renegotiate the deadlines and timetables for and deliverables within the grant agreement that may not be met because of that suspension in order to preserve the validity of the agreement or to invalidate the grant agreement . This bill contains other related provisions. Last Amended on 04/29/2009	
<u>AB 1381</u> John A. Perez High-occupancy toll lanes.	SENATE THIRD READING 06/30/2009-Read second time. To third reading.	Existing law authorizes a regional transportation agency, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit. This bill would require the LACMTA program to be implemented with the active participation of the Department of the California Highway Patrol. The bill would require LACMTA, with the consent of the department, to establish appropriate performance measures for the purpose of ensuring optimal use of the HOT lanes without adversely affecting other traffic on the state highway system. The bill would also state that the authorization for this project shall not prevent the construction of competing facilities , and that LACMTA is not entitled to compensation for the adverse effects on toll revenue due to those facilities. This bill contains other existing laws. Last Amended on 04/15/2009	

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<p><u>AB 1404</u> <u>De Leon</u> (D)</p> <p>California Global Warming Solutions Act of 2006: offsets.</p>	<p>SENATE APPR. 07/07/2009-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 5. Noes 2.) (July 6).</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to adopt by regulation, after a public workshop, a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act. The fee revenues are deposited into the Air Pollution Control Fund and are available, upon appropriation by the Legislature, for purposes of carrying out the act. The state board is authorized to adopt market-based compliance mechanisms, as defined, meeting specified requirements to be used for compliance with those regulations. The state board is required, before including any market-based compliance mechanism, to maximize additional environmental and economic benefits for California, as appropriate. This bill would require the state board, if the state board allows the use of market-based compliance mechanisms, to limit the use of compliance offsets, as defined, that meet specific criteria, to no more than 10% of the greenhouse gas emission reductions expected from market mechanisms during the compliance period. The bill would require the state board to apply the limit as a percentage of each regulated party's reported emissions in a compliance period. The bill would require the state board to impose a fee pursuant to the fee authority described above for deposit into the fund to pay for expenses related to state board administration of the compliance offset program, upon appropriation by the Legislature.</p> <p>Last Amended on 06/30/2009</p>	
<p><u>AB 1405</u> <u>De Leon</u> (D)</p> <p>California Global Warming Solutions Act of 2006: Community Benefits Fund.</p>	<p>SENATE SECOND READING 07/16/2009-From committee: Amend, do pass as amended, and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (July 13). (Note: 7/20/2009 amended text will be held by Desk until the next legislative day.)</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee to be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for purposes of carrying out the act. This bill would establish the Community Benefits Fund, and would require a minimum of 30% of revenues generated pursuant to the act, including the fee discussed above, to be deposited into that fund. The moneys in the fund would be used, upon appropriation by the Legislature, in the most impacted and disadvantaged communities in California to accelerate greenhouse gas emission reductions or mitigate direct health impacts of climate change in those communities. The state board would be required to develop a methodology to identify the most impacted and disadvantaged communities. The state board, the State Energy Resources Conservation and Development Commission, and the State Department of Public Health would be required to jointly develop and adopt biennial plans for the use of funds.</p>	

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		Last Amended on 06/23/2009	
<p><u>AB 1409</u> John A. Perez</p> <p>Public contracts: county highways: work authorizations.</p>	<p>SENATE T. & H. 07/16/2009-Joint Rule 62(a), file notice suspended. In committee: Hearing postponed by committee. (Refers to 7/16/2009 hearing)</p>	<p>Existing law sets forth procedures pursuant to which work being done by contract on county highways may be done. Existing law specifies that in any county that has appointed a road commissioner, or in any county that has abolished the office of road commissioner, as prescribed, the board of supervisors of the county may authorize the road commissioner, or a registered civil engineer under the direction of the county director of transportation, to have any work upon county highways done under his or her supervision and direction. In this connection, existing law provides that the work on those contracts may be done by: (1) letting a contract covering both work and material, as provided; (2) purchasing the material and letting a contract for the performance of the work, as provided; or (3) purchasing the material and having the work done by day labor, in which case advertising for bids is not required. This bill would revise that provision authorizing the work on those county highway contracts to be done by (1) purchasing the material and having the work done by day labor, as defined, only after advertising and requesting bids, as provided, and the board passing a resolution making a specified finding; or (2) purchasing the material and having the work done by specified employees, as defined .</p> <p>Last Amended on 06/02/2009</p>	
<p><u>AB 1500</u> Lieu (D)</p> <p>High-occupancy lanes: single occupancy vehicles: sunset date.</p>	<p>SENATE APPR. 07/14/2009-Read second time, amended, and re-referred to Com. on APPR.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2011, by certain low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. Existing law, until January 1, 2011, makes it a misdemeanor to illegally use a decal, label, or other identifiers issued by the department. This bill would extend the date, to January 1, 2014 , that specified low-emission vehicles can use high-occupancy lanes, the department can issue low-emission decals or other identifiers, and illegal use of a department-issued decal on a low-emission vehicle is considered a misdemeanor, creating a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 07/14/2009</p>	
<p><u>AB 1551</u> Committee on Utilities and Commerce</p> <p>Energy: program eligibility.</p>	<p>SENATE APPR. 07/16/2009-Read second time, amended, and re-referred to Com. on APPR.</p>	<p>The California Alternative Energy and Advanced Transportation Financing Authority Act established the California Alternative Energy and Advanced Transportation Financing Authority. The act defines the term "alternative sources" to mean the application of cogeneration technology, the conservation of energy, and the use of specified renewable energy sources under 30 megawatts or other sources of energy that reduce the use of fossil and nuclear fuel and are intended primarily to offset part or all of a customer's own electrical requirements. The authority is authorized to purchase alternative source energy or projects for sale to a specified participating party and to make a loan to a participating party to purchase alternative source energy or projects by entering into various specified instruments including prepayment purchase contracts. This bill would change the definition of "alternative sources" by deleting the requirement that the energy sources be intended primarily to offset part or all of a customer's own electrical requirements. The bill would require the authority to enter into a prepayment contract with a participating party only for energy derived from an alternative source to the extent the prepayment is for energy intended to primarily offset part or all of the authority' s or a</p>	

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		<p>participating party's own electrical requirements. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 07/16/2009</p>	
<p>ABX2 4 Niello (R)</p> <p>Public contracts: design-build: public-private partnerships.</p>	<p>SENATE RLS. 02/14/2009-In Senate. To Com. on RLS.</p>	<p>Existing law designates the Judicial Council as the entity having full responsibility, jurisdiction, control, and authority over trial court facilities for which title is held by the state, including the acquisition and development of facilities. This bill would also authorize the Director of General Services or the Secretary of the Department of Corrections and Rehabilitation, as appropriate, to use the design-build procurement process in contracting and procuring a state office facility or prison facility, and would authorize the Judicial Council to use that same process in contracting and procuring a court facility, but would limit this authorization to 5 total projects, to be approved by the Department of Finance, as specified. The bill would require the Department of General Services, the Department of Corrections and Rehabilitation, and the Judicial Council to submit to the Joint Legislative Budget Committee, before January 1, 2014, a report containing a description of each public works project procured through the design-build process, as specified. The bill would require a bidder participating in the process to provide written declarations, subject to misdemeanor penalties, and would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 02/14/2009</p>	
<p>ACA 9 Huffman (D)</p> <p>Local government bonds: special taxes: voter approval.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 07/08/2009-In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Creates an additional exemption to the 1% limit on the tax rate on real property for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs that is approved by 55% of the voters of the city, county, or city and county.</p> <p>Last Amended on 06/26/2009</p>	Support
<p>ACR 14 Niello (R)</p> <p>California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY NAT. RES. 04/27/2009-Be adopted and be re-referred to the Committee on Appropriations.(AYES 3. NOES 6.) (FAIL)</p>	<p>This measure would call upon the State Air Resources Board, prior to any regulatory action being taken consistent with the scoping plan for the implementation of the California Global Warming Solutions Act of 2006, to perform an economic analysis that will give the State of California a more complete and accurate picture of the costs and benefits of the act's implementation. The measure would also call upon the Governor to use the authority granted by the act to adjust any applicable deadlines for regulations.</p> <p>Last Amended on 03/27/2009</p>	

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<p><u>SB 93</u> <u>Kehoe</u> (D)</p> <p>Redevelopment: payment for land or buildings.</p>	<p>ASSEMBLY THIRD READING 07/15/2009-Read second time. To third reading.</p>	<p>The Community Redevelopment Law authorizes a redevelopment agency, with the consent of the legislative body, to pay all or a part of the value of the land for, and the cost of the installation and construction of, any building, facility, structure, or other improvement that is publicly owned either within or without the project area if the legislative body makes specified determinations. These determinations by the agency and the local legislative body are final and conclusive. Existing law requires the agency, with respect to the financing, acquisition, or construction of a transportation, collection, and distribution system and related peripheral parking facilities, in a county with a population of 4 million persons or more, to enter into an agreement with the rapid transit district that includes the county, or a portion thereof, under which the rapid transit district is required to be given specified responsibilities. This bill would instead authorize a redevelopment agency, with the consent of the legislative body, to pay all or a part of the value of the land for, and the cost of the installation and construction of, any building, facility, structure, or other improvement that is publicly owned and is located inside or contiguous to, as defined, the project area if the legislative body makes specified determinations. The bill would delete the requirement that the agency, with respect to the financing, acquisition, or construction of a transportation, collection, and distribution system and related peripheral parking facilities, in a county with a population of 4 million persons or more, enter into an agreement with the rapid transit district that includes the county, or a portion thereof, under which the rapid transit district is required to be given specified responsibilities. The bill would authorize an agency to pay for all or part of the value of the land for, and the cost of the installation and construction of, any building, facility, structure, or other improvement that is publicly owned and is partially located in the project area, but extends beyond the project area's boundaries, if the legislative body makes specified determinations. This bill contains other related provisions and other existing laws. Last Amended on 07/14/2009</p>	
<p><u>SB 99</u> Committee on Local Government</p> <p>Joint exercise of powers: reporting and disclosures.</p>	<p>ASSEMBLY APPR. 07/01/2009-From committee: Do pass, but first be re-referred to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) Re-referred to Com. on APPR. (Heard in committee on July 1.)</p>	<p>Under the Marks-Roos Local Bond Pooling Act of 1985, a joint exercise of powers authority may issue or purchase bonds to assist local agencies in financing public capital improvements, working capital, liability, or other insurance needs, or projects whenever there are significant public benefits for taking that action. Under the Ralph M. Brown Act, all meetings of the legislative body of a local agency must, subject to designated exceptions, be open and public. That act requires the legislative body to hold regular meetings, and permits the legislative body to hold special and emergency meetings, requiring certain notices and agendas. This bill would require additional reporting and public disclosures by specified public entities that issue certain revenue bonds, including conduit revenue bonds, as defined. This bill would require entities formed under the Joint Exercise of Powers Act, and related officers, that fail or refuse to make required reports to forfeit specified amounts to the state, and would authorize, under certain conditions, the Attorney General to prosecute an action for these forfeitures. This bill would require that a resolution issued pursuant to the Marks-Roos Local Bond Pooling Act of 1985 relating to bonds, as specified, be adopted by the local agency during a regular meeting. Last Amended on 05/12/2009</p>	

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<p><u>SB 104</u> <u>Oropeza</u> (D)</p> <p>California Global Warming Solutions Act of 2006: designation of greenhouse gases.</p>	<p>ASSEMBLY THIRD READING 07/16/2009-Read second time. To third reading.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt by January 1, 2011, greenhouse gas emission limits and emission reduction measures to achieve the maximum technological feasible and cost-effective greenhouse gas emission reductions. This bill would also include in that definition nitrogen trifluoride and any other gas designated as a greenhouse gas by the United Nations Framework Convention on Climate Change. This bill contains other related provisions and other existing laws. Last Amended on 04/30/2009</p>	
<p><u>SB 165</u> <u>Lowenthal</u> (D)</p> <p>Vehicles: parking violation.</p>	<p>ASSEMBLY TRANS. 06/29/2009-Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law makes it a violation for a person to park or leave standing a vehicle in a stall or space designated for disabled persons and disabled veterans unless the vehicle displays a special identification license plate or a distinguishing placard. This bill would establish a schedule of penalties, which are collected as civil penalties, for the violation of the above provision. Last Amended on 06/23/2009</p>	
<p><u>SB 205</u> <u>Hancock</u> (D)</p> <p>Traffic congestion: motor vehicle registration fees.</p>	<p>ASSEMBLY APPR. 07/13/2009-Read second time. Amended. Re-referred to Com. on APPR.</p>	<p>Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan. Last Amended on 07/13/2009</p>	
<p><u>SB 251</u> Committee on Transportation and Housing</p> <p>Housing and community development: housing omnibus bill.</p>	<p>SENATE UNFINISHED BUSINESS 07/16/2009-In Senate. To unfinished business.</p>	<p>Existing law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. One part of the housing element is an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. The assessment includes the locality's share of the regional housing need. That share is determined by the appropriate council of governments, subject to revision by the Department of Housing and Community Development. The council of governments is also required to issue a proposed final allocation plan and to hold a public hearing to adopt a final allocation plan. This bill would require the council of governments to submit its final allocation plan to the department within 3 days of adoption. The bill would specify that the department determine whether the plan is consistent with the existing and projected housing need for the region within 60 days from the date of its receipt of the final allocation plan adopted by the council of governments. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District
Bill Matrix as of July 27, 2009

		Last Amended on 06/11/2009	
<p><u>SB 391</u> <u>Liu</u> (D)</p> <p>California Transportation Plan.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 07/08/2009-Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law requires various transportation planning activities by state and regional agencies, including preparation of sustainable communities strategies by metropolitan planning organizations. Existing law provides for the Department of Transportation to prepare the California Transportation Plan for submission to the Governor by December 1, 1993, as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. This bill would require the department to update the California Transportation Plan by December 31, 2015, and every 5 years thereafter. The bill would require the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050. The bill would require the plan to identify the statewide integrated multimodal transportation system needed to achieve these results. The bill would require the department, by December 31, 2012, to submit to the California Transportation Commission and specified legislative committee chairs an interim report providing specified information regarding sustainable communities strategies and alternative planning strategies, including an assessment of how their implementation will influence the configuration of the statewide integrated multimodal transportation system. The bill would also specify certain subject areas to be considered in the plan for the movement of people and freight. The bill would require the department to consult with and coordinate its planning activities with specified entities and to provide an opportunity for public input. The bill would make additional legislative findings and declarations and require the plan to be consistent with that statement of legislative intent.</p> <p style="text-align: center;">Last Amended on 05/04/2009</p>	
<p><u>SB 409</u> <u>Ducheny</u> (D)</p> <p>Department of Railroads.</p>	<p>SENATE APPR. 06/10/2009-From committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 10. Noes 0. Page 1260.) Re-referred to Com. on APPR.</p>	<p>Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency, with various powers and duties relative to the intercity rail passenger program, among other transportation programs. Existing law creates the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. Existing law creates the Public Utilities Commission, with various powers and duties relative to railroads, among other responsibilities. This bill would create the Department of Railroads in the Business, Transportation and Housing Agency, and create the positions of director and deputy director within the department, to be appointed by the Governor, as specified. The director would be subject to Senate confirmation. The bill would transfer to the department responsibility for various state railroad programs currently administered by the above-referenced agencies. The bill would specify new duties of the department relative to an analysis of the state's freight rail transportation system. The bill would provide that the department shall be the only state agency eligible to apply for and receive grant and loan funds from the federal government for intercity rail, high-speed rail, or freight rail purposes. The bill would require the Secretary of Business, Transportation and Housing to convene a joint task force cochaired by the Director of Transportation, the Director of Railroads, and a representative of the Public Utilities Commission for the purpose of resolving issues relative to overlapping jurisdiction of the agencies. This bill contains other related provisions and other existing laws.</p> <p style="text-align: center;">Last Amended on 05/21/2009</p>	

San Mateo County Transit District
Bill Matrix as of July 27, 2009

<p>SB 425 Simitian (D)</p> <p>Personal and corporate income taxes: deductions: parking: credits: ridesharing expenses.</p>	<p>SENATE APPR. 07/15/2009-Set for hearing July 20.</p>	<p>The Personal Income Tax Law and the Corporation Tax Law allow various deductions in computing the income that is subject to the taxes imposed by those laws. Existing law allows an employer to deduct its expenses in carrying out a parking subsidy and a parking cash-out program, as defined, for employees. This bill would disallow a deduction for expenses of specified employers for parking subsidies unless all employees provided with a parking subsidy are offered a parking cash-out program in accordance with a specified statute. This bill contains other related provisions and other existing laws. Last Amended on 07/15/2009</p>	<p>Support</p>
<p>SB 455 Lowenthal (D)</p> <p>High-speed rail.</p>	<p>ASSEMBLY THIRD READING 07/16/2009-Read second time. To third reading.</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. 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. The bill would require the members of the authority, at a scheduled board meeting, to cause to be prepared an overall project schedule with project delivery milestones on a quarterly basis, and to approve a quarterly contract status report, beginning at the first board meeting after March 1, 2010. The bill would also require the members of the authority to approve all contract amendments at a scheduled board meeting. This bill contains other related provisions and other existing laws. Last Amended on 04/16/2009</p>	
<p>SB 527 Kehoe (D)</p> <p>Bicycles.</p>	<p>ASSEMBLY THIRD READING 06/24/2009-Read second time. To third reading.</p>	<p>Existing law prohibits a person from operating a bicycle on a highway if that person is riding other than upon or astride a permanent and regular seat attached to the bicycle. This bill would prohibit a person from operating a bicycle on a highway if that person is riding other than upon or astride a permanent and regular seat attached to the bicycle, unless the bicycle was designed by the manufacturer to be ridden without a seat. Last Amended on 05/06/2009</p>	
<p>SB 535 Yee (D)</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY APPR. 07/15/2009-Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2011, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime. This bill would revise that provision to provide that it shall remain in effect only until the Secretary of State receives that specified notice, with respect to a vehicle that meets California's super ultra-low exhaust emission standard and the federal inherently low-emission evaporative emission (ILEV) standard and a vehicle produced during the 2004 model-year or earlier that meets the California ultra-low emission vehicle standard and the ILEV standard. With respect to all other vehicles described above, this provision shall be operative only until January 1, 2011, or only until the Secretary of State receives that specified notice, whichever occurs first. This bill contains other related provisions and other existing laws. Last Amended on 07/06/2009</p>	

San Mateo County Transit District
Bill Matrix as of July 27, 2009

<p><u>SB 686</u> <u>DeSaulnier</u> (D)</p> <p>Environment: CEQA exemption: addition and deletion.</p>	<p>ASSEMBLY NAT. RES. 05/11/2009-To Com. on NAT. RES.</p>	<p>The California Environmental Quality Act requires the Office of Planning and Research to adopt guidelines that include criteria for public agencies to follow in determining whether or not a proposed project may have a significant effect on the environment and a list of classes of projects that are exempted from the act's requirements. The act establishes procedures for the certification and adoption of the guidelines. The act authorizes a public agency to request, in writing, the addition or deletion of a class of projects to the list. The office is required to review each request and, as soon as possible, submit its recommendation to the Secretary of Natural Resources Agency. This bill would make technical, nonsubstantive changes to the provision regarding the addition or deletion of a class of projects.</p>	
<p><u>SB 716</u> <u>Wolk</u> (D)</p> <p>Local transportation funds.</p>	<p>ASSEMBLY THIRD READING 07/15/2009-Read second time. To third reading.</p>	<p>Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county for allocation , as directed by the transportation planning agency, to various transportation purposes. Existing law specifies the allowable uses for local transportation funds, and generally requires these funds to be used for transit purposes in urban counties, while in counties with a population under 500,000 as of the 1970 census and certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes. This bill , for counties that had a population of less than 500,000 as of the 1970 decennial census, but that have a population of 500,000 or more as of the 2000 decennial census or at a subsequent census, would require the local transportation funds apportioned to the urbanized areas of those counties to generally be allocated for public transit purposes and not for street and road purposes, while funds apportioned to the nonurbanized areas in those counties would remain available for allocation to street and road purposes and for other specified purposes. The bill would delay, until July 1, 2013, the application of these new provisions to certain counties. The bill, in counties and areas of counties where local transportation funds may be allocated to local streets and roads, would also authorize allocation of those funds for specified farmworker vanpool purposes upon a finding by the transportation planning agency that there are no unmet transit needs or no unmet transit needs that are reasonable to meet and after all of the capital and operating funds necessary to meet unmet transit needs that are reasonable to meet are allocated. The bill would make other related changes.</p> <p>Last Amended on 07/14/2009</p>	

San Mateo County Transit District
Bill Matrix as of July 27, 2009

<p>SB 722 Steinberg (D) Greenhouse gas credits.</p>	<p>ASSEMBLY THIRD READING 07/01/2009-Read second time. To third reading.</p>	<p>Under existing law, a person or entity that represents that a consumer good that it manufactures or distributes is not harmful to, or is beneficial to, the natural environment, through the use of specified environmental terms, is required to maintain in written form in its records information and documentation supporting the validity of the representation, as specified. Existing law provides that it is unlawful for a person to make any untruthful, deceptive, or misleading environmental marketing claim, whether explicit or implied. A violation of these requirements is a misdemeanor. This bill would make it unlawful for a person, as defined, to represent in an advertisement or in any other sales or promotional materials made available to the public for the sale of a greenhouse gas credit or emission reduction, that the credit or reduction reduces greenhouse gas emissions unless certain requirements are met. The bill would also require a person that represents in an advertisement or in any sales or promotional materials made available to the public for the sale of a greenhouse gas credit or emission reduction, that the credit or emission reduction results in a reduction of greenhouse gases to maintain in written form and make available to any member of the public who requests it certain information and documentation supporting the validity of that representation. A violation of these provisions would be punishable by a specified civil penalty and would create a civil cause of action. Reasonable attorney fees and costs would be available for any such action brought. These requirements would become operative on January 1, 2011, and would become inoperative if the Federal Trade Commission adopts binding and enforceable trade rules or regulations for claims or representations for greenhouse gas emission reduction credits or reductions to protect consumers. Last Amended on 06/25/2009</p>	
<p>SB 728 Lowenthal (D) Air pollution: parking cash-out program.</p>	<p>ASSEMBLY THIRD READING 07/01/2009-Read second time. To third reading.</p>	<p>Existing law requires an employer of 50 persons or more who provides a parking subsidy to employees and who is in an air basin that is designated as a nonattainment area in terms of air quality to offer a parking cash-out program, defined as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. This bill would authorize the State Air Resources Board to impose a civil penalty for a violation of this requirement . The bill would also authorize a city, county, and air pollution control district or air quality management district to adopt a penalty or other mechanism to ensure compliance. The bill would authorize the imposition of a penalty by the state board or the local agency, but not both. Last Amended on 04/27/2009</p>	
<p>SB 734 Lowenthal (D) Transportation.</p>	<p>ASSEMBLY THIRD READING 07/16/2009-From Consent Calendar to third reading.</p>	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of \$19.925 billion in general obligation bonds for various transportation improvements, of which \$2 billion are to be allocated, upon appropriation by the Legislature, to cities and counties for specified street and road improvements. The act requires a city or county to reimburse the state for funds it receives if it fails to comply with certain conditions applicable to the expenditure of the bond funds. This bill would require any interest or other return earned by a city or county from investment of bond funds received under these provisions to be expended or reimbursed under the same conditions as are applicable to the bond funds themselves. This bill contains other related provisions and other existing laws. Last Amended on 06/22/2009</p>	

San Mateo County Transit District
Bill Matrix as of July 27, 2009

<p><u>SB 783</u> <u>Ashburn</u> (R)</p> <p>High-speed rail.</p>	<p>ASSEMBLY CONSENT CALENDAR 07/16/2009-Read second time. To Consent Calendar.</p>	<p>This bill would require the authority to prepare, publish, adopt, and submit to the Legislature a business plan addressing specified elements no later than January 1, 2012, and every 2 years thereafter, with a draft of the business plan to be available at least 60 days in advance for public review and comment, followed by a public hearing. Last Amended on 07/02/2009</p>	
<p><u>SCA 10</u> <u>Ducheny</u> (D)</p> <p>Statewide initiative measures: legislative amendment.</p>	<p>SENATE APPR. 06/29/2009-Placed on APPR suspense file.</p>	<p>Existing provisions of the California Constitution provide that the initiative is the power of the electors to propose statutes and amendments to the Constitution and to adopt or reject those proposals. Those provisions require the Secretary of State to submit the measure at the next general election held at least 131 days after it qualifies or at any special statewide election held prior to that general election. The Governor may also call a special statewide election on the measure. This measure would require the Secretary of State to transmit a copy of an initiative measure certified for the ballot that would amend the Constitution to each house of the Legislature no later than 176 days prior to the election at which the measure is to be voted upon. Within 30 days the Legislature may propose an amended form of the initiative measure by adopting a concurrent resolution. If the Legislature proposes an amended form of the initiative measure, the measure would provide that if the proponent, or a majority of the proponents if there is more than one proponent, of the initiative measure accepts the proposed amendments, the Legislature's proposal would appear on the ballot in place of the certified initiative measure. The measure would require that, if the amended form proposed by the Legislature is not accepted, information regarding the proposed amended form be included in the ballot materials relating to the initiative measure, as prescribed by statute. This bill contains other existing laws.</p>	
<p><u>SCA 14</u> <u>Ducheny</u> (D)</p> <p>Initiative measures: funding source.</p>	<p>SENATE APPR. SUSPENSE FILE 07/06/2009-SEN. APPR. Vote - Placed on Appropriations Suspense file.</p>	<p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs. Last Amended on 06/23/2009</p>	
<p><u>SCA 15</u> <u>Calderon</u> (D)</p> <p>State budget.</p>	<p>SENATE B. & F. 04/13/2009-From committee with author's amendments. Amended. Re-referred to Com. on B. & F.R</p>	<p>This measure would exempt General Fund appropriations in the Budget Bill for the ensuing fiscal year from the 2/3 -vote requirement if the total amount of General Fund revenues estimated by the Legislative Analyst, on or after May 15, for the current fiscal year is at least 5% below the estimate of General Fund revenues set forth in the Budget Bill enacted for the current fiscal year. This bill contains other related provisions and other existing laws. Last Amended on 04/13/2009</p>	
<p><u>SCA 16</u> <u>DeSaulnier</u> (D)</p> <p>Initiatives: indirect initiatives.</p>	<p>SENATE APPR. 07/15/2009-Set for hearing July 20.</p>	<p>The measure would alternatively authorize the electors to propose, and to adopt or reject, statutes and amendments to the Constitution pursuant to a process of initial review by the Legislature. The measure would require that the petition presented to the Secretary of State be certified as signed by electors equal in number to 3% in the case of a statute, or 6% in the case of an amendment to the Constitution, of the votes for all candidates for Governor at the last gubernatorial election. The measure would require the Secretary of State to transmit that petition to the Legislature within 10 days. This bill contains other existing laws.</p>	



BOARD OF DIRECTORS 2009

ZOE KERSTEEN-TUCKER, CHAIR
ROSE GUILBAULT, VICE CHAIR
MARK CHURCH
JERRY DEAL
SHIRLEY HARRIS
JIM HARTNETT
ARTHUR L. LLOYD
KARYL MATSUMOTO
ADRIENNE TISSIER

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

A G E N D A

BOARD OF DIRECTORS

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

WEDNESDAY, AUGUST 12, 2009 – 3:20 p.m.
or immediately following Committee meetings

6. RECONVENE AFTER COMMITTEE MEETINGS

7. CONSENT CALENDAR

RESOLUTION

- a. Approval of Minutes of Board of Directors Meeting of July 8, 2009
- b. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2009

8. PUBLIC COMMENT

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

9. REPORT OF THE CHAIR

10. REPORT OF THE GENERAL MANAGER/CEO

11. 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 – End-of-the-Year Performance Report
- e. Multimodal Ridership Report – June 2009

12. FINANCE COMMITTEE

RESOLUTIONS

- a. Authorize Award of Contract to Neopart LLC to Furnish Factory-Remanufactured Wheelchair Lift Assemblies for a Not-to-Exceed Total Estimated Cost of \$346,470
- b. Authorize Award of Contract to Clean Innovation, Inc. for Bus Stop Maintenance Services for a Total Amount of \$570,755

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

Board of Directors
Agenda for August 12, 2009

INFORMATIONAL

- c. Information on Statement of Revenues and Expenses for June 30, 2009
- d. Update on the Execution of the Fuel Hedging Program

13. LEGISLATIVE COMMITTEE

SUBJECTS DISCUSSED

- a. Verbal Update on State Legislative Program
- b. Verbal Update on the Federal Legislative Program

14. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

15. BOARD MEMBER REQUESTS/COMMENTS

16. DATE, TIME AND PLACE OF NEXT MEETING – September 9, 2009 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

17. 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)

18. ADJOURNMENT

INFORMATION TO THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING
JULY 8, 2009**

Members Present: M. Church, J. Deal, R. Guilbault, S. Harris, Z. Kersteen-Tucker (Chair), A. Lloyd, K. Matsumoto, A. Tissier

Members Absent: J. Hartnett

Staff Present: J. Cassman, C. Harvey, R. Haskin, R. Lake, M. Lee, M. Martinez, N. McKenna, D. Miller, T. Reavey, M. Scanlon, M. Simon, J. Slavit

Chair Zoe Kersteen-Tucker called the meeting to order at 2:03 p.m.

PUBLIC HEARING ON THE FILING OF A FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 GRANT APPLICATION FOR THE PURCHASE OF TWO REDI-WHEELS BUSES

Capital Programming and Grants Manager Joel Slavit said the purpose of today's hearing is to receive input on the proposed project and determine whether any non-profit entities are available to provide the same service as Redi-Wheels. The procurement of two additional buses will enable Redi-Wheels to continue to meet its steadily increasing growth in ridership while also saving costs by reducing the need to sub-contract for supplementary taxi service.

District Secretary Martha Martinez said the public hearing notice was published in the San Mateo County Times on May 21, 2009. Ms. Martinez said no comments have been received.

Legal Counsel David Miller said the Board has afforded the public an opportunity to comment on the proposed grant application and has satisfied all legal requirements and may close the public hearing.

A motion (Tissier/Lloyd) to close the public hearing was approved unanimously.

AUTHORIZE FILING SECTION 5310 FTA GRANT APPLICATION IN THE AMOUNT OF \$116,860

A motion (Church/Harris) to apply for the grant was approved unanimously.

Adjourned to Committee Meetings at 2:08 p.m.

Board Reconvened at 3:03 p.m.

CONSENT CALENDAR

The Board unanimously approved the consent calendar (Lloyd/Guilbault).

- a. Approval of Minutes of Board of Directors Meeting of June 10, 2009
- b. Acceptance of Statement of Revenues and Expenses for May 2009

- c. Authorize Submission of Fiscal Year 2009 Federal Transit Administration (FTA) Applications in the Amount of \$22,879,955

PUBLIC COMMENT

John Baker, South San Francisco, said he is concerned there has been no official word on the public meetings on the SamTrans website, including where the meetings are and what the cuts are. In the future word needs to get out sooner.

Jerry Grace, San Lorenzo, said the airport is not concerned about the effect the BART airport surcharge is having on employees.

Ed DeLanoy, San Carlos, said Caltrain service to midnight should be reconsidered.

REPORT OF THE CHAIR

Chair Kersteen-Tucker said staff has been working very hard on the dates and locations of the public meetings and making sure the public is notified.

Director Karyl Matsumoto said she will also have the information posted on South San Francisco's website.

REPORT OF THE GENERAL MANAGER/CEO

General Manager/CEO Michael Scanlon reported:

- Staff has been working diligently on the service reduction proposals. He is recommending a general fare increase be added to the public hearing notice.
- Staff is revising service contingency plans in the event of a BART strike. Routes 390 and 391 will not divert into the Millbrae station; Route KX would divert into the west side of the Millbrae Intermodal station; there will be a free shuttle that will operate and link the Colma BART, Daly City BART and Mission Evergreen area. Routes will be augmented as much as possible, but very limited in what can be done.
- Fixed-route buses averaged over 23,600 miles between road calls in June; Redi-Wheels vehicles went almost 20,000 miles between road calls, well above the 19,000 goal.
- The pilot for our new buses is going through final inspections and will be delivered within the next week.
- Contract negotiations are continuing with MV Transportation, contractor for the Redi-Wheels service.
- The reading file contains correspondence from Congresswoman Anna Eshoo regarding money received under the American Recovery and Reinvestment Act (ARRA).
- The United Way committee was recognized for leading the District's 2008-9 campaign and raising more than \$58,000. The committee included Ed Proctor, Winnie Lum, Luis Velasquez, Steve Ballette, Ian McAvoy, Sarah Nabong, Mark Simon and Cindy Strong. Joan Byrne from United Way was also in attendance. Mr. Velasquez explained the clover gram fundraiser; Mr. Simon spoke of a person who anonymously kicked off a fund-raising match program; Ms. Lum said it was an honor to work on the committee and thanked everyone for donating.

Executive Officer Customer Service and Marketing Rita Haskin said staff partnered with Radio Disney and asked kids to submit their green tips and the winner's green tip aired on Radio Disney. A recording of the green tip was played for the Board.

Mr. Scanlon provided a point of clarification on the previous discussion of a fare increase: staff will recommend up to a 25-cent increase in the base fare and on the same percentage for the other fare media.

Public Comment

Jerry Grace, San Lorenzo, said fares on AC Transit, Golden Gate Transit and Muni went up on July 1.

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 Performance Report
- e. Multimodal Ridership Report – May 2009

FINANCE COMMITTEE

RESOLUTIONS

- a. Authorize the Filing of Applications with the Metropolitan Transportation Commission (MTC) to Program Federal Transit Administration (FTA) Section 5307 Funds for SamTrans Capital Projects in the Amount of \$40,608,478
- b. Authorize Entering into a Funding Agreement with the Metropolitan Transportation Commission (MTC) for New Freedom Funds in the Amount of \$177,857
- c. Authorize the Acceptance of Fiscal Year 2008 Transit Security Grant Program Funding in the Amount of \$463,226 and the Execution of Required Documentation to Receive the Funds
- d. Authorize Approval of Bid Documents and Execute a Contract for a Fuel Hedging Program
- e. Authorize Approval and Ratification of Fiscal Year 2010 District Insurance Program
- f. Authorize Disposition of 23 Surplus Service Support Vehicles
- g. Authorize Rejection of the Lowest Monetary Bid as Non-responsive and Award of Contract to Cummins West, Inc. to Furnish Allison Re-Tran Factory Remanufactured WTEC III Transmissions for a Total Estimated Cost of \$323,565
- h. Authorize a Sole Source purchase to ACS Transportation Management Solutions, Inc. of Equipment and Components for Installation into New Transit Buses for an Estimated Not-to-Exceed Cost of \$200,000
- i. Authorize Execution of Purchase Orders for Fiscal Year 2010 for Information Technology Licenses, Services and Maintenance for a Not-to-Exceed Amount of \$850,000
- j. Authorize Execution of Purchase Orders for Fiscal Year 2010 for Technology Related Products and Services to Vendors Under Cooperative Purchasing Programs for an Aggregate Not-to-Exceed Amount of \$900,000

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

LEGISLATIVE COMMITTEE

SUBJECTS DISCUSSED

- a. Verbal Update on State Legislative Program
- b. Verbal Update on Federal Legislative Program

WRITTEN COMMUNICATIONS

In reading file.

BOARD MEMBER COMMENTS

No comments.

DATE AND TIME OF NEXT MEETING – August 12, 2009 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, Amalgamated Transit Union, Local 1574 (Customer Service Center Employees)
- b. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Amalgamated Transit Union, Local 856 (Bus Transportation Supervisors, Dispatchers and Radio Controllers)

General Counsel David Miller said the purpose of the closed session is to discuss pending labor negotiations with the Amalgamated Transit Union, which represents Customer Service Center employees, and to discuss negotiations that will ensue, in due course, with the Teamsters Union Local 856, which recently was recognized to represent bus transportation supervisors, dispatchers and radio controllers.

Adjourned to close session at 3:33 p.m.

Reconvened to the public at 3:48 p.m.

Mr. Miller reported the Board met in closed session for the purpose of receiving a report from labor negotiator Pat Glenn and the bargaining team on pending negotiations with the Amalgamated Transit Union. This matter will be carried on the calendar as additional information becomes available that requires Board attention. Mr. Miller said there is an initial meeting taking place later this month with the Teamsters Local 856.

ADJOURNED: 3:49 p.m.