



BOARD OF DIRECTORS 2013

CAROLE GROOM, CHAIR  
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KARYL MATSUMOTO  
ADRIENNE TISSIER

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

## AGENDA

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

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

WEDNESDAY, OCTOBER 2, 2013 – 2:00 p.m.

#### ACTION

1. Approval of Minutes of Community Relations Committee Meeting of September 4, 2013.
2. Designate October as "Disabilities Awareness Month"

#### INFORMATIONAL

3. Accessibility Update – Tina Dubost
4. PCC Update - Mike Levinson
5. Citizens Advisory Committee Liaison Report - Peter Ratto
6. Mobility Management Report – Fixed-Route Bus Service - First Hybrid Bus
7. Multimodal Ridership Report – August 2013

Committee Members: Rose Guilbault, Art Lloyd, Karyl Matsumoto

#### 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  
SEPTEMBER 4, 2013**

Committee Members Present: R. Guilbault (Committee Chair), A. Lloyd, K. Matsumoto

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

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

Committee Chair Rose Guilbault called the meeting to order at 2:13 p.m.

**Approval of Minutes of Community Relations Committee (CRC) Meeting of August 7, 2013**

The Committee approved the minutes (Gee/Lloyd).

**Accessibility Update – Tina Dubost**

Tina Dubost, Acting Manager, Accessible Transit Services, said in August staff completed the recertification of customers who use Lifeline fare assistance. This program allows low income people to pay a lower fare on Redi-Wheels.

**Paratransit Coordinating Council (PCC) Update – Mike Levinson**

Mike Levinson, PCC Chair, reported:

- Education presentations on the PCC began in July at the Department of Rehabilitation.
- The PCC has completed a draft two-year work plan and will be reviewing it at the next PCC meeting.

Director Jeff Gee asked if the Serra Yellow Cab issue raised at last month's Board meeting has been resolved. Mr. Levinson yes, the company does not pick up in unauthorized areas and there is no increase in fares being charged. A magnetized sign is going to be put on the vehicles when it is being used for Redi-Wheels.

Director Karyl Matsumoto asked if the taxi driver is responsible for assisting the passengers if they need special assistance. Mr. Levinson said yes.

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

Peter Ratto, CAC Chair, said at the August 28 meeting the CAC received a presentation on accessing SamTrans schedules.

Director Matsumoto asked if there is a need for a recruitment for the CAC. Martha Martinez, District Secretary, said a news release seeking new committee members is being issued and a Take One will be placed on the buses.

## **Mobility Management Report – End-of-Year Performance**

Chuck Harvey, Deputy CEO, reported on the various services for Fiscal Year (FY) 2013:

### Fixed-Route

- o Average weekday ridership (AWR) is down slightly for FY2013.
- o Miles between preventable accidents has been below the 110,000 mile goal.
- o On-time performance (OTP) is above the set goal of 85 percent at 93 percent.
- o Fifty-four schedules were missed out of 466,000 schedules operated.
- o Fleet reliability was consistently above the goal of 19,000 miles between service calls.
- o FY2013 highlights:
  - Weekend Route ECR service was successfully launched.
  - Advanced Travelers Information System started.
  - Real-time information is now being fed into the Metropolitan Transportation Commission's 511 and Google for Transit Trip Planning.
  - The SamTrans Service Plan (SSP) was adopted.
  - A contract was awarded for the first diesel-electric hybrid buses.
- o FY2014 Preview:
  - SSP Phase 1 was implemented in August 2013 and Phase 2 will be implemented in January 2014.
  - Sixteen new bus ad shelters will be installed for a total of 109.
  - Receive and place in service 25 hybrid 40-foot buses.
  - Receive and place in service four clean diesel 29-foot buses for the Coastside.
  - Continue human capital development with over 20,000 hours of training planned.

### Paratransit

- o AWR was almost 1,110.
- o OTP was slightly below the 90 percent goal at 89 percent.
- o Telephone hold time is above 1.5-minute standard.
- o Fleet reliability is well above the 20,000 goal at almost 50,000 miles between service calls.
- o FY2013 highlights:
  - Maintained zero denial record.
  - Ridership increased slightly.
  - Thirteen cutaways were placed into service, including two expansion vehicles.
  - Ten minivans were placed into service.
- o FY2014 preview
  - Continue to work on OTP service quality.
  - Continue discussion with contractor on cost containment strategies for paratransit service.
  - Begin work on next replacement of 19 cutaways.
  - Continue other senior mobility initiatives.

## Caltrain

- o Record ridership with more than 15 million rides.
- o OTP is below the 95 percent goal at 91 percent.
- o FY2013 highlights:
  - Completed first year of Caltrain operation by new contractor, TransitAmerica Services, Inc. (TASI).
  - AWR increased 10.9 percent.
  - Total ridership increased 10.3 percent.
  - Farebox revenue increased 14.8 percent to \$68.8 million.
  - Approximately 10,000 feet of right of way fencing was installed.
  - Completed transition from shoofly to grade separated structure on the San Bruno Grade Separation Project.
  - Completed work on new rail operations control system.
  - The Predictive Arrival/Departure System is nearly complete.
  - Continued development work and procurement of the Federal Railroad Administration mandated positive train control system.
  - Began environmental review for electrifying Caltrain.
- o FY2014 preview:
  - Continue to address quality control issues with TASI.
  - Parking fees were increased September 1, 2013.
  - Complete and open new San Bruno Station.
  - Install an additional 10,000 feet of fencing along the right of way.
  - Continue design, environmental, project plans for next series of good repair projects.
  - Continue Caltrain Modernization Project activities.

## Shuttles

- o Total shuttle trips were 2.6 million rides.
- o FY2013 highlights:
  - Multi-agency shuttle service procurement near completion with Board approval in December 2013.
  - Initiated work to revise outdated employer Rail Shuttle Bus Service Agreements.
- o FY2014 preview:
  - New shuttle service contract to begin in the fourth quarter of FY2014.
  - New Daly City shuttle will start in second quarter FY2014.
  - Starting to work on feeding shuttle information into Google Transit Trip Planning.

Total trips in FY2013 by all modes were 31 million.

Committee Chair Guilbault asked if employees are leaving because of retirement or better offers and what is being done to deal with this issue. Mr. Harvey said schedulers historically have been seen as people with less technical skill. People in the industry are seeing that scheduling is technically a more complex planning function. Staff is working with Human Resources to ensure the proper career ladders and succession plans are in place for the schedulers and planners.

Committee Chair Guilbault asked what is being done to replace those who are retiring.

Mr. Harvey said staff has been brainstorming this situation. The projection is 70 percent of most senior mechanics and supervisors will be retired in a five-year period.

Michael Scanlon, General Manager/CEO, said this issue is common in the entire industry and is a reflection of the Baby Boomers reaching retirement age.

### **Multimodal Ridership Report – July 2013**

Mr. Harvey reported:

- Bus AWR was 36,390, an increase of 1.3 percent.
- Caltrain AWR was 54,990, an increase of 13.1 percent.
- Caltrain shuttle AWR was 9,510, a decrease of 6.6 percent.

Year to Date Total Ridership – July 2013

- Bus ridership was 969,130, 4.3 percent.
- Paratransit was 27,630, an increase of 6.5 percent.

Mr. Harvey said next month he will provide an update on the performance of the Route ECR.

Director Zoe Kersteen-Tucker asked if there are any statistics on third-party buses, e.g. shuttles operated by Genentech. Mr. Harvey said he does not have the information, but there are approximately 400 buses in the area carrying many people.

Mr. Scanlon said it is a significant number and growing. The big issue is the San Mateo County Transit District (District) cannot compete against these buses because they are cross-county.

Mr. Harvey said the District helps fund the Genentech shuttles from Bay Area Rapid Transit and Caltrain stations.

Director Shirley Harris said many of these special shuttles are benefits used as a part of a firm's recruitment.

Adjourned: 2:51 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **DESIGNATION OF OCTOBER AS DISABILITIES AWARENESS MONTH**

**ACTION**

Staff proposes the Committee recommend the Board proclaim October as "Disabilities Awareness Month."

**SIGNIFICANCE**

"Disabilities Awareness Month" is an opportunity to focus special attention on the daily challenges persons with mobility impairments throughout the SamTrans service area face, to reflect on measures being extended to assist them, to increase public awareness of new opportunities to meet their special needs, and to draw specific attention to our efforts to serve this community.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

During the current fiscal year, SamTrans has budgeted \$14,774,000 for paratransit services, and will expend additional operating funds to accommodate customers with mobility impairments on the District's fixed-route services.

Over the past year, accomplishments of the District's accessibility program include:

- Providing almost 300,000 paratransit trips to eligible riders via Redi-Wheels and RediCoast service
- Providing safe, reliable paratransit service for county residents (Approximately 2,800 people were certified or re-certified in the last year)
- Continuing the consumer-friendly paratransit eligibility process
- Maintaining a "zero trip denials" policy on Redi-Wheels and RediCoast
- Providing travel training

Prepared by: Tina Dubost, Acting Manager, Accessible Transit  
Services

650-508-6247

# PROCLAMATION

## IN HONOR OF DISABILITIES AWARENESS MONTH

**WHEREAS**, throughout the United States, the month of October has been designated as a time to recognize the courage of more than 56 million Americans with Disabilities; and

**WHEREAS**, 141,000 San Mateo County residents with disabilities are seeking to avail themselves of the area's many opportunities to enhance their quality of life; and

**WHEREAS**, many of these citizens with disabilities are making substantial contributions to their communities throughout the county, and many more are eager to provide their energies and talents; and

**WHEREAS**, reliable transportation remains one of the most important resources to assist these citizens through trips for work, medical, business, and recreation services; and

**WHEREAS**, the San Mateo County Transit District since 1977 has provided countywide paratransit services to tens of thousands of mobility-impaired residents through Redi-Wheels and RediCoast and access to fixed-route buses; and

**WHEREAS**, on the twenty-third anniversary since landmark civil rights legislation, the Americans with Disabilities Act of 1990, was signed into law, SamTrans is enhancing its paratransit program to provide services to more local patrons;

**NOW THEREFORE BE IT RESOLVED**, that the Board of Directors of the San Mateo County Transit District hereby proclaims October as Disabilities Awareness Month and reaffirms its dedication to serving the mobility-impaired community, both now and in the years ahead.

Regularly passed and adopted this 2<sup>nd</sup> day of October 2013.



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Chair, San Mateo County Transit District

**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 item is for information only. No action is required.

**SIGNIFICANCE**

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

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

There was no PCC meeting in August, so no PCC minutes are attached. The minutes from the most recent SAAC meeting are not yet available.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

No additional information.

Prepared by: Tina Dubost, Acting Manager, Accessible Transit  
Services

650-508-6247



**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: **SAMTRANS FIXED-ROUTE BUS SERVICE – FIRST HYBRID BUS**

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of this fiscal year's series of detailed mobility management reports presented to the Board. The District's four transportation modes – SamTrans motor bus, Americans with Disabilities Act Paratransit, Caltrain and Shuttles – are featured individually each month. This month features a report on the delivery of the District's first diesel-electric hybrid bus, which will be on display prior to the beginning of the Committee and Board meetings.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff will report on the delivery of the first diesel hybrid-electric bus and the schedule for the delivery and commissioning of the remaining buses that have been ordered.

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – AUGUST 2013**

**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 and Table "B" summarizes the total ridership figures for all SamTrans transportation modes. Chart "A" features year-to-date comparisons of AWR for Fiscal Year (FY) 2012, FY2013, and FY2014. Chart "B" has figures for total ridership year-to-date for FY2012, FY2013, and FY2014.

Tables "A" and "B" also provide the corresponding data for the BART SFO Extension as a separate line.

**AVERAGE WEEKDAY RIDERSHIP – AUGUST 2013 COMPARED TO AUGUST 2012**

**Total District Modes** – 104,110, an increase of 5.3 percent.

**Bus** – 39,100, an increase of 1.1 percent.

**Paratransit** – 1,072, an increase of 0.5 percent.

**Caltrain** – 53,840, an increase of 10.7 percent.

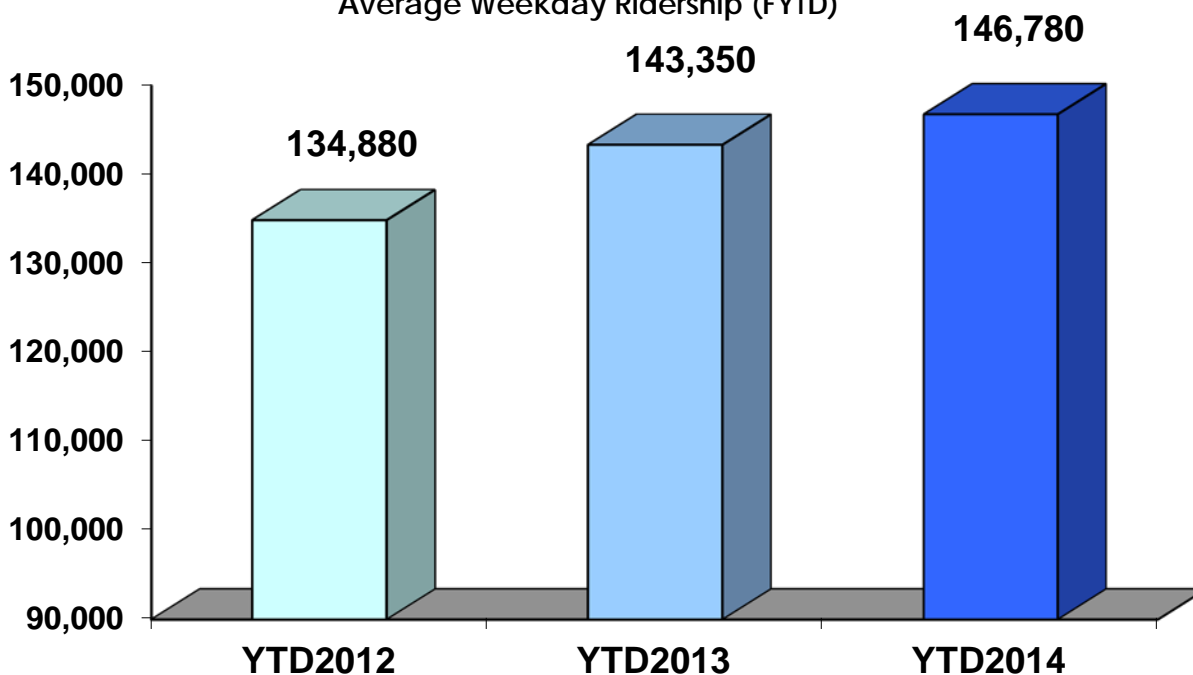
**Shuttles** – 10,090, a decrease of 3.4 percent.

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

August 2013 Average Weekday Ridership				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	39,760	38,690	39,100	1.1%
Paratransit	1,072	1,067	1,072	0.5%
Caltrain	45,200	48,630	53,840	10.7%
Shuttles	8,630	10,450	10,090	-3.4%
<b>Total</b>	<b>94,660</b>	<b>98,840</b>	<b>104,110</b>	<b>5.3%</b>
BART Extension (No Daly City)	42,700	47,160	48,960	3.8%
<b>Grand Total</b>	<b>137,360</b>	<b>145,990</b>	<b>153,070</b>	<b>4.8%</b>

August 2013 Year to Date				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	38,520	37,310	37,750	1.2%
Paratransit	1,090	1,070	1,090	1.9%
Caltrain	44,670	48,620	54,410	11.9%
Shuttles	8,320	10,310	9,800	-4.9%
<b>Total</b>	<b>92,590</b>	<b>97,310</b>	<b>103,060</b>	<b>5.9%</b>
BART Extension (No Daly City)	42,290	46,030	43,730	-5.0%
<b>Grand Total</b>	<b>134,880</b>	<b>143,350</b>	<b>146,780</b>	<b>2.4%</b>

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



The following summary and exhibits include total ridership for all modes of transportation for which SamTrans is responsible. These numbers are a gross count of each boarding across all modes and all service days for the month of August for the past three fiscal years.

**MONTHLY TOTAL RIDERSHIP – AUGUST 2013 COMPARED TO AUGUST 2012**

**All District Modes** – 2,759,900, an increase of 4.3 percent.

**Bus** – 1,041,620, an increase of 0.4 percent.

**Paratransit** – 26,820, a decrease of 1.3 percent.

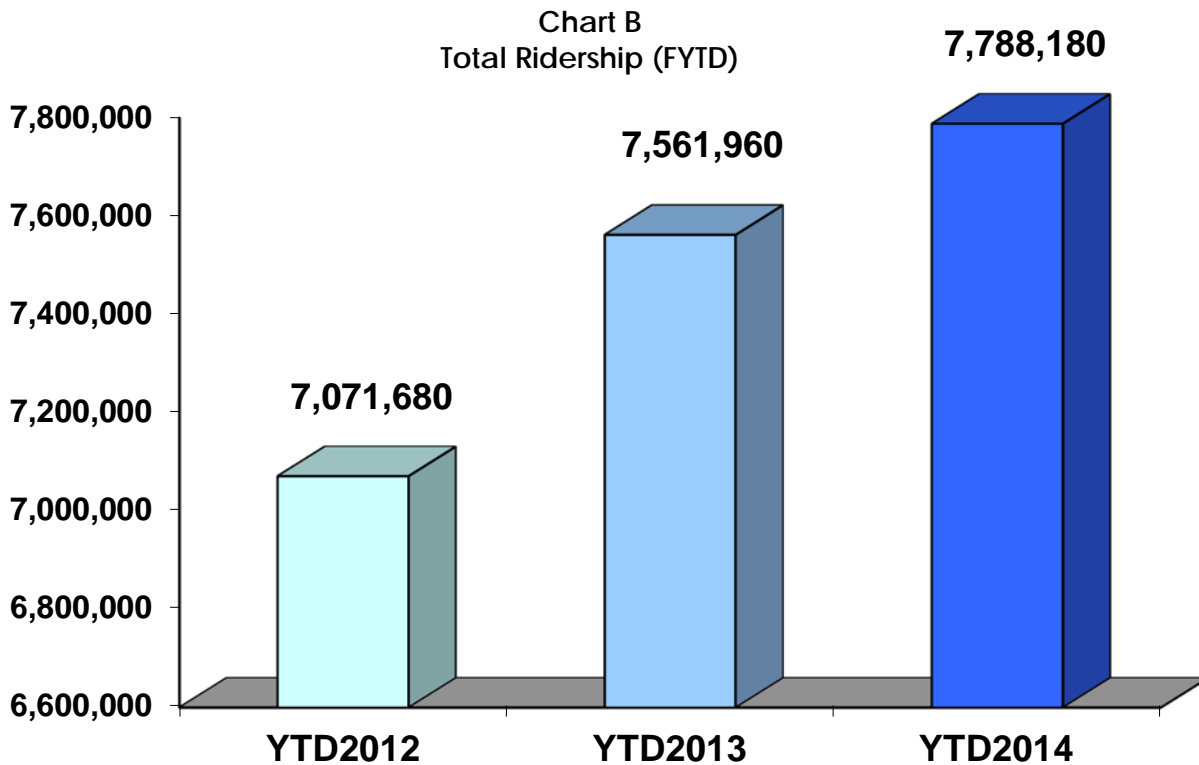
**Caltrain** – 1,466,170, an increase of 8.6 percent.

**Shuttles** – 225,300, a decrease of 1.8 percent.

**Table B  
Total Ridership**

August 2013 Total Monthly Ridership				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	1,065,670	1,037,950	1,041,620	0.4%
Paratransit	27,290	27,170	26,820	-1.3%
Caltrain	1,252,830	1,350,540	1,466,170	8.6%
Shuttles	198,770	229,420	225,300	-1.8%
<b>Total</b>	<b>2,544,560</b>	<b>2,645,080</b>	<b>2,759,900</b>	<b>4.3%</b>
BART Extension (No Daly City)	1,157,550	1,272,520	1,305,100	2.6%
<b>Grand Total</b>	<b>3,702,110</b>	<b>3,917,600</b>	<b>4,065,000</b>	<b>3.8%</b>
<b>Weekdays</b>	<b>23</b>	<b>23</b>	<b>22</b>	<b>-4.3%</b>

August 2013 Year to Date				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	2,013,840	1,967,530	2,010,750	2.2%
Paratransit	53,050	53,110	54,450	2.5%
Caltrain	2,418,870	2,656,510	2,958,050	11.4%
Shuttles	359,980	447,790	440,460	-1.6%
<b>Total</b>	<b>4,845,740</b>	<b>5,124,940</b>	<b>5,463,700</b>	<b>6.6%</b>
BART Extension (No Daly City)	2,225,940	2,437,020	2,324,480	-4.6%
<b>Grand Total</b>	<b>7,071,680</b>	<b>7,561,960</b>	<b>7,788,180</b>	<b>3.0%</b>



## SamTrans Promotions – August 2013

**It's All About People** – The District's "*It's All About People*" campaign continued in August. Print ads in English and Spanish ran highlighting maintenance employees and three groups of customers: seniors, youth and general. The ads include a large photo of the featured group and three key attributes.

- Maintenance employees: Details. Cleanliness. Pride
- Seniors: Independent. Comfortable. Easy
- Youth: My Social Crowd. Friends. Dependable.
- General: Surprised. Convenient. Reliable.

A number of bus shelters throughout the system are displaying the senior ad. The SamTrans website features a special button on its homepage that showcases the current group and links to a landing page where the current and previous ads can be viewed. A direct link also is available at [www.samtrans.com/people](http://www.samtrans.com/people).

**North Fair Oaks** – The 12<sup>th</sup> Annual North Fair Oaks Community Festival continued to be a great venue for SamTrans to connect with the community. Thousands of people attended the festival for the live entertainment, parade, children's activities, as well as for arts and crafts. SamTrans Marketing and bilingual Customer Service employees staffed a booth, providing information to attendees and answering questions. To promote SamTrans' connection to the community, the bus agency ran one of the "*It's All About People*" ads in the festival program.

**School Outreach** – SamTrans staff, including one fluent in Spanish, attended two sessions for parents at Kennedy Middle School in Redwood City prior to the start of the school year. Staff provided information and answered questions about SamTrans routes that run by the school.

**Youth Pass** – SamTrans concluded its promotion for the three-month Summer Youth Pass to encourage kids to ride the bus for adventures other than school. The three-month pass was a bargain at \$40 compared to costing \$36 a month. The value of the pass is more than financial. The Latchkey Alternative Program in Daly City sent SamTrans a letter commending it for offering the pass and said that the ability to have the Summer Youth Pass made the difference between taking the kids on field trips and staying onsite all summer. The pass was promoted to kids and parents through a variety of channels, with a heavy emphasis on schools and municipalities. Community partners disseminated more than 31,000 bilingual flyers/order forms, and included messages on their websites and in newsletters. The campaign also publicized the pass with bilingual information on buses (take ones, adcards, electronic message and audio announcement), newspaper ads, social media, news release, *Rider's Digest* newsletter, *Transit Fun Guide* brochure, outreach to Clipper youth customers, message on the SamTrans Customer Service toll-free number, and website.

**Service Change Communications** – As the Aug. 11 service improvements and schedule changes approached, staff was busy getting word to customers about the adjustments. This included a wide range of communications channels, including:

- Electronic & audio messages on the buses
- Presence on SamTrans website through a large "Upcoming Service Changes" button on our home page and also listed under "Schedules & Maps".

- Dedicated web page summarizing the changes, along with a chart of the changes by route number.
- Ambassadors at key transit centers and onboard Route 391 in San Francisco
- Electronic messages at bus stops with message boards
- Temporary sign on every bus stop of effected routes
- *Rider's Digest* newsletter on buses and on the web
- Flyers at key transit centers
- Message on the SamTrans 800 Customer Service phone number
- Letters to schools and other target audiences
- Bus stop announcements at key San Francisco Route 391 stops
- Social media and news release
- Notice to neighborhood associations, chambers of commerce,
- Inserts with all SamTrans information requests
- Inclusion on the Clipper SamTrans microsite and 511 Announcements page

**Publication:** SamTrans issued *Rider's Digest*, which provided a summary of service changes in both English and Spanish.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650-508-6248  
Michael Eshleman, Planner 650-508-6227



BOARD OF DIRECTORS 2013

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GENERAL MANAGER/CEO

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

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

**WEDNESDAY, OCTOBER 2, 2013 – 2:20 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Finance Committee Meeting of September 4, 2013
2. Acceptance of Statement of Revenues and Expenses for August 2013

**CONTRACTS**

3. Authorize Award of Contract to Action Towing for Heavy-Duty Towing Services for a Total Estimated Amount of \$162,425 for a Five-Year Term
4. Authorize Award of Contract to Universal Building Services and Supply Company to Provide Janitorial Services for a Total Not-to-Exceed Cost of \$1,376,836 for a Three-Year Base Term
5. Authorize Award of Contracts to ICF Jones & Stokes, Inc., HDR Engineering, Inc. and The Louis Berger Group, Inc. to Provide On-Call Environmental Planning, Permitting and Support Services in the Estimated Aggregate Not-to-Exceed Amount of \$1 Million for a Three-Year Term
6. Authorize Award of Contracts to CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc. to Provide On-Call Transportation Planning and Support Services in the Estimated Aggregate Not-to-Exceed Amount of \$4,270,000 for a Three-Year Term

Committee Members: Shirley Harris, Jerry Deal, 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  
SEPTEMBER 4, 2013**

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

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

Staff Present: J. Averill, J. Cassman, C. Cavitt, A Chan, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, J. Nogales-Deguzman, M. Scanlon, M. Simon

Committee Chair Shirley Harris called the meeting to order at 2:51 p.m.

**Approval of Minutes of Finance Committee Meeting of August 7, 2013**

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

**Acceptance of Statement of Revenues and Expenses for July 2013**

Gigi Harrington, Deputy CEO, said July revenues are slightly under budget and expenses are better than budget. Last week, fuel was \$3.16 per gallon and year to date is \$3.08 per gallon. The fuel hedge resulted in revenue to the San Mateo County Transit District (District) of \$19,000 in August.

Ms. Harrington said next month she will bring a graph showing the District's sales tax receipts for the past 10 years. This fiscal year the District will be receiving approximately \$73 million.

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

**Authorize Amendment of the Employer's California Public Employees' Retirement System (CALPERS) Contribution to the Employees', Retirees', and Board Members' Monthly Medical Premiums**

Juliet Nogales-Deguzman, Manager, Personnel Operations, said staff is asking for an amendment to the monthly medical premiums effective January 2014. CALPERS will be introducing four new health plans. The District will establish a fixed-dollar monthly contribution towards the health plans based on the highest Bay Area HMO rate. Ms. Nogales-Deguzman said this is consistent with collective bargaining agreements between the District, the Amalgamated Transit Union, and International Brotherhood of Teamsters. She said no budget amendment is necessary.

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

**Authorize Award of Contract to Reliance Standard Insurance Company for Long-Term Disability Insurance for an Estimated Cost of \$102,000 for a Three-Year Period**

Ms. Nogales-Deguzman said long-term disability insurance ensures administrative employees continue to receive up to 60 percent of their salaries if they have been disabled for more than 90 days. A survey of the market was performed and it has been determined Reliance provides a higher maximum monthly benefit at a lower rate than the other respondents for this coverage. The rate quoted by Reliance amounts to a 13.5 percent reduction in the premium over last year.

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

**Authorize Award of Contract to Goodyear Tire and Rubber Company to Furnish and Deliver Mileage Rental and Service of Radial Bus Tires and Wheels for an Estimated Amount of \$4,824,900**

Cheryl Cavitt, Director, Contracts and Procurement, said this contract is going to provide bus tires and wheels for fixed-route and paratransit buses. Staff did an extensive analysis on whether to lease or buy and there are significant savings by renting. An Invitation for Bids was issued and three bids were received with excellent competitive pricing.

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

**Authorize Award of Contract to Jacobs Engineering Group, Inc. to Provide On-Call Program Management Oversight Services for a Total Not-to-Exceed Cost of \$400,000 for a Three-Year Period**

Ms. Cavitt said the services to be provided by Jacobs include project controls and document control. There is no specific guarantee of work on this contract.

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

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: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING  
AUGUST 31, 2013 AND SUPPLEMENTAL INFORMATION**

**ACTION**

Staff proposes the Committee recommend the Board accept and enter into the record the Statement of Revenues and Expenses for the month of August 2013 and supplemental information.

**SIGNIFICANCE**

**Revenues:** *Total Revenues* (page 1, line 14) are \$62,507 or 0.2 percent **worse** than revised budget. *Passenger Fares* (page 1, line 1) are **better** than budget by \$11,490 or 0.4 percent, which is offset by *Investment Interest* (page 1, line 9), which is **worse** than budget by \$19,109 or 10.2 percent and *Other Interest, Rent & Other Income* (page 1, line 11) are \$48,618 or 5 percent **worse** than budget.

Included is Attachment A which presents the unaudited Fiscal Year 2013 year-end historical actuals for Sales Tax.

**Expenses:** *Total Expenses* (page 4, line 73) are \$1,168,242 or 5.5 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$938,897 or 5.4 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$185,198 or 7.5 percent and *Total Multimodal* (page 4, line 71) is **better** than budget by \$44,147 or 3.2 percent.

**BUDGET IMPACT**

There are no budget revisions for the month of August 2013.

Prepared By: Jeannie Chen, Senior Accountant 650-508-6259  
Sheila Tioyao, Manager, General Ledger 650-508-7752

**SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2014  
AUGUST 2013**

% OF YEAR ELAPSED: **16.7%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>SOURCES OF FUNDS</b>								
<b>Operating Revenues</b>								
1 Passenger Fares	1,548,142	2,809,731	3,005,657	2,994,167	100.4	17,965,000	17,965,000	16.7
2 Local TDA and STA Funds	4,667,980	6,393,654	11,558,078	11,564,350	99.9	42,542,322	42,542,322	27.2
3 State/Federal Operating Grants	431,006	806,907	952,677	952,677	100.0	8,050,834	8,050,834	11.8
4 Measure A Funds	651,334	1,178,616	1,302,668	1,302,668	100.0	8,160,000	8,160,000	16.0
5 AB434 Funds	47,167	92,333	94,333	94,332	100.0	566,000	566,000	16.7
6 <b>Subtotal - Operating Revenues</b>	<b>7,345,628</b>	<b>11,281,242</b>	<b>16,913,413</b>	<b>16,908,194</b>	<b>100.0</b>	<b>77,284,156</b>	<b>77,284,156</b>	<b>21.9</b>
<b>Other Revenue Sources</b>								
8 District 1/2 Cent Sales Tax	4,950,000	9,821,800	9,900,000	9,900,000	100.0	68,000,000	68,000,000	14.6
9 Investment Interest	83,626	519,258	167,533	186,642	89.8	1,056,160	1,056,160	15.9
10 Pass through to Other Agencies	50,694	0	50,695	50,695	100.0	379,169	379,169	13.4
11 Other Interest, Rent & Other Income	553,778	980,408	928,417	977,035	95.0	6,346,565	6,346,565	14.6
12 Other Sources	0	3,323,886	0	0	0	0	0	0.0
13 <b>Subtotal - Other Revenues</b>	<b>5,638,098</b>	<b>14,645,352</b>	<b>11,046,645</b>	<b>11,114,371</b>	<b>99.4</b>	<b>75,781,894</b>	<b>75,781,894</b>	<b>14.6</b>
14 <b>Total Revenues</b>	<b>12,983,726</b>	<b>25,926,593</b>	<b>27,960,058</b>	<b>28,022,565</b>	<b>99.8</b>	<b>153,066,050</b>	<b>153,066,050</b>	<b>18.3</b>
15 <b>Capital Assistance</b>	<b>158,399</b>	<b>61,340</b>	<b>159,347</b>	<b>159,347</b>	<b>100.0</b>	<b>6,336,651</b>	<b>58,728,741 A</b>	<b>0.3</b>
16 <b>Reserves Programmed for Capital</b>	<b>352,196</b>	<b>1,318,813</b>	<b>462,018</b>	<b>462,018</b>	<b>100.0</b>	<b>0</b>	<b>18,236,991 A</b>	<b>2.5</b>
17 <b>Total Revenues - All Sources</b>	<b>13,494,321</b>	<b>27,306,746</b>	<b>28,581,423</b>	<b>28,643,930</b>	<b>99.8</b>	<b>159,402,701</b>	<b>230,031,782</b>	<b>12.4</b>
<b>USES OF FUNDS</b>								
<b>Operations</b>								
21 Motor Bus	7,563,066	13,703,327	16,514,728	17,453,625	94.6	100,725,200	100,731,345	16.4
22 A. D. A. Programs	1,163,018	2,241,663	2,280,176	2,465,374	92.5	14,780,900	14,774,755	15.4
23 Caltrain	453,334	4,109,630	906,667	906,668	100.0	5,440,000	5,440,000	16.7
24 Other Multimodal Programs	216,922	498,412	435,406	479,552	90.8	2,880,681	2,880,681	15.1
25 <b>Subtotal - Operating Costs</b>	<b>9,396,339</b>	<b>20,553,032</b>	<b>20,136,977</b>	<b>21,305,219</b>	<b>94.5</b>	<b>123,826,781</b>	<b>123,826,781</b>	<b>16.3</b>
<b>Other Uses of Funds</b>								
27 Pass through to Other Agencies	50,695	0	50,695	50,695	100.0	383,742	383,742	13.2
28 Transfer Out to Debt Service	2,037,807	4,075,574	4,075,615	4,075,615	100.0	24,453,287	24,453,287	16.7
29 Fiscal Agent Fees	4,613	3,375	4,613	9,730	47.4	26,410	26,410	17.5
30 Land Transfer Interest Expense	0	0	0	0	0	59,379	59,379	0.0
31 <b>Subtotal - Other Uses</b>	<b>2,093,114</b>	<b>4,078,949</b>	<b>4,130,922</b>	<b>4,136,040</b>	<b>99.9</b>	<b>24,922,818</b>	<b>24,922,818</b>	<b>16.6</b>
32 <b>Capital Programs</b>	<b>571,349</b>	<b>1,505,186</b>	<b>714,728</b>	<b>714,728</b>	<b>100.0</b>	<b>11,682,276</b>	<b>82,311,357 A</b>	<b>0.9</b>
33 <b>Total Uses of Funds</b>	<b>12,060,803</b>	<b>26,137,167</b>	<b>24,982,627</b>	<b>26,155,987</b>	<b>95.5</b>	<b>160,431,875</b>	<b>231,060,956</b>	<b>10.8</b>
34 <b>NET SURPLUS / (DEFICIT)</b>	<b>1,433,519</b>	<b>1,169,579</b>	<b>3,598,796</b>	<b>2,487,942</b>	<b>144.6</b>	<b>(1,029,174)</b>	<b>(1,029,174)</b>	<b>(349.7)</b>

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STATEMENT OF REVENUES  
FISCAL YEAR 2014  
AUGUST 2013**

% OF YEAR ELAPSED: 16.7%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>								
1 TOTAL MOTOR BUS FARES	1,480,335	2,673,723	2,867,849	2,859,333	100.3	17,156,000	17,156,000	16.7
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	3,845,236	5,311,879	9,596,101	9,596,101	100.0	34,505,186	34,505,186	27.8
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	628,727	735,959	1,567,672	1,567,672	100.0	5,633,670	5,633,670	27.8
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	393,532	745,026	876,408	876,408	100.0	7,051,491	7,051,491	12.4
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Asst.	820,000	3,155,613	822,875	1,758,183	46.8	31,475,368	31,481,513	2.6
10 Accessibility Fixed Route	98,422	161,368	194,920	172,524	113.0	1,035,143	1,035,143	18.8
11 TOTAL 1/2 CENT SALES TAX	918,422	3,316,981	1,017,795	1,930,707	52.7	32,510,511	32,516,656	3.1
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	47,993	450,200	96,202	116,512	82.6	697,450	697,450	13.8
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	0	84	0	0	0.0	0	0	0.0
16 Rental Income	97,355	177,858	193,879	181,240	107.0	1,087,440	1,087,440	17.8
17 Advertising Income	55,417	107,500	110,833	155,000	71.5	930,000	930,000	11.9
18 Other Income	96,048	184,115	187,988	170,653	110.2	1,153,452	1,153,452	16.3
19 TOTAL OTHER REVENUES	248,820	469,558	492,700	506,893	97.2	3,170,892	3,170,892	15.5
20								
21 TOTAL MOTOR BUS	7,563,066	13,703,327	16,514,728	17,453,625	94.6	100,725,200	100,731,345	16.4
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	67,807	136,009	137,808	134,833	102.2	809,000	809,000	17.0
25 Local TDA 4.5 Redi-Wheels	147,039	263,836	300,351	306,624	98.0	1,839,741	1,839,741	16.3
26 Local STA - Paratransit	46,977	81,980	93,954	93,954	100.0	563,725	563,725	16.7
27 Operating Grants	37,474	61,881	76,269	76,269	100.0	999,343	999,343	7.6
28 Sales Tax - District ADA Programs	349,923	993,213	820,816	1,005,975	81.6	4,846,042	4,839,897	17.0
29 Sales Tax - Paratransit Suppl. Coastside	108,776	242,816	215,041	207,390	103.7	1,244,339	1,244,339	17.3
30 Interest Income - Paratransit Fund	32,822	69,058	65,737	70,130	93.7	358,710	358,710	18.3
31 Measure A Redi-Wheels	198,000	392,872	396,000	396,000	100.0	2,720,000	2,720,000	14.6
32 Measure M Paratransit	174,200	212,500	174,200	174,200	100.0	1,400,000	1,400,000	12.4
33 TOTAL ADA PROGRAMS	1,163,018	2,241,663	2,280,176	2,465,374	92.5	14,780,900	14,774,755	15.4
34								
35 MULTIMODAL TRANSIT PROGRAMS:								
36 Other Sources - Caltrain	0	3,323,886	0	0	0.0	0	0	0.0
37 Transfer from TA for Caltrain	453,334	785,744	906,668	906,668	100.0	5,440,000	5,440,000	16.7
38 AB434 Funds - SamTrans Shuttle	47,167	92,333	94,333	94,332	100.0	566,000	566,000	16.7
39 Employer SamTrans Shuttle Funds	130,758	298,350	261,517	295,942	88.4	1,775,673	1,775,673	14.7
40 Sales Tax - SamTrans Shuttle Program	29,933	58,740	59,615	58,813	101.4	356,218	356,218	16.7
41 Sales Tax - Gen. Operating Asst.	9,064	48,989	19,940	30,465	65.5	182,790	182,790	10.9
42								
43 TOTAL MULTIMODAL	670,256	4,608,042	1,342,073	1,386,220	96.8	8,320,681	8,320,681	16.1
44								
45 TOTAL REVENUES	9,396,339	20,553,032	20,136,977	21,305,219	94.5	123,826,781	123,826,781	16.3

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2014  
AUGUST 2013**

% OF YEAR ELAPSED: 16.7%

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>DISTRICT OPERATED BUSES</b>								
1 Wages & Benefits	4,277,495	7,055,339	9,508,296	9,342,467	101.8	50,777,535	50,568,723	18.8
2								
3 Services:								
4 Board of Directors	3,200	5,869	3,800	8,600	44.2	51,800	51,800	7.3
5 Contracted Vehicle Maintenance	8,794	43,421	45,954	117,613	39.1	696,080	705,678	6.5
6 Property Maintenance	78,118	185,995	170,253	208,500	81.7	1,273,500	1,248,500	13.6
7 Professional Services	129,999	161,883	411,675	693,276	59.4	4,173,153	4,173,153	9.9
8 Technical Services	304,128	629,852	686,168	758,315	90.5	5,280,779	5,476,416	12.5
9 Other Services	28,023	65,105	103,006	160,714	64.1	1,507,128	1,497,530	6.9
10								
11 Materials & Supply:								
12 Fuel & Lubricants	449,863	898,025	911,788	1,081,943	84.3	6,491,659	6,491,659	14.0
13 Bus Parts & Materials	153,175	250,394	286,421	306,712	93.4	1,886,670	1,886,670	15.2
14 Uniforms & Driver Expense	5,091	18,739	41,264	62,901	65.6	443,122	443,122	9.3
15 Timetables & Tickets	15,000	26,789	15,000	28,667	52.3	172,000	172,000	8.7
16 Office Supplies / Printing	6,449	29,250	29,683	70,309	42.2	369,267	369,267	8.0
17 Other Materials & Supply	6,031	17,447	11,499	26,967	42.6	156,500	156,500	7.3
18								
19 Utilities:								
20 Telephone	25,329	44,978	70,189	100,412	69.9	602,470	602,470	11.7
21 Other Utilities	81,072	172,365	177,869	164,833	107.9	989,000	989,000	18.0
22 Insurance Costs	221,326	428,915	438,779	439,160	99.9	2,640,150	2,640,150	16.6
23 Workers' Compensation	141,117	521,350	391,410	538,510	72.7	3,231,060	3,231,060	12.1
24 Taxes & License Fees	46,079	70,842	80,284	94,852	84.6	569,109	569,109	14.1
25 Fixed Route Accessibility	98,422	161,368	194,920	172,524	113.0	1,035,143	1,035,143	18.8
26 Leases & Rentals	9,470	17,369	18,262	20,747	88.0	124,483	124,483	14.7
27 Promotional & Legal Advertising	17,042	25,053	24,533	47,533	51.6	275,200	275,200	8.9
28 Training & Business Travel	12,968	20,982	27,112	37,499	72.3	207,765	227,085	11.9
29 Dues & Membership	8,984	18,624	16,956	16,118	105.2	91,652	91,652	18.5
30 Postage & Other	5,230	8,687	13,930	34,259	40.7	200,049	200,049	7.0
31								
32 <b>Total District Operated Buses</b>	<b>6,132,403</b>	<b>10,878,641</b>	<b>13,679,050</b>	<b>14,533,429</b>	<b>94.1</b>	<b>83,245,274</b>	<b>83,226,419</b>	<b>16.4</b>
33								
34 <b>CONTRACTED BUS SERVICES</b>								
35 Contracted Urban Bus Service	1,234,035	2,472,116	2,456,828	2,506,899	98.0	15,041,393	15,041,393	16.3
36 Other Related Costs	39,262	60,930	69,899	64,833	107.8	347,720	372,720	18.8
37 Insurance Costs	57,017	105,262	108,523	109,162	99.4	655,000	655,000	16.6
38 Coastside Services	62,292	106,448	122,091	142,926	85.4	857,553	857,553	14.2
39 Redi Coast Non-ADA	16,228	40,588	32,403	42,368	76.5	254,209	254,209	12.7
40 Other Related Costs	4,738	3,432	12,365	16,900	73.2	101,400	101,400	12.2
41 La Honda - Pescadero	4,513	9,188	9,013	9,188	98.1	55,125	55,125	16.3
42 SamCoast - Pescadero	12,536	24,268	24,036	26,816	89.6	160,896	160,896	14.9
43 Other Related Cost - SamCoast	43	2,454	522	1,105	47.2	6,630	6,630	7.9
44 <b>Total Contracted Bus Service</b>	<b>1,430,663</b>	<b>2,824,685</b>	<b>2,835,678</b>	<b>2,920,196</b>	<b>97.1</b>	<b>17,479,926</b>	<b>17,504,926</b>	<b>16.2</b>
45								
46 <b>TOTAL MOTOR BUS</b>	<b>7,563,066</b>	<b>13,703,327</b>	<b>16,514,728</b>	<b>17,453,625</b>	<b>94.6</b>	<b>100,725,200</b>	<b>100,731,345</b>	<b>16.4</b>

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**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2014  
AUGUST 2013**

% OF YEAR ELAPSED: 16.7%

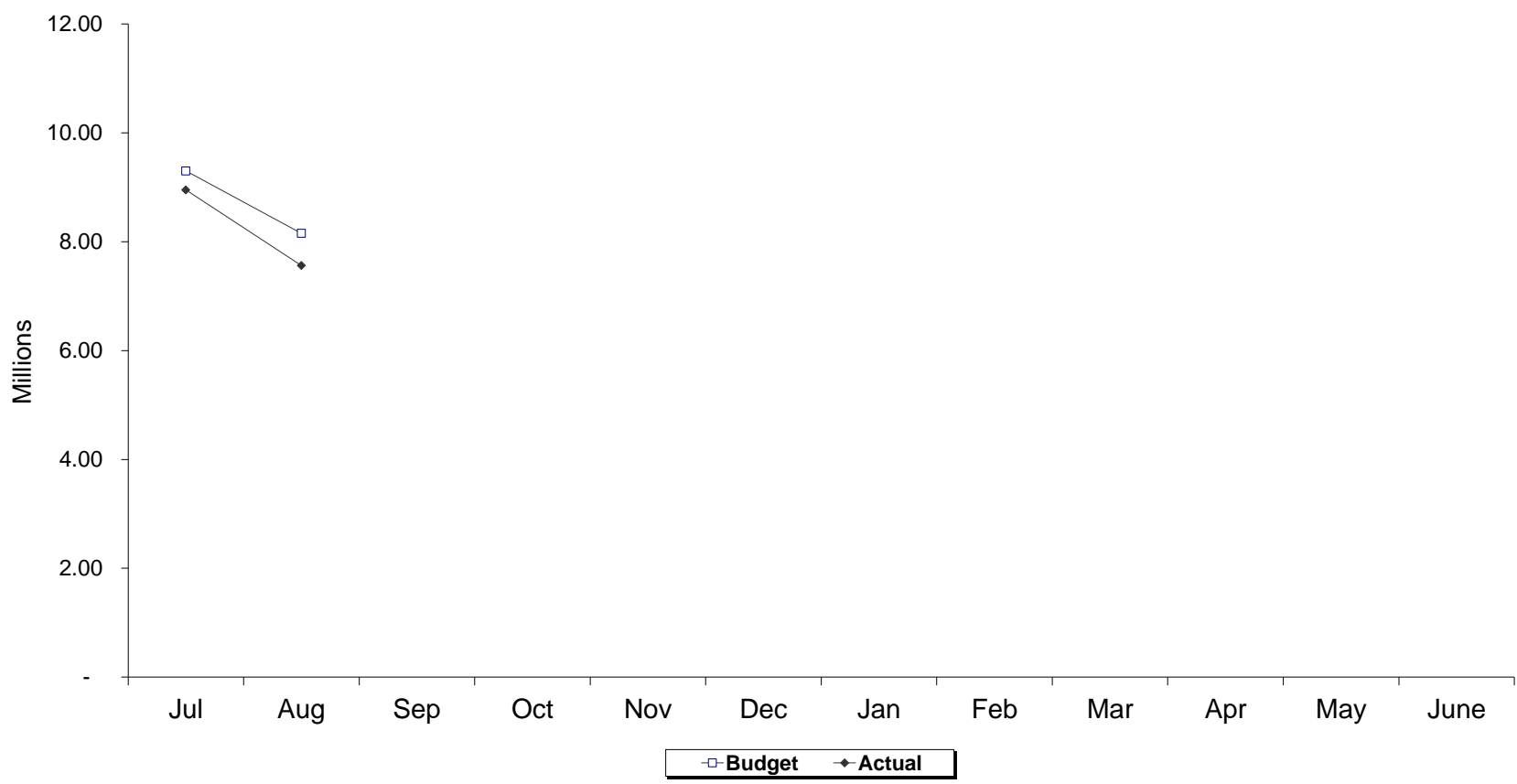
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>AMERICAN DISABILITY ACT PROGRAMS</b>								
Elderly & Disabled/Redi-Wheels	474,072	943,990	941,246	1,059,997	88.8	6,359,982	6,359,982	14.8
Other Related Costs	205,066	354,907	385,125	491,425	78.4	2,937,197	2,931,052	13.1
Sedan Service	275,016	438,440	536,209	422,467	126.9	2,534,802	2,534,802	21.2
ADA Accessibility Support	60,106	126,541	121,590	198,263	61.3	1,189,580	1,189,580	10.2
Coastside ADA Support	108,776	242,816	215,041	207,390	103.7	1,244,339	1,244,339	17.3
Insurance Costs	39,982	134,969	80,964	85,832	94.3	515,000	515,000	15.7
<b>TOTAL ADA PROGRAMS</b>	<b>1,163,018</b>	<b>2,241,663</b>	<b>2,280,176</b>	<b>2,465,374</b>	<b>92.5</b>	<b>14,780,900</b>	<b>14,774,755</b>	<b>15.4</b>
<b>MULTIMODAL TRANSIT PROGRAMS</b>								
<b>CALTRAIN SERVICE</b>								
Peninsula Rail Service	453,334	4,109,630	906,667	906,668	100.0	5,440,000	5,440,000	16.7
<b>Total Caltrain Service</b>	<b>453,334</b>	<b>4,109,630</b>	<b>906,667</b>	<b>906,668</b>	<b>100.0</b>	<b>5,440,000</b>	<b>5,440,000</b>	<b>16.7</b>
<b>OTHER SUPPORT</b>								
Dumbarton Express Service	0	24,456	-	-	0.0	0	0	0.0
SamTrans Shuttle Service	207,858	449,423	415,465	449,087	92.5	2,697,891	2,697,891	15.4
Bicycle Coordinating Activities	0	0	0	4,167	0.0	0	25,000	0.0
Maintenance Multimodal Facilities	9,064	24,533	19,941	26,298	75.8	182,790	157,790	12.6
<b>Total Other Support</b>	<b>216,922</b>	<b>498,412</b>	<b>435,406</b>	<b>479,552</b>	<b>90.8</b>	<b>2,880,681</b>	<b>2,880,681</b>	<b>15.1</b>
<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>670,256</b>	<b>4,608,042</b>	<b>1,342,073</b>	<b>1,386,220</b>	<b>96.8</b>	<b>8,320,681</b>	<b>8,320,681</b>	<b>16.1</b>
<b>TOTAL EXPENSES</b>	<b>9,396,339</b>	<b>20,553,032</b>	<b>20,136,977</b>	<b>21,305,219</b>	<b>94.5</b>	<b>123,826,781</b>	<b>123,826,781</b>	<b>16.3</b>

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

## SAN MATEO COUNTY TRANSIT DISTRICT

### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

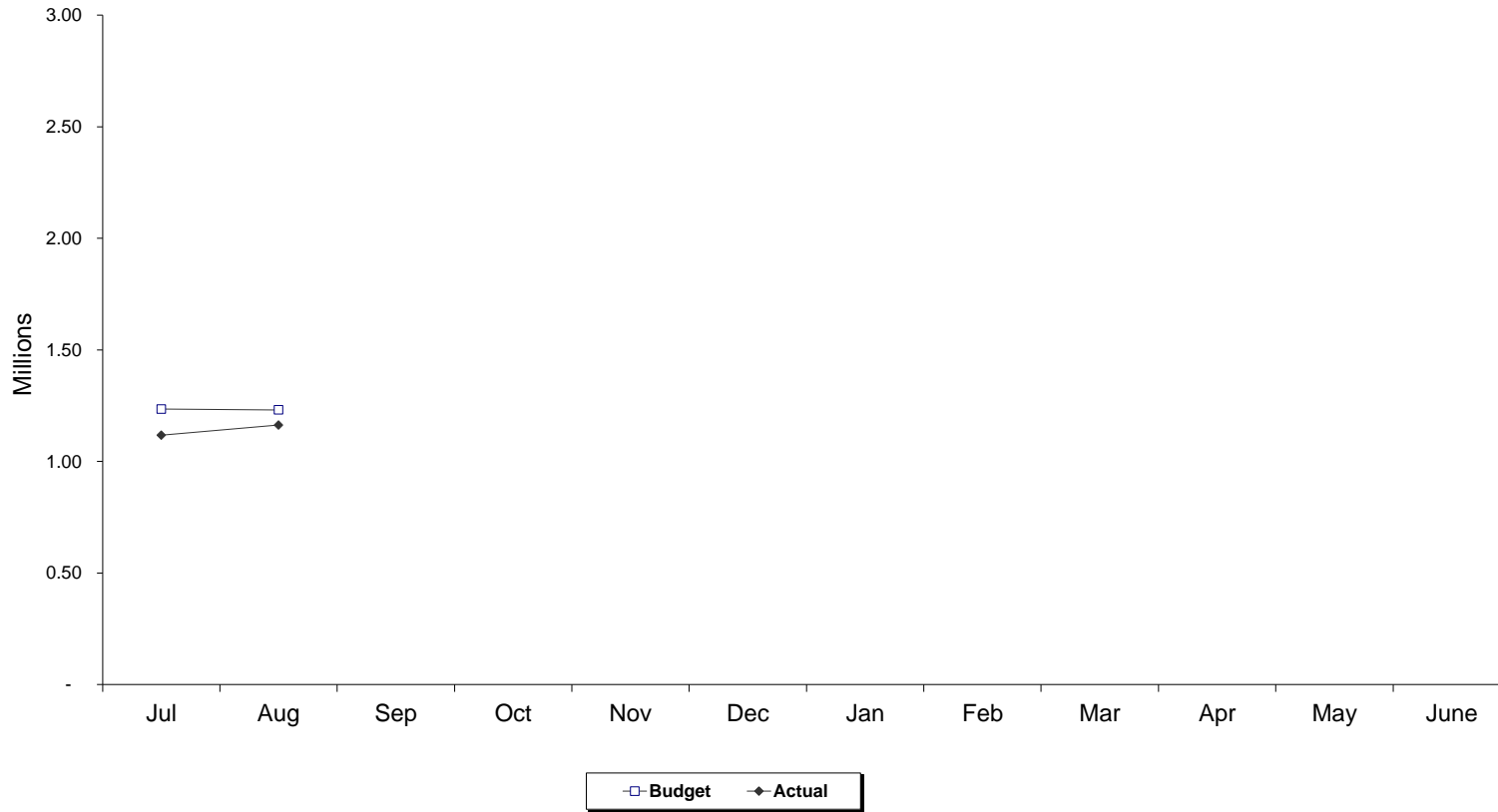
### FISCAL YEAR 2014



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
Budget	9,300,130	8,153,495											
Actual	8,951,662	7,563,066											
<b>CUMULATIVE EXPENSES</b>													
Budget	9,300,130	17,453,625											
Actual	8,951,662	16,514,728											
Variance - F(U)	348,468	938,897											
Variance %	3.75%	0.053793789											



**SAN MATEO COUNTY TRANSIT DISTRICT**  
**ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL**  
**FISCAL YEAR 2014**

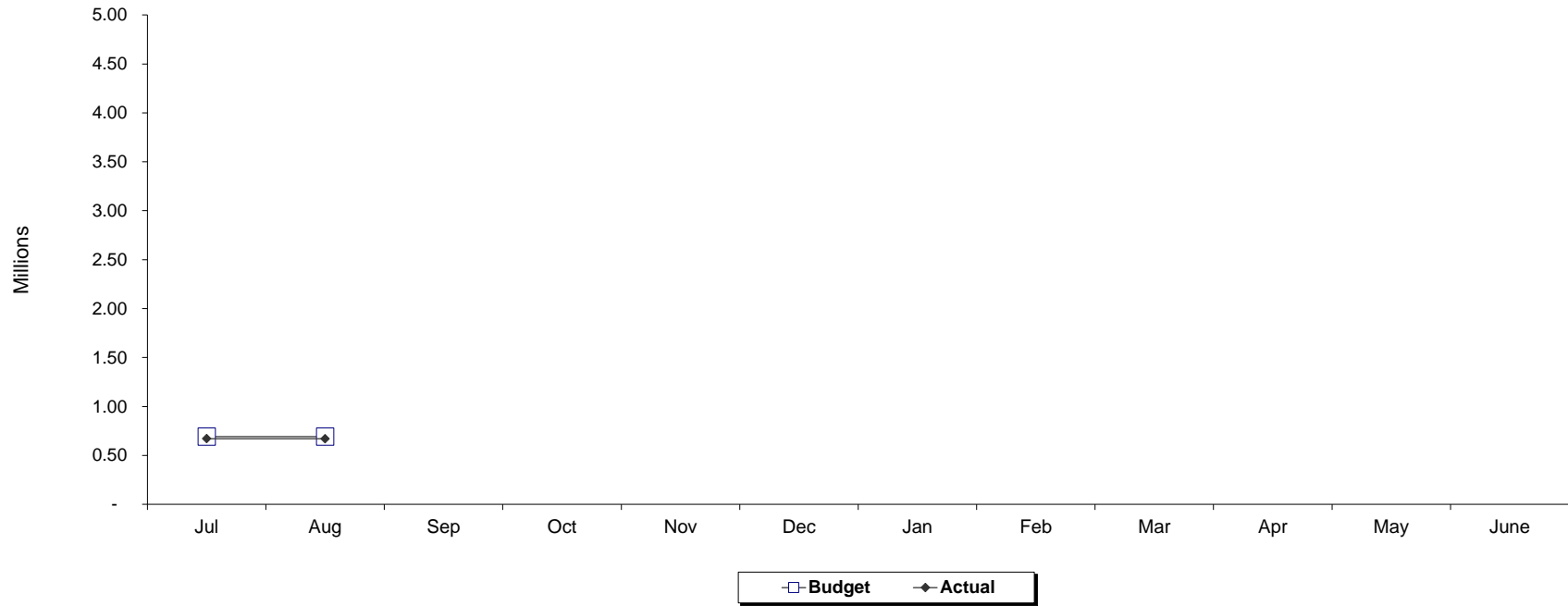


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
Budget	1,234,437	1,230,937											
Actual	1,117,158	1,163,018											
<b>CUMULATIVE EXPENSES</b>													
Budget	1,234,437	2,465,374											
Actual	1,117,158	2,280,176											
Variance - F(U)	117,279	185,199											
Variance %	9.50%	7.51%											

## SAN MATEO COUNTY TRANSIT DISTRICT

### MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2014



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	693,110	693,110										
Actual	671,817	670,256										
<b>CUMULATIVE EXPENSES</b>												
Budget	693,110	1,386,220										
Actual	671,817	1,342,073										
Variance - F(U)	21,293	44,147										
Variance %	3.07%	3.18%										

**SAN MATEO COUNTY TRANSIT DISTRICT**

**INTEREST ON INVESTMENTS**

**August 31, 2013**

DESCRIPTION	TOTAL INVESTMENT 08-31-13	INTEREST RECEIVABLE 07-31-13	PREPAID INT RECEIVABLE 07-31-13	INTEREST EARNED 08-31-13	INTEREST RECEIVED 08-31-13	ADJ.	INTEREST RECEIVABLE 08-31-13
RESERVE FOR CAPITAL PROJ	150,697.50	5,931.00	0.00	988.50	5,931.00	0.00	988.50
LAIF -- CAPITAL PROJ	7,966,253.42	1,806.00	0.00	1,833.55	0.00	0.00	3,639.55
REIMB SECURITIES -- L76R	91,583,929.96	151,740.35	20,125.00	48,268.88	10,400.00	(34.30)	209,699.93
LAIF -- REIMB FUNDS L76R	13,578,026.53	3,943.90	0.00	3,663.47	0.00	0.00	7,607.37
PARATRANSIT FUNDS	25,093,808.75	66,413.23	0.00	34,780.60	0.00	(91.81)	101,102.02
LAIF -- PARATRANSIT	25,000.00	75.58	0.00	5.75	0.00	0.00	81.33
BANK OF AMERICA	1,938,798.87	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	8,391,954.01	2,846.24	0.00	711.56	0.00	0.00	3,557.80
	<u>148,728,469.04</u>	<u>232,756.30</u>	<u>20,125.00</u>	<u>90,252.31</u>	<u>16,331.00</u>	<u>(126.11)</u>	<u>326,676.50</u>

**JULY 2013 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned 07/31/13	90,126.20
<b>Add:</b>	
CEO Interest	2,000.00
<b>Less:</b>	
Commissions	(8,500.37)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>83,625.83</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	180,534.03
<b>Add:</b>	
CEO Interest	4,000.00
<b>Less:</b>	
Commissions	(17,000.74)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>167,533.29</u>
<b>Balance Per Ledger as of 07/31/13</b>	
Interest Acct. 409100	0.00
Interest Acct. 409102	1,423.12
Interest Acct. 409101	166,110.17
Gain(Loss) Acct. 405210	0.00
	<u>167,533.29</u>

**SAN MATEO COUNTY TRANSIT DISTRICT  
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R  
August 31, 2013**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-13	MARKET VALUE 08-31-13	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 07-31-13	INTEREST EARNED 08-31-13	INTEREST RECEIVED 08-31-13	ADJ.	INTEREST REC'VBLE 08-31-13	PAR VALUE
<b><u>GOVERNMENT BONDS</u></b>															
FHLMC - Discount Note	313385NK8	4-29-13	7,996,022.22	7,997,422.23	7,998,800.01	10-25-13	0.000%	0.0000	30	0.00	0.00			0.00	8,000,000
FMC - Discount Note	313397NV9	5-8-13	4,997,500.00	4,998,250.00	4,999,111.11	11-04-13	0.000%	0.0000	30	0.00	0.00			0.00	5,000,000
FHLMC	3134G2WG3	2-15-12	9,686,631.75	9,671,151.60	9,669,709.35	09-22-14	0.750%	200.3125	30	25,840.31	6,009.38			31,849.69	9,615,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,034,200.00	10,030,300.00	09-28-15	0.750%	208.3333	30	25,625.00	6,250.00			31,875.00	10,000,000
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,475,605.00	8,480,535.00	11-24-15	0.450%	106.2500	30	7,118.75	3,187.50			10,306.25	8,500,000
FHLMC	3134G3Y20	12-28-12	5,000,500.00	4,986,050.00	4,989,050.00	11-27-15	0.500%	69.4444	30	4,444.44	2,083.33			6,527.77	5,000,000
FNMA	3135G0RX3	12-07-12	7,005,250.00	6,978,090.00	6,984,600.00	11-27-15	0.500%	97.2222	30	6,222.22	2,916.67			9,138.89	7,000,000
FFCB	31331HSL7	5-11-07	1,020,404.50	1,078,478.00	1,071,590.50	12-29-15	6.125%	161.6319	30	5,172.22	4,848.96			10,021.18	950,000
FNMA	3135G0UM3	5-29-13	3,999,600.00	3,981,120.00	3,984,520.00	02-26-16	0.520%	57.7778	30	8,955.56	1,733.33	10,400.00		288.89	4,000,000
FNMA	3135G0VH3	5-30-13	6,031,500.00	6,011,700.00	6,013,800.00	03-04-16	0.750%	125.0000	30	18,375.00	3,750.00			22,125.00	6,000,000
FHLMC	3134G3SE1	03-21-12	8,505,312.50	8,529,410.00	8,525,925.00	03-21-16	1.000%	236.1111	30	30,694.44	7,083.33		0.01	37,777.78	8,500,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	14,916,000.00	14,930,250.00	03-30-16	0.500%	208.3333	30	25,208.33	6,250.00			31,458.33	15,000,000
															95.78%
<b><u>TREASURY INFLATION PROTECTED SECURITIES</u></b>															
TREAS INFLATION INDEX	912828KM1	01-21-10	3,737,186.68	3,898,301.13	3,905,738.99	04-15-14	1.250%	134.0767	31	14,209.08	4,156.38		(34.31)	18,331.15	3,861,410
LAIF			13,578,026.53	13,578,026.53	13,578,026.53					18,670.22	3,663.47			22,333.69	13,578,027
TOTAL LAIF			13,578,026.53	13,578,026.53	13,578,026.53										
TOTAL A/C 121100 & 112010			91,504,432.65	91,555,777.96	91,583,929.96										
<b>MATURED/CALLED</b>															
<b>TOTAL</b>			<b>91,504,432.65</b>	<b>91,555,777.96</b>	<b>91,583,929.96</b>					<b>171,865.35</b>	<b>48,268.88</b>	<b>10,400.00</b>	<b>(34.30)</b>	<b>209,699.93</b>	<b>91,426,410</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES  
August 31, 2013**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-13	MARKET VALUE 08-31-13	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 07-31-13	INTEREST EARNED 08-31-13	INTEREST RECEIVED 08-31-13	ADJ.	INTEREST REC'VBLE 08-31-13	PAR VALUE
<b><u>GOVERNMENT BONDS</u></b>															
HOUSING URBAN DEVEL	911759EB0	12-23-08	155,581.50	150,873.00	150,697.50	08-01-17	7.908%	32.9500	30	5,931.00	988.50	5,931.00		988.50	150,000
LAIF			7,966,253.42	7,966,253.42	7,966,253.42					1,860.00	1,833.55			3,693.55	7,966,253
<b>MATURED/CALLED CALLED</b>															
TOTAL LAIF			7,966,253.42	7,966,253.42	7,966,253.42										
TOTAL A/C 121100 & 112010			155,581.50	150,873.00	150,697.50										
<b>TOTAL</b>			<u>155,581.50</u>	<u>150,873.00</u>	<u>150,697.50</u>					<u>5,931.00</u>	<u>988.50</u>	<u>5,931.00</u>	<u>0.00</u>	<u>988.50</u>	<u>150,000</u>

24-Sep-13

**SAN MATEO COUNTY TRANSIT DISTRICT  
PARATRANSIT FUNDS -- INTEREST ON SECURITIES  
August 31, 2013**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-13	MARKET VALUE 08-31-13	MATURITY DATE	INT RATE	RATE/ DAY	APPL DAYS	INTEREST RECVBLE 07-31-13	INTEREST EARNED 08-31-13	INTEREST RECEIVED 08-31-13	ADI.	INTEREST RECVBLE 08-31-13	PAR VALUE
<b><u>GOVERNMENT BONDS</u></b>															
FHLM	3137EABX6	1-30-09	4,583,892.80	4,625,982.50	4,608,707.90	01-07-14	2.500%	317.3611	30	7,616.67	9,520.83			17,137.50	4,570,000
FHLM	3137EACB3	3-26-10	2,510,690.00	2,546,825.00	2,538,025.00	04-23-14	2.500%	173.6111	30	17,013.89	5,208.33			22,222.22	2,500,000
FNMA	31398AU34	2-15-12	5,299,150.00	5,197,600.00	5,183,300.00	07-28-15	2.375%	329.8611	30	989.58	9,895.83		0.01	10,885.42	5,000,000
FHMLC	3134G3SD3	03-28-12	4,998,000.00	5,017,100.00	5,015,150.00	09-28-15	0.750%	104.1667	30	12,812.50	3,125.00			15,937.50	5,000,000
FHMLC	3134G3SE1	03-21-12	5,503,437.50	5,519,030.00	5,516,775.00	03-21-16	1.000%	152.7778	30	19,861.11	4,583.33			24,444.44	5,500,000
															91.09%
<b><u>TREASURY INFLATION PROTECTED SECURITIES</u></b>															
TREAS INFLATION INDEX	912828KM1	03-26-10	2,111,329.89	2,227,600.65	2,231,850.85	04-15-14	1.288%	78.9444	31	8,119.48	2,447.28		(91.82)	10,474.94	2,206,520
															8.91%
LAIF			25,000.00	25,000.00	25,000.00					75.58	5.75			81.33	25,000
TOTAL LAIF			25,000.00	25,000.00	25,000.00										
TOTAL A/C 122010			25,006,500.19	25,134,138.15	25,093,808.75										
<b>TOTAL</b>			<b>25,006,500.19</b>	<b>25,134,138.15</b>	<b>25,093,808.75</b>					<b>66,413.23</b>	<b>34,780.60</b>	<b>0.00</b>	<b>(91.81)</b>	<b>101,102.02</b>	<b>24,776,521</b>

24-Sep-13

SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF BUDGET ACTIVITY FOR AUGUST 2013

BUDGET AMENDMENTS

	Amount	Line Item		Description
Aug-13				No Budget Amendments in August 2013.
	\$ -	Total	\$ -	Total

BUDGET REVISIONS

	Amount	Line Item		Description
Aug-13				No Budget Revisions in August 2013.
	\$ -	Total	\$ -	Total

SAN MATEO COUNTY TRANSIT DISTRICT  
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS  
 FY2013 & FY2014  
 AUGUST 2013

9/24/13 3:28 PM

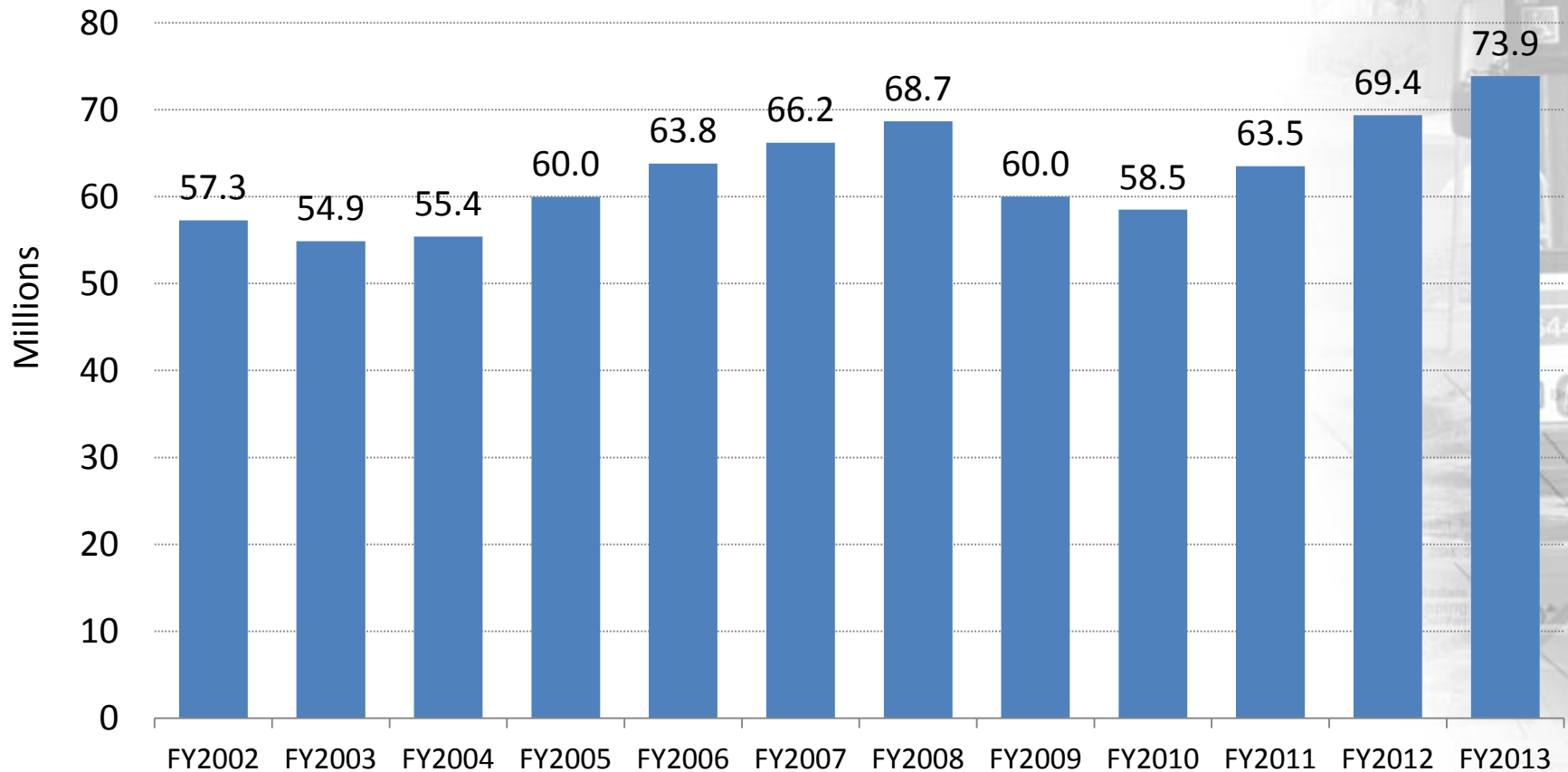
Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
<b>FY2012:</b>					
1st Quarter	16,181,800	1st Quarter	18,855,582	2,673,782	18,855,582
2nd Quarter	17,084,000	2nd Quarter	18,954,017	1,870,017	18,954,017
3rd Quarter	17,782,200	3rd Quarter	17,437,422	(344,778)	17,437,422
4th Quarter	16,952,000	4th Quarter	18,612,162	1,660,162	18,612,162
<b>FY2013 Total</b>	<b>68,000,000</b>	<b>FY2013 Total</b>	<b>73,859,183</b>	<b>5,859,183</b>	<b>73,859,183</b>
<b>FY2014</b>					
Jul. 13	4,400,000	Sep. 13			4,400,000.00
Aug. 13	4,400,000	Oct. 13			4,400,000.00 (1)
Sep. 13	6,100,000	Nov. 13			6,100,000.00
1st Qtr. Adjustment	1,650,000	Dec. 13			1,650,000.00 (2/3)
3 Months Total	16,550,000		0	0	16,550,000.00
Oct. 13	4,700,000	Dec. 13			4,700,000.00
Nov. 13	4,700,000	Jan. 14			4,700,000.00
Dec. 13	6,330,000	Feb. 14			6,330,000.00
2nd Qtr. Adjustment	1,795,000	Mar. 14			1,795,000.00
6 Months Total	34,075,000		0	0	34,075,000.00
Jan. 14	5,140,000	Mar. 14			5,140,000.00
Feb. 14	5,140,000	Apr. 14			5,140,000.00
Mar. 14	5,600,000	May 14			5,600,000.00
3rd Qtr. Adjustment	1,500,000	Jun. 14			1,500,000.00
9 Months Total	51,455,000		0	0	51,455,000.00
Apr. 14	4,500,000	Jun. 14			4,500,000.00
May 14	4,500,000	Jul. 14			4,500,000.00
Jun. 14	5,900,000	Aug. 14			5,900,000.00
4th Qtr. Adjustment	1,645,000	Sep. 14			1,645,000.00
<b>FY2014 Total</b>	<b>68,000,000</b>	<b>FY2014 Total</b>	<b>0</b>	<b>0</b>	<b>68,000,000.00</b>
	9,900,000	1st Quarter			
	0	2nd Quarter			
	0	3rd Quarter			
	0	4th Quarter			
	<u>9,900,000</u>	YTD Actual Per Statement of Revenues & Expenses			

(1) Accrual



# Attachment A: Sales Tax Receipts

samTrans



**SAN MATEO COUNTY TRANSIT DISTRICT**  
**STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

C. H. (Chuck) Harvey  
Deputy CEO

**SUBJECT: AUTHORIZE AWARD OF A CONTRACT FOR HEAVY-DUTY TOWING SERVICES**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award a contract for heavy-duty towing services to Action Towing (Action) of Redwood City, CA for a total estimated amount of \$162,425 for a five-year term.
2. Authorize the General Manager/CEO, or his designee, to execute a contract with the above firm in full conformity with the terms and conditions of the solicitation documents.

**SIGNIFICANCE**

Approval of the above actions will provide a heavy-duty towing contractor to provide towing services for those vehicles that are disabled or involved in vehicle collisions and supply other recovery needs for the San Mateo County Transit District's (District) fleet of heavy-duty buses, paratransit buses and vans, and other service vehicles.

**BUDGET IMPACT**

Funds to support the service are available under the approved and projected operating budgets.

**BACKGROUND**

An Invitation for Bids was posted to the District's website and advertised in a newspaper of general circulation. Solicitation notices were sent out to interested bidders, including Disadvantaged Business Enterprises (DBEs) in the towing industry. Two bids were received as listed below. None of the bids were from a minority-owned or DBE firm.

Two bids were submitted in response to the District's solicitation for these services as listed below.

Company	Bid Amount
1. Action Towing of Redwood City, CA	\$162,425
2. Atlas Towing Services, Inc., San Francisco, CA	\$187,167

Action Towing met all of the qualifications and bid requirements, and was identified as the lowest responsive and responsible bidder. Action's prices were found to be consistent with current market pricing.

The District's current contractor is Action Towing which was awarded a three-year contract in 2008 with two one-year options for a total five-year total estimated cost of \$108,250.

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

RESOLUTION NO. 2013 -

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

\* \* \*

**AUTHORIZING AN AWARD OF CONTRACT TO  
ACTION TOWING FOR HEAVY-DUTY TOWING SERVICES  
AT AN ESTIMATED COST OF \$162,425 FOR A FIVE-YEAR TERM**

**WHEREAS**, the San Mateo County Transit District (District) solicited competitive bids for heavy-duty towing services for a five-year term; and

**WHEREAS**, in response to the District's Invitation for Bids, two firms submitted bids; and

**WHEREAS**, staff and legal counsel reviewed the bids and determined that Action Towing of Redwood City, CA was the lowest responsive, responsible bidder; and

**WHEREAS**, the General Manager/CEO and Finance Committee recommend that a contract be awarded to Action Towing, whose bid meets the requirements of the solicitation documents.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the San Mateo County Transit District awards a contract to Action Towing for heavy-duty towing services for a five-year term at an estimated cost of \$162,425; and

**BE IT FURTHER RESOLVED** the General Manager/CEO or designee is authorized to execute a contract on behalf of the District with Action Towing in full conformity with all of the terms and conditions of the bid specification documents.

Regularly passed and adopted this 2<sup>nd</sup> day of October, 2013, by the following vote:

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Chair, San Mateo County Transit District

ATTEST:

\_\_\_\_\_  
District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **AWARD OF A CONTRACT TO PROVIDE JANITORIAL SERVICES TO  
UNIVERSAL BUILDING SERVICES AND SUPPLY COMPANY**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award a contract to Universal Building Services and Supply Company, to provide janitorial services for a total not-to-exceed cost of \$1,376,836 over a three-year base period.
2. Authorize the General Manager/CEO or his designee to execute a contract for a three-year base term with Universal Building Services and Supply Company in full conformity with the terms and conditions of the solicitation documents and negotiated agreements.
3. Authorize the General Manager/CEO or his designee to exercise up to two additional one-year option terms with Universal Building Services and Supply Company, if in the best interest of the San Mateo County Transit District (District), for a total not-to-exceed amount of \$940,186.

**SIGNIFICANCE**

Award of this contract will provide janitorial services at the District's facilities in five locations. Approval of the above actions will benefit the District by having a qualified firm that can provide janitorial services.

**BUDGET IMPACT**

Funding for these services will be made available from current and future approved operating budgets.

**BACKGROUND**

Staff determined a need to employ the services of a firm to provide janitorial services for five locations: Central Administrative Office, North Base Maintenance and Operations Facility, South Base Maintenance and Operations Facility, Brewster Facility,

and Sequoia Station. A Request for Proposals (RFP) was issued detailing the scope of services.

The solicitation was advertised in a newspaper of general circulation and on the District's procurement website. Solicitation notices also were sent to Small and Disadvantaged Business Enterprises (DBEs) in the janitorial industry. Staff received three proposals (none of which is from a DBE).

An Evaluation/Selection Committee (Committee) composed of qualified District staff reviewed, evaluated, and scored the proposals. As part of the evaluation process, staff contacted, and received positive feedback from respective business references who received similar janitorial services and who conveyed successful past performances. The Committee determined all three proposals were technically and administratively qualified according to the criteria stated in the RFP, which included the following weighted factors:

- Approach to Scope of Services/Project Methodology 0-20 points
- Qualifications and Experience of Management Team and Key Personnel 0-20 points
- Resources of Firm 0-15 points
- Health, Safety and Environmental Procedures of Firm 0-15 points
- Cost Proposal 0-30 points

After review, evaluation, and initial scoring of proposals, all three firms were invited for interviews, after which the Committee met again to complete the final evaluation. The firms are listed below in the order of their final consensus ranking:

1. Universal Building Services and Supply Company
2. ABM Services, Inc. dba ABM Janitorial Services
3. DMS Facility Service, Inc.

Universal Building Services and Supply Company possesses the requisite depth of experience, has the required qualifications to successfully perform the scope of work defined in the contract, and is fully capable of providing the specified services at fair and reasonable prices. Staff therefore recommends contract award to this firm.

The current janitorial services contractor for the District is DMS Facility Service, Inc. The amount of the current contract for the base term was not-to-exceed \$1,319,394, with the total for the two option years not-to-exceed \$879,596.

Universal Building Services and Supply Company intends to perform this contract with its own labor force.

Contract Officer: Evelyn Marcal 650-508-7958  
Project Manager: Jeff Thomas, Contract Administrator 650-622-6309

**RESOLUTION NO. 2013-**  
**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT**  
**STATE OF CALIFORNIA**

\* \* \*

**AUTHORIZING AWARD OF A CONTRACT**  
**TO UNIVERSAL BUILDING SERVICES AND SUPPLY COMPANY**  
**FOR JANITORIAL SERVICES**  
**FOR A TOTAL COST SUM OF \$1,376,836 FOR THREE YEARS**

**WHEREAS**, the San Mateo County Transit District (District) has solicited competitive proposals to furnish janitorial services; and

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

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

**WHEREAS**, staff has determined it would be in the best interest of the District to award a contract to a single firm to provide janitorial services; and

**WHEREAS**, the General Manager/CEO and Finance Committee recommend a contract be awarded to Universal Building Services and Supply Company, the firm with the highest ranked proposal.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the San Mateo County Transit District hereby awards a contract for furnishing janitorial services to Universal Building Services and Supply Company for a three-year base term for a total not-to-exceed cost of \$1,376,836 and up to two additional, one-year option terms at a total not-to-exceed cost of \$940,186; and

**BE IT FURTHER RESOLVED** the General Manager/CEO or his designee is authorized to execute a contract on behalf of the District with Universal Building Services and Supply Company in full conformity with all the terms and conditions of the RFP and negotiated agreements; and

**BE IT FURTHER RESOLVED** the General Manager/CEO or his designee is authorized to exercise up to two additional, one-year option terms provided that such options are in the best interest of the District.

Regularly passed and adopted this 2<sup>nd</sup> day of October, 2013 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary



**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

April Chan  
Executive Officer  
Planning & Development

SUBJECT: **AWARD OF CONTRACTS TO PROVIDE ON-CALL ENVIRONMENTAL  
PLANNING, PERMITTING AND SUPPORT SERVICES**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award contracts for provision of on-call environmental planning, permitting and support services in the estimated aggregate not-to-exceed amount of \$1 million for a three-year term to:
  - ICF Jones & Stokes, Inc.
  - HDR Engineering, Inc.
  - The Louis Berger Group, Inc.
2. Authorize the General Manager/CEO or designee to execute contracts with the above firms in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreements.
3. Authorize the General Manager/CEO or designee to exercise up to two additional one-year option terms with the above three firms for up to \$250,000 for each option term, to be shared in the aggregate among the three firms, if it is deemed in the best interest of the San Mateo County Transit District (District).

**SIGNIFICANCE**

Approval of the above actions will benefit the District by having multiple, qualified firms provide the services required by upcoming planning and capital projects of the District. It will also address the District's need for a larger pool of qualified firms to select from in order to meet the volume of service and expanded services which are anticipated.

The firms will be engaged on a project-by-project and as-needed basis. Award of this contract will not obligate the District to purchase any specific level of service.

## **BUDGET IMPACT**

The services to be provided pursuant to the contracts will be performed under Work Directives (WDs) issued to each firm on an on-call and project basis. The WDs will be funded with a mix of Federal, State, regional, and/or local revenues and grants from approved District planning and capital project budgets.

## **BACKGROUND**

The District has an on-going business need for qualified consulting firms to provide environmental planning, permitting and support services.

A Request for Proposals was issued on May 20, 2013 to provide on-call environmental planning, permitting and support services to the District, the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority (collectively Agencies). The solicitation information was advertised in a newspaper of general circulation and on the District's procurement website. Solicitation notices also were sent to Small and Disadvantaged Business Enterprises (SBE/DBEs) in the environmental planning industry. Three firms submitted proposals. None of the proposals are from SBE/DBE firms. However, each of the proposers has included SBE/DBEs as part of their proposed team.

An Evaluation Committee (Committee) composed of qualified District staff reviewed, evaluated and scored the proposals in accordance with the following weighted criteria:

- Team Organization and Qualifications 0-30 Points
- Contract Management Qualifications and Experience 0-40 Points
- Understanding of Scope of Services and Proposed Project Management Approach 0-20 Points
- Cost Proposal (Labor Rates) 0-10 Points

After review, evaluation, and initial scoring of proposals, all three firms were asked to submit revised proposals and updated labor rate information to address the Committee's questions regarding proposed staff and subconsultants' direct hourly rates, overhead rates and fees. The Committee determined it was not necessary to interview the three firms as all of them submitted responsive proposals and are incumbents in good standing with the Agencies. The Committee conducted a second and final evaluation, reached a consensus ranking and requested Best and Final Offers from all three firms. Staff reviewed and evaluated the updated proposed direct hourly and overhead rates and determined them to be reasonable and in line with prices currently paid by the District for similar services. The Committee has concluded the three firms are qualified to be selected for contract award and are listed below in order of their consensus ranking:

- The Louis Berger Group, Inc., Sacramento, CA
- HDR Engineering, Inc., Walnut Creek, CA
- ICF Jones & Stokes, Inc., San Francisco, CA

These firms will provide the District with a robust pool of skilled consultants. These firms and their subconsultants possess the necessary qualifications and requisite depth of experience to successfully perform the services at fair and reasonable prices.

The services are presently being provided to the District by ICF Jones & Stokes, Inc. and The Louis Berger Group, Inc. for an awarded aggregate not-to-exceed amount of \$750,000. Award of the new contracts will ensure uninterrupted provision to the District of environmental planning and project support services.

Contract Officer: Luis F. Velásquez	650-622-8099
Project Manager: Hilda Lafebre, Manager, Capital Projects and Environmental Planning	650-622-7842

RESOLUTION NO. 2013-

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

\* \* \*

AUTHORIZING AWARD OF CONTRACTS  
TO PROVIDE ON-CALL ENVIRONMENTAL PLANNING, PERMITTING AND SUPPORT SERVICES  
FOR AN ESTIMATED AGGREGATE NOT-TO-EXCEED AMOUNT OF  
\$1 MILLION FOR THREE YEARS

**WHEREAS**, the San Mateo County Transit District (District) solicited competitive proposals to provide on-call environmental planning, permitting and support services; and

**WHEREAS**, in response to the District's Request for Proposals (RFP), three firms submitted proposals: ICF Jones & Stokes, Inc. of San Francisco, CA; HDR Engineering, Inc. of Walnut Creek, CA; and The Louis Berger Group, Inc. of Sacramento, CA (collectively, Consultants); and

**WHEREAS**, an Evaluation Committee (Committee) reviewed and evaluated the Consultants' proposals; ranked the proposals according to the evaluation criteria set forth in the RFP; requested revised proposals from each proposer; performed a second evaluation and requested Best and Final Offers from each proposer; and

**WHEREAS**, the Committee determined all of the Consultants possess the necessary qualifications and requisite experience to successfully provide on-call environmental planning, permitting and support services to the District and will perform such services at fair and reasonable prices; and

**WHEREAS**, it was further determined it is in the best interest of the District to award contracts to all three firms in order to provide a robust pool of skilled consultants to provide such services on an as-needed basis; and

**WHEREAS**, staff and legal counsel have reviewed the proposals and have determined the proposals comply with the requirements of the solicitation documents; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, an award of three-year contracts for on-call environmental planning, permitting and support services to the Consultants for an aggregate, not-to-exceed amount of \$1 million, with two one-year option terms in an aggregate, not-to-exceed amount of \$250,000 for each option year, which amounts will be shared as a pool for authorized tasks assigned to each of the three firms, with the understanding that there is no guaranteed level of effort or amount of compensation due to any of the Consultants under the contracts.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors (Board) of the San Mateo County Transit District hereby awards on-call, no guaranteed level of effort contracts for environmental planning, permitting and support services to ICF Jones & Stokes, Inc., HDR Engineering, Inc., and The Louis Berger Group, Inc. for a three-year base term at an estimated, aggregate, not-to-exceed amount of \$1 million in full conformity with all the terms and conditions of the RFP and negotiated agreements; and

**BE IT FURTHER RESOLVED** the Board authorizes the General Manager/CEO or designee to execute contracts on behalf of the District with ICF Jones & Stokes, Inc., HDR Engineering, Inc., and The Louis Berger Group, Inc. in full conformity with all of the terms and conditions of the contract documents and negotiated agreements, and in a form approved by legal counsel; and

**BE IT FURTHER RESOLVED** the Board authorizes the General Manager/CEO or designee to exercise up to two additional, one-year option terms to the contracts with ICF Jones & Stokes, Inc., HDR Engineering, Inc., and The Louis Berger Group, Inc. in an aggregate, not-to-exceed amount of \$250,000 for each option year, if it is deemed to be in the best interests of the District to exercise said options.

Regularly passed and adopted this 2<sup>nd</sup> day of October, 2013 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary



## **BUDGET IMPACT**

The services to be provided pursuant to the contracts will be performed under Work Directives (WDs) issued to each firm on an on-call and project basis. The WDs will be funded with a mix of Federal, State, regional, and/or local revenues and grants from approved District planning and capital project budgets.

## **BACKGROUND**

The District has an on-going business need for qualified consulting firms to provide transportation planning and support services.

A Request for Proposals was issued on May 20, 2013 to provide on-call transportation planning and support services to the District, the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority. The solicitation information was advertised in a newspaper of general circulation and on the District's procurement website. Solicitation notices also were sent to small and disadvantaged business enterprises (SBE/DBEs) in the transportation planning industry. Four firms submitted proposals. None of the proposals are from small and disadvantaged business firms. However, each of the proposers has included SBE/DBEs as part of their proposed team.

An Evaluation Committee (Committee) composed of qualified District staff reviewed, evaluated and scored the proposals in accordance with the following weighted criteria:

- Team Organization and Qualifications 0-30 Points
- Contract Management Qualifications and Experience 0-40 Points
- Understanding of Scope of Services and Proposed Project Management Approach 0-20 Points
- Cost Proposal (Labor Rates) 0-10 Points

After review, evaluation, and initial scoring of proposals, all four firms were asked to submit revised proposals and updated labor rate information to address the Committee's questions regarding proposed staff and subconsultants' direct hourly and overhead rates and fees. The Committee determined it was not necessary to interview the firms as three of them are incumbents, and the fourth, STANTEC Consulting Services, submitted a responsive proposal and is a known vendor in good standing with the JPB. The Committee conducted a second and final evaluation and consensus ranking and requested Best and Final offers from all four firms. Staff evaluated updated proposed direct hourly and overhead rates and determined them to be reasonable and in line with prices currently paid by the District for similar services. The Committee has concluded the four firms are qualified to be selected for contract award and are listed below in order of their consensus ranking:

- CDM Smith, Inc., San Francisco, CA
- Fehr & Peers, Inc., San Jose, CA
- HNTB Corporation, Oakland, CA
- STANTEC Consulting Services, Inc., San Francisco, CA



These four firms will provide the District with a robust pool of skilled consultants. These firms and their subconsultants possess the necessary qualifications and requisite depth of experience to successfully perform the Services at a fair and reasonable price.

The Services are presently being provided to the District by CDM Smith, Inc., Fehr & Peers, Inc., and HNTB Corporation for an awarded aggregate not-to-exceed amount of \$6,000,000. Award of the new contracts will ensure uninterrupted provision to the District of transportation planning and project support services.

Contract Officer: Luis F. Velásquez	650-622-8099
Project Manager: Hilda Lafebre, Manager, Capital Projects and Environmental Planning	650-622-7842

**RESOLUTION NO. 2013-  
BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT  
STATE OF CALIFORNIA**

\* \* \*

**AUTHORIZING AWARD OF CONTRACTS  
TO PROVIDE ON-CALL TRANSPORTATION PLANNING AND SUPPORT SERVICES  
FOR AN ESTIMATED AGGREGATE NOT-TO-EXCEED AMOUNT OF  
\$4,270,000 FOR THREE YEARS**

**WHEREAS**, the San Mateo County Transit District (District) solicited competitive proposals to provide on-call transportation planning and support services; and

**WHEREAS**, in response to the District's Request for Proposals (RFP), four firms submitted proposals: CDM Smith, Inc. of San Francisco, CA; Fehr & Peers, Inc. of San Jose, CA; HNTB Corporation of Oakland, CA; and STANTEC Consulting Services, Inc. of San Francisco, CA (collectively, Consultants); and

**WHEREAS**, an Evaluation Committee (Committee) reviewed and evaluated the Consultants' proposals; ranked the proposals according to the evaluation criteria set forth in the RFP; requested revised proposals; performed a second evaluation and requested Best and Final Offers; and

**WHEREAS**, the Committee determined that all four of the Consultant firms submitting proposals possess the necessary qualifications and requisite experience to successfully provide on-call transportation planning and support services to the District and will perform such services at fair and reasonable prices; and

**WHEREAS**, it was further determined that it is in the best interest of the District to award contracts to all four firms in order to provide a robust pool of skilled consultants; and

**WHEREAS**, staff and legal counsel have reviewed the proposals and have determined the proposals comply with the requirements of the solicitation documents; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that three-year contracts for on-call transportation planning and support services be awarded to the above-referenced Consultants for an estimated aggregate not-to-exceed amount of \$4,270,000, which will be shared as a pool for authorized tasks assigned to the four firms, with the understanding that there is no guaranteed level of effort or amount of compensation due to any of the Consultants under the contracts.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors (Board) of the San Mateo County Transit District hereby awards contracts for on-call transportation planning and support services to CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc. for a three-year base term at an estimated, aggregate not-to-exceed amount of \$4,270,000; and

**BE IT FURTHER RESOLVED** the Board authorizes the General Manager/CEO or designee to execute contracts on behalf of the District with CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc. in full conformity with all of the terms and conditions of the contract documents and negotiated agreements, and in a form approved by legal counsel; and

**BE IT FURTHER RESOLVED** the Board authorizes the General Manager/CEO or designee to exercise up to two additional, one-year option terms to the contracts with CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc. in an aggregate not-to-exceed price of \$1,090,000 for each option year, if it is deemed to be in the best interest of the District to exercise said options.

Regularly passed and adopted this 2<sup>nd</sup> day of October, 2013 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary



BOARD OF DIRECTORS 2013

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

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

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

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

**WEDNESDAY, OCTOBER 2, 2013 – 2:40 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Legislative Committee Meeting of September 4, 2013

**INFORMATIONAL**

2. State and Federal Legislative Update

Committee Members: Jerry Deal, Rose Guilbault, Art Lloyd

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
SEPTEMBER 4, 2013**

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

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

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

Committee Chair Jerry Deal called the meeting to order at 3:00 p.m.

**Approval of Minutes of Legislative Committee Meeting of August 7, 2013**

The Committee approved the minutes (Lloyd/Gee).

**Update on the State and Federal Legislative Program**

State

Seamus Murphy, Director, Government and Community Affairs, said the State Legislation deadline is September 13 and any bills not passed by this date will not be heard until January. Two bills sponsored by the San Mateo County Transit District (District) -- Assembly Bill (AB) 797, which will grant Construction Management/General Contractor (CMGC) project delivery authority to the District, and Senate Bill (SB) 557, which would lock in the high-speed rail (HSR) funds for Caltrain Modernization, passed out of Legislature and are awaiting signature by Governor Brown. SB557 did get some late opposition from the Department of Finance. The governor is officially neutral on the bill.

Mr. Murphy said SB556 would require that the uniforms of contracted employees of public transit and public health and safety organizations and any public vehicles operated by contract employees carry a disclaimer. Staff has asked the author to exempt transit from this bill. The first set of amendments received did not exempt public transit, but sought to reduce the size of the disclaimer on vehicles. Mr. Murphy said the bill was amended today on the floor to exempt transit agencies. Public safety and health agencies would still be subject to the regulations.

Mr. Murphy said State Constitutional Amendment (SCA) 4 and SCA8 would reduce the voter threshold for local sales tax measures that would fund transportation improvements and services. He said SCA8 is still fairly simple, but SCA4 was amended to require half of those funds go towards Sustainable Communities Strategy Projects. Both bills are two-year bills and will be dealt with in the 2014 legislative session.

Federal

Mr. Murphy said the ongoing conflict over the State Public Employee Pension Reform Act (PEPRA) and how it conforms to Federal 13(c) collective bargaining protection is moving forward. The Sacramento Regional Transit District (RTD) grant is expected to be decertified and then would file a lawsuit challenging the decision of the U.S. Department of Labor (DOL). The governor and Legislature are passing legislation that would exempt transit employees from PEPRA on a temporary basis. The exemption would become permanent if a Federal court rules in favor of DOL. If Sacramento RTD wins then the exemption would terminate and public transit employees would still remain under PEPRA. Mr. Murphy said either way the DOL will release the Federal project funds it was withholding when legislation is passed.

**Adjourned:** 3:07 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Legislative Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Mark Simon  
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

**STATE ISSUES**

Legislation

The Assembly and Senate adjourned for the rest of the calendar year on September 12.

Senate Bill (SB) 557 (Hill) – The bill, which was signed into law by the governor, ensures \$600 million in Proposition 1A high-speed rail funds will be allocated to the Caltrain Modernization Program.

SB 556 (Corbett) – The bill was amended to exempt transit contract operations, but retained language that would apply disclosure requirements to health and safety services, which could potentially cover private security services retained by transit agencies. The bill was not considered before the end of the Legislative session on September 13.

Assembly Bill (AB) 797 (Gordon) – The bill, which was signed into law by the governor, allows the Santa Clara Valley Transportation Authority, the San Mateo County Transit District and, by extension, the Peninsula Corridor Joint Powers Board to utilize a Construction Management/General Contractor (CMCG) project delivery approach for transit projects.



AB 1222 (Bloom) – The bill, which is awaiting the governor’s signature, temporarily exempts transit employees from the State’s recent pension reform law. This exemption allows the United States Department of Labor (DOL) to release Federal transit funding that has been held up since the pension reforms became effective on January 1, 2013. The bill also allows for the allocation of Federal funding to continue while the State and DOL pursue legal remedy to the perceived conflict between the State’s pension reform law and Federal collective bargaining protections.

## **FEDERAL ISSUES**

### Positive Train Control Mandate

The Government Accountability Office (GAO) released a report that supports Federal Railroad Administration (FRA) recommendations that Congress amend the Rail Safety Improvement Act of 2008 (RSIA). Specifically, the report identifies implementation risks associated with maintaining the existing 2015 Positive Train Control (PTC) implementation deadline and supports recommendations that RSIA be amended to grant FRA authority to:

- Extend the deadline on individual rail lines when the need to do so can be demonstrated by the railroad and verified by FRA to grant railroads incremental deadlines based on a case-by-case basis;
- Grant provisional certification of PTC systems under controlled conditions before final system completion; and
- Approve the use of alternative safety technologies in lieu of PTC to allow railroads to improve safety and meet many of the functions of PTC through other means.

### Appropriations

Congress was unable to approve Fiscal Year (FY) 2014 appropriations before adjourning for Summer recess, leaving just nine days on the Legislative calendar to pass a continuing resolution (CR) that would continue funding for government programs beyond September 30.

On September 20, the House passed a CR that would extend funding through December 15, but the legislation also eliminates FY2014 funding for the Affordable Care Act (ACA). The Senate is expected to amend the House bill to restore ACA funding. The House would need to ratify these amendments prior to September 30 to avoid a government shutdown.

The annual debate over Federal spending is complicated by the looming issue of raising the debt ceiling, which must occur by October 17. It is not known at this time how the result of the CR process will affect the debt ceiling debate.

Prepared By: Seamus Murphy, Government and Community  
Affairs Director

650-508-6388

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 8</a> <a href="#">Perea</a> D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY ENROLLMENT 9/11/2013 - In Assembly. Concurrence in Senate amendments pending. May be considered on or after September 13 pursuant to Assembly Rule 77. Assembly Rule 77 suspended. Urgency clause adopted. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 54. Noes 19.).</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission, to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Existing law also creates the Air Quality Improvement Program, administered by the State Air Resources Board, to fund air quality improvement projects related to fuel and vehicle technologies.</p> <p>This bill would provide that the state board has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any supplier, as defined, to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen-fueling station. The bill would require the state board to aggregate and make available to the public, no later than June 30, 2014, and every year thereafter, the number of hydrogen-fueled vehicles that motor vehicle manufacturers project to be sold or leased over the next 3 years, as reported to the state board, and the number of hydrogen-fueled vehicles registered with the Department of Motor Vehicles through April 30. The bill would require the commission to allocate \$20 million annually, as specified, until there are at least 100 publicly available hydrogen-fueling stations in California. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen-fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state, as specified. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, as specified, for purposes of assisting in the implementation of these provisions. The bill would repeal the above provisions on January 1, 2024. The bill, no later than July 1, 2014, would require the state board, in consultation with air pollution control and air quality management districts, to convene working groups to evaluate the specified policies and goals of specified programs. The bill would add intelligent transportation systems as a category of projects eligible for funding under the Alternative and Renewable Fuel and Vehicle Technology Program. The bill would</p>	<p>Support</p>

**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
		require the commission and the state board, in making awards under both the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program, to provide a preference to projects with higher benefit-cost scores, as defined. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/6/2013</b>	
<a href="#">AB 25</a> <a href="#">Campos D</a>  Employment: social media.	SENATE DESK 9/13/2013 - In Senate. Held at Desk.	<p>Existing law prohibits a private employer from requiring or requesting an employee or applicant for employment to disclose a username or password for the purpose of accessing personal social media, to access personal social media in the presence of the employer, or to divulge any personal social media. Existing law prohibits a private employer from discharging, disciplining, threatening to discharge or discipline, or otherwise retaliating against an employee or applicant for not complying with a request or demand that violates these provisions.</p> <p>This bill would apply the provisions described above to public employers, as defined. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties. <b>Last Amended on 5/1/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 26</a> <a href="#">Bonilla</a> D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was L. &amp; I.R. on 7/8/2013)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would specify that moneys from the Greenhouse Gas Reduction Fund are public funds, as defined. The bill would require that, if moneys from the Greenhouse Gas Reduction Fund are made available to the owner or operator of a refinery to perform work to reduce greenhouse gas emissions, then all work at the refinery related to reducing greenhouse gas emissions that is not performed by the owner's or operator's own employees and that falls within an apprenticeable occupation, as defined, shall be performed by skilled journeypersons, as defined, and registered apprentices, as defined. The bill would require that moneys from the Greenhouse Gas Reduction Fund only be made available for work at a refinery if the work is related to complying with a market-based compliance mechanism to reduce greenhouse gas emissions, as specified. This bill contains other related provisions. <b>Last Amended on 6/25/2013</b></p>	
<p><a href="#">AB 37</a> <a href="#">Perea</a> D</p> <p>Unemployment insurance: reporting requirements: status of funds.</p>	<p>SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was L. &amp; I.R. on 8/14/2013)</p>	<p>Existing unemployment insurance law requires the Employment Development Department to submit to the Legislature in May and October of each year a report on the status of the Unemployment Fund and the Unemployment Compensation Disability Fund, containing actual and forecasted information on each fund, as specified.</p> <p>This bill would additionally require the department, whenever the Unemployment Fund indicates a negative balance, to include in the status report on the Unemployment Fund the estimated cost impact on employers from the changes in a specified federal tax credit and the estimated amount the state is expected to pay in interest charges on any outstanding loan to the federal government. <b>Last Amended on 8/12/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 101</a> Committee on Budget  Budget Act of 2013.	ASSEMBLY ENROLLMENT 9/12/2013 - In Assembly. Concurrence in Senate amendments pending. Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 53. Noes 25.).	<p>The Budget Act of 2013 made appropriations for the support of state government for the 2013-14 fiscal year.</p> <p>This bill would amend the Budget Act of 2013 by revising items of appropriation and making other changes. This bill contains other related provisions. <b>Last Amended on 9/11/2013</b></p>	
<a href="#">AB 153</a> <a href="#">Bonilla D</a>  California Global Warming Solutions Act of 2006: offsets.	ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2013)	<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.</p> <p>This bill, if the state board uses its authority to include the use of market-based compliance mechanisms, would require the state board, on or before January 1, 2015, to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing annually thereafter, use that process to review and consider new offset protocols. The bill would require the state board to adopt guidelines and incentives that prioritize the approval of specified offset protocols. The bill would require the state board to submit a specified annual report to the Legislature. <b>Last Amended on 4/8/2013</b></p>	

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 160</a> <a href="#">Alejo</a> D  California Public Employees' Pension Reform Act of 2013: exceptions.	ASSEMBLY APPR. 5/29/2013 - Re-referred to Com. on APPR.	<p>(1) The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act, as specified. Among other things, PEPRA prohibits a public employer from offering a defined benefit pension plan exceeding specified retirement formulas, requires new members of public retirement systems to contribute at least a specified amount of the normal cost, as defined, for their defined benefit plans, and prohibits an enhancement of a public employee's retirement formula or benefit adopted after January 1, 2013, from applying to service performed prior to the operative date of the enhancement.</p> <p>This bill would except from PEPRA, by excepting from the definition of public retirement system, certain multiemployer plans authorized under federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of federal law if a federal agency determines there is a conflict with federal law. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/28/2013</b></p>	
<a href="#">AB 179</a> <a href="#">Bocanegra</a> D  Public transit: electronic transit fare collection systems: disclosure of personal information.	ASSEMBLY ENROLLED 9/19/2013 - Enrolled and presented to the Governor at 3 p.m.	<p>Existing law prohibits a transportation agency from selling or providing personally identifiable information, as defined, of a person obtained through the person's participation in an electronic toll collection system or use of a toll facility that uses an electronic toll collection system. Existing law, with certain exceptions, requires a transportation agency to discard personally identifiable information within 4 1/2 years, as specified. Existing law provides various remedies in that regard.</p> <p>This bill would make these and other related provisions applicable to a transportation agency that employs an electronic transit fare collection system for payment of transit fares with respect to personally identifiable information of a person who subscribes to an electronic fare collection system. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/4/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 206</a> <a href="#">Dickinson</a> D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY CHAPTERED 8/13/2013 - Chaptered by Secretary of State - Chapter 95, Statutes of 2013.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from This limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle.</p> <p>This bill would authorize the Sacramento Regional Transit District to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 46 inches from the front of the bus. This bill would also establish, for a specified purpose, a route review committee prior to the installation of the initial folding device on a bus that is 45 feet in length. This bill would require the committee to perform an initial review of the routes on which the district proposes to operate a 45-foot bus equipped with a front-mounted bicycle rack and would require the committee to make a determination of, by unanimous vote of all members, the routes that are suitable for the safe operation of a 45-foot bus that is equipped with a front-mounted bicycle rack. The bill would require the district to submit a report, containing specified requirements, to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2018. This bill contains other related provisions. <b>Last Amended on 4/1/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 229</a> <a href="#">John A. Pérez</a> D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)</p>	<p>Existing law authorizes the creation by a city, county, or city and county of an infrastructure financing district, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to division of taxes and 2/3 voter approval. Existing law authorizes the legislative body to, by majority vote, initiate proceedings to issue bonds for the financing of district projects by adopting a resolution, subject to specified procedures and 2/3 voter approval. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, which may not be more than 30 years from the date on which the ordinance forming the district is adopted. Existing law prohibits a district from including any portion of a redevelopment project area. Existing law, the Polanco Redevelopment Act, authorizes a redevelopment agency to take any action that the agency determines is necessary and consistent with state and federal laws to remedy or remove a release of hazardous substances on, under, or from property within a project area, whether the agency owns that property or not, subject to specified conditions. Existing law also declares the intent of the Legislature that the areas of the district created be substantially undeveloped, and that the establishment of a district should not ordinarily lead to the removal of dwelling units.</p> <p>This bill would authorize the creation by a city, county, city and county, or joint powers authority of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. The bill would authorize the legislative body to dedicate any portion of its funds received from the Redevelopment Property Tax Trust Fund to the district, if specified criteria are met. The bill would authorize the formation of a district to finance a project or projects on a former military base, if specified conditions are met. This bill contains other related provisions. <b>Last Amended on 8/12/2013</b></p>	



**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 266</a> Blumenfield D  Vehicles: high-occupancy vehicle lanes.	ASSEMBLY ENROLLMENT 9/6/2013 - Senate amendments concurrent in. To Engrossing and Enrolling. (Ayes 56. Noes 20. Page 2903.)	<p>Existing federal law authorizes, until September 30, 2017, a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs).</p> <p>This bill would extend the operation of those provisions for certain low-emission vehicles to January 1, 2019, or until federal authorization expires, or until the Secretary of State receives that specified notice, whichever occurs first. The bill would until January 1, 2015, or until the Secretary of State receives that specified notice, authorize the department to issue a valid identifier to a vehicle that meets California's transitional zero-emission vehicle (TZEV) standard. The bill would also repeal duplicate provisions of law, delete obsolete provisions of law relating to hybrid vehicles, and make additional conforming changes. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/19/2013</b></p>	
<a href="#">AB 278</a> <a href="#">Gatto</a> D  California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.	SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/4/2013)	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The state board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations.</p> <p>This bill would require the state board, in promulgating regulations or other policies for purposes of the carbon intensity of fuels, to consider specified sustainability factors and the state of the fuel market and technologies. The bill would require the state board, no later than December 2014, to include mechanisms and policies that favor low-carbon fuels with the highest possible sustainability based on specified factors and to encourage incentives for sustainable fuels produced without food stock or displacement of food crops. <b>Last Amended on 9/3/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 313</a> <a href="#">Frazier</a> D  Vehicles: electronic wireless communications devices: prohibitions.	ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/21/2013)	<p>Under existing law, a person is prohibited from driving a motor vehicle while using an electronic wireless communications device to write, send, or read a text-based communication, unless the person is using an electronic wireless communications device that is specifically designed and configured to allow voice-operated and hands-free operation to dictate, send, or listen to a text-based communication, and it is used in that manner while driving. A violation of This provision is an infraction.</p> <p>This bill would delete the exception to that prohibition for the use, while driving, of an electronic wireless communications device that is specifically designed and configured to allow voice-operated and hands-free operation to dictate, send, or listen to a text-based communication. The bill would make a related statement of legislative intent regarding distracted driving. By expanding the scope of a crime, This bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 380</a> <a href="#">Dickinson</a> D  California Environmental Quality Act: notice requirements	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was E.Q. on 6/13/2013)	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally require the above-mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by the county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, This bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notices are actually posted for public review by the county clerk and are available in the online database, and if the notices are posted on different days, the time period shall run from the date of the posting on the online database. The bill would require the notice of determination to be filed solely by the lead agency. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/24/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 401</a> <a href="#">Daly D</a>  Transportation: design-build: highways.	ASSEMBLY ENROLLMENT 9/12/2013 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 66. Noes 8.).	<p>Existing law, until January 1, 2014, authorizes certain state and local transportation entities, if authorized by the California Transportation Commission, to use a design-build process for contracts on transportation projects, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury.</p> <p>This bill would authorize the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. The bill would authorize regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. The bill would also authorize those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. The bill would repeal these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its Internet Web site that the provisions related to the construction inspection services of these projects are invalid. The bill would provide that these design-build authorizations do not include construction inspection services for projects on or interfacing with the state highway system. The bill would require the Department of Transportation to perform construction inspection services for projects on or interfacing with the state highway system, as specified. The bill would require a transportation entity, as defined, awarding a contract for a public works project pursuant to these provisions, to reimburse the Department of Industrial Relations for costs of performing prevailing wage monitoring and enforcement of the public works project and would require moneys collected to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund. By depositing money in a continuously appropriated fund, the bill would make an appropriation. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/6/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 410</a> <a href="#">Jones-Sawyer</a> D</p> <p>Public employee health benefits: enrollment.</p>	<p>ASSEMBLY ENROLLED 9/19/2013 - Enrolled and presented to the Governor at 3 p.m.</p>	<p>Existing law requires the Board of Administration of the Public Employees' Retirement System (PERS) to administer the Public Employees' Medical and Hospital Care Act (PEMHCA). PEMHCA further grants the board the power to approve health benefit plans and contract with carriers offering health benefit plans. Under PEMHCA, an employee or annuitant may enroll in a health benefit plan approved or maintained by the board either as an individual or for self and family. Existing law defines annuitant for purposes of receiving postretirement health benefits pursuant to PEMHCA and generally requires that a person retire within 120 days of separation from public employment, with specified exceptions.</p> <p>This bill would permit an annuitant who reinstates from retirement under PERS for employment by the state or a contracting agency and who subsequently retires again on or after January 1, 2014, to enroll in a health benefit plan under PEMHCA for which he or she is eligible, as specified, as an annuitant of the employer from which he or she first retired, upon meeting certain conditions. In This regard, the bill would require that the person's subsequent retirement occur within 120 days after separation of employment, as specified, and that the person not be eligible for a postretirement health benefit contribution from the employer from which he or she subsequently retires or that the postretirement health benefit contribution payable by that employer be less than the contribution payable by that employer during his or her prior retirement. <b>Last Amended on 6/4/2013</b></p>	
<p><a href="#">AB 416</a> <a href="#">Gordon</a> D</p> <p>State Air Resources Board: Local Emission Reduction Program.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/1/2013)</p>	<p>Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources.</p> <p>This bill would create the Local Emission Reduction Program and would require money to be available from the General Fund, upon appropriation by the Legislature, for purposes of providing grants and other financial assistance to develop and implement greenhouse gas emissions reduction projects in the state. The bill would require the state board, in coordination with the Strategic Growth Council, to administer the program, as specified. The bill would require the implementation of the program to be contingent on the appropriation of moneys by the Legislature, as specified. <b>Last Amended on 4/4/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 417</a> <a href="#">Frazier</a> D  Environmental quality: California Environmental Quality Act: bicycle transportation plan.	ASSEMBLY ENROLLMENT 9/12/2013 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 72. Noes 3.).	<p>The California Environmental Quality Act, known as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, known as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the lead agencies to make specified findings in an EIR.</p> <p>This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified, and would also require a local agency that determines that the bicycle transportation plan is exempt under This provision and approves or determines to carry out that project, to file notice of the determination with the OPR and the county clerk. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/13/2013</b></p>	
<a href="#">AB 431</a> <a href="#">Mullin</a> D  County Employees Retirement Law of 1937: federal law compliance.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was TRANS. on 9/12/2013)	<p>Federal tax law regulates pension plans generally and regulates public pension plans specifically based on their status as governmental plans, as defined. In This regard, among other things, federal law requires that accrued member retirement benefits be nonforfeitable, as specified, establish conditions for the distribution of funds to members from a retirement system, prescribe requirements for the vesting of benefits, and limit the application of pension funds for medical benefits.</p> <p>This bill would revise various provisions of CERL to explicitly conform with federal law. In This regard, the bill would provide that a member's accrued retirement benefits are nonforfeitable, in accordance with federal law, once the member attains normal retirement age, as specified, or upon termination of, or discontinuance of contributions under, the retirement system. Upon the withdrawal of a district from a retirement system, the bill also would prohibit a refund, distribution, or transfer of contributions for other funds to an employee or district unless in compliance with prescribed federal law. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/12/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 441</a> <a href="#">Patterson</a> R  High-Speed Rail Authority: contracts.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more.</p>	
<a href="#">AB 453</a> <a href="#">Mullin</a> D  Sustainable communities.	SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/12/2013)	<p>The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative measure approved by the voters at the November 7, 2006, statewide general election, makes about \$5,400,000,000 in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. Existing law establishes the Strategic Growth Council and appropriated \$500,000 from the funding provided by the initiative to the Natural Resources Agency to support the council and its activities. The council is required to manage and award grants and loans to a council of governments, metropolitan planning organization, regional transportation planning agency, city, county, or joint powers authority for the purpose of developing, adopting, and implementing a regional plan or other planning instrument to support the planning and development of sustainable communities.</p> <p>This bill would make a local agency formation commission eligible for the award of financial assistance for those planning purposes. This bill contains other related provisions and other existing laws. <b>Last Amended on 7/3/2013</b></p>	
<a href="#">AB 463</a> <a href="#">Logue</a> R  High-Speed Rail Authority: contracts.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more. The bill would also require each contractor and subcontractor, as specified, to provide This information.</p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 466</a> <a href="#">Quirk-Silva</a> D  Federal transportation funds.	ASSEMBLY ENROLLMENT 9/6/2013 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 77. Noes 0. Page 2908.).	<p>Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the federal Congestion Mitigation and Air Quality Improvement Program, as specified.</p> <p>This bill would require the department to allocate federal funds to regional agencies under the federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified. <b>Last Amended on 8/29/2013</b></p>	Support
<a href="#">AB 481</a> <a href="#">Lowenthal</a> D  High-speed rail.	ASSEMBLY CHAPTERED 8/26/2013 - Chaptered by Secretary of State - Chapter 132, Statutes of 2013.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes.</p> <p>This bill would enact similar exceptions and authorizations relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority. The bill would require payments for leases, sales, or other conveyances of property owned or controlled by the authority to be deposited in the High-Speed Rail Property Fund created by the bill, and would provide that the funds shall be available to the authority upon appropriation by the Legislature for specified purposes. This bill contains other existing laws. <b>Last Amended on 6/12/2013</b></p>	



**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 493</a> <a href="#">Daly D</a> Toll facilities.	ASSEMBLY CHAPTERED 8/12/2013 - Chaptered by Secretary of State - Chapter 79, Statutes of 2013.	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, as specified, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), requires all toll facilities on federal-aid highways to implement technologies or business practices that provide for the interoperability of electronic toll collection programs no later than a specified date.</p> <p>This bill would authorize operators of toll facilities on federal-aid highways to fully implement technologies or business practices that provide for the interoperability of electronic toll collection programs on and after the date specified in MAP-21. The bill would limit the information that may be disclosed through participation in an interoperability program, as specified. <b>Last Amended on 4/17/2013</b></p>	

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State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 515</a> <a href="#">Dickinson</a> D</p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 3/12/2013)</p>	<p>The California Constitution vests the judicial power of the state in the Supreme Court, the courts of appeal, and the superior courts. Existing law establishes a superior court of one or more judges in each county and provides that the superior courts have original jurisdiction, except as provided in the Constitution. Existing law requires the presiding judge of each superior court to distribute the business of the court among the judges, and to prescribe the order of business, subject to the rules of the Judicial Council.</p> <p>This bill would establish a CEQA compliance division of the superior court in a county in which the Attorney General maintains an office and would vest the division with original jurisdiction over actions of proceedings brought pursuant to CEQA and joined matters related to land use and environmental laws. The bill would require the Judicial Council to adopt rules for establishing, among other things, protocol to govern the administration and efficient operation of the division, so that those judges assigned to the division will be able to hear and quickly resolve those actions or proceedings. The bill would provide that decisions of the CEQA compliance division of the superior court may be reviewed by way of a petition for an extraordinary writ. The bill would require the CEQA compliance division to issue a preliminary decision before the opportunity for oral argument is granted. If the CEQA compliance division of the superior court finds that a determination of a public agency violated CEQA, the bill would require the court's order to specify what action taken by the public agency was in error and what specific action by the public agency is necessary to comply with CEQA. The bill would prohibit an action or proceeding pursuant to CEQA from being brought unless the alleged grounds of noncompliance were presented to the public agency with enough specificity that the public agency could reasonably respond to the alleged violation. The bill would prohibit a person from maintaining an action or proceeding pursuant to CEQA unless that person objected during the administrative process with specificity as to how the public agency's response to the alleged violation is inadequate. This bill contains other existing laws. <b>Last Amended on 3/11/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 528</a> <a href="#">Lowenthal</a> D State Rail Plan and High-Speed Rail Authority business plan.	ASSEMBLY CHAPTERED 9/6/2013 - Chaptered by Secretary of State - Chapter 237, Statutes of 2013.	<p>Existing law requires the Department of Transportation to prepare a 10-year State Rail Plan biennially, and requires the department to submit the State Rail Plan to the California Transportation Commission for its advice and consent on or before October 1 of each odd-numbered year prior to submitting the State Rail Plan to the Legislature, the Governor, and other entities by the following March. Existing law requires the plan to consist of 2 elements, a passenger rail element and a freight rail element, and sets forth various items that are required to be included in each element. Existing law separately requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature, not later than January 1, 2012, and every 2 years thereafter, a business plan, that includes specified elements, and to publish, at least 60 days prior to the publication of the plan, a draft business plan for public review and comment, as specified.</p> <p>This bill would revise the items required to be included in the State Rail Plan and the business plan. The bill would require the State Rail Plan to be submitted to the commission for advice 6 months prior to submitting the final State Rail Plan to the Transportation Agency for approval, and, on or before March 1, 2017, would require the approved State Rail Plan to be submitted to the Legislature, the Governor, and other specified entities. The bill would require the state rail plan to be updated, at a minimum, every 5 years. The bill would change, from January 1 to May 1 of each even-numbered year, the date by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit the business plan to the Legislature. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/4/2013</b></p>	

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State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 529</a> <a href="#">Lowenthal</a> D</p> <p>Vehicles: motor carriers: inspections and fees.</p>	<p>ASSEMBLY ENROLLED 9/20/2013 - Enrolled and presented to the Governor at 4 p.m.</p>	<p>Existing law establishes the Biennial Inspection of Terminals Program (BIT) to ensure the safe operation of certain vehicles by a motor carrier through the inspection of these vehicles at the motor carrier's terminal by the Department of the California Highway Patrol. Existing law defines a motor carrier, for This purpose, as the registered owner of, and in some cases the lessee or person exclusively authorizing and directing the operation of, specified vehicles. Existing law requires, within 30 days of establishing a terminal, a motor carrier to schedule an inspection by submitting to the department an application for a terminal inspection accompanied by the payment of a fee the amount of which is based on the number of vehicles in a terminal or the "terminal fleet size." Existing law requires the department to inspect every terminal at least once every 25 months and defines a terminal as the location or locations designated by the motor carrier where subject vehicles and specific records are available for inspection.</p> <p>This bill would, commencing January 1, 2016, revise and recast these provisions as the Basic Inspection of Terminals (BIT) Program. The bill would, commencing January 1, 2016, authorize the department to conduct terminal inspections at any time. The bill would require the department, on or before January 1, 2016, to implement a performance-based truck terminal inspection priority system similar to that used by the Federal Motor Carrier Safety Administration that would require the department to place an inspection priority on motor carrier terminals never previously inspected by the department. The bill would require, commencing January 1, 2016, the department to create a database to include specified performance-based data and provide real-time information to the department regarding motor carrier performance, as specified. The bill would, commencing January 1, 2016, provide that the department is not required to inspect a terminal more than once every 6 years, if certain conditions apply, and provides that terminals that receive less than a satisfactory compliance rating would be subject to periodic inspections based on the severity of violations. The bill would require the Department of the California Highway Patrol, commencing January 30, 2017, and every 5 years thereafter, to report to the Department of Motor Vehicles the amount it expended for truck terminal inspections and roadside safety inspections. The bill would require the Department of Motor Vehicles to compare those expenditures to the amounts collected for carrier inspection fees, as specified, and, commencing July 1, 2017, and every 5 years thereafter, adjust the carrier inspection fee to ensure that the net revenues from the carrier inspection fee are sufficient to cover the Department of the California Highway Patrol's reasonable costs for those activities. The bill would express the intent of the Legislature in This regard. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/3/2013</b></p>	

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 541</a> <a href="#">Daly D</a> Buses: illuminated advertising: University of California, Irvine.	ASSEMBLY CHAPTERED 8/26/2013 - Chaptered by Secretary of State - Chapter 133, Statutes of 2013.	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2019, the University of California, Irvine (university) to implement a pilot program similar to the program operated by the City of Santa Monica. If the university elects to implement a pilot program, the bill would require, on or before March 1, 2014, the university to determine whether the City of Santa Monica has at least 12 transit buses equipped with specified illuminated signs. The bill would permit the university to implement the pilot program only if it determines that the City of Santa Monica has less than 12 transit buses equipped, as specified. The bill would also require, if the university implements the pilot program, that the university submit a report, in collaboration with the Department of the California Highway Patrol and other officials, by July 1, 2018, on the incidence of adverse impacts, to the department and the Legislature. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/18/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 543</a> <a href="#">Campos D</a> California Environmental Quality Act: translation.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was E.Q. on 6/13/2013)	<p>Existing law, the California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require a lead agency to translate, as specified, certain notices required by the act and a summary of any negative declaration, mitigated negative declaration, or environmental impact report when a group of non-English-speaking people, as defined, comprises at least 25% of the population within the lead agency's jurisdiction and the project is proposed to be located at or near an area where the group of non-English-speaking people comprises at least 25% of the residents of that area. By requiring a lead agency to translate these notices and documents, This bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/24/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 574</a> <a href="#">Lowenthal</a> D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2013)</p>	<p>The California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish standards for the use of moneys allocated from the Greenhouse Gas Reduction Fund for sustainable communities projects, as specified. The bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish the criteria for the development and implementation of regional grant programs, as specified. The bill would require the California Transportation Commission, in consultation with the state board, to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs, as specified. This bill contains other existing laws. <b>Last Amended on 4/15/2013</b></p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 616</a> <a href="#">Bocanegra</a> D</p> <p>Local public employee organizations: dispute: factfinding panel.</p>	<p>SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/13/2013)</p>	<p>Existing law requires the governing body of a local public agency, or those boards, commissions, administrative officers, or other representatives as may be properly designated by law or by a governing body, to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law authorizes an employee organization to request that the parties' differences be submitted to a factfinding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. Existing law authorizes an employee organization, if the dispute was not submitted to a mediation, to request that the parties' differences be submitted to a factfinding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse.</p> <p>This bill would require that request to be in writing. The bill would provide that if either party disputes that a genuine impasse, as defined, has been reached, the issue of whether an impasse exists may be submitted to the Public Employment Relations Board for resolution before the dispute is submitted to a factfinding panel, as specified. The bill would also authorize each party to select a person to serve as its member of the factfinding panel. <b>Last Amended on 6/17/2013</b></p>	
<p><a href="#">AB 662</a> <a href="#">Atkins</a> D</p> <p>Local government: redevelopment: successor agencies to redevelopment agencies.</p>	<p>ASSEMBLY ENROLLMENT 9/12/2013 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 78. Noes 0.).</p>	<p>(1) Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to the division of taxes and voter approval requirements. Existing law prohibits an infrastructure financing district from including any portion of a redevelopment project area.</p> <p>This bill would delete that prohibition and would authorize a district to finance a project or portion of a project that is located in, or overlaps with, a redevelopment project area or former redevelopment project area, as specified. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/6/2013</b></p>	



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State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 680</a> <a href="#">Salas</a> D  Transportation: interregional road system.	SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/1/2013)	<p>Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and intercounty routes.</p> <p>This bill would include State Highway Route 43 as an eligible interregional and intercounty route. <b>Last Amended on 3/19/2013</b></p>	
<a href="#">AB 690</a> <a href="#">Campos</a> D  Jobs and education financing districts: voter approval.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV. on 9/12/2013)	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon approval by 2/3 of the voters. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts and instead provide for the creation of jobs and education financing districts (JEDs) without voter approval, and would make various conforming changes. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified. This bill contains other existing laws. <b>Last Amended on 9/11/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 730</a> <a href="#">Alejo</a> D  Monterey-Salinas Transit District.	ASSEMBLY ENROLLED 9/19/2013 - Enrolled and presented to the Governor at 3 p.m.	<p>Existing law creates the Monterey-Salinas Transit District to include all of the County of Monterey, with specified powers and duties relative to provision of public transit service. Existing law authorizes the district to issue bonds under the Revenue Bond Law of 1941, payable from revenues of any facility or enterprise to be acquired or constructed by the district. Under that law, issuance of revenue bonds generally requires voter approval, unless an exemption is provided.</p> <p>This bill would revise these provisions. The bill would exempt the district from the requirement to seek voter approval prior to issuing revenue bonds, and would instead authorize those bonds to be issued by a 2/3 vote of the district's board. The bill would authorize the district to pledge revenues or other moneys available to the district from any source, including a transactions and use tax, to payment of those bonds. The bill would impose a maximum amount of \$50,000,000 on revenue bonds that may be issued by the district. The bill would limit use of revenue bonds to a project or projects not located on or adjacent to the former Fort Ord, except as specified, and would require the duration of bonds issued for acquisition of equipment, defined to include vehicles, to not exceed the useful life of the equipment. The bill would make other related changes. <b>Last Amended on 9/3/2013</b></p>	
<a href="#">AB 738</a> <a href="#">Harkey</a> R  Public entity liability: bicycles.	ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/7/2013)	<p>Existing law specifies that a public entity or a public employee shall not be liable for an injury caused by the plan or design of a construction of, or an improvement to, public property in specified cases. Existing law allows public entities to establish bicycle lanes on public roads.</p> <p>This bill would provide that a public entity or an employee of a public entity acting within his or her official capacity is not be liable for an injury caused to a person riding a bicycle while traveling on a roadway, if the public entity has provided a bike lane on that roadway.</p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 749</a> <a href="#">Gorell</a> R  Public-private partnerships.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/24/2013)	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides for the Public Infrastructure Advisory Commission, an organization established by the Business, Transportation and Housing Agency, to perform various functions relative to projects identified as suitable for development and delivery under these provisions, including the review of a proposed agreement submitted to it by the department or a regional transportation agency, and to charge a fee for certain of those functions.</p> <p>This bill would extend the operation of the provisions governing public-private partnerships from January 1, 2017, to January 1, 2022. The bill would also state the intent of the Legislature for a project developed under these provisions to have specified characteristics. <b>Last Amended on 4/11/2013</b></p>	
<a href="#">AB 756</a> <a href="#">Melendez</a> R  California Environmental Quality Act: judicial review: public works projects.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 4/15/2013)	<p>The California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, referred to as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would also apply these provisions to a public works project, defined to mean an infrastructure project carried out by the city, county, special district, or state government or contracted out to a private entity by the special district or local or state government. By requiring a lead agency to use these alternative procedures in preparing and certifying the administrative record, This bill would impose a state-mandated local program. The bill would also authorize the Judicial Council to adopt Rules of Court to implement these provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/11/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 792</a> <a href="#">Mullin</a> D  Utility user tax: exemption: distributed generation systems.	ASSEMBLY ENROLLMENT 9/12/2013 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 65. Noes 1.).	<p>Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity in the unincorporated area of the county.</p> <p>This bill would, until January 1, 2020, exempt from any utility user tax imposed by a local jurisdiction, as defined, the consumption of electricity generated by a clean energy resource, as defined, for the use of a single customer or the customer's tenants. <b>Last Amended on 8/29/2013</b></p>	
<a href="#">AB 797</a> <a href="#">Gordon</a> D  Transit districts: contracts.	ASSEMBLY CHAPTERED 9/20/2013 - Signed by the Governor	<p>Existing law creates the Santa Clara County Valley Transportation Authority with various powers and duties relative to transportation projects and services in the County of Santa Clara. Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the authority and the district to enter into contracts, as specified.</p> <p>This bill would authorize the authority and the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. The bill would require the authority or district to reimburse the Department of Industrial Relations for certain costs of performing wage monitoring and enforcement on projects using This contracting method, and would require those funds to be used by the department for enforcement of prevailing wage requirements on those projects. <b>Last Amended on 4/15/2013</b></p>	Support

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 822</a> <a href="#">Hall D</a>  Local government retirement plans.	ASSEMBLY ENROLLED 9/20/2013 - Enrolled and presented to the Governor at 4 p.m.	<p>Existing law requires local legislative bodies, before authorizing changes in public retirement plan benefits or other postemployment benefits, to secure the services of an actuary to provide a statement of the actuarial impact of the changes.</p> <p>This bill would require, whenever a local ordinance or measure qualifies for the ballot that proposes to alter, replace, or eliminate the retirement benefit plan of employees of a local government entity, whether by initiative or legislative action, the governing body of the local government entity to secure the services of an independent actuary to provide a statement, or a summary of the statement, not to exceed 500 words in length, of the actuarial impact of the proposed measure upon future annual costs of the retirement benefit plan, and to have This statement printed in the voter information portion of the sample ballot. The bill would require a specified notice regarding obtaining a copy of the measure to be printed in the voter information portion of the sample ballot, if the text of the measure is not printed on the ballot, nor in the voter information portion of the sample ballot. The requirements of the bill would apply to a city, including a charter city; a county, including a charter county; a city and county, including a charter city and county; a community college district; or a special district. This bill contains other related provisions and other existing laws. <b>Last Amended on 7/10/2013</b></p>	
<a href="#">AB 842</a> <a href="#">Donnelly R</a>  High-speed rail.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/8/2013)	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. Existing law appropriates certain amounts of federal funds and state bond funds to the authority for purposes of funding the construction of the initial segment of the high-speed rail project.</p> <p>This bill, notwithstanding any other law, would prohibit federal or state funds, including state bond funds, from being expended by the authority or any other state agency on the construction of the high-speed rail project, except as necessary to meet contractual commitments entered into before January 1, 2014. The bill would also make a statement of legislative intent.</p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 863</a> <a href="#">Torres</a> D  Transit projects: environmental review process.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/4/2013)	<p>Existing federal law authorizes the United States Secretary of Transportation to enter into an agreement with a state under which the state assumes the responsibilities of the secretary with respect to federal environmental review and clearance under the National Environmental Policy Act of 1969 (NEPA) with respect to one or more transportation projects, as specified. Existing law, until January 1, 2017, authorizes the Department of Transportation, for transportation projects under its jurisdiction, to assume those responsibilities for federally funded surface transportation projects subject to NEPA. Existing law provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of those responsibilities, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.</p> <p>This bill would authorize the department to assume similar responsibilities for federal review and clearance under NEPA for a transit project, as defined, that is subject to NEPA. The bill would provide that the State of California consents to the jurisdiction of the federal courts in that regard, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.</p>	
<a href="#">AB 898</a> <a href="#">Ting</a> D  Zero-emission vehicles: infrastructure.	ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2013)	<p>Existing law requires the State Air Resources Board to select projects for zero-emission vehicle leases or purchases and zero-emission vehicle infrastructure for the purpose of implementing any program to encourage the use of zero-emission vehicles through a competitive grant process that includes a public bidding process.</p> <p>This bill would state the intent of the Legislature to enact subsequent legislation that would reduce motor vehicle emissions through the construction of infrastructure to charge zero-emission electric vehicles, with the goal of expanding the travel range of zero-emission electric vehicles by January 2015 pursuant to a specified executive order.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 909</a> <a href="#">Gray</a> D</p> <p>Metal theft and related recycling crimes.</p>	<p>ASSEMBLY ENROLLED 9/20/2013 - Enrolled and presented to the Governor at 4 p.m.</p>	<p>Existing law provides that any person who feloniously steals, takes, or carries away the personal property of another, or who fraudulently appropriates property that has been entrusted to him or her, is guilty of theft. Existing law also provides that a person who, being a dealer in or collector of junk, metals, or secondhand materials, buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that he or she knows or reasonably should know is ordinarily used by, or ordinarily belongs to, a railroad or other transportation, telephone, telegraph, gas, water, or electric light company or county, city, or city and county without using due diligence to ascertain that the person selling or delivering the same has a legal right to do so, is guilty of criminally receiving that property.</p> <p>This bill, on and after January 1, 2015, would require the Department of Justice to establish a Metal Theft Task Force Program to provide grants to applicant regional task forces for the purpose of providing local law enforcement and district attorneys with the tools necessary to successfully interdict the commission of metal theft and related metal recycling crimes. The bill, on and after January 1, 2015, would establish the Metal Theft Task Force Fund, to be administered by the department, and, upon appropriation by the Legislature, would make moneys in the fund available for the purposes of the program. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/3/2013</b></p>	
<p><a href="#">AB 935</a> <a href="#">Frazier</a> D</p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. &amp; H. on 5/23/2013)</p>	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined.</p> <p>This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that another member be a resident of the City and County of San Francisco selected from a list of 3 nominees provided by the San Francisco County Transportation Authority. <b>Last Amended on 4/25/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 953</a> <a href="#">Ammiano</a> D</p> <p>California Environmental Quality Act.</p>	<p>ASSEMBLY 2 YEAR 5/31/2013 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/31/2013)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines "environment" and "significant effect on the environment" for its purposes. CEQA requires the EIR to include a detailed statement setting forth specified facts.</p> <p>This bill would revise those definitions, as specified. This bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. Because the lead agency would be required to undertake This additional consideration, This bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 971</a> <a href="#">Garcia</a> D</p> <p>Public agency employers: paratransit providers: criminal history information.</p>	<p>ASSEMBLY ENROLLED 9/20/2013 - Enrolled and presented to the Governor at 4 p.m.</p>	<p>Existing law requires the Attorney General to furnish state summary criminal history information to a city, county, city and county, or district, or an officer or official thereof, when that information is needed in fulfilling employment, certification, or licensing duties, as specified, subject to specified restrictions as to arrests or detentions that did not result in a conviction. Other provisions of existing law authorize the Attorney General to provide summary criminal history information to specified persons or entities for specified purposes. Existing law provides a similar provision with respect to authorizing a local public entity to receive local criminal history information.</p> <p>This bill additionally would require the Attorney General to furnish, and would authorize a local criminal justice agency to furnish, summary criminal information to a specified social services paratransit agency with respect to its contracted providers, and would further make technical, nonsubstantive, and conforming changes. <b>Last Amended on 9/4/2013</b></p>	



**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1002</a> <a href="#">Bloom</a> D  Vehicles: registration fee: sustainable communities strategies.	ASSEMBLY L. GOV. 4/30/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.	<p>Existing law imposes a registration fee to be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration, except those vehicles that are expressly exempted from the payment of registration fees. Existing law, until January 1, 2016, imposes a \$3 increase on that fee, \$2 of which is to be deposited into the Alternative and Renewable Fuel and Vehicle Technology Fund and \$1 of which is to be deposited into the Enhanced Fleet Modernization Subaccount.</p> <p>This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes. This bill contains other existing laws. <b>Last Amended on 4/23/2013</b></p>	Support
<a href="#">AB 1046</a> <a href="#">Gordon</a> D  Department of Transportation: Innovative Delivery Team Demonstration Program.	SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/15/2013)	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara.</p> <p>This bill would authorize the department's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined. <b>Last Amended on 3/21/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1047</a> <a href="#">Linder R</a>  Commercial driver's licenses.	ASSEMBLY ENROLLMENT 9/9/2013 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 1. Page 3038.).	<p>Existing law prohibits a person from operating a commercial motor vehicle, as defined, unless the person possesses a valid commercial driver's license of the appropriate class issued by the Department of Motor Vehicles (DMV), except as specified. Existing law imposes certain examination requirements, including a driving test, on driver's license applicants, including commercial driver's license applicants, and specifies the types of vehicles that are in each driver's license class. Existing law also specifies the conditions under which a nonresident who is not licensed in the state may drive in the state, and requires a person to obtain a license from the DMV before being employed as a commercial driver, as specified.</p> <p>This bill would authorize the DMV to impose a fee on a commercial driver's license applicant, if a driving test is administered to an applicant who is to be licensed in another state pursuant to federal law, that does not exceed the reasonable cost of conducting the tests and reporting the results to the driver's state of record. The bill would delete the requirement that a commercial driver obtain a license from the DMV if the person is in possession of a valid commercial learner's permit or commercial driver's license issued by any state or foreign jurisdiction that meets federal licensing standards. The bill would, among other things, revise the definitions of commercial motor vehicle and tank vehicle for purposes of commercial motor vehicle safety requirements, and would revise the categories of vehicles that are within each license class. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/14/2013</b></p>	
<a href="#">AB 1051</a> <a href="#">Bocanegra D</a>  Housing.	ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2013)	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to adopt a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available, upon appropriation by the Legislature.</p> <p>This bill would state findings and declarations of the Legislature relating to transportation and residential housing development, as specified. The bill would create the Sustainable Communities for All program, which shall begin operations on January 1, 2015, to fund transit-related projects through competitive grants and loans, as specified. The Sustainable Communities for All program would not be implemented until the Legislature appropriates funds for the program. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/8/2013</b></p>	

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1070</a> <a href="#">Frazier</a> D  California Transportation Financing Authority.	ASSEMBLY CHARTERED 8/28/2013 - Chartered by Secretary of State - Chapter 198, Statutes of 2013.	<p>The California Transportation Financing Authority Act creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law, subject to certain conditions, authorizes the authority to grant a request that a project sponsor, rather than the authority, be the issuer of the bonds.</p> <p>This bill would revise the act to further define the roles of the authority and an issuer of bonds under the act if the project sponsor, rather than the authority, is the issuer of bonds, and would define "issuer" in that regard. The bill would make other related changes. <b>Last Amended on 4/3/2013</b></p>	
<a href="#">AB 1077</a> <a href="#">Muratsuchi</a> D  Sales and use taxes: vehicle license fee: alternative fuel motor vehicles.	ASSEMBLY APPR. SUSPENSE FILE 7/3/2013 - In committee: Set, first hearing. Referred to APPR. suspense file.	<p>Existing sales and use tax laws impose sales and use taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in This state, or on the storage, use, or other consumption in This state of tangible personal property purchased from a retailer for storage, use, or other consumption in This state, measured by the sales price. Existing law also provides for specific exemptions from these taxes.</p> <p>This bill would, on and after January 1, 2014, and before January 1, 2022, exempt from those taxes , that portion of the gross receipts from the sale of, and that portion of the sales price with respect to the storage, use, or other consumption of, a qualified motor vehicle, as defined, that is the greater of (1) the sum of the amount of any credit under a specified provision of the Internal Revenue Code relating to new qualified plug-in electric drive motor vehicles, and any amount received, awarded, or allowed pursuant to a state incentive program for the purchase or lease of an alternative fuel vehicle; or (2) the value of a motor vehicle that is traded in for the motor vehicle that qualifies for a credit or incentive amount under those programs, if the value of the trade-in motor vehicle is separately stated on the new motor vehicle invoice or bill of sale or similar document provided to the purchaser. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/15/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1102</a> <a href="#">Allen R</a>  South Coast Air Quality Management District: beach burning.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was NAT. RES. on 8/15/2013)	<p>Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin and establishes a district board to govern the district. Existing regulations of the district prohibit a person from engaging in a recreational, ceremonial, or open burning conducted in a public coastal area marked by an accumulation of sand, as specified.</p> <p>This bill would prohibit the district from enacting a rule that prohibits a person from engaging in a beach burning for a recreational, ceremonial, or open burning conducted in a public coastal area marked by an accumulation of sand. This bill contains other related provisions. <b>Last Amended on 8/14/2013</b></p>	
<a href="#">AB 1181</a> <a href="#">Gray D</a>  Public employee organizations: members: paid leaves of absence.	ASSEMBLY CHAPTERED 9/9/2013 - Chaptered by Secretary of State - Chapter 305, Statutes of 2013.	<p>The Meyers-Millias-Brown Act requires that local public agencies allow a reasonable number of local public agency employee representatives of recognized employee organizations reasonable time off without loss of compensation or other benefits when formally meeting and conferring with representatives of the public agency.</p> <p>This bill would additionally require the local public agency to give reasonable time off, without loss of compensation or other benefits, to public agency employee representatives when they are testifying or appearing as the designated representative, as defined, of the employee organization in proceedings before the Public Employment Relations Board in matters relating to a charge filed by the employee organization against the public agency or by the public agency against the employee organization, or when they are testifying or appearing as the designated representative, as defined, of the employee organization in matters before a personnel or merit commission. The bill would require the employee organization being represented to provide reasonable notification to the employer requesting a leave of absence without loss of compensation pursuant to these provisions. <b>Last Amended on 5/16/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1193</a> <a href="#">Ting</a> D Bikeways.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/29/2013)	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to that law.</p> <p>This bill would prohibit the department from denying funding to a project because it is excepted pursuant to these procedures. This bill contains other existing laws. <b>Last Amended on 4/25/2013</b></p>	
<a href="#">AB 1194</a> <a href="#">Ammiano</a> D Safe Routes to School Program.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. & H. on 6/13/2013)	<p>Existing law creates the Safe Routes to School Program, administered by the Department of Transportation in consultation with the Department of the California Highway Patrol. Existing law requires the Department of Transportation to award grants to local government agencies based on the results of a statewide competition, under which proposals submitted for funding are rated based on various factors. Existing law provides for the program to be funded from state and federal funds, as specified.</p> <p>This bill would provide that the program may fund both construction and noninfrastructure activities, as specified. The bill would require 20% of program funds to be used for noninfrastructure activities, as specified. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would require the Department of Transportation to employ a full-time coordinator to administer the program. <b>Last Amended on 5/24/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1222</a> <a href="#">Bloom</a> D</p> <p>Public employees' retirement: collective bargaining: transit workers: transportation.</p>	<p>ASSEMBLY ENROLLMENT 9/11/2013 - Urgency clause adopted. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 74. Noes 3.).</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), among other things, establishes new retirement formulas for employees first employed on or after January 1, 2013, which a public employer offering a defined benefit pension plan is prohibited from exceeding, requires those employees to contribute a specified percentage of the normal cost of the defined benefit plan, and prohibits public employers from paying an employee's share of retirement contributions. PEPRA excepts certain retirement systems from its provisions.</p> <p>This bill would except from PEPRA public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or his or her designee, or until January 1, 2015, whichever is sooner. The bill would also provide that if a federal district court upholds the determination of the United States Secretary of Labor, or his or her designee, that application of PEPRA to those public employees precludes certification, those employees are excepted from PEPRA. The bill would authorize the Director of Finance to authorize a loan of up to \$26,000,000 from the Public Transportation Account in the State Transportation Fund to be made to local mass transit providers in amounts equal to federal transportation grants not received due to noncertification from the federal Department of Labor, as specified. By providing for loans in the manner specified, This bill would make an appropriation. The bill would prescribe requirements regarding the disbursement of these funds. The bill would require a local transit provider to repay the loan based on the occurrence of certain contingencies or by January 1, 2019. This bill contains other related provisions. <b>Last Amended on 9/4/2013</b></p>	<p>Support</p>
<p><a href="#">AB 1290</a> <a href="#">John A. Pérez</a> D</p> <p>Transportation planning.</p>	<p>ASSEMBLY ENROLLMENT 9/10/2013 - Assembly Rule 77 suspended. (Ayes 53. Noes 25. Page 3064.) Assembly Rule 63 suspended. (Ayes 53. Noes 25. Page 3064.) Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Existing law provides that the commission consists of 13 members, including 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation and 2 are appointed by the Legislature. In addition, 2 members of the Legislature are appointed as ex officio members without vote.</p> <p>This bill would provide for 2 additional voting members of the commission to be appointed by the Legislature. The bill would also provide for the Chairperson of the State Air Resources Board to serve as an ex officio member without vote. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/3/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1314</a> <a href="#">Bloom</a> D  Vehicles: compressed natural gas vehicles: inspections.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/1/2013)	<p>Existing law authorizes the Commissioner of the California Highway Patrol to adopt and enforce regulations and standards with respect to fuel containers and fuel systems on vehicles using, among other fuels, compressed natural gas and the operation of vehicles using compressed natural gas to ensure the safety of the equipment and vehicles and of persons and property using the highways. Existing law requires all motor vehicles with compressed natural gas fuel systems used for propulsion to comply either with specified regulations or with certain federal standards.</p> <p>This bill would, notwithstanding any other law, require that a cylinder and tank bracket inspection be conducted on all motor vehicles with a compressed natural gas fuel system every 3 years by an independent qualified compressed natural gas cylinder inspector, except as provided, and that the cylinder be replaced on these vehicles before the manufacturer expiration date marked on the cylinder. The bill would require a qualified compressed natural gas cylinder inspector to report his or her findings to the Department of Motor Vehicles, as specified. The bill would prohibit any person from conducting the inspections or performing the reporting requirements described above unless the person is a qualified compressed natural gas inspector. The bill would establish requirements for the qualification and registration of qualified natural gas cylinder inspectors. <b>Last Amended on 3/21/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1375</a> <a href="#">Chau D</a></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: Clean Technology Investment Account.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/8/2013)</p>	<p>The California Global Warming Solutions Act of 2006, hereafter the Global Warming Solutions Act, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law permits moneys from the fund be allocated for the research, development, and deployment of innovative technologies, measures, and practices related to programs and projects funded under the Global Warming Solutions Act.</p> <p>This bill would create the Clean Technology Investment Account within the Greenhouse Gas Reduction Fund and would require the Legislature to annually appropriate moneys from the Greenhouse Gas Reduction Fund into the Clean Technology Investment Account. This bill would make those moneys available to the state board for the purposes of accelerating the development, demonstration, and deployment of clean technologies that will reduce greenhouse gas emissions and foster job creation in the state. The bill would require the implementation of these provisions be contingent on the appropriation of moneys by the Legislature for these purposes. <b>Last Amended on 5/7/2013</b></p>	



## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1380</a> Committee on Public Employees, Retirement and Social Security County employees' retirement.	ASSEMBLY CHAPTE RED 9/6/2013 - Chaptered by Secretary of State - Chapter 247, Statutes of 2013.	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its pension plan or plans to comply with the act and, among other provisions, generally prohibits a public employer that offers a defined benefit plan from offering new employees defined benefit retirement formulas other than those established by the act, which, in comparison to existing formulas, generally provide reduced benefits and later ages for retirement. PEPRA prohibits the purchase of nonqualified service credit, as defined, unless the application to purchase the credit is received by the retirement system prior to January 1, 2013, and subsequently approved. PEPRA prohibits an employer from paying a new member's contribution for the normal cost of benefits in a defined plan and prohibits an enhancement of a public employee's retirement benefit adopted on or after January 1, 2013, from applying to service previously performed.</p> <p>This bill would amend various provisions of CERL to coordinate and subordinate that law with PEPRA. Generally, the bill would specify that certain provisions of CERL do not apply to members who are currently subject to PEPRA by virtue of being first employed on or after January 1, 2013. The bill would provide that provisions allowing a new formula for calculation of retirement benefits to be applied to service already performed are inoperative as of January 1, 2013, and would prohibit the purchase of nonqualified service credit, as specified. The bill would except retirement systems established under CERL from specified provisions of PEPRA concerning the calculation and adjustment of contribution rates. This bill contains other existing laws. <b>Last Amended on 6/18/2013</b></p>	
<a href="#">ACA 8</a> Blumenfield D Local government financing: voter approval.	SENATE G. & F. 7/10/2013 - In committee: Hearing postponed by committee.	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.</p> <p>This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/4/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1</a> <a href="#">Steinberg</a> D  Sustainable Communities Investment Authority.	SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2013)	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies.</p> <p>This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years.</p> <p><b>Last Amended on 9/3/2013</b></p>	Support
<a href="#">SB 11</a> <a href="#">Pavley</a> D  Alternative fuel and vehicle technologies: funding programs.	ASSEMBLY TRANS. 9/11/2013 - Set, first hearing. Hearing canceled at the request of author.	<p>Existing law creates the enhanced fleet modernization program, administered by the Bureau of Automotive Repair in the Department of Consumer Affairs, to provide compensation for the retirement of passenger vehicles, and light-duty and medium-duty trucks that are high polluters. Existing law provides that under This program compensation for retired vehicles for a low-income motor vehicle owner, as defined, is \$1,500, and for all other motor vehicle owners, it is \$1,000. Existing law authorizes This compensation to be increased by the department based on various factors, including the emissions benefits of the vehicle's retirement.</p> <p>This bill would require the state board, in consultation with the bureau and no later than June 30, 2015, to update the guidelines for the enhanced fleet modernization program to include specified elements and to study and consider specified elements. The bill, in addition, would establish compensation for replacement vehicles for low-income vehicle owners at not less than \$2,500 and would make This compensation available to an owner in addition to the compensation for a retired vehicle. The bill also would instead authorize an increase in the compensation under these programs for either retired or replacement vehicles only for low-income motor vehicle owners as necessary to balance maximizing air quality benefits of the program while ensuring participation by low-income motor vehicle owners, as specified.</p> <p><b>Last Amended on 9/6/2013</b></p>	Support

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 13</a> <a href="#">Beall</a> D</p> <p>Public employees' retirement benefits.</p>	<p>SENATE ENROLLED 9/20/2013 - Enrolled and presented to the Governor at 4:30 p.m.</p>	<p>The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) and the Teachers' Retirement Law establishes the State Teachers' Retirement System for the purpose of providing pension benefits to specified public employees. Existing law also establishes the Judges' Retirement System II which provides pension benefits to elected judges and the Legislators' Retirement System which provides pension benefits to elective officers of the state other than judges and to legislative statutory officers. The County Employees Retirement Law of 1937 authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to county, city, and district employees.</p> <p>This bill would correct an erroneous cross-reference in the above provision and would instead specify that the Judges' Retirement System and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in other provisions for nonsafety and safety members. The bill would except from PEPPRA certain multiemployer plans authorized under, and regulated by, specified federal law. The bill would also except from PEPPRA public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on certification by the United States Secretary of Labor, or his or her designee, or until January 1, 2015, whichever is sooner. The bill would also provide that if a federal district court upholds the determination of the United States Secretary of Labor, or his or her designee, that application of PEPPRA to those public employees precludes certification, those employees are excepted from PEPPRA. The bill would clarify the application of PEPPRA to employees who were employed prior to January 1, 2013, who have service credit in a different retirement system or who change positions for the same employer without a break in service, as specified. The bill would authorize a public retirement system to adopt regulations and resolutions in order to modify its retirement plan or plans to conform with PEPPRA. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/11/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 33</a> <a href="#">Wolk</a> D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. The bill would prohibit a district from financing any project or portion of a project within the boundaries of a former redevelopment agency until the successor agency to the former redevelopment agency has received a finding of completion. The bill would create a public accountability committee, as specified, to review the actions of the public financing authority. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/26/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 54</a> <a href="#">Hancock</a> D</p> <p>Hazardous materials management: stationary sources: skilled and trained workforce.</p>	<p>SENATE ENROLLED 9/19/2013 - Enrolled and presented to the Governor at 5 p.m.</p>	<p>Existing law establishes an accidental release prevention program implemented by the Office of Emergency Services and the appropriate administering agency, as defined, in each city or county. Under existing law, stationary sources subject to This accidental release prevention program are required to prepare a risk management plan (RMP) when required under certain federal regulations or if the administering agency determines there is a significant likelihood that the use of regulated substances by a stationary source may pose a regulated substances accident risk. Under existing law, the RMP is required to be submitted to the California Environmental Protection Agency and to the administering agency. Existing law imposes criminal penalties upon a stationary source that knowingly violates requirements of the accidental release prevention program.</p> <p>This bill would require an owner or operator of a stationary source that is engaged in certain activities with regard to petroleum and with one or more covered processes that is required to prepare and submit an RMP, when contracting for the performance of construction, alteration, demolition, installation, repair, or maintenance work at the stationary source, to require that its contractors and any subcontractors use a skilled and trained workforce to perform all onsite work within an apprenticeable occupation in the building and construction trades, including skilled journeypersons paid at least a rate equivalent to the applicable prevailing hourly wage rate. The bill would not apply to oil and gas extraction operations. Because the bill would make a knowing violation of these requirements a crime, and would otherwise impose new duties upon local agencies administering the program, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/3/2013</b></p>	
<p><a href="#">SB 56</a> <a href="#">Roth</a> D</p> <p>Local government finance: property tax revenue allocation: vehicle license fee adjustments.</p>	<p>SENATE APPR. 6/19/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 1449.) (June 19). Re-referred to Com. on APPR.</p>	<p>Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally provides that each jurisdiction shall be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined.</p> <p>This bill would modify these reduction and transfer provisions, for the 2013-14 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation. This bill would also modify these reduction and transfer provisions, for the 2013-14 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount for certain cities incorporating after a specified date, as provided. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/11/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 95</a> Committee on Budget and Fiscal Review  Budget Act of 2013.	SENATE ENROLLED 9/19/2013 - Enrolled and presented to the Governor at 5 p.m.	<p>The Budget Act of 2013 made appropriations for the support of state government for the 2013-14 fiscal year.</p> <p>This bill would amend the Budget Act of 2013 by revising items of appropriation – including for the Active Transportation Program -- and making other changes. This bill contains other related provisions. <b>Last Amended on 9/6/2013</b></p>	
<a href="#">SB 99</a> Committee on Budget and Fiscal Review  Active Transportation Program.	SENATE ENROLLED 9/12/2013 - Enrolled and presented to the Governor at 7 p.m.	<p>Existing law establishes various transportation programs and associated funds and accounts, including the Bicycle Transportation Account, the Bikeway Account, and the Safe Routes to School Program. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act, reconstitutes various federal transportation funding programs, including the former Transportation Enhancements Program, and creates the new federal Transportation Alternatives Program comprised of various former separate programs.</p> <p>This bill would create the Active Transportation Program in the Department of Transportation, to be funded in the annual Budget Act from specified federal and state transportation funds, including 100% of the available federal Transportation Alternatives Program funds and federal Recreational Trails Program funds, except as specified, \$21,000,000 of federal Highway Safety Improvement Program funds or other federal funds, a specified amount of fuel tax revenues from the Highway Users Tax Account and the State Highway Account, and from other available funds. The bill would provide for funds to be allocated to eligible projects by the California Transportation Commission, with 40% of available funds to be made available for programming by metropolitan planning organizations in urbanized areas with a population greater than 200,000, 10% for small urban and rural regions, and 50% on a statewide basis, with all awards to be made competitively, as specified. The bill would include among the authorized activities for the Active Transportation Program certain existing activities funded by the above-referenced programs and accounts. The bill would also add new authorized activities, as specified. The bill would require the commission to develop guidelines and procedures, including project selection criteria, for the program in consultation with various agencies and interested parties. The bill would require the commission to initially adopt a 2-year program of projects for the program, with subsequent 4-year programs thereafter. The bill would correspondingly eliminate the Bicycle Transportation Account, the Bikeway Account, and the Safe Routes to School Program as separate programs. The bill would require the Commission, no later than 45 days prior to adopting the initial set of final guidelines for the Active Transportation Program, to submit the draft guidelines to the Joint Legislative Budget Committee. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/3/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 110</a> <a href="#">DeSaulnier</a> D</p> <p>East Span, San Francisco-Oakland Bay Bridge Safety Review Task Force.</p>	<p>SENATE ENROLLED 9/18/2013 - Enrolled and presented to the Governor at 5:05 p.m.</p>	<p>Existing law identifies the San Francisco-Oakland Bay Bridge as a "toll bridge" and provides that the bridge and the approaches to it are a primary state highway. Existing law requires the Department of Transportation to permanently maintain and operate the San Francisco-Oakland Bay Bridge as a primary state highway in such a manner that the physical condition and operating efficiency thereof are of the highest character. Existing law establishes the Bay Area Toll Authority and assigns to it responsibility for the administration of all toll revenues from state-owned toll bridges. Existing law provides that the power or duty of the authority to fix the rates of toll for the San Francisco-Oakland Bay Bridge or the power and duty of the department to collect the tolls so fixed by the authority for the use of the bridge are not affected by any law providing that state highways are to be free highways.</p> <p>This bill would establish the East Span, San Francisco-Oakland Bay Bridge Safety Review Task Force in state government and require the Legislative Analyst to provide administrative support for the task force as necessary for the completion of its duties. The task force would consist of 7 members designated by the Legislative Analyst. The members of the task force would be deemed officers of the state, serve a term of one year, and receive compensation, as specified, and reimbursement for reasonable expenses. The bill would appropriate \$149,000 from the State Highway Account in the State Transportation Fund to the Legislative Analyst for purposes of paying for the compensation and expense reimbursement of the task force members. The bill would require the Bay Area Toll Authority to reimburse the State Highway Account for all funds expended for purposes of the task force. The task force would be required to assess the anticipated seismic structural performance of the East Span, as defined, of the San Francisco-Oakland Bay Bridge by conducting a series of specified reviews. The task force would be required to submit a final written report to the Legislature and the Governor that includes the results of its assessment, as specified. This bill contains other related provisions. <b>Last Amended on 8/8/2013</b></p>	
<p><a href="#">SB 142</a> <a href="#">DeSaulnier</a> D</p> <p>Public transit.</p>	<p>SENATE ENROLLED 9/12/2013 - Enrolled and presented to the Governor at 7 p.m.</p>	<p>Existing law provides for creation of one or more special benefit districts within a transit district or rapid transit district relative to the issuance of bonds to be repaid through special assessments levied on property within the special benefit district, or certain zones within the special benefit district, with the proceeds of the bonds to be used for specified transit improvements. Existing law enacts similar provisions applicable to a municipal transit system owned by a city or city and county.</p> <p>This bill would repeal all of these provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/22/2013</b></p>	Support



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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 230</a> <a href="#">Knight</a> R  Local transportation funds: performance audits.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/21/2013)	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain requirements for the operator to maintain a specified farebox ratio of fare revenues to operating costs. The act requires the transportation planning agency to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The act requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines "operating cost" for This purpose. Existing law excludes certain costs from This definition, including vehicle lease costs.</p> <p>This bill would also exclude principal and interest payments on all capital projects funded with certificates of participation. The bill would also correct an obsolete cross-reference in the definition of operating costs. <b>Last Amended on 3/18/2013</b></p>	
<a href="#">SB 408</a> <a href="#">De León</a> D  Transportation funds.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/28/2013)	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under This policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 436</a> <a href="#">Jackson</a> D</p> <p>Port Hueneme Beach shoreline protection.</p>	<p>SENATE ENROLLED 9/20/2013 - Enrolled and presented to the Governor at 4:30 p.m.</p>	<p>Under existing law, the Division of Boating and Waterways has powers and duties pertaining to beach erosion control, beach stabilization, and beach repair and restoration.</p> <p>This bill would appropriate \$1,000,000 from the Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Fund to the State Coastal Conservancy for a grant to the City of Port Hueneme. The bill would require funding be allocated for emergency measures along Hueneme Beach in the City of Port Hueneme to prevent severe infrastructure damage to streets and property caused by beach erosion and flooding, thereby making an appropriation. The bill would require, if the above projects concerning emergency measures are not eligible for the bond moneys, that, \$1,000,000 from the Harbors and Watercraft Fund be allocated by either loan or grant to the City of Port Hueneme for emergency measures to prevent severe infrastructure damage to streets and property located along Hueneme Beach caused by erosion and flooding, thereby making an appropriation. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/11/2013</b></p>	
<p><a href="#">SB 469</a> <a href="#">Corbett</a> D</p> <p>Public contracts: local agencies: public transit vehicles.</p>	<p>SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. &amp; H. on 3/11/2013)</p>	<p>Existing law establishes various bidding requirements for local agencies entering into construction contracts.</p> <p>This bill would require a local authority awarding a procurement contract for the purchase of a public transit vehicle to give a 10 percent preference to any bidder that agrees that all vehicles to be purchased under the contract are to be manufactured within the State of California. This bill would also state that This is an issue of statewide concern.</p>	
<p><a href="#">SB 525</a> <a href="#">Galgiani</a> D</p> <p>California Environmental Quality Act: exemptions.</p>	<p>SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/11/2013)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities.</p> <p>This bill would provide that a project by the San Joaquin Regional Rail Commission and the High-Speed Rail Authority to improve the existing tracks, structure, bridges, signaling systems, and associated appurtenances located on the existing railroad right-of-way used by the Altamont Commuter Express service qualifies for This exemption from CEQA.</p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 556</a> <a href="#">Corbett</a> D  Agency: ostensible: nongovernmental entities.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)	<p>Existing law specifies the authority of agents in dealing with 3rd persons. Existing law states when an agency is ostensible for purposes of determining the authority of an agent. Existing law prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer.</p> <p>This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services relating to public health or safety for a public entity from displaying on a vehicle or uniform a logo, as defined, that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure, as specified. <b>Last Amended on 9/4/2013</b></p>	Oppose
<a href="#">SB 557</a> <a href="#">Hill</a> D  High-speed rail.	SENATE CHAPTERED 9/6/2013 - Chaptered by Secretary of State - Chapter 216, Statutes of 2013.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9,950,000,000 in general obligation bonds for high-speed rail development and other related purposes. Existing law appropriates specified funds from the High-Speed Passenger Train Bond Fund and from federal funds for high-speed rail and connecting rail projects.</p> <p>This bill would add detail to provisions governing the expenditure of certain of those appropriated funds. The bill would specify that of the \$1,100,000,000 appropriated for early high-speed rail improvement projects in the Budget Act of 2012, \$600,000,000 and \$500,000,000 shall be allocated solely for purposes of specified memoranda of understanding approved by the High-Speed Rail Authority for the Metropolitan Transportation Commission region and the southern California region, respectively. The bill would limit fund transfer authority between certain appropriations to temporary transfers for account management purposes. The bill would restrict use of certain appropriated funds, to the extent they are allocated to the San Francisco-San Jose segment of the high-speed rail system, to implement a rail system in that segment that primarily consists of a 2-track blended system to be used jointly by high-speed trains and Caltrain commuter trains, with the system to be contained substantially within the existing Caltrain right-of-way. These provisions would be effective until a specified time, and would be inoperative thereafter. This bill contains other related provisions. <b>Last Amended on 5/2/2013</b></p>	Support

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 613</a> <a href="#">DeSaulnier</a> D Bay Area Toll Authority.	SENATE ENROLLED 9/10/2013 - Enrolled and presented to the Governor at 4 p.m.	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to do all acts necessary or convenient for the exercise of its powers and the financing of projects, including the authorization to acquire, construct, manage, maintain, lease, or operate any public facility or improvements and to invest any money not required for immediate necessities as the authority deems advisable.</p> <p>This bill would prohibit the authority from purchasing or otherwise acquiring office space and office facilities in addition to the office space and office facilities located at 390 Main Street in San Francisco. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/26/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 617</a> <a href="#">Evans</a> D</p> <p>California Environmental Quality Act.</p>	<p>SENATE 2 YEAR 5/31/2013 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/30/2013)</p>	<p>The California Environmental Quality Act, referred to as CEQA requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, referred to as an EIR on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally require the above mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by the county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, This bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would authorize the office to charge an administrative fee not to exceed \$10 per notice filed. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notice is actually posted for public review by the county clerk or is available in the online database, whichever is later. The bill would require the notice of determination to be filed solely by the lead agency. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/28/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 628</a> <a href="#">Beall</a> D</p> <p>Infrastructure financing: transit priority projects.</p>	<p>SENATE DESK 8/19/2013 - Withdrawn from engrossing and enrolling. Ordered held at the Desk.</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. Under existing law, a transit priority project that meets specified criteria is designated as a sustainable communities project, and is thus exempt from certain environmental review requirements.</p> <p>This bill would eliminate the requirement of voter approval for the creation of an infrastructure financing district, the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 25% of the associated property tax increment revenues for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing available in the district and occupied by persons and families of moderate-, low-, very low, and extremely low income. The bill would require the district to implement these affordable housing provisions in accordance with specified provisions of the Community Redevelopment Law, to the extent not inconsistent with the provisions governing infrastructure financing districts. The bill would require the adoption of an ordinance that would require the replacement of designated low-income dwelling units, upon their removal from the district, within 2 years of their displacement. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit priority projects be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. <b>Last Amended on 8/5/2013</b></p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 633</a> <a href="#">Pavley</a> D  CEQA.	ASSEMBLY 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/6/2013)	<p>The California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report, referred to as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prescribes certain requirements for the review of draft EIRs, as specified. CEQA prohibits a lead agency or responsible agency from requiring a subsequent or supplemental EIR when an EIR has been prepared for a project pursuant to its provisions, unless one or more of specified events occurs, including, among other things, that new information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the office to review the guidelines once every 2 years and recommend proposed changes or amendments to the guidelines to the secretary. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and to exempt those classes of projects from CEQA. These are referred to as categorical exemptions.</p> <p>This bill would, for purposes of the new information exception to the prohibition on requiring a subsequent or supplemental EIR, specify that the exception applies if new information that becomes available was not known and could not have been known by the lead agency or any responsible agency at the time the EIR was certified as complete. The bill would authorize the office, by July 1, 2015, to draft and transmit to the secretary revisions to the guidelines to include as a categorical exemption projects involving minor temporary uses of land and public gatherings that have been determined not to have a significant effect on the environment. The bill would require the secretary, if the Office of Planning and Research transmits the revisions to the secretary, to certify and adopt the proposed revisions to the guidelines by January 1, 2016. Because a lead agency would be required to determine whether a project would fall within This categorical exemption, This bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/6/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 648</a> <a href="#">Corbett</a> D  Electronic cigarettes: restriction of use and advertising.	ASSEMBLY 2 YEAR 8/16/2013 - Failed Deadline pursuant to Rule 61(a)(10)(ASM). (Last location was G.O. on 8/5/2013)	Existing law defines an electronic cigarette as a device that can provide an inhalable dose of nicotine by delivering an inhalable solution. Existing law, to the extent not preempted by federal law, makes it unlawful for a person to sell or otherwise furnish an electronic cigarette to a person under 18 years of age.  This bill would extend the above-referenced restrictions and prohibitions against the smoking of tobacco products to include electronic cigarettes. By including electronic cigarettes within the restricted and prohibited activity, This bill would change the definition of a crime with respect to certain facilities, thereby creating a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/5/2013</b>	
<a href="#">SB 731</a> <a href="#">Steinberg</a> D  Environment: California Environmental Quality Act.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV. on 9/11/2013)	The California Environmental Quality Act, or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, or EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Planning and Research to develop and prepare, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA by public agencies. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. CEQA establishes time periods within which a person is required to bring a judicial action or proceeding to challenge a public agency's action taken pursuant to CEQA.  This bill would provide that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, as defined, on an infill site, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. The bill would require the office to prepare and submit to the Secretary of the Natural Resources Agency, and the secretary to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise and transportation impacts of projects within transit priority areas. The bill would require the office, on or before July 1, 2015, to prepare, develop, and transmit to the secretary recommended proposed changes or amendments to the guidelines establishing criteria for a lead agency to assess the need for translating specified notices into non-English	

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Bill ID/Topic	Location	Summary	Position
		<p>languages and requirements for the posting of those notices in non-English languages. Because the bill would require the development of guidelines that would require a lead agency to translate notices into non-English languages and to post those translated notices, This bill would impose a state-mandated local program. The bill would require the office to produce a report on economic displacement and would require the office to publicly circulate a draft of the report. The bill would require the lead agency, in making specified findings, to make those findings available to the public at least 10 days prior to the adoption of the findings and to provide specified notice of the availability of the findings for public review. Because the bill would require the lead agency to make the draft finding available for public review and to provide specified notices to the public, This bill would impose a state-mandated local program. The bill would require the lead agency, at the request of a project applicant for specified projects, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. Because the bill would require a lead agency to prepare the record of proceedings as provided, This bill would impose a state-mandated local program. The bill would authorize the tolling of the time period in which a person is required to bring a judicial action or proceeding challenging a public agency's action taken pursuant to CEQA through a tolling agreement that does not exceed 4 years. The bill would authorize the extension of the tolling agreement. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/9/2013</b></p>	



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 743</a> <a href="#">Steinberg</a> D</p> <p>Environmental quality: transit oriented infill projects, judicial review streamlining for environmental leadership development projects, and entertainment and sports center in the City of Sacramento.</p>	<p>SENATE ENROLLMENT 9/19/2013 - Enrolled text released</p>	<p>(1) The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 requires a party bringing an action or proceeding alleging that a lead agency's approval of a project certified by the Governor as an environmental leadership development project is in violation of the California Environmental Quality Act to file the action or proceeding with the Court of Appeal with geographic jurisdiction over the project and requires the Court of Appeal to issue its decision within 175 days of the filing of the petition. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 requires the lead agency to concurrently prepare the record of proceeding for the leadership project with the review and consideration of the project. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 provides that the above provision does not apply to a project for which a lead agency fails to certify an environmental impact report on or before June 1, 2014. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 is repealed by its own terms on January 1, 2015.</p> <p>This bill would instead require the Judicial Council, on or before July 1, 2014, to adopt a rule of court to establish procedures applicable to actions or proceedings seeking judicial review of a public agency's action in certifying the environmental impact report and in granting project approval that requires the actions or proceedings, including any appeals therefrom, be resolved, within 270 days of the certification of the record of proceedings. The bill would extend the operation of the judicial review procedures unless the lead agency fails to certify an environmental impact report for an environmental leadership project on or before January 1, 2016. The bill would provide that the above provisions do not apply to a project if the Governor does not certify the project as an environmental leadership development project prior to January 1, 2016. Because This bill would extend the time period for which a lead agency would be required to concurrently prepare the record of proceeding with the review and consideration of the environmental leadership development projects, This bill would impose a state-mandated local program. The bill would require the lead agency, within 10 days of the Governor's certification, to issue, at the applicant's expense, a specified public notice, thereby imposing a state-mandated local program. The bill would repeal the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 on January 1, 2017. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/12/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 751</a> <a href="#">Yee D</a>  Meetings: publication of action taken.	SENATE CHATERED 9/6/2013 - Chaptered by Secretary of State - Chapter 257, Statutes of 2013.	<p>The Ralph M. Brown Act requires all meetings of the legislative body of a local agency, as defined, to be open and public and prohibits the legislative body from taking action by secret ballot, whether preliminary or final.</p> <p>This bill would additionally require the legislative body of a local agency to publicly report any action taken and the vote or abstention on that action of each member present for the action, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/17/2013</b></p>	
<a href="#">SB 787</a> <a href="#">Berryhill R</a>  Environmental quality: the Sustainable Environmental Protection Act.	SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 5/1/2013)	<p>The California Environmental Quality Act, or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, or EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, the bill would prohibit a cause of action that (1) relates any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/18/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 788</a> Committee on Transportation and Housing  Transportation.	SENATE ENROLLED 9/18/2013 - Enrolled and presented to the Governor at 5 p.m.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities.</p> <p>This bill would define the term "highway" for these purposes. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/14/2013</b></p>	
<a href="#">SB 791</a> <a href="#">Wyland</a> R  Motor vehicle fuel tax: rate adjustment.	SENATE T. & H. 4/29/2013 - Set, first hearing. Hearing canceled at the request of author.	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. Existing law requires the State Board of Equalization to annually adjust the excise tax rate for the state's next fiscal year so that the revenues from the sales and use tax exemption and motor vehicle fuel excise tax increase are revenue neutral.</p> <p>This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This bill would further state that the rate may increase upon a further act by the Legislature. <b>Last Amended on 4/4/2013</b></p>	Oppose

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 792</a> <a href="#">DeSaulnier</a> D</p> <p>Regional entities: Bay Area.</p>	<p>SENATE 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/23/2013)</p>	<p>Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created as a joint powers agency comprised of cities and counties under existing law with regional planning responsibilities. Existing law provides for a joint policy committee of certain member agencies in This 9-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan in urban areas, to develop a sustainable communities strategy pursuant to Senate Bill 375 of the 2007-08 Regular Session coordinating transportation, land use, and air quality planning, with specified objectives.</p> <p>This bill would require the Metropolitan Transportation Commission to report biannually to the Legislature and the public at large on the progress in implementing the policies and programs of the sustainable communities strategy. The bill would also require the joint policy committee to prepare a regional organization plan for the affected member agencies. The regional organization plan would include a plan for consolidating certain functions that are common to the member agencies. The regional organization plan would also include a statement relative to the expected reduction of overhead, operation, and management costs. The bill would require a member agency affected by the plan to submit a copy of the plan to its board on or before December 31, 2014, and would require the member agencies to report to the Senate Transportation and Housing Committee on the adoption and implementation of the plan on or before December 31, 2015. The bill would also require the joint policy committee to develop and adopt public and community outreach and inclusive public participation programs and to maintain an Internet Web site. The bill would also require the joint policy committee to appoint an advisory committee on economic competitiveness with specified members from the business community and other organizations to adopt goals and policies related to the inclusion of economic development opportunities in the plans of the member agencies. By imposing new duties on the joint policy committee, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/14/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 798</a> <a href="#">De León</a> D  California Green Infrastructure Bank Act.	SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was G. & F. on 3/11/2013)	<p>The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans and provide other assistance to public and private entities for various types of economic development projects, among other things. The activities of the bank under these provisions are funded from the California Infrastructure and Economic Development Bank Fund, which is continuously appropriated for these purposes.</p> <p>This bill would enact the California Green Infrastructure Bank Act (act). The bill would establish the California Green Infrastructure Bank (bank) as a public corporation and would make it responsible for administering the act. The bill would make the bank under the direction of an executive director to be appointed by the Governor subject to Senate confirmation. Under the bill, the bank would be governed and its corporate power exercised by a board of directors consisting of 5 members, including 3 members appointed by the Governor subject to Senate confirmation and the Senate Committee on Rules and the Speaker of the Assembly would each appoint one member. This bill contains other related provisions and other existing laws.</p>	

## San Mateo County Transit District State Legislative Matrix 9/23/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SCA 4</a> <a href="#">Liu</a> D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. Recent amendments would require that 50% of the tax proceeds be expended by the local government for programs or purposes included in a sustainable communities strategy. Recent amendments also would require the local government, when expending the tax proceeds for an expansion project on the state highway system, to dedicate a portion of those proceeds, as determined under statute, for the ongoing maintenance of that expansion project.</p> <p>The measure would also make conforming and technical, nonsubstantive changes. <b>Last Amended on 8/28/2013</b></p>	<p>Support</p>
<p><a href="#">SCA 6</a> <a href="#">DeSaulnier</a> D</p> <p>Initiative measures: funding source.</p>	<p>SENATE THIRD READING 5/24/2013 - Read second time. Ordered to third reading.</p>	<p>The California Constitution provides that the electors may propose statutes or amendments to the state Constitution through the initiative process by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution and is certified to have been signed by a certain number of electors.</p> <p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale, or repayment of bonds, 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.</p>	

**San Mateo County Transit District  
State Legislative Matrix 9/23/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SCA 8</a> <a href="#">Corbett</a> D  Transportation projects: special taxes: voter approval.	SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, nonsubstantive changes. <b>Last Amended on 5/21/2013</b></p>	Support
<a href="#">SCA 9</a> <a href="#">Corbett</a> D  Local government: economic development: special taxes: voter approval.	SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes. <b>Last Amended on 5/21/2013</b></p>	
<a href="#">SCA 11</a> <a href="#">Hancock</a> D  Local government: special taxes: voter approval.	SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property.</p> <p>This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes. <b>Last Amended on 5/21/2013</b></p>	Support



BOARD OF DIRECTORS 2013

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

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

## AGENDA

### PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, OCTOBER 2, 2013 – 3:00 p.m.

or immediately following previous Committee meeting

### ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of September 4, 2013
2. Authorize Approval of the Codified Tariff Title VI Fare Equity Analysis

Committee Members: Zoe Kersteen-Tucker, Jeff Gee, Shirley Harris

#### NOTE:

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



**SAN MATEO COUNTY TRANSIT DISTRICT  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA  
MINUTES OF PLANNING, DEVELOPMENT AND SUSTAINABILITY  
COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
SEPTEMBER 4, 2013**

Committee Members Present: Z. Kersteen-Tucker (Committee Chair), J. Gee, S. Harris,

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

Staff Present: J. Averill, J. Cassman, A. Chan, M. Eshleman, B. Fitzpatrick, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 3:07 p.m.

**Approval of Minutes of Planning, Development and Sustainability Committee Meeting of August 7, 2013**

The Committee approved the minutes (Harris/Gee).

**Authorize Adoption of SamTrans Title VI Program**

Michael Eshleman, Planner, said as a recipient of funding from the Federal Transit Administration (FTA) the San Mateo County Transit District (District) is required to look at Title VI compliance. The District's Program is due on October 1. There a number of critical elements in the report. There is a list of every complaint, service standards, evaluated performance of service standards, analysis on fare and service changes and a list of all outreach done. Mr. Eshleman said the District is in compliance with all the FTA regulations.

Director Karyl Matsumoto said she is concerned with Spanish being the only language material is translated into when there is a large Asian population in the county. Mr. Eshleman said staff cross-referenced all the language information from county census data and passenger surveys. He said if you add up English and Spanish speakers it gets to about 95 percent of the county's population and this tracks almost identical with ridership. Mr. Eshleman said it is important to note there is a difference between people that speak the language and those that can only understand information in that language.

Director Matsumoto said a lot of the Asian riders do not speak English. She asked if a sentence could be added in Chinese stating if assistance is needed to call the 800 number. Mr. Eshleman said this report states what the District has been doing over the last three years with a number of recommendations going forward.

Michael Scanlon, General Manager/CEO, said this will guide what will be distributed in the future and the languages that will be used.

Director Jeff Gee said the number of languages does need to increase more than the minimal requirements by Title VI to reach all our customers.

Director Jerry Deal said the minimal complaints over the last three years reflect the excellent training given at the District.

Director Shirley Harris gave kudos to staff for an excellent document.

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

**Authorize Exclusive Negotiation Agreement with Seras Regis and Bridge Housing for Development of the Colma Park and Ride Property**

Brian Fitzpatrick, Manager, Real Estate and Property Development, said the District has owned this property since the 1980s. In November 2012 the District put out a request for Statement of Qualifications to seek a developer for this property. Proposals were received from Bridge Housing and Seras Regis. Mr. Fitzpatrick said during the evaluation process the two developers asked if they could combine their services. He said both developers are qualified and each seek different sources of funding. Staff is recommending the General Manager/CEO enter into a combined agreement with these firms for set timeframe to negotiate specific business terms. Staff will come back to the Board at a later date for approval of the specific business terms which will then be turned into a long-term lease. Mr. Fitzpatrick said if staff is unable to reach fair and equitable business terms for the District there is no obligation to move forward with the process.

Director Matsumoto asked if units will be rental or for sale. Mr. Fitzpatrick said staff generally recommends lease of the property. He said it is extremely important to create a triangle between the city, the developer and the District. The target is to have a project that is about 20 percent affordable.

Director Deal asked who is responsible for the development, how many units, and what relationship does the District have in the decision. Mr. Fitzpatrick said the developers generally tap the equity finance markets. Staff will sit with the city and ask what the goals and objectives of the site are. The developer is responsible for building the project, the District is the landowner, and the City is responsible for entitling a project that works within the goals and objectives of the City.

Director Deal said the San Carlos Transit Village Project is very similar, but the City Council stated this Board approved the project and the District was the responsible party for development. Mr. Scanlon said the District is the landlord of the property. The developer has to get approval from the City. In the case of San Carlos the market fell apart, the project went to the back burner, and council members changed.

David Miller, Legal Counsel, said the District will eventually have a final negotiation with the city on the San Carlos Project.

Director Matsumoto asked if this is going to be a high density transit oriented development. Mr. Fitzpatrick said the development will be around 400-500 units, but he thinks the city will be aggressive to having more than 500 units.

Director Adrienne Tissier said the San Mateo County Board of Supervisors has worked with both Seras Regis and Bridge Housing. They are two great companies.

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

### **Accessing SamTrans Route Schedules**

Rita Haskin, Executive Officer, Customer Service and Planning, reported:

- Paper schedules are available onboard buses, city halls, libraries, recreation and senior centers, community colleges, Bay Area Rapid Transit (BART) stations, and the San Francisco International Airport.
- Some bus stops have the Predictive Arrival/Departure System (PADS) and/or Guide-a -Rides.
- Quick Response (QR) Codes are on the oversize system maps located in the green shelters and on the back of the pocket system map.
- Customer Service Center (CSC) is open 365 days from 7 a.m. to 7 p.m. on weekdays and 8 a.m. to 5 p.m. on weekends and holidays.
- Customers can get travel information by using SamTrans.com, 511 and 511.org., and Google maps websites.
- There are applications for smart phones. The applications are built with data that SamTrans provides and is available to developers upon signing an agreement.
- No idea what the future holds and will look at all ideas to provide the best information to the customers.

Director Matsumoto asked if staff would be willing to present this information to city councils. Ms. Haskin said yes.

Committee Chair Kersteen-Tucker asked if there is a tutorial on how to read a timetable. Ms. Haskin said the "How to Ride" video on the SamTrans website has a tutorial.

### **Capital Projects Quarterly Status Report – 4<sup>th</sup> Quarter Fiscal Year 2013**

Gigi Harrington, Deputy CEO, said four new projects have been added to the report this quarter.

Adjourned: 3:52 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Planning, Development, and Sustainability Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **CODIFIED TARIFF TITLE VI FARE EQUITY ANALYSIS**

**ACTION**

Staff requests the Committee recommend the Board approve the Fare Equity Analysis associated with the proposed changes to the Codified Tariff.

**SIGNIFICANCE**

Under new Federal guidelines issued in October 2012, the Federal Transit Administration (FTA) requires the governing board of Federal funding recipients to consider and approve an equity analysis for fare adjustments made by the recipient.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff is proposing three substantive changes to the SamTrans Codified Tariff:

1. Temporary Day Pass Fare Reduction
2. Addition of Group Travel Discount Program
3. Addition of Way2Go Pass Program

Staff is recommending the price of the Day Pass be reduced from three times the one-way fare to two-and-a-half times the one-way fare for up to 18 months to help ease the potential finance burden for customers who will need to transfer buses due to route changes being implemented in January as part of the SamTrans Service Plan.

Staff analyzed the existing Day Pass usage patterns by minority and low-income customers and compared those to usage patterns of non-minority and non-low-income customers in accordance with the District's Disparate Impact and Disproportionate Burden Policies. Given the proposed fare adjustment is a price reduction, the analysis focused on ensuring minority and low-income customers will benefit equitably from the

fare reduction. Based on the analysis, staff has determined there are no disparate impacts on minority riders, or disproportionate burdens on low-income riders, associated with the proposed price reduction for the Day Pass.

The Group Travel Discount program has been in effect on a trial basis for close to 18 months and has proven popular among groups looking to secure a discount on travel onboard regularly scheduled SamTrans fixed-route bus service. SamTrans offers group travel discounts for people who wish to take transit in groups of 25 or more. The discount allows groups to purchase tickets in advance at 20 percent off the cash fare, which is equivalent to the discount afforded by the adult and youth tokens.

Staff's analysis of the entities that took advantage of the Group Discount Pilot Program reveals that benefits of adding the Group Travel Discount Program to SamTrans' Codified Tariff will be equitably distributed without regard to minority or low-income status.

SamTrans has conducted two pilot programs for an annual pass, currently known as the Residential Pass or R Pass, over the past six years. The current pilot program, which has been used by a low-income housing development, concludes in December 2013. Information learned from the pilot programs has been incorporated into the proposed new Way2Go annual pass. The annual pass would be valid for unlimited travel on all SamTrans fixed-route buses and would be available for residential complexes to purchase for all residents age five and older, and for businesses to buy for all of their full-time employees. Residents or employees are issued a photo identification card with a validation sticker that is used as a flash pass when they board a SamTrans bus. The Way2Go Pass would not be available for purchase by individuals.

SamTrans staff has concluded that the proposal to include the Way2Go Pass Program – currently a pilot program – in SamTrans' Codified Tariff is not subject to a full Title VI Analysis given passengers are not expected to bear the cost of their passes.

Prepared by: Michael Eshleman, Planner

650-508-6227

**SAN MATEO COUNTY TRANSIT DISTRICT**



**Title VI  
Equity Evaluation  
Proposed Codified Tariff Changes  
2013**

**October 2013**

# **SAMTRANS**

## **Title VI**

### **Equity Evaluation**

#### **Proposed Codified Tariff Changes – 2013**

As a federal grant recipient, the San Mateo County Transit District (SamTrans), which operates fixed-route bus service in San Mateo County, is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI regulations. At a minimum, SamTrans must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Normally, SamTrans performs a self-assessment every three years, or when it undertakes a significant service change or any fare change.

In accordance with 49 CFR Section 21.5 (b) (2), 49 CFR Section 21.5 (b) (7) and FTA Circular 4702.1B, grantees must evaluate all fare changes to determine whether those changes have a discriminatory impact. A disproportionately high and adverse effect is one that (1) is predominately borne by a minority population and/or low-income population, or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

SamTrans has adopted policies related to Major Service Change, Disparate Impact, and Disproportionate Burden. A major service change is defined as: A reduction or increase of 25 percent or more in total vehicle revenue miles in service on any specific route over a one-week period. The following service changes are exempted:

- Changes to a service on a route with fewer than 10 total trips in a typical service day are not considered “major” unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities), as long as the service will be/has been operated for no more than twelve months.
- SamTrans-operated transit service that is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops.

The Disparate Impact Threshold to determine if the adverse impacts of a major service or a fare adjustment is established at 20 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

The SamTrans Disproportionate Burden Threshold to determine if the adverse impacts of a major service change or a fare adjustment is established at 20 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

More information regarding SamTrans' Title VI policies and standards can be found here: <http://www.samtrans.com/riderinformation/TitleVI.html>

This assessment covers three proposed changes to the Codified Tariff:

1. Day Pass Price Reduction
2. Group Travel Discount
3. Way2Go Pass

The three proposed changes to the Codified Tariff will be addressed separately within this document in the order listed above.

## **DAY PASS PRICE REDUCTION**

The Day Pass was implemented in 2012 because SamTrans does not issue transfers. It is now proposed that the cost of the Day Pass be reduced from 3 times the one-way cash fare to 2.5 times the one-way cash fare for up to 18 months. The effective date is January 1, 2014. The purpose of this proposed price reduction is to alleviate the potential financial impact of the SamTrans Service Plan (SSP) on customers who may have to use more buses to complete trips under the new service delivery structure being implemented January 26, 2014. It is unknown if the reduction in price of the Day Pass will result in a net increase or decrease in system-wide passenger fares given it may drive additional ridership.

Upon review of the proposed changes, it has been determined the reduced price for a Day Pass would not have a disproportionately adverse effect on minority or low-income riders; to the contrary, the reduced cost of the pass is expected to benefit these protected classes, most particularly low-income riders who cannot afford to purchase a SamTrans Monthly Pass or other non-cash fare media that require a higher upfront expenditure. The alternatives to reducing the price of the Day Pass would be to not reduce the price, which is the current (status quo) situation, or to introduce a new pass with a valid period of more than one day but less than one month.

## **GROUP TRAVEL DISCOUNT PROGRAM**

The Group Travel Discount program has been in effect on a trial basis for nearly 18 months and has proven popular among groups looking to secure a discount on travel onboard regularly scheduled SamTrans fixed-route bus service. SamTrans offers group travel discounts for people who wish to take transit in groups of 25 or more. The discount allows groups to purchase tickets in advance at 20 percent off the cash fare. Since its inception as a pilot, the program has been used primarily by school-based groups, but the program is open to anybody organizing a group of 25 or more persons. Groups seeking to participate must fill-out and submit a request form at least nine business days in advance of their desired travel date. When the date of travel arrives, the driver of the regularly scheduled bus desired by the group will be aware of the group and will expect them. The fares are paid in advance, ensuring large groups do not have to worry about organizing payment onboard the vehicle and dwell time on the bus is reduced when the group boards/alights the vehicle.

Based on staff's analysis, the inclusion of the Group Travel Discount Program within SamTrans' Codified Tariff would not have a disproportionately adverse effect on minority or low-income riders based on the demographic information for the groups which have used the program to date. It is unknown if the Group Travel Discount Program will result in a net increase or decrease in system-wide passenger fares



given it may drive additional ridership. The alternatives to the Group Travel Discount Program would be to eliminate the program or to promote the use of tokens, which offer the same level of discount for full-fare passengers, but are relatively more expensive than the Group Travel Discount Program for seniors, persons with disabilities, and Medicare cardholders.

## **WAY2GO PASS**

SamTrans has conducted two pilot programs for an annual pass, known as the Residential Pass, over the past six years. The current pilot program concludes in December 2013. Information learned from the pilot programs has been incorporated into the proposed new Way2Go annual pass. The annual pass would be valid for unlimited travel on all SamTrans fixed-route buses and would be available for residential complexes to purchase for all residents age five and older, and for businesses to buy for all of their full-time employees. Residents or employees are issued a photo identification card with a validation sticker that's used as a flash pass when they board a SamTrans bus. The Way2Go Pass is not available for purchase by individuals.

Participating entities enter into an agreement with SamTrans and pay an annual fee for every eligible resident regardless of how many residents will use the program. Under the current pilot program, participating developments pay the greater of \$104 per eligible resident or \$5,200 per year. The development is responsible for issuing and tracking the Way2Go Pass stickers its residents receive, as well as having the residents complete an annual transit use survey.

# 1. DAY PASS PRICE REDUCTION ANALYSIS

The following sections represent the Title VI Equity Analysis related to the reduction of the Day Pass price from 3 times to 2.5 times the one-way fare.

## PROPOSAL

The Day Pass was introduced to allow passengers – especially those boarding multiple buses a day – to save money as SamTrans does not issue transfers. The Day Pass is currently valid from the time of purchase until 2:00 a.m. the next day. The Day Pass is available for purchase onboard all SamTrans buses, in addition to existing day-of and advanced-purchase fare media (such as single-use tickets, tokens sold in packs of 10 for \$10.00-\$16.00, and monthly passes). The SSP reflects a comprehensive realignment of SamTrans’ fixed-route network, focusing on improving frequency along high-ridership corridors, sometimes at the expense of direct, long-line service. This may result in some customers taking several buses to complete desired trips. A reduction in the price of the Day Pass could reduce the financial burden of those additional bus trips on customers, as well as promote ridership on the system.

A 2012 onboard customer survey revealed that frequent Day Pass holders, on average, have lower household incomes than riders who pay with cash and riders in general. Additionally, it was found that more than 50% of riders taking two or more buses per one-way trip are paying cash fare, which especially affects low-income riders. Reasons for this may be that the cost of the Day Pass is still too high for riders or riders simply do not know that a Day Pass is available for purchase.

To improve transit accessibility and affordability for low-income riders (and generally, all riders), and increase transit usage, it is proposed the Day Pass cost be reduced from 3 times the one-way cash fare to 2.5 times the one-way cash fare. Offering a pass that is priced lower than a package of 10 tokens and the Monthly passes is consistent with SamTrans’ Strategic Plan and Guiding Principles, specifically “to sustain basic mobility service for transit-dependent and low-income persons.”

## EQUITY EVALUATION OF PROPOSED CHANGES

### METHODOLOGY

The methodology developed to analyze the impact the proposed Day Pass price reduction would have on minority and low-income populations included the following steps:

1. Defining the term low-income to mean those with an annual household income below \$25,000 (i.e., double the federal poverty rate).
2. Defining the term “minority” to mean those who self-identify as any ethnicity other than “white” alone.
3. Collecting and analyzing data for low-income and minority populations from Census 2010 data using Census.gov.
4. Analyzing data from the 2012 SamTrans system-wide onboard customer survey for low-income and minority populations.
5. Utilizing the 2012 survey data to develop the charts and graphs in the analysis below.

Given the size and scope of the 2012 SamTrans system-wide customer onboard survey (i.e., more than 7,000 total respondents with a margin of error of +/- 0.94 percent at a confidence interval of 95 percent), the 2012 data are accurate enough to develop data cross-tabulations to conduct in-depth analysis regarding the potential impact of the proposed Day pass price reduction on minority and low-income populations.

## MINORITY AND LOW-INCOME POPULATIONS

According to 2011 American Community Survey (ACS) Census data, the minority population in San Mateo County is 299,727 people, which constitutes 41 percent of a total population of 727,209. An estimated 33 percent of the population is foreign born and 45 percent (of people 5 years or older) speak languages other than English at home. A 2012 SamTrans onboard survey found that 82 percent of SamTrans riders are minorities, which is much higher than the county average. Approximately 43 percent of fixed-bus routes are associated with census tracts with high minority populations.

A review of 2011 ACS Census data for the low-income population in San Mateo County shows that 7 percent of the population lives below the federal poverty level and 12 percent come from low-income households. Many of these low-income individuals depend on SamTrans' services. The 2012 on-board survey found that 41 percent of riders are from low-income households (earning less than \$25,000 a year). Approximately 39 percent of SamTrans routes are considered low-income as they serve a high percentage of low-income populations.

**Exhibit 1. SamTrans Riders' Annual Household Income**

Annual Household Income	%	
Less than \$10,000/yr	20	Low-Income Range
\$10,000 - \$24,999	21	
\$25,000 - \$49,999	17	
\$50,000 - \$74,999	9	
\$75,000 - \$99,999	4	
\$100,000 or more	5	
No Answer	24	

**Exhibit 2: SamTrans Riders' Minority Status**

Ethnic Background	%
Minority	82
Non-Minority	18

## USAGE OF DAY PASS

The following sections feature findings from the 2012 onboard survey regarding riders' methods of payment compared to their income status and minority status.

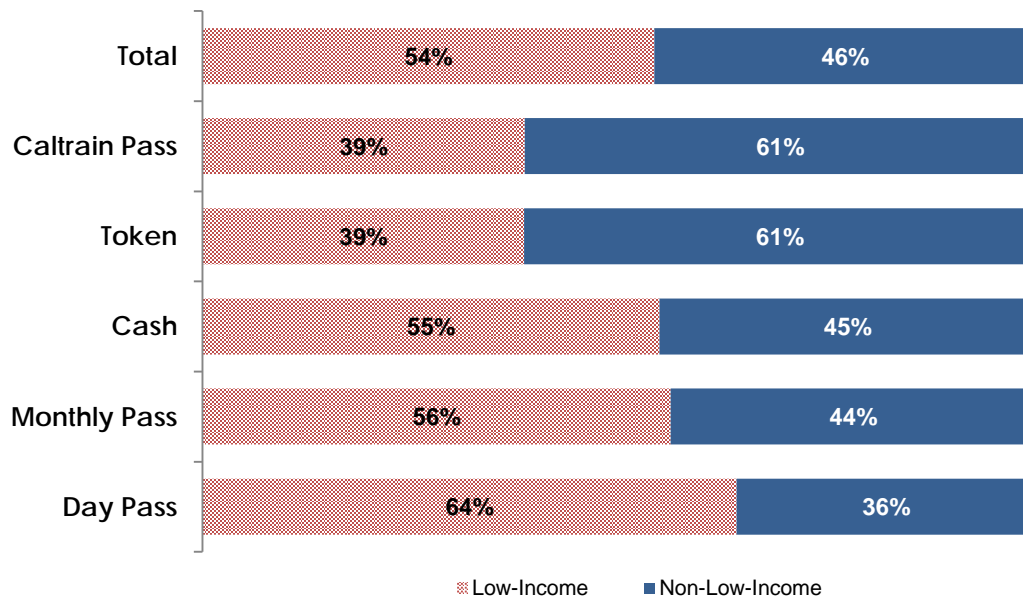
At present, a majority of riders using Day Passes on SamTrans buses are low-income riders. Day Passes are the third most used method for fare payment amongst low-income riders (compared to sixth most used amongst non-low income riders). While cash has continued to be the main means of paying for fare amongst low-income riders, a growing percentage of this group has switched from using cash to using monthly passes or day passes as methods of fare payment.

**Exhibit 3: Fare Payment Method vs. Riders' Income Table**

Pay Method	Low-Income	Non-Low-Income	Total	Percent Low-Income
Monthly Pass	685	535	1,220	56%
Day Pass	82	46	128	64%
Cash	1,210	998	2,208	55%
Tokens	71	113	184	39%
Caltrain Pass	51	81	132	39%
<b>Total</b>	<b>2,099</b>	<b>1,773</b>	<b>3,872</b>	<b>54%</b>

As shown in Exhibit 4, non-low-income riders are more likely to use tokens or Caltrain passes than low-income riders because non-low-income riders are more likely (than low-income riders) to take fewer buses per day, and are more likely to afford the higher one-time costs of some non-cash fare media options.

**Exhibit 4: Fare Payment Method vs. Riders' Income Chart**



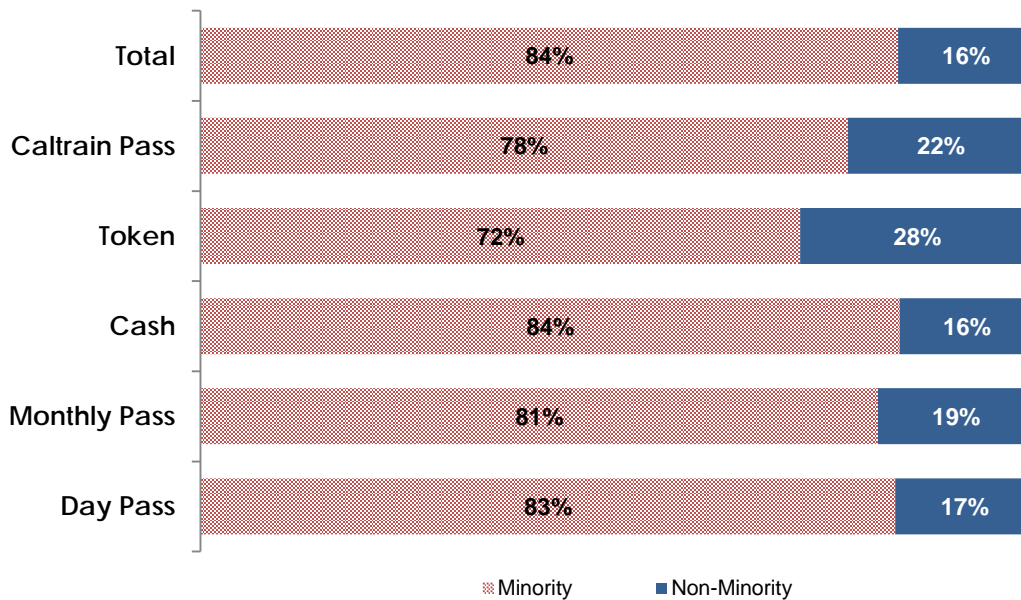
The proportion of low-income riders using the Day Pass is greater than the proportion of non-low-income riders. In addition, the proportion of low-income customers who utilize the Day Pass (64 percent) is much higher than the proportion of low-income customers system-wide (54 percent). This reveals that low-income riders are more likely to use the Day Pass because many may not be able to afford the higher one-time costs of other non-cash payment methods.

Since 2009, the monthly pass has been used as a method of payment by a growing percentage of minority riders. An estimated 83 percent of SamTrans riders are of minority descent. Hence, minorities also constitute significantly large proportions of all fare media users.

**Exhibit 5: Fare Pay Method vs. Riders' Ethnic Background**

Pay Method	Minority	Non-Minority	Total	Percent Minority
Monthly Pass	1,280	295	1,575	81%
Day Pass	135	27	162	83%
Cash	2,459	473	2,932	84%
Tokens	195	76	271	72%
Caltrain Pass	132	38	170	78%
<b>Total</b>	<b>4,711</b>	<b>919</b>	<b>5,630</b>	<b>84%</b>

**Exhibit 6: Chart of Minorities vs. Non-Minorities Using Various Methods of Payment**



Proportions of minorities who pay their fares with Day Passes or cash (amongst minorities) are equal to the proportions of non-minorities (amongst non-minorities) who pay with these fare media. This means the purchase and/or the reduced cost of Day Passes will not necessarily benefit minorities (or non-minorities) because purchasing various fare media is not an issue of minority status, but more so an issue of income status.

## ASSESS IMPACTS OF DAY PASS ON MINORITY AND LOW INCOME POPULATIONS

With the Day Pass priced at 2.5 times the base fare, anyone who boards SamTrans buses more than 2 times per one-way trip or more than 2 buses per day, and who uses cash, would benefit from the Day Pass and should be more likely to purchase one. Hence, to assess the impacts of the Day Pass price reduction on minority and low-income populations, five questions from the 2012 survey were analyzed. Questions regarding the number of buses riders were taking per trip were analyzed against the type of fare media they used. Additionally, the data were analyzed against the riders' transit use frequency, minority status, and income status.

The five questions from the survey are:

1. How long have you been riding SamTrans?
2. How did you pay for this bus trip?
3. Including this bus, how many total SamTrans buses will you ride to make this one way trip?
4. What is your ethnic background?
5. What is your household income?

Many of the passengers who take more than 2 or more buses per one-day trip (frequent riders) already purchase monthly passes, but the largest number of riders are still paying with cash. As riders take more buses per one-way trip, they are more likely to use Day passes as methods of fare payment. Among frequent riders, 8 percent use day passes and 50 percent use cash as methods of fare payment. This means 50 percent of frequent riders have the opportunity to save money by purchasing a Day Pass—but may not be. A possible reason for this may be that the day pass cost may still be too high or that riders do not know that the day pass is available for purchase.

Since the implementation of the Day Pass, the proportion of monthly pass holders taking 2 or more buses per day have decreased by approximately 25 percent. The transition of Monthly Pass media to Clipper created a hardship for some riders, who migrated away from the monthly pass, but the Day Pass has offered a viable alternative for unlimited travel on a day-to-day basis in lieu of having to have a clipper card.

**Exhibit 7: Buses per One-way Trip vs. Fare Media**

Buses per One-Way Trip	Day Pass	All Other Fare Media	Total	% Day Pass
1	57	1,857	1,914	3%
2	66	890	956	7%
3	16	161	177	9%
4+	16	134	150	11%
<b>2 or more</b>	98	1,185	1,283	8%
<b>Total</b>	155	3,042	3,197	5%

The proportion of Day passes used by frequent riders (riding 2+ buses per one way trip) of low-income, non-low-income, minority, and non-minority status are very similar. There is no significant difference in the way these groups use day passes. The proportions of protected-class and non-protected class frequent riders align with the total proportion of frequent riders using Day Passes: 8 – 9 percent. Hence, the reduction in Day Pass cost will equally affect/benefit all riders, and does not discriminate against any

particular groups. The following tables show how proportional various groups of frequent riders are in their use of Day Passes.

**Exhibit 8: Frequently Riding Passengers: Pay Method vs. Income**

Income Status	Day Pass	All Other Fare Media
Low-Income	9%	91%
Non-Low-Income	9%	91%

**Exhibit 9: Frequently Riding Passengers: Pay Method vs. Ethnicity**

Ethnicity	Day Pass	All Other Fare Media
Minority	11%	88%
Non-Minority	9%	97%

Riders who will especially benefit from purchasing discounted Day passes would be those that reported taking two or more SamTrans buses on a one-way trip and who use cash as fare media, and those who cannot afford to pay the higher one-time costs of other fare media, such as Monthly Passes or tokens. Approximately 50% of low-income riders who take more than two buses on a one-way trip are using cash. The proportion of minorities using cash for more than two buses on a one-way trip is even greater. By reducing the cost of the Day Pass by a dollar, the Day Pass will be even more affordable for all riders, irrelevant of their ethnic background or income status.

## SUMMARY

SamTrans staff analyzed available information from ridership surveys to determine whether minority and/or low-income riders are more likely to use the Day Pass with a lower cost. Staff concluded the proposed Day Pass cost reduction for up to 18 months would not negatively impact minority or low-income passengers. Rather, more low-income and/or minority passengers would be more or equally likely to benefit from the reduced cost of the Day Pass fare medium than non-low income and non-minority passengers.

In sum, SamTrans staff anticipates that the Day Pass cost reduction will benefit protected classes of riders and that it will enable all passengers unwilling or financially unable to buy a monthly pass or pay the current \$6.00 for the Day Pass, or for whom such options are not economically efficient, to benefit from a new fare discount.

## ALTERNATIVES TO, AND MITIGATION FOR, PROPOSED CHANGE

### ASSESS ALTERNATIVES TO REDUCING DAY PASS PRICE

#### *No Change*

The main alternative to reducing the Day Pass price to 2.5 times the one-way cash fare would be to maintain the existing cost of 3 times the one-way cash fare. By not reducing the Day Pass cost,

passengers' ability to save money by using a Day Pass would be less equally distributed between minority and non-minority, and low-income and non-low-income, passengers and potential passengers.

Previous analysis of the status quo fare offerings found no major disproportionate or disparate impacts based on minority or low-income status. In all cases, prepaid fare media (i.e. tokens and passes) cost less per ride than the corresponding cash fare for the same number of trips.

### ***Create Weekly or 15-Day Passes***

Another possible alternative to a Day Pass price reduction would be to create a pass of a duration that is longer than one day but shorter than the existing monthly pass. SamTrans staff surmises that many low-income persons are unable to take advantage of the discount offered for purchase of a monthly pass due to the unavailability of enough cash with which to purchase passes that start at \$25.00 per month (local routes, Eligible Discount qualifying) and go up to \$165.00 (express routes, full adult price). With a half-month or weekly pass, which would certainly be priced at higher than three times the single ride fare, the cost barrier would be significantly higher than with the proposed Day Pass and therefore a longer-term fare medium would likely provide a benefit to fewer low-income passengers. Additionally, this pass was implemented before and was unsuccessful. Hence, this alternative is not necessarily feasible.

## **MITIGATION MEASURES TO MINIMIZE, MITIGATE OR OFFSET ADVERSE EFFECTS OF A DAY PASS REDUCTION ON IMPACTED POPULATIONS**

SamTrans staff has found that reduction of the Day Pass price would have no disproportionate or disparate impacts on minority and/or low-income populations, and that a discounted fare mechanism would provide a benefit to all riders, especially minorities and/or those with low incomes. Accordingly, no mitigation for the change would be required.

SamTrans offers discounted monthly passes, distributed through public schools in the SamTrans service area, to students from families that qualify for free or reduced cost school lunches. This program would not be affected by the Day Pass. In addition, a Day Pass would not affect the SamTrans program by which SamTrans makes monthly passes available for the county to purchase and provide to clients of county health and social services for free or at a discount.

## **PUBLIC OUTREACH AND INVOLVEMENT ACTIVITIES**

SamTrans' public participation process offers early and continuous opportunities for the public (including minorities and people with low-income) to be involved in the identification of potential impacts of proposed transportation decisions.

Efforts to involve minority and low-income populations include both comprehensive measures and measures targeted at overcoming barriers that prevent such populations from effective participation in decision making.

Staff conducted an extensive public outreach program to notify customers and the community of the proposed change and to solicit their input. The notification process included four community meetings (held in Pacifica, San Bruno, San Carlos and East Palo Alto), bilingual newspaper notices, a news release,



bilingual onboard messages, Facebook postings, Tweets, a presentation to the SamTrans Citizens Advisory Committee (CAC) and a public hearing at the September 4th Board of Directors meeting. Information regarding the proposal was posted to the SamTrans website, which allows readers to translate it into dozens of languages. Customers and the public were able to provide input at the community meetings, via a unique e-mail address, through the postal service, and with a call to the Customer Service Center. Three comments were received from the public relevant to the proposal.

The notices also included directions for submitting oral and written comments through the SamTrans Board Secretary, SamTrans website, and Customer Service Center phone lines for those unable to attend the public hearing or public meeting. All such comments are entered into the public hearing record.

## **DISSEMINATION OF INFORMATION TO LIMITED ENGLISH PROFICIENT (LEP) PERSONS**

SamTrans' public participation process includes measures to disseminate information on the proposed fare changes to LEP persons as well as at public hearings and meetings.

As stated above, comprehensive measures were employed by SamTrans to reach out to non-English speaking persons. In addition, SamTrans' offers foreign translation through the Customer Service Center and on its website. Such resources were/are also available for comments on the fare proposal other than at the September 4th, 2013 public hearing.

## 2. GROUP TRAVEL DISCOUNT PROGRAM

The following sections represent the Title VI Equity Analysis related to the inclusion of the Group Discount Pass Program within the SamTrans Codified Tariff.

### PROPOSAL

The Group Travel Discount program has been in effect on a trial basis for nearly 18 months and has proven popular among groups looking to secure a discount on travel onboard regularly scheduled SamTrans fixed-route bus service. SamTrans offers group travel discounts for people who wish to take transit in groups of 25 or more. The discount allows groups to purchase tickets in advance at 20 percent off the cash fare. Since its inception, the program has been used primarily by school-based groups, but the program is open to anybody organizing a group of 25 or more persons. Groups seeking to participate must fill-out and submit a request form at least nine business days in advance of their desired travel date. When the date of travel arrives, the driver of the regularly scheduled bus desired by the group will be aware of the group and will expect them. The fares are paid in advance, ensuring large groups do not have to worry about organizing payment onboard the vehicle and dwell time on the bus is reduced when the group boards/alights the vehicle.

Group Travel Discount trips on SamTrans cost \$93.00 on average for a group of 35 students and 8 adults. This means groups are saving about \$79.00 on average for a trip organized via the program. Staff proposes to add this discount to the Codified Tariff on a permanent basis.

### EQUITY EVALUATION OF PROPOSED CHANGES

In this case, SamTrans staff has found that the proposal to include the Group Travel Discount program – currently a pilot program – within SamTrans’ Codified Tariff would **not** have a discriminatory impact on minority and/or low-income populations, and the new discounted fare mechanism would provide a **benefit** to all riders, especially for those in protected classes.

### METHODOLOGY

The methodology developed to analyze the impact the proposed Group Travel Discount Price Program would have on minority and low-income populations included the following steps:

1. Defining the term low-income to mean those students associated who participate in the school’s free or reduced lunch program.
2. Defining the term “minority” to mean those who self-identify as any ethnicity other than “white” alone.
3. Analyzing data from the 2012 SamTrans system-wide onboard customer survey for low-income and minority populations to represent system-wide data.

To date, all participants in the Group Travel Discount Program in its pilot stages have been associated with specific school sites. Staff utilized demographic data from those schools to determine the demographic makeup of current users of the program. Participation in the free or reduced lunch

program at each school site is a viable proxy for “low-income” as the sole criteria for participation in such programs is household income.

## USAGE OF GROUP TRAVEL DISCOUNT

The 2012 SamTrans system-wide on-board survey found that 82 percent of SamTrans riders are minorities and 41 percent of riders are from low-income households (earning less than \$25,000 a year). The usage numbers for the Group Travel Discount program are consistent with those of the system as a whole. Approximately 40 percent of students attending schools that have made use of the Group Discount come from low-income households and 80 percent come from minority backgrounds. Exhibits 10 and 11 below show the income and minority breakdown of schools using the Group Discount.

**Exhibit 10: Income Status of Students at Schools Using the Group Discount**

School	Low-Income	Non-Low-Income
Brisbane Elementary School	21%	79%
Fernando Rivera Intermediate School	36%	64%
Fiesta Gardens International School	52%	48%
Franklin D. Roosevelt Elementary School	57%	43%
North Shoreview Montessori	33%	67%
<b>Average School Group</b>	<b>40%</b>	<b>60%</b>

**Exhibit 11: Ethnic Background of Students at Schools Using the Group Discount**

School	Minority	Non-Minority
Brisbane Elementary School	65%	35%
Fernando Rivera Intermediate School	95%	5%
Fiesta Gardens International School	80%	20%
Franklin D. Roosevelt Elementary School	92%	8%
North Shoreview Montessori	66%	34%
<b>Average School Group</b>	<b>80%</b>	<b>20%</b>

## SUMMARY

SamTrans staff analyzed available information from existing users to determine whether minority and/or low-income riders are more likely to use the Group travel Discount Program in the future. Staff concluded the proposed program would not negatively impact minority or low-income passengers.

In sum, SamTrans staff anticipates the Group Travel Discount Program will benefit protected classes of riders and that it will enable large groups to achieve a costs savings when planning their travel in advance.

## ALTERNATIVES TO, AND MITIGATION FOR, PROPOSED CHANGE

### ASSESS ALTERNATIVES TO THE GROUP TRAVEL DISCOUNT PROGRAM

#### *Terminate the Pilot Program*

The main alternative to including the Group Travel Discount Program within the Codified Tariff would be to terminate the program and not carry it forward out of its pilot stage. This would likely have only a modest impact on current customers given the relatively small number of participants who have used the program in the past when compared to other fare media types.

The program offers the equivalent price of a token for participants who would normally pay full cash fare. However, those who currently receive a discounted fare (i.e., seniors, persons with disabilities, and youth) do not have the token as an option as their normal discount is cheaper than the price of tokens.

### MITIGATION MEASURES TO MINIMIZE, MITIGATE OR OFFSET ADVERSE EFFECTS OF A DAY PASS REDUCTION ON IMPACTED POPULATIONS

SamTrans staff has found that the Group Travel Discount Program would have no disproportionate or disparate impacts on minority and/or low-income populations, and that a discounted fare mechanism would provide a benefit to all riders, especially minorities and/or those with low incomes. Accordingly, no mitigation for the change would be required.

## PUBLIC OUTREACH AND INVOLVEMENT ACTIVITIES

The Group Travel Discount Program was included in the same outreach process as the reduction of Day Pass price discussed above.

### 3. WAY2GO PASS PROGRAM

#### PROPOSAL

SamTrans has conducted two pilot programs for an annual pass, known as the Residential Pass, over the past six years. The current pilot program, which has been used by a low-income housing development, concludes in December 2013. Information learned from the pilot programs has been incorporated into the proposed new Way2Go annual pass. The annual pass would be valid for unlimited travel on all SamTrans fixed-route buses and would be available for residential complexes to purchase for all residents age five and older and for businesses to buy for all of their full-time employees. Residents or employees are issued a photo identification card with a validation sticker that's used as a flash pass when they board a SamTrans bus. The Way2Go Pass is not available for purchase by individuals.

Participating entities enter into an agreement with SamTrans and pay an annual fee for every eligible resident regardless of how many residents will use the program. Under the current pilot program, participating developments pay the greater of \$104 per eligible resident or \$5,200 per year. The development is responsible for issuing and tracking the Way2Go Pass stickers its residents receive, as well as having the resident complete an annual transit use survey.

#### EQUITY EVALUATION OF PROPOSED CHANGES

The Way2Go Pass Program was included in the same outreach process as the reduction of Day Pass price discussed above.

SamTrans staff has concluded that the proposal to include the Way2Go Pass Program – currently a pilot program – in SamTrans' Codified Tariff is not subject to a full Title VI Analysis given passengers are not expected to bear the cost of their passes.



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

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

## A G E N D A

### BOARD OF DIRECTORS

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

WEDNESDAY, OCTOBER 2, 2013 – 3:40 p.m.  
or immediately following Committee meetings

1. **CALL TO ORDER/ROLL CALL**
2. **CONSENT CALENDAR**  
MOTION
  - a. Approval of Minutes of Board of Directors Meeting of September 4, 2013
  - b. Acceptance of Statement of Revenues and Expenses for August 2013
3. **PUBLIC COMMENT**  
Public comment by each individual speaker shall be limited to one minute
4. **REPORT OF THE CHAIR**
5. **ADOPTION OF REVISED CODIFIED TARIFF, ADOPTION OF FINDINGS FOR A STATUTORY EXEMPTION UNDER CEQA, AND APPROVAL OF ASSOCIATED TITLE VI EQUITY ANALYSIS**
6. **REPORT OF THE GENERAL MANAGER/CEO**
7. **COMMUNITY RELATIONS COMMITTEE**  
(*Accessibility, Senior Services, and Community Issues*)  
MOTION
  - a. Proclamation Designating October as "Disabilities Awareness Month"

#### SUBJECTS DISCUSSED

- b. Accessibility Update
- c. PCC Update
- d. Citizens Advisory Committee Liaison Report
- e. Mobility Management Report – Fixed-Route Bus Service – First Hybrid Bus
- f. Multimodal Ridership Report – August 2013

**8. FINANCE COMMITTEE**

RESOLUTIONS

- a. Authorize Award of Contract to Action Towing for Heavy-Duty Towing Services for a Total Estimated Amount of \$162,425 for a Five-Year Term
- b. Authorize Award of Contract to Universal Building Services and Supply Company to Provide Janitorial Services for a Total Not-to-Exceed Cost of \$1,376,836 for a Three-Year Base Term
- c. Authorize Award of Contracts to ICF Jones & Stokes, Inc., HDR Engineering, Inc. and The Louis Berger Group, Inc. to Provide On-Call Environmental Planning, Permitting and Support Services in the Estimated Aggregate Not-to-Exceed Amount of \$1 Million for a Three-Year Term
- d. Authorize Award of Contracts to CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc. to Provide On-Call Transportation Planning and Support Services in the Estimated Aggregate Not-to-Exceed Amount of \$4,270,000 for a Three-Year Term

**9. LEGISLATIVE COMMITTEE**

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

**10. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS**

**11. BOARD MEMBER REQUESTS/COMMENTS**

**12. GENERAL COUNSEL PROPOSAL**

**13. DATE, TIME AND PLACE OF NEXT MEETING** – November 6, 2013 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 Carlos Ave., San Carlos 94070

**ADJOURNMENT**

## **INFORMATION FOR THE PUBLIC**

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

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

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

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

### **Location of Meeting**

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

### **Public Comment**

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

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

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

### **Availability of Public Records**

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

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



Draft

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

**MINUTES OF BOARD OF DIRECTORS MEETING  
SEPTEMBER 4, 2013**

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

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

Chair Carole Groom called the meeting to order at 2:02 p.m.

**PUBLIC HEARING FOR CONSIDERATION OF CHANGES TO THE CODIFIED TARIFF**

Martha Martinez, District Secretary, outlined the outreach and written communication efforts made following the Board's call for a public hearing on June 5, 2013.

Ms. Martinez said public meetings were held in Pacifica on October 12 with no attendees, South San Francisco on August 13 with two attendees, San Carlos on August 14 with one attendee, and East Palo Alto on August 14 with no attendees. Since the release of the proposed codified tariff three comments have been received.

Rita Haskin, Executive Officer, Customer Service and Marketing, said the changes staff is recommending are:

- Reduce the price of the Day Pass from three times the one-way fare to 2.5 times the one-way as an incentive for people to ride the bus more
- Establish an annual pass with residential developments and businesses for an initial charge of \$115 per person in the first year and \$125 per person starting the second year
- Provide a 20 percent discount to groups of 25 or more who pre-purchase tickets.

Director Adrienne Tissier arrived 2:06 p.m.

Ms. Haskin said Peninsula Station in San Mateo currently participates in the Residential Pass and they have an additional property that would like to join the program.

Director Jeff Gee asked how the annual pass will be marketed. Ms. Haskin said the pilot program only deals with residential developments, but will expand to business. Staff would like to work with cities and developers to see what transit options they may offer to their tenants. A minimum of 100 participants are required to maintain revenue neutrality.

Public Comment

Polo Munoz, Project Manager with Mid-Pen Housing, thanked the Board for this pilot program and helping Mid-Pen Housing meet their Transit Demand Management goals with the city of San Mateo.

David Miller, Legal Counsel, said the Board has met all legal requirements of the public hearing and there is no action to be taken today.

A motion (Tissier/Kersteeen-Tucker) to close public hearing was approved unanimously.

Chair Groom said no action will be taken today. Staff will bring this item back for Board approval at the October 2 meeting.

Meeting adjourned to committee meetings at 2:13 p.m.

Meeting reconvened at 3:52 p.m.

**CONSENT CALENDAR**

- a. Approval of Minutes of Board of Directors Meeting of August 7, 2013
- b. Acceptance of Statement of Revenues and Expenses for July 2013

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

**PUBLIC COMMENT**

None

**REPORT OF CHAIR**

No report

**REPORT OF THE GENERAL MANAGER/CEO**

General Manager/CEO Michael Scanlon reported:

- Congratulated all who worked on the Title VI document.
- Thanked those who attended the Route ECR kick-off event on August 16.
- The SamTrans Service Plan was successfully launched on August 26.
- In July there were 4,000 hours of training; 3,600 hours were for new bus operator training.
- In July fixed-routes averaged 40,000 miles between service calls and Redi-Wheels was almost 50,000 miles between service calls. These are both well above the goal of 19,000 miles between service calls.
- In July, weekend Route ECR ridership was up 3.1 percent on Saturdays, 8.9 percent on Sundays and 6.7 percent on holidays.
- Letters have been sent to approximately 300 San Mateo residences in the area of El Camino Real, Saint Matthews Avenue and Baldwin Avenue regarding a new layover terminal for Route 250. Staff has not received any negative responses from the community so they will continue to work with city to get the new terminus point established as soon as possible.

- SamCoast will be transitioning from the nonprofit Pescadero Foundation to MV Transportation effective November 1. The change was prompted by the nonprofit wanting to focus on other things. There will be a decrease in the cost of services.
- The Regional Bike Share Program kicked off on August 29 with a press conference at the 4<sup>th</sup> and King Caltrain Station. This regional program has 700 bikes at 70 kiosks. Kiosks will be at Caltrain stations at 4<sup>th</sup> and King, Redwood City, Mountain View, Palo Alto, and San Jose. The membership fee is \$88 per year or \$9 a day and users can access bikes at any regional kiosk. SamTrans made a modest contribution of \$80,000 to the pilot project. There will be a local bike share launch on September 12 at 11:30 a.m. at the Redwood City Transit Center.
- The Reading File contains the new SamTrans System Map, Notice to Customers for rerouting of buses for the Pacifica Fog Fest, and a list of ads that ran on buses for the last quarter.

**COMMUNITY RELATIONS COMMITTEE – R. Guilbault**

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. PCC Update
- c. Citizens Advisory Committee (CAC) Liaison Report
- d. Mobility Management Report – End-of-Year Performance Report
- e. Multimodal Ridership Report – July 2013

**FINANCE COMMITTEE – S. Harris**

RESOLUTIONS

- a. Authorize Amendment of the Employer's California Public Employees Retirement System Contribution to the Employees', Retirees', and Board Members' Monthly Medical Premiums
- b. Award of Contract to Reliance Standard Insurance Company for Long-Term Disability Insurance for an Estimated Cost of \$102,000 for a Three-Year Period
- c. Authorize Award of Contract to Goodyear Tire and Rubber Company to Furnish and Delivery Mileage Rental and Service of Radial Bus Tires and Wheels for an Estimated Amount of \$4,824,900 for a Five-Year Period
- d. Authorize Award of Contact to Jacobs Engineering Group, Inc. to Provide On-Call Program Management Oversight Services for a Total Not-to-Exceed Cost of \$400,000 for a Three-Year Period

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

**LEGISLATIVE COMMITTEE – J. Deal**

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

**PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE – Z. Kersteen-Tucker**

RESOLUTIONS

- a. Authorize Adoption of SamTrans Title VI Program
- b. Authorize Exclusive Negotiation Agreement with Seras Regis and Bridge Housing for Development of the Colma Park and Ride Property

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

SUBJECTS DISCUSSED

- c. Accessing SamTrans Route Schedules
- d. Capital Projects Quarterly Status Report – 4<sup>th</sup> Quarter Fiscal Year 2013

**WRITTEN COMMUNICATIONS**

No discussion.

**BOARD MEMBER REQUESTS/COMMENTS**

None

**GENERAL COUNSEL PROPOSAL**

No report

**DATE AND TIME OF NEXT MEETING** –October 2, 2013 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

Meeting adjourned at 4:01 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **ADOPTION OF REVISED CODIFIED TARIFF, ADOPTION OF FINDINGS FOR A STATUTORY EXEMPTION UNDER CEQA, AND APPROVAL OF ASSOCIATED TITLE VI EQUITY ANALYSIS**

**ACTION**

Staff proposes that the Board:

1. Adopt a revised Codified Tariff (Exhibit A) that:
  - Reduces the price of the Day Pass to 2.5 times the one-way cash fare from three times the one-way fare for up to 18 months.
  - Establishes an annual pass for purchase by housing complexes and businesses. Participating property managers and employers would pay a set price per eligible resident (5 years and older) or employee (working 20-plus hours a week). The pass would cost \$115 for calendar year 2014 and \$125 beginning with calendar year 2015. The minimum participation cost would be based on 100 participants.
  - Provides a 20 percent discount to fare-paying groups that pre-purchase tickets for 25 or more passengers.
  - Includes non-substantive clarifications.
2. Adopt findings necessary for application of a statutory exemption under the California Environmental Quality Act (CEQA).
3. Consider and approve the Title VI equity analysis for the amendments to the Codified Tariff (Exhibit B).

The changes to the Codified Tariff would take effect January 1, 2014.

**SIGNIFICANCE**

The adoption of the Codified Tariff changes will allow SamTrans to attract additional riders; provide added convenience to those who ride more than one bus to complete their journey, particularly as riders adjust to route changes adopted through the

SamTrans Service Plan; update the tariff to reflect current services offered by SamTrans, and clarify how certain fares and discounts are used.

### **BUDGET IMPACT**

The annual pass and group travel discounts are projected to be revenue neutral. The temporary reduction of the Day Pass price could result in a fare loss of approximately \$50,000. However, a portion of the ultimate decline could be covered by Transit Performance Incentive (TPI) funds allocated to SamTrans by the Metropolitan Transportation Commission. SamTrans is programmed to receive \$424,000 in TPI funds this fiscal year.

### **BACKGROUND**

Staff conducted an extensive public outreach program to notify customers and the community of the proposed changes and to solicit their input. The notification process included four community meetings (Pacifica, San Bruno, San Carlos and East Palo Alto), bilingual newspaper notices, a news release, bilingual onboard messages, Facebook and Twitter postings, a presentation to the SamTrans Citizens Advisory Committee (CAC) and a public hearing at the September 4, 2013 Board of Directors meeting. Information regarding the proposal was posted to the SamTrans website, which allows readers to translate it into dozens of languages. Customers and the public were able to provide input at the community meetings, via a unique e-mail address, through the postal service, and with a call to the Customer Service Center. Three members of the public provided comments on the proposal.

An equity analysis has been prepared that assesses the potential effects of the proposed substantive amendments to the Codified Tariff on minority and low-income populations. The analysis is consistent with the Board-adopted policies on Title VI of the Civil Rights Act of 1964 and finds that the amendments would neither result in disparate impacts in minority passengers nor disproportionately burden low-income passengers.

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

Adopted – May 26, 1976

Revised – ~~November 14, 2012~~ October 2, 2013

Effective – January 1, ~~2013~~ 2014

**SAN MATEO COUNTY TRANSIT DISTRICT  
STATE OF CALIFORNIA**

\* \* \*

**CODIFIED TARIFF**

**I. CLASSIFICATION OF ROUTE SERVICE**

**A. Local Service**

Transit routes of an intra-community or inter-community nature that operate primarily on local and arterial streets shall be classified as Local service. Local routes provide service at each established bus stop.

**B. Express Service**

Express service includes specialized routes of an inter-community nature that operate for significant portions of the route length along freeways. Express service also includes those routes that operate on arterial streets and serve a limited number of bus stops.

**C. Special Fixed-route Service**

Special fixed-route service operates on a public timetable but only on special days and at special times.

**D. Paratransit Service**

Paratransit service operates for certified passengers with disabilities traveling in the San Mateo County Transit District service area. Advance reservations are required, and certain qualifying and service area restrictions, as published by the District, apply.

**E. 5311 Coastside On-demand Non-ADA Paratransit Service**

5311 Coastside on-demand non-ADA paratransit service operates for passengers living on the Coastside. Advanced reservations are required and service area restrictions, as published by the District, apply.

**F. Charter Service**

Charter services are provided only within the scope of the Federal Transit Administration rules and regulations as published in Title 49, Section 604 of the Code of Federal Regulations. Such trips shall be booked in advance and shall operate in accordance with the charter service policy resolution as adopted by the District and amended from time to time.

**II. FARE ZONES**

Zone A

1. San Mateo County
2. Service along Highway 1 to Waddell Creek in Santa Cruz County
3. Routes along Highway 82 and University Avenue serving Stanford and the City of Palo Alto

4. Routes along Bayshore Boulevard between Sunnydale Avenue in San Francisco and San Mateo County line.

Zone B Service beginning or ending in San Francisco County with the exception of Routes 24, 120, 121, 122, 130 and 292 (southbound Sunnydale Avenue/Bayshore Boulevard bus stop) for which local service fares apply.

### III. RATES OF FARES

#### A. Local Service

##### 1. Adult Fare

Passengers who have attained their eighteenth birthday and not yet reached their sixty-fifth birthday shall pay the adult base fare of \$2.00 for all trips within Zone A.

##### Adult Fare Exceptions

Because of the mixed character of the service on Routes 292, ~~391~~ and 397, the following fares will apply:

	<u>Zone A</u>	<u>Zone B</u>	
	<u>Local Service</u>	<u>Fares for patrons with service ending in San Francisco</u>	<u>Fares for patrons with service beginning in San Francisco</u>
292, <del>391</del> , 397 (Palo Alto - Redwood City - San Mateo - SFIA - San Francisco)	\$2.00	\$2.00	\$4.00

##### 2. Eligible Discount Fare

Passengers who have attained their sixty-fifth birthday or who possess a Regional Transit Connection (RTC) Discount Card, a Medicare Card, a current Disabled Person Placard Identification Card issued by the Department of Motor Vehicles (DMV), or a valid transit discount card issued by another California transit agency, which is equivalent to the RTC Discount Card shall pay a fare of \$1.00 for all trips within Zone A. Passengers with disabilities carrying a Regional Transit Connection Discount Card marked with an attendant symbol may have an attendant travel with them at the Eligible Discount fare.

##### Eligible Discount Fare Exceptions

Because of the mixed character of the service on Routes 292, ~~391~~ and 397, the following fares will apply:

	<u>Zone A</u>	<u>Zone B</u>	
	<u>Local Service</u>	<u>Fares for patrons with service ending in San Francisco</u>	<u>Fares for patrons with service beginning in San Francisco</u>
292, <del>391</del> , 397 (Palo Alto - Redwood City - San Mateo - SFIA - San Francisco)	\$1.00	\$1.00	\$2.00



3. Youth Fare  
Passengers who have not yet attained their eighteenth birthday shall pay a fare of \$1.25 for all trips within Zone A.

Youth Fare Exceptions

Because of the mixed character of the service on Routes 292, ~~391~~ and 397, the following fares will apply:

	Zone A <u>Local Service</u>	Zone B Fares for patrons with service ending beginning <u>in San Francisco</u> <u>in San Francisco</u>	
292, <del>391</del> , 397 (Palo Alto - Redwood City - San Mateo - SFIA - San Francisco)	\$1.25	\$1.25	\$2.50

4. Child Fare  
One child age four years or younger may travel free with each Adult, Eligible Discount fare-paying passenger. Additional children are subject to the Youth fare.
5. Redi-Wheels and RediCoast ADA Certified and their Personal Care Attendants  
who possess a valid Redi-Wheels or RediCoast ADA identification card are allowed to ride all regular fixed-route SamTrans trips without paying a fare. Personal care attendants accompanying Redi-Wheels or RediCoast ADA customers also are allowed to ride all regular fixed-route SamTrans trips without paying a fare.

**B. Express Service**

1. Adult Express Fare  
Because of the mixed character of the service on Route KX, the following rates will apply:

	Zone A <u>Local Service</u>	Zone B Fares for patrons with service ending beginning <u>in San Francisco</u> <u>in San Francisco</u>	
KX ( <del>Palo Alto</del> - Redwood City - San Mateo - SFIA - San Francisco)	\$2.00	\$5.00	\$5.00

2. Eligible Discount Express Fare  
Because of the mixed character of the service on Route KX, the following Eligible Discount fares will apply:

	Zone A <u>Local Service</u>	Zone B Fares for patrons with service ending beginning <u>in San Francisco</u> <u>in San Francisco</u>	
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KX	\$1.00	\$2.50	\$2.50
<del>(Palo Alto—Redwood City - San Mateo - SFIA - San Francisco)</del>			

3. Youth Fare

Because of the mixed character of the service on Route KX the following fares will apply:

	Zone A	Zone B	
	<u>Local Service</u>	Fares for patrons with service ending <u>in San Francisco</u>	Fares for patrons with service beginning <u>in San Francisco</u>
KX	\$1.25	\$2.50	\$2.50
<del>(Palo Alto—Redwood City - San Mateo - SFIA - San Francisco)</del>			

4. Child Fare

One child age four years or younger may travel free with each Adult, Eligible Discount fare-paying passenger within all zones. Additional children are subject to the Youth fare.

**C. [Section reserved for future use]Special Fixed-route Service**

~~1. Adult Fare~~

~~DESCRIPTION      FARE~~

~~Football Service      \$ 24.00 Round-trip~~

~~\$ 83.00 Four-game Pass Book~~

~~\$144.00 Season Pass~~

~~2. Eligible Discount Fare~~

~~The Adult fare for special fixed-route service will apply.~~

~~3. Youth Fare~~

~~The Adult fare for special fixed-route service will apply.~~

~~4. Child Fare~~

~~The Adult fare for special fixed-route service will apply.~~

~~5. Redi-Wheels and RediCoast ADA Certified and their Personal Care Attendants~~

~~The Adult fare for special fixed-route service will apply.~~

**D. Paratransit Service**

1. Individuals

Certified passengers with disabilities possessing a valid Redi-Wheels or RediCoast ADA card are eligible for paratransit service.

a. Regular Fare

The regular fare within the Redi-Wheels or RediCoast ADA service area is \$3.75 each per eligible passenger and passenger-designated companion. One personal care attendant per eligible passenger may ride free.

- b. Lifeline Fare  
Certified passengers with disabilities possessing a valid Redi-Wheels or RediCoast ADA card and receiving Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal are eligible for the Lifeline fare. The Lifeline fare within the Redi-Wheels or RediCoast ADA service area is \$1.75 each per eligible passenger and passenger-designated companion. One personal care attendant per eligible passenger may ride free. Redi-Wheels and RediCoast ADA members must apply to qualify for the Lifeline fare.

2. Service Area

The Redi-Wheels service area includes the bayside of San Mateo County, portions of the City of Palo Alto north of Embarcadero Road, and the City of San Francisco in the Stonestown area and the Bayshore Corridor. Maps of the service area are attached.

The RediCoast service area includes Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside, San Francisco and Palo Alto.

- a. The Redi-Wheels and RediCoast Regular Fare is \$3.75 per each eligible passenger and passenger-designated companion
- b. The Redi-Wheels and RediCoast Lifeline Fare is \$1.75 per each eligible passenger and passenger-designated companion.

One personal care attendant per eligible passenger may ride free.

Redi-Wheels and RediCoast customers are able to transfer to other paratransit providers in San Mateo County (Redi-Wheels), San Francisco, Santa Clara County, and the East Bay at specified locations.

3. Agency-sponsored Group Trips

Certified persons with disabilities possessing valid Redi-Wheels or RediCoast ADA cards are eligible to participate in group trips sponsored by eligible agencies at Group Trip ADA Paratransit Fares. Eligible agencies are: Poplar Recare, Rosener House, San Carlos Adult Day Care, Senior Focus, Senior Day Care, South San Francisco Adult Day Care and Coastside Adult Day Health Care.

- a. Regular Group Trip ADA Paratransit Fare  
The Regular Group Trip ADA Paratransit Fare for certified persons with disabilities as described above is \$4.50, one-way.
- b. Lifeline Group Trip ADA Paratransit Fare

The Lifeline Group Trip ADA Paratransit Fare, available only to passengers receiving Supplemental Security Income, San Mateo County

General Assistance, Medi-Cal or San Mateo County “Core Services,” is \$2.25, one-way.

**E. 5311 Coastside On-demand Non-ADA Paratransit Service**

1. Individuals

Individuals living in the 5311 Coastside Service Area (defined below) are eligible for 5311 Coastside On-demand Non-ADA Paratransit Service.

a. Regular 5311 Coastside Non-ADA Paratransit Service

The Regular 5311 Coastside Non-ADA Paratransit Fare is \$3.75 per one-way trip.

b. Lifeline 5311 Coastside Non-ADA Paratransit Service

The Lifeline 5311 Coastside Non-ADA Paratransit Fare, available only to passengers receiving Supplemental Security Income, San Mateo County General Assistance, Medi-Cal or San Mateo County “Core Services,” is \$1.75 per one-way trip.

2. Service Area

The San Mateo County 5311 Coastside service area includes Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside of San Mateo County, portions of San Francisco and Palo Alto.

3. Agency-sponsored Group Trips

All participants in group trips sponsored by Senior Coastsiders are eligible for 5311 Coastside Group Trip Non-ADA Paratransit Service.

a. Regular 5311 Coastside Group Trip Non-ADA Paratransit Fare

The Regular 5311 Coastside Group Trip Non-ADA Paratransit Fare is \$3.75 per one-way trip.

b. Lifeline 5311 Coastside Group Trip Non-ADA Paratransit Fare

The Lifeline 5311 Coastside Group Trip Non-ADA Paratransit Fare, available only to passengers receiving Supplemental Security Income, San Mateo County General Assistance, Medi-Cal or San Mateo County “Core Services,” is \$1.75 per one-way trip.

**F. Charter Service**

When charter services are provided as described in Section I.F., Charter Service, charter rates established in the charter service policy resolution as adopted by the District and amended from time to time shall apply.

**G. Waived Fares**

1. Peace Officers

Uniformed and non-uniformed, sworn peace officers are allowed to ride any District or Contractor Operated fixed-route and Special Service route at any time without paying a fare. Proper identification must be shown.

2. Military Personnel

Active military personnel in uniform are allowed to ride any District or Contractor Operated fixed-route and Special Service route at any time without paying a fare. Proper identification must be shown.

3. Employees/Retirees

Employees, and qualified retirees, spouse, domestic partner and dependent children under the age of eighteen can ride any District or Contractor Operated fixed-route and Special Service route at any time using their employee identification or family transportation pass for fare.

4. Board of Directors and Citizens Advisory Committee Members

Board of Directors and Citizens Advisory Committee members ride any District or Contractor Operated fixed-route and Special Service route at any time using their identification pass as fare.

5. Waived Fares do not apply to Redi-Wheels, RediCoast ADA Paratransit or 5311 Coastside On-demand Non-ADA Paratransit services.

**H. Special Promotional Fares**

From time to time, the General Manager/CEO may authorize the establishment of special and promotional fares.

**IV. PASSES, TICKETS, TOKENS AND CHANGE CARDS**

**A. Rules Governing Use of Passes, Local-ride tickets, Tokens and Change cards**

1. Monthly passes shall be valid from 12:01 a.m. on the first day of the month for which they are ~~imprinted~~issued until 2:00 a.m. on the first day of the following month. Local-ride tickets and tokens shall be valid at any time and shall not have an expiration date.
2. Day passes shall be valid from the time of ~~purchase from~~activation at the farebox until 2:00 a.m. the next day
3. Passes, tickets, tokens and Change cards shall not be subject to refund or replacement.
4. The individual ride value of a pass shall be valid for any route that has a fare for the specified ride value or less.
5. A Local ride ticket covers the cost of a single local ride and is valid on all routes. A Local ride ticket can only be used by one patron (i.e., two youths cannot ride on one Local ride ticket).

6. The Adult token carries a value of \$2.00. The Youth token carries a value of \$1.25 and may be used only by youth. Adult and Youth tokens are for single riders only. (No Change Card is given.)
7. The single-ride value of a pass, ticket or token may be applied to the fare for any route with a higher individual ride value by paying the difference in cash, tokens, Local ride tickets or Change cards.
8. Passes, tickets, and tokens shall be subject to District regulations as may be adopted from time to time.
9. Misuse of a pass, ticket or token or violation of the laws governing behavior on transit vehicles makes the pass, ticket or token subject to revocation.
10. Passes must be kept in the possession of the rider at all times.
11. Monthly passes are not valid on Special Service routes or Paratransit service.
12. The balance on Change cards may be used toward the cost of future bus rides. Change cards expire one year from date of issue.

**B. Local Service Day Passes**

The Day Pass is available in three denominations: Adult Local, Eligible Discount and Youth. The Day Pass costs three times the one-way fare for each fare category. The cost of the Day Pass will be priced at 2.5 times the one-way fare from Jan. 1, 2014 through no later than June 30, 2015.

**C. Local Service Monthly Passes**

1. Adult Pass

The Adult base fare pass, valid for all Local route service, costs \$64.~~00~~ per month.

Adult Pass Exceptions:

Because of the mixed character of the service on Routes 292, ~~391~~ and 397, the following fares will apply:

<u>ROUTE</u>	<u>ZONE A PASS</u>	<u>ZONE B* PASS</u>
292, <del>391</del> , 397 (Palo Alto - Redwood City - San Mateo - SFIA - San Francisco)	\$64.00	\$96.00

\* Zone B pass may be used for travel in or out of San Francisco

2. Eligible Discount Pass

The Eligible Discount fare pass is valid for Local service and Express service at any time and costs \$25.00 per month.

3. Youth Pass

a. Regular Pass

The Youth fare pass is valid for Local service and Express service at any time and costs \$36.00 per month.

b. Discount Youth Pass

A reduced Youth fare pass costs \$22.00 per month and is valid for Local and Express service at any time. The Discount Youth Pass program is administered by the public school district and is offered to qualified low-income students as identified through the school lunch program.

c. Summer Youth Pass

A special Summer Youth Pass costs \$40.00 and is valid for Local and Express service during the months of June, July and August.

A Youth Pass is accepted as full fare on any route at any time, except Special Service routes or Paratransit service.

**D. Express Service Monthly Passes**

The Express fare pass is valid for Local and Express Service at any time and costs \$165.00.

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**E. Annual Way2Go Pass**

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Valid for use within the calendar year for which issued. The Way2Go Pass is an annual transit pass sold to housing complexes for all residents aged 5 years and older, and businesses for employees working more than 20 hours per week. The pass is a sticker affixed to a District-issued or company photo identification card. The price of the pass is \$115.00 for calendar year 2014 and \$125.00 beginning in calendar year 2015 and is honored for unlimited trips on all fixed-route services. The minimum participation cost will be based on 100 participants.

**EF. Tokens**

1. Adult Token

The Adult token is valid for all Local route service. Multiple tokens, ~~a token and the cash difference, or a token and Local ride ticket~~ may be used on an Express bus or on Routes 292, ~~391~~ and 397 out of San Francisco. Tokens are sold in packages of 10 priced at \$16.00.

2. Youth Token

The Youth token is valid for all Local route service. Multiple tokens ~~or a token and the cash difference,~~ may be used on an Express bus or on Routes 292, ~~391~~ and 397 out of San Francisco. Tokens are sold in packages of 10 priced at \$10.00.

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**G. Group Travel Discount**

A 20 percent discount on regular cash fares will be provided to fare-paying groups of 25 or more that pre-purchase through the SamTrans Group Travel program.

**FH. Clipper<sup>®</sup>**

Valid for use on SamTrans. Use of Clipper requires customers to “tag” the card at the Card Interface Device onboard buses. The Clipper card is a transit fare payment card issued and administered by the Metropolitan Transportation Commission (MTC) that is valid for use on all major public transit services throughout the San Francisco Bay Area. There may be fees associated with the use of a Clipper card. Such fees, if any, will be set by the MTC.

**V. PARKING**

**A. Fees**

The regular parking fees at the Colma Park and Ride lot are \$2.00 per day or \$42.00 per month per automobile or motorcycle. From time to time, the General Manager/CEO may authorize an adjustment to or suspension of the rates stated above, provided the fees do not exceed \$3.00 per day and \$63.00 per month. In addition, the General Manager/CEO may authorize the sale of “reserved” parking permits for a fee of up to \$105.00 per month.

**B. Restrictions**

The use of San Mateo County Transit District parking facilities shall be in accordance with District Vehicle Parking Regulations and other rules.

**VI. INTER-AGENCY AGREEMENTS**

San Mateo County Transit District, under SB602 revenue sharing agreements, will accept the following Bay Area public transit agencies’ valid fare documents on any SamTrans fixed-route service as indicated:

- Caltrain Monthly Pass, two or more zones = Local Fare Credit
- DB (Dumbarton Express) 31-day Ticket = Local Fare Credit within two hours of tagging Clipper on home system
- Santa Clara Valley Transportation Authority Monthly and Day Passes = Local Fare Credit within two hours of tagging Clipper on home system
- AC Transit 31-day Ticket = Local Fare Credit within two hours of tagging Clipper on home system



**SAN MATEO COUNTY TRANSIT DISTRICT**



**Title VI  
Equity Evaluation  
Proposed Codified Tariff Changes  
2013**

**October 2013**

# **SAMTRANS**

## **Title VI**

### **Equity Evaluation**

#### **Proposed Codified Tariff Changes – 2013**

As a federal grant recipient, the San Mateo County Transit District (SamTrans), which operates fixed-route bus service in San Mateo County, is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI regulations. At a minimum, SamTrans must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Normally, SamTrans performs a self-assessment every three years, or when it undertakes a significant service change or any fare change.

In accordance with 49 CFR Section 21.5 (b) (2), 49 CFR Section 21.5 (b) (7) and FTA Circular 4702.1B, grantees must evaluate all fare changes to determine whether those changes have a discriminatory impact. A disproportionately high and adverse effect is one that (1) is predominately borne by a minority population and/or low-income population, or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

SamTrans has adopted policies related to Major Service Change, Disparate Impact, and Disproportionate Burden. A major service change is defined as: A reduction or increase of 25 percent or more in total vehicle revenue miles in service on any specific route over a one-week period. The following service changes are exempted:

- Changes to a service on a route with fewer than 10 total trips in a typical service day are not considered “major” unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities), as long as the service will be/has been operated for no more than twelve months.
- SamTrans-operated transit service that is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops.

The Disparate Impact Threshold to determine if the adverse impacts of a major service or a fare adjustment is established at 20 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

The SamTrans Disproportionate Burden Threshold to determine if the adverse impacts of a major service change or a fare adjustment is established at 20 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

More information regarding SamTrans' Title VI policies and standards can be found here: <http://www.samtrans.com/riderinformation/TitleVI.html>

This assessment covers three proposed changes to the Codified Tariff:

1. Day Pass Price Reduction
2. Group Travel Discount
3. Way2Go Pass

The three proposed changes to the Codified Tariff will be addressed separately within this document in the order listed above.

## **DAY PASS PRICE REDUCTION**

The Day Pass was implemented in 2012 because SamTrans does not issue transfers. It is now proposed that the cost of the Day Pass be reduced from 3 times the one-way cash fare to 2.5 times the one-way cash fare for up to 18 months. The effective date is January 1, 2014. The purpose of this proposed price reduction is to alleviate the potential financial impact of the SamTrans Service Plan (SSP) on customers who may have to use more buses to complete trips under the new service delivery structure being implemented January 26, 2014. It is unknown if the reduction in price of the Day Pass will result in a net increase or decrease in system-wide passenger fares given it may drive additional ridership.

Upon review of the proposed changes, it has been determined the reduced price for a Day Pass would not have a disproportionately adverse effect on minority or low-income riders; to the contrary, the reduced cost of the pass is expected to benefit these protected classes, most particularly low-income riders who cannot afford to purchase a SamTrans Monthly Pass or other non-cash fare media that require a higher upfront expenditure. The alternatives to reducing the price of the Day Pass would be to not reduce the price, which is the current (status quo) situation, or to introduce a new pass with a valid period of more than one day but less than one month.

## **GROUP TRAVEL DISCOUNT PROGRAM**

The Group Travel Discount program has been in effect on a trial basis for nearly 18 months and has proven popular among groups looking to secure a discount on travel onboard regularly scheduled SamTrans fixed-route bus service. SamTrans offers group travel discounts for people who wish to take transit in groups of 25 or more. The discount allows groups to purchase tickets in advance at 20 percent off the cash fare. Since its inception as a pilot, the program has been used primarily by school-based groups, but the program is open to anybody organizing a group of 25 or more persons. Groups seeking to participate must fill-out and submit a request form at least nine business days in advance of their desired travel date. When the date of travel arrives, the driver of the regularly scheduled bus desired by the group will be aware of the group and will expect them. The fares are paid in advance, ensuring large groups do not have to worry about organizing payment onboard the vehicle and dwell time on the bus is reduced when the group boards/alights the vehicle.

Based on staff's analysis, the inclusion of the Group Travel Discount Program within SamTrans' Codified Tariff would not have a disproportionately adverse effect on minority or low-income riders based on the demographic information for the groups which have used the program to date. It is unknown if the Group Travel Discount Program will result in a net increase or decrease in system-wide passenger fares

given it may drive additional ridership. The alternatives to the Group Travel Discount Program would be to eliminate the program or to promote the use of tokens, which offer the same level of discount for full-fare passengers, but are relatively more expensive than the Group Travel Discount Program for seniors, persons with disabilities, and Medicare cardholders.

## **WAY2GO PASS**

SamTrans has conducted two pilot programs for an annual pass, known as the Residential Pass, over the past six years. The current pilot program concludes in December 2013. Information learned from the pilot programs has been incorporated into the proposed new Way2Go annual pass. The annual pass would be valid for unlimited travel on all SamTrans fixed-route buses and would be available for residential complexes to purchase for all residents age five and older, and for businesses to buy for all of their full-time employees. Residents or employees are issued a photo identification card with a validation sticker that's used as a flash pass when they board a SamTrans bus. The Way2Go Pass is not available for purchase by individuals.

Participating entities enter into an agreement with SamTrans and pay an annual fee for every eligible resident regardless of how many residents will use the program. Under the current pilot program, participating developments pay the greater of \$104 per eligible resident or \$5,200 per year. The development is responsible for issuing and tracking the Way2Go Pass stickers its residents receive, as well as having the residents complete an annual transit use survey.

# 1. DAY PASS PRICE REDUCTION ANALYSIS

The following sections represent the Title VI Equity Analysis related to the reduction of the Day Pass price from 3 times to 2.5 times the one-way fare.

## PROPOSAL

The Day Pass was introduced to allow passengers – especially those boarding multiple buses a day – to save money as SamTrans does not issue transfers. The Day Pass is currently valid from the time of purchase until 2:00 a.m. the next day. The Day Pass is available for purchase onboard all SamTrans buses, in addition to existing day-of and advanced-purchase fare media (such as single-use tickets, tokens sold in packs of 10 for \$10.00-\$16.00, and monthly passes). The SSP reflects a comprehensive realignment of SamTrans' fixed-route network, focusing on improving frequency along high-ridership corridors, sometimes at the expense of direct, long-line service. This may result in some customers taking several buses to complete desired trips. A reduction in the price of the Day Pass could reduce the financial burden of those additional bus trips on customers, as well as promote ridership on the system.

A 2012 onboard customer survey revealed that frequent Day Pass holders, on average, have lower household incomes than riders who pay with cash and riders in general. Additionally, it was found that more than 50% of riders taking two or more buses per one-way trip are paying cash fare, which especially affects low-income riders. Reasons for this may be that the cost of the Day Pass is still too high for riders or riders simply do not know that a Day Pass is available for purchase.

To improve transit accessibility and affordability for low-income riders (and generally, all riders), and increase transit usage, it is proposed the Day Pass cost be reduced from 3 times the one-way cash fare to 2.5 times the one-way cash fare. Offering a pass that is priced lower than a package of 10 tokens and the Monthly passes is consistent with SamTrans' Strategic Plan and Guiding Principles, specifically "to sustain basic mobility service for transit-dependent and low-income persons."

## EQUITY EVALUATION OF PROPOSED CHANGES

### METHODOLOGY

The methodology developed to analyze the impact the proposed Day Pass price reduction would have on minority and low-income populations included the following steps:

1. Defining the term low-income to mean those with an annual household income below \$25,000 (i.e., double the federal poverty rate).
2. Defining the term "minority" to mean those who self-identify as any ethnicity other than "white" alone.
3. Collecting and analyzing data for low-income and minority populations from Census 2010 data using Census.gov.
4. Analyzing data from the 2012 SamTrans system-wide onboard customer survey for low-income and minority populations.
5. Utilizing the 2012 survey data to develop the charts and graphs in the analysis below.

Given the size and scope of the 2012 SamTrans system-wide customer onboard survey (i.e., more than 7,000 total respondents with a margin of error of +/- 0.94 percent at a confidence interval of 95 percent), the 2012 data are accurate enough to develop data cross-tabulations to conduct in-depth analysis regarding the potential impact of the proposed Day pass price reduction on minority and low-income populations.

## MINORITY AND LOW-INCOME POPULATIONS

According to 2011 American Community Survey (ACS) Census data, the minority population in San Mateo County is 299,727 people, which constitutes 41 percent of a total population of 727,209. An estimated 33 percent of the population is foreign born and 45 percent (of people 5 years or older) speak languages other than English at home. A 2012 SamTrans onboard survey found that 82 percent of SamTrans riders are minorities, which is much higher than the county average. Approximately 43 percent of fixed-bus routes are associated with census tracts with high minority populations.

A review of 2011 ACS Census data for the low-income population in San Mateo County shows that 7 percent of the population lives below the federal poverty level and 12 percent come from low-income households. Many of these low-income individuals depend on SamTrans' services. The 2012 on-board survey found that 41 percent of riders are from low-income households (earning less than \$25,000 a year). Approximately 39 percent of SamTrans routes are considered low-income as they serve a high percentage of low-income populations.

**Exhibit 1. SamTrans Riders' Annual Household Income**

Annual Household Income	%	
Less than \$10,000/yr	20	Low-Income Range
\$10,000 - \$24,999	21	
\$25,000 - \$49,999	17	
\$50,000 - \$74,999	9	
\$75,000 - \$99,999	4	
\$100,000 or more	5	
No Answer	24	

**Exhibit 2: SamTrans Riders' Minority Status**

Ethnic Background	%
Minority	82
Non-Minority	18

## USAGE OF DAY PASS

The following sections feature findings from the 2012 onboard survey regarding riders' methods of payment compared to their income status and minority status.

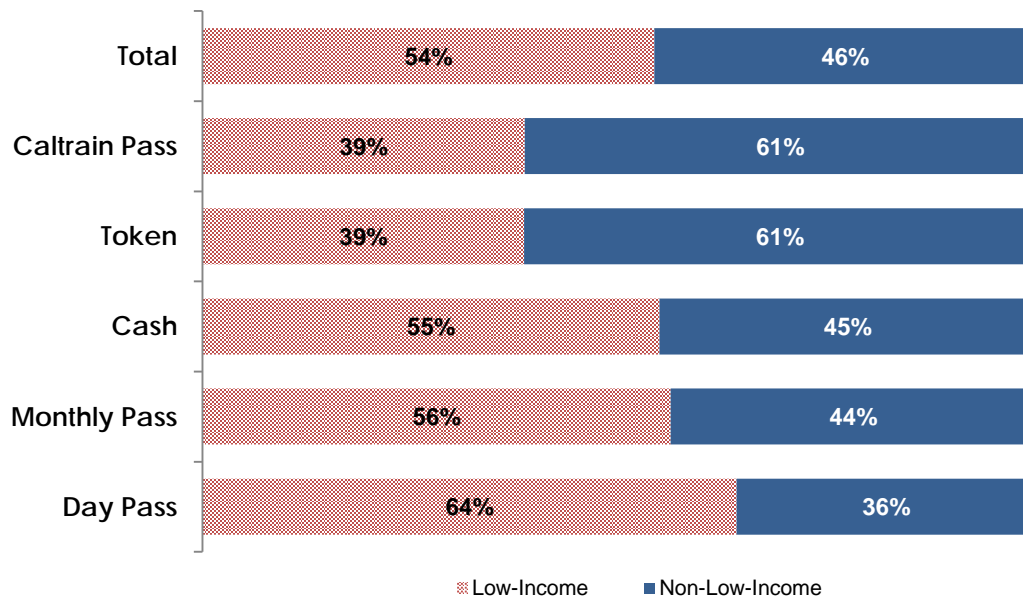
At present, a majority of riders using Day Passes on SamTrans buses are low-income riders. Day Passes are the third most used method for fare payment amongst low-income riders (compared to sixth most used amongst non-low income riders). While cash has continued to be the main means of paying for fare amongst low-income riders, a growing percentage of this group has switched from using cash to using monthly passes or day passes as methods of fare payment.

**Exhibit 3: Fare Payment Method vs. Riders' Income Table**

Pay Method	Low-Income	Non-Low-Income	Total	Percent Low-Income
Monthly Pass	685	535	1,220	56%
Day Pass	82	46	128	64%
Cash	1,210	998	2,208	55%
Tokens	71	113	184	39%
Caltrain Pass	51	81	132	39%
<b>Total</b>	<b>2,099</b>	<b>1,773</b>	<b>3,872</b>	<b>54%</b>

As shown in Exhibit 4, non-low-income riders are more likely to use tokens or Caltrain passes than low-income riders because non-low-income riders are more likely (than low-income riders) to take fewer buses per day, and are more likely to afford the higher one-time costs of some non-cash fare media options.

**Exhibit 4: Fare Payment Method vs. Riders' Income Chart**



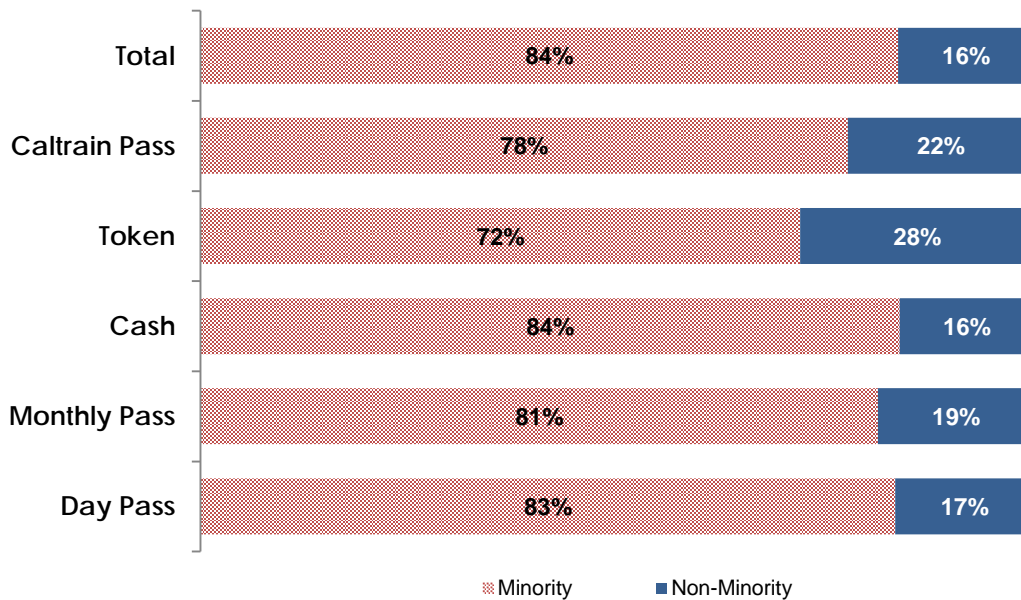
The proportion of low-income riders using the Day Pass is greater than the proportion of non-low-income riders. In addition, the proportion of low-income customers who utilize the Day Pass (64 percent) is much higher than the proportion of low-income customers system-wide (54 percent). This reveals that low-income riders are more likely to use the Day Pass because many may not be able to afford the higher one-time costs of other non-cash payment methods.

Since 2009, the monthly pass has been used as a method of payment by a growing percentage of minority riders. An estimated 83 percent of SamTrans riders are of minority descent. Hence, minorities also constitute significantly large proportions of all fare media users.

**Exhibit 5: Fare Pay Method vs. Riders' Ethnic Background**

Pay Method	Minority	Non-Minority	Total	Percent Minority
Monthly Pass	1,280	295	1,575	81%
Day Pass	135	27	162	83%
Cash	2,459	473	2,932	84%
Tokens	195	76	271	72%
Caltrain Pass	132	38	170	78%
<b>Total</b>	<b>4,711</b>	<b>919</b>	<b>5,630</b>	<b>84%</b>

**Exhibit 6: Chart of Minorities vs. Non-Minorities Using Various Methods of Payment**



Proportions of minorities who pay their fares with Day Passes or cash (amongst minorities) are equal to the proportions of non-minorities (amongst non-minorities) who pay with these fare media. This means the purchase and/or the reduced cost of Day Passes will not necessarily benefit minorities (or non-minorities) because purchasing various fare media is not an issue of minority status, but more so an issue of income status.



## ASSESS IMPACTS OF DAY PASS ON MINORITY AND LOW INCOME POPULATIONS

With the Day Pass priced at 2.5 times the base fare, anyone who boards SamTrans buses more than 2 times per one-way trip or more than 2 buses per day, and who uses cash, would benefit from the Day Pass and should be more likely to purchase one. Hence, to assess the impacts of the Day Pass price reduction on minority and low-income populations, five questions from the 2012 survey were analyzed. Questions regarding the number of buses riders were taking per trip were analyzed against the type of fare media they used. Additionally, the data were analyzed against the riders' transit use frequency, minority status, and income status.

The five questions from the survey are:

1. How long have you been riding SamTrans?
2. How did you pay for this bus trip?
3. Including this bus, how many total SamTrans buses will you ride to make this one way trip?
4. What is your ethnic background?
5. What is your household income?

Many of the passengers who take more than 2 or more buses per one-day trip (frequent riders) already purchase monthly passes, but the largest number of riders are still paying with cash. As riders take more buses per one-way trip, they are more likely to use Day passes as methods of fare payment. Among frequent riders, 8 percent use day passes and 50 percent use cash as methods of fare payment. This means 50 percent of frequent riders have the opportunity to save money by purchasing a Day Pass—but may not be. A possible reason for this may be that the day pass cost may still be too high or that riders do not know that the day pass is available for purchase.

Since the implementation of the Day Pass, the proportion of monthly pass holders taking 2 or more buses per day have decreased by approximately 25 percent. The transition of Monthly Pass media to Clipper created a hardship for some riders, who migrated away from the monthly pass, but the Day Pass has offered a viable alternative for unlimited travel on a day-to-day basis in lieu of having to have a clipper card.

**Exhibit 7: Buses per One-way Trip vs. Fare Media**

Buses per One-Way Trip	Day Pass	All Other Fare Media	Total	% Day Pass
1	57	1,857	1,914	3%
2	66	890	956	7%
3	16	161	177	9%
4+	16	134	150	11%
<b>2 or more</b>	98	1,185	1,283	8%
<b>Total</b>	155	3,042	3,197	5%

The proportion of Day passes used by frequent riders (riding 2+ buses per one way trip) of low-income, non-low-income, minority, and non-minority status are very similar. There is no significant difference in the way these groups use day passes. The proportions of protected-class and non-protected class frequent riders align with the total proportion of frequent riders using Day Passes: 8 – 9 percent. Hence, the reduction in Day Pass cost will equally affect/benefit all riders, and does not discriminate against any

particular groups. The following tables show how proportional various groups of frequent riders are in their use of Day Passes.

**Exhibit 8: Frequently Riding Passengers: Pay Method vs. Income**

Income Status	Day Pass	All Other Fare Media
Low-Income	9%	91%
Non-Low-Income	9%	91%

**Exhibit 9: Frequently Riding Passengers: Pay Method vs. Ethnicity**

Ethnicity	Day Pass	All Other Fare Media
Minority	11%	88%
Non-Minority	9%	97%

Riders who will especially benefit from purchasing discounted Day passes would be those that reported taking two or more SamTrans buses on a one-way trip and who use cash as fare media, and those who cannot afford to pay the higher one-time costs of other fare media, such as Monthly Passes or tokens. Approximately 50% of low-income riders who take more than two buses on a one-way trip are using cash. The proportion of minorities using cash for more than two buses on a one-way trip is even greater. By reducing the cost of the Day Pass by a dollar, the Day Pass will be even more affordable for all riders, irrelevant of their ethnic background or income status.

## SUMMARY

SamTrans staff analyzed available information from ridership surveys to determine whether minority and/or low-income riders are more likely to use the Day Pass with a lower cost. Staff concluded the proposed Day Pass cost reduction for up to 18 months would not negatively impact minority or low-income passengers. Rather, more low-income and/or minority passengers would be more or equally likely to benefit from the reduced cost of the Day Pass fare medium than non-low income and non-minority passengers.

In sum, SamTrans staff anticipates that the Day Pass cost reduction will benefit protected classes of riders and that it will enable all passengers unwilling or financially unable to buy a monthly pass or pay the current \$6.00 for the Day Pass, or for whom such options are not economically efficient, to benefit from a new fare discount.

## ALTERNATIVES TO, AND MITIGATION FOR, PROPOSED CHANGE

### ASSESS ALTERNATIVES TO REDUCING DAY PASS PRICE

#### *No Change*

The main alternative to reducing the Day Pass price to 2.5 times the one-way cash fare would be to maintain the existing cost of 3 times the one-way cash fare. By not reducing the Day Pass cost,

passengers' ability to save money by using a Day Pass would be less equally distributed between minority and non-minority, and low-income and non-low-income, passengers and potential passengers.

Previous analysis of the status quo fare offerings found no major disproportionate or disparate impacts based on minority or low-income status. In all cases, prepaid fare media (i.e. tokens and passes) cost less per ride than the corresponding cash fare for the same number of trips.

### ***Create Weekly or 15-Day Passes***

Another possible alternative to a Day Pass price reduction would be to create a pass of a duration that is longer than one day but shorter than the existing monthly pass. SamTrans staff surmises that many low-income persons are unable to take advantage of the discount offered for purchase of a monthly pass due to the unavailability of enough cash with which to purchase passes that start at \$25.00 per month (local routes, Eligible Discount qualifying) and go up to \$165.00 (express routes, full adult price). With a half-month or weekly pass, which would certainly be priced at higher than three times the single ride fare, the cost barrier would be significantly higher than with the proposed Day Pass and therefore a longer-term fare medium would likely provide a benefit to fewer low-income passengers. Additionally, this pass was implemented before and was unsuccessful. Hence, this alternative is not necessarily feasible.

## **MITIGATION MEASURES TO MINIMIZE, MITIGATE OR OFFSET ADVERSE EFFECTS OF A DAY PASS REDUCTION ON IMPACTED POPULATIONS**

SamTrans staff has found that reduction of the Day Pass price would have no disproportionate or disparate impacts on minority and/or low-income populations, and that a discounted fare mechanism would provide a benefit to all riders, especially minorities and/or those with low incomes. Accordingly, no mitigation for the change would be required.

SamTrans offers discounted monthly passes, distributed through public schools in the SamTrans service area, to students from families that qualify for free or reduced cost school lunches. This program would not be affected by the Day Pass. In addition, a Day Pass would not affect the SamTrans program by which SamTrans makes monthly passes available for the county to purchase and provide to clients of county health and social services for free or at a discount.

## **PUBLIC OUTREACH AND INVOLVEMENT ACTIVITIES**

SamTrans' public participation process offers early and continuous opportunities for the public (including minorities and people with low-income) to be involved in the identification of potential impacts of proposed transportation decisions.

Efforts to involve minority and low-income populations include both comprehensive measures and measures targeted at overcoming barriers that prevent such populations from effective participation in decision making.

Staff conducted an extensive public outreach program to notify customers and the community of the proposed change and to solicit their input. The notification process included four community meetings (held in Pacifica, San Bruno, San Carlos and East Palo Alto), bilingual newspaper notices, a news release,

bilingual onboard messages, Facebook postings, Tweets, a presentation to the SamTrans Citizens Advisory Committee (CAC) and a public hearing at the September 4th Board of Directors meeting. Information regarding the proposal was posted to the SamTrans website, which allows readers to translate it into dozens of languages. Customers and the public were able to provide input at the community meetings, via a unique e-mail address, through the postal service, and with a call to the Customer Service Center. Three comments were received from the public relevant to the proposal.

The notices also included directions for submitting oral and written comments through the SamTrans Board Secretary, SamTrans website, and Customer Service Center phone lines for those unable to attend the public hearing or public meeting. All such comments are entered into the public hearing record.

## **DISSEMINATION OF INFORMATION TO LIMITED ENGLISH PROFICIENT (LEP) PERSONS**

SamTrans' public participation process includes measures to disseminate information on the proposed fare changes to LEP persons as well as at public hearings and meetings.

As stated above, comprehensive measures were employed by SamTrans to reach out to non-English speaking persons. In addition, SamTrans' offers foreign translation through the Customer Service Center and on its website. Such resources were/are also available for comments on the fare proposal other than at the September 4th, 2013 public hearing.

## 2. GROUP TRAVEL DISCOUNT PROGRAM

The following sections represent the Title VI Equity Analysis related to the inclusion of the Group Discount Pass Program within the SamTrans Codified Tariff.

### PROPOSAL

The Group Travel Discount program has been in effect on a trial basis for nearly 18 months and has proven popular among groups looking to secure a discount on travel onboard regularly scheduled SamTrans fixed-route bus service. SamTrans offers group travel discounts for people who wish to take transit in groups of 25 or more. The discount allows groups to purchase tickets in advance at 20 percent off the cash fare. Since its inception, the program has been used primarily by school-based groups, but the program is open to anybody organizing a group of 25 or more persons. Groups seeking to participate must fill-out and submit a request form at least nine business days in advance of their desired travel date. When the date of travel arrives, the driver of the regularly scheduled bus desired by the group will be aware of the group and will expect them. The fares are paid in advance, ensuring large groups do not have to worry about organizing payment onboard the vehicle and dwell time on the bus is reduced when the group boards/alights the vehicle.

Group Travel Discount trips on SamTrans cost \$93.00 on average for a group of 35 students and 8 adults. This means groups are saving about \$79.00 on average for a trip organized via the program. Staff proposes to add this discount to the Codified Tariff on a permanent basis.

### EQUITY EVALUATION OF PROPOSED CHANGES

In this case, SamTrans staff has found that the proposal to include the Group Travel Discount program – currently a pilot program – within SamTrans’ Codified Tariff would **not** have a discriminatory impact on minority and/or low-income populations, and the new discounted fare mechanism would provide a **benefit** to all riders, especially for those in protected classes.

### METHODOLOGY

The methodology developed to analyze the impact the proposed Group Travel Discount Price Program would have on minority and low-income populations included the following steps:

1. Defining the term low-income to mean those students associated who participate in the school’s free or reduced lunch program.
2. Defining the term “minority” to mean those who self-identify as any ethnicity other than “white” alone.
3. Analyzing data from the 2012 SamTrans system-wide onboard customer survey for low-income and minority populations to represent system-wide data.

To date, all participants in the Group Travel Discount Program in its pilot stages have been associated with specific school sites. Staff utilized demographic data from those schools to determine the demographic makeup of current users of the program. Participation in the free or reduced lunch

program at each school site is a viable proxy for “low-income” as the sole criteria for participation in such programs is household income.

## USAGE OF GROUP TRAVEL DISCOUNT

The 2012 SamTrans system-wide on-board survey found that 82 percent of SamTrans riders are minorities and 41 percent of riders are from low-income households (earning less than \$25,000 a year). The usage numbers for the Group Travel Discount program are consistent with those of the system as a whole. Approximately 40 percent of students attending schools that have made use of the Group Discount come from low-income households and 80 percent come from minority backgrounds. Exhibits 10 and 11 below show the income and minority breakdown of schools using the Group Discount.

**Exhibit 10: Income Status of Students at Schools Using the Group Discount**

School	Low-Income	Non-Low-Income
Brisbane Elementary School	21%	79%
Fernando Rivera Intermediate School	36%	64%
Fiesta Gardens International School	52%	48%
Franklin D. Roosevelt Elementary School	57%	43%
North Shoreview Montessori	33%	67%
<b>Average School Group</b>	<b>40%</b>	<b>60%</b>

**Exhibit 11: Ethnic Background of Students at Schools Using the Group Discount**

School	Minority	Non-Minority
Brisbane Elementary School	65%	35%
Fernando Rivera Intermediate School	95%	5%
Fiesta Gardens International School	80%	20%
Franklin D. Roosevelt Elementary School	92%	8%
North Shoreview Montessori	66%	34%
<b>Average School Group</b>	<b>80%</b>	<b>20%</b>

## SUMMARY

SamTrans staff analyzed available information from existing users to determine whether minority and/or low-income riders are more likely to use the Group travel Discount Program in the future. Staff concluded the proposed program would not negatively impact minority or low-income passengers.

In sum, SamTrans staff anticipates the Group Travel Discount Program will benefit protected classes of riders and that it will enable large groups to achieve a costs savings when planning their travel in advance.

## ALTERNATIVES TO, AND MITIGATION FOR, PROPOSED CHANGE

### ASSESS ALTERNATIVES TO THE GROUP TRAVEL DISCOUNT PROGRAM

#### *Terminate the Pilot Program*

The main alternative to including the Group Travel Discount Program within the Codified Tariff would be to terminate the program and not carry it forward out of its pilot stage. This would likely have only a modest impact on current customers given the relatively small number of participants who have used the program in the past when compared to other fare media types.

The program offers the equivalent price of a token for participants who would normally pay full cash fare. However, those who currently receive a discounted fare (i.e., seniors, persons with disabilities, and youth) do not have the token as an option as their normal discount is cheaper than the price of tokens.

### MITIGATION MEASURES TO MINIMIZE, MITIGATE OR OFFSET ADVERSE EFFECTS OF A DAY PASS REDUCTION ON IMPACTED POPULATIONS

SamTrans staff has found that the Group Travel Discount Program would have no disproportionate or disparate impacts on minority and/or low-income populations, and that a discounted fare mechanism would provide a benefit to all riders, especially minorities and/or those with low incomes. Accordingly, no mitigation for the change would be required.

## PUBLIC OUTREACH AND INVOLVEMENT ACTIVITIES

The Group Travel Discount Program was included in the same outreach process as the reduction of Day Pass price discussed above.

### 3. WAY2GO PASS PROGRAM

#### PROPOSAL

SamTrans has conducted two pilot programs for an annual pass, known as the Residential Pass, over the past six years. The current pilot program, which has been used by a low-income housing development, concludes in December 2013. Information learned from the pilot programs has been incorporated into the proposed new Way2Go annual pass. The annual pass would be valid for unlimited travel on all SamTrans fixed-route buses and would be available for residential complexes to purchase for all residents age five and older and for businesses to buy for all of their full-time employees. Residents or employees are issued a photo identification card with a validation sticker that's used as a flash pass when they board a SamTrans bus. The Way2Go Pass is not available for purchase by individuals.

Participating entities enter into an agreement with SamTrans and pay an annual fee for every eligible resident regardless of how many residents will use the program. Under the current pilot program, participating developments pay the greater of \$104 per eligible resident or \$5,200 per year. The development is responsible for issuing and tracking the Way2Go Pass stickers its residents receive, as well as having the resident complete an annual transit use survey.

#### EQUITY EVALUATION OF PROPOSED CHANGES

The Way2Go Pass Program was included in the same outreach process as the reduction of Day Pass price discussed above.

SamTrans staff has concluded that the proposal to include the Way2Go Pass Program – currently a pilot program – in SamTrans' Codified Tariff is not subject to a full Title VI Analysis given passengers are not expected to bear the cost of their passes.



RESOLUTION NO. 2013 -

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

\* \* \*

ADOPTING AN AMENDED AND RESTATED CODIFIED TARIFF, MAKING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND APPROVING THE ASSOCIATED TITLE VI ANALYSIS

**WHEREAS**, pursuant to Resolution No. 1982-76, dated November 17, 1982, the Board of Directors adopted a Codified Tariff to outline the classifications, costs and regulations of SamTrans service, fares and fare media;

**WHEREAS**, the Board of Directors last reviewed the Codified Tariff in whole at its October 12, 2011 meeting when, pursuant to Resolution No. 2011-55, the Board of Directors amended the Codified Tariff by adding a Day Pass to provide a discount for passengers paying more than three one-way fares for travel on a single day who choose not to, or were unable to, purchase a monthly pass; by reflecting operational changes required for implementation of the Clipper® card fare payment system; and by making additional revisions to reflect the economic and social environment in which the SamTrans service operates; and

**WHEREAS**, at its August 8, 2012 meeting, the Board of Directors approved a pilot program to encourage advance group sales and travel by permitting pre-paid groups of 25 or more riders to travel at a 20 percent discount, which is equivalent to the discount associated with adult and youth tokens; and

**WHEREAS**, staff recommends that the Board of Directors amend the Codified Tariff, effective January 1, 2014, to:

1. Reduce the price of the local Day Pass to 2.5 times the one-way cash fare for up to 18 months to increase convenience for passengers riding more than one bus to complete their trip, particularly as passengers adjust to the service changes included in the SamTrans Service Plan;
2. Codify the 20 percent discount for groups of 25 or more riders who use the Group Travel Program;

3. Establish a new annual pass, known as the Way2Go Pass, for purchase by housing complexes and businesses with the minimum participation cost set at 100 participants;
4. Remove references to routes and services no longer offered by SamTrans under previously-adopted service changes; and
5. Clarify the use of existing products and discounts.

**WHEREAS**, under Title VI of the Civil Rights Act of 1964 and implementing regulations, including Federal Transit Administration Circular C 4702.1B, the District is required to perform a Title VI Equity Analysis in conjunction with most fare changes to assess whether they will result in disparate impacts or disproportionate burdens on minority or low-income populations, respectively; and

**WHEREAS**, on March 13, 2013, by Resolution No. 2013-09, the Board adopted Disparate Impact and Disproportionate Burden Policies to set thresholds for when fare or major service changes are deemed to have disproportionate effects on minority or low-income populations; and

**WHEREAS**, staff has prepared and presented to the Board a Title VI Equity Analysis that assesses the potential effects of the substantive amendments to the Codified Tariff (listed as items 1 through 3, above), concluding that the amendments to the Codified Tariff would result in no disparate impacts on minority passengers or disproportionate burdens on low-income passengers; and

**WHEREAS**, the purposes of the proposed amendments to the Codified Tariff include meeting the financial needs and requirements of the District and obtaining funds for operating expenses, therefore exempting this action from the California Environmental Quality Act pursuant to Public Resources Code Section 21080(b)(8); and

**WHEREAS**, the District Board of Directors held a duly noticed public hearing at its September 4, 2013 meeting, and engaged in extensive public outreach including published notices and community meetings throughout the SamTrans service area to afford members of the public an opportunity to comment upon the fare change proposals outlined above.

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

1. Finds that the amendments to the Codified Tariff serve the purposes of meeting the financial needs and requirements of the District and obtaining funds for operating expenses as referenced in the California Environmental Quality Act statutory exemption codified at Public Resources Code Section 21080(b)(8);
2. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the amendments to the Codified Tariff will not have a disparate impact on minority populations or a disproportionate burden on low-income populations;
3. Approves the Title VI Equity Analysis of the amendments to the Codified Tariff;
4. Amends the Codified Tariff, as outlined in the recitals above, effective January 1, 2014;
5. Adopts the amended Codified Tariff, attached as Attachment A and incorporated by this reference.

Regularly passed and adopted this 2<sup>nd</sup> day of October, 2013 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary